



LAND USE COMMISSION

Wednesday, January 11, 2023 | 7:00 P.M.
James C. Lytle City Council Chambers, Second Floor
Lorraine H. Morton Civic Center, 2100 Ridge Avenue

AGENDA

Those wishing to make public comments at the Land Use Commission meeting may submit written comments in advance or sign up to provide public comment in-person during the meeting by calling/texting 847-448-4311 or completing the Land Use Commission meeting online comment form available by clicking [here](#), or visiting the Land Use Commission webpage, <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>, clicking on How You Can Participate, then clicking on Public Comment Form. Community members may watch the Land Use Commission meeting online at www.cityofevanston.org/channel16 or on Cable Channel 16.

I. CALL TO ORDER/DECLARATION OF A QUORUM

II. APPROVAL OF MEETING MINUTES: November 30, 2022

III. ELECTION OF OFFICERS AND COMMITTEE MEMBERS

- A. Election of Land Use Commission Chair and Vice-Chair**
- B. Election of Zoning Committee Members**
- C. Election of Comprehensive Plan Committee Members**
- D. Election of Comprehensive Plan Steering Committee Chair**

IV. ADOPTION OF 2023 MEETING SCHEDULE

V. NEW BUSINESS

A. Public Hearing: Special Use Permit | 1555 Oak Avenue | 22ZMJV-0085

Cameel Halim, property owner, requests a Special Use Permit for an Apartment Hotel at 1555 Oak Avenue, commonly known as the Museum Residences on Oak or the King Home, in the R6 General Residential District (Section 6-8-8-3). The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-5-8 and Ordinance 92-O-21.

Order & Agenda Items are subject to change. Information about the Land Use Commission is available at <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>. Questions can be directed to Katie Ashbaugh, AICP, Planner, at kashbaugh@cityofevanston.org or 847-448-4311. The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact 847-448-4311 or 847-866-5095 (TTY) at least 48 hours in advance of the scheduled meeting so that accommodations can be made.

La ciudad de Evanston está obligada a hacer accesibles todas las reuniones públicas a las personas minusválidas o las quines no hablan inglés. Si usted necesita ayuda, favor de ponerse en contacto con la Oficina de Administración del Centro a 847/866-2916 (voz) o 847/448-8052 (TDD).

B. Public Hearing: Appeal | 1733 Oakton Street | 22ZMJV-0088

Cheryl & Robert Muno, property owners of 1729 Oakton Street, appeal the Zoning Administrator's decision to grant minor zoning relief (case number 22ZMNV-0074) to construct a second story addition with a proposed east interior side yard setback of 3.9' and an existing first story of 3.9' (Section 6-8-3-7) in the R2 Single Family Residential District. The appellant appeals the approval of the 3.9' east interior side yard setback variation, and also appeals the overhang amount (eave; yard obstruction) approved without variation. The Land Use Commission is the determining body for this case in accordance with Section 6-3-8-8 of the Evanston Zoning Code and Ordinance 92-O-21.

C. Public Hearing: Special Use & Major Variation | 1801-1805 Church Street and 1708-1710 Darrow Avenue | 22ZMJV-0089

Pastor Clifford Wilson, Mt. Pisgah Ministry, Inc., applicant, submits for a Special Use for a use (religious institution) in the oWE West Evanston Overlay District exceeding 10,000 square feet but less than 40,000 square feet (Sections 6-15-15-XVII-B.4 and 6-15-15-XVII-B.6), and submits for the following Major Variations from the Evanston Zoning Code: 1) Reduce required front yard build to zone from 5'-25' to 0' at upper floors (Section 6-15-15-XVII-A.2), 2) Reduce required west interior side yard setback from 5' to 0' (Section 6-15-15-XVII-A-6), 3) Increase impervious surface coverage from 60% + 20% semi-pervious surface material to 90.3% (Sections 6-15-15-XVII-A.8 and 6-15-15-XVII-A.9), 4) Increase building height from 2 stories or 30' to 3 stories at 44.0' to parapet (Section 6-15-15-XVII-B.1), 5) Eliminate the required building stoop base type and provide a storefront base type instead (Section 6-15-15-IV, Table IV.A, and 6-15-15-V-C.4), 6) Provide occupied space behind building parapet cap type where occupied space is not permitted (Section 6-15-15-IV, Table IV.A, and 6-15-15—VI-A.3), 7) Eliminate the required one short loading berth (Section 6-16-5, Table 16-E), 8) Increase yard obstruction from 10% to 40% into corner side setback for exterior building fins and vertical trellis (Section 6-4-1-9-B.1), 9) Eliminate the required 3'-4' tall steel or PVC picket fence around the parking area (6-15-15-XVIII.B.5), in order to construct a 3-story building for a religious institution with both on-site and leased offsite parking in the B2 Business and oWE West Evanston Overlay Districts. The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Zoning Code Section 6-3-5-9, and Ordinance 92-O-21.

D. Public Hearing: Major Variation | 1811-1815 Church Street and 1708-1710 Darrow Avenue | 22ZMJV-0092

Richard Koenig, Housing Opportunity Development Corporation, applicant, submits for the following Major Variations from the Evanston Zoning Code:

- 1) Reduce the required front yard build to zone from 5'-10' to 0' (Section 6-15-15-IX-A.3),
- 2) Reduce the required west and east interior side yard setbacks from 5' to 0' (Section 6-15-15-IX-A.5),
- 3) Reduce the required rear yard setback from 5' to 0' (Section

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6-15-15-IX-A.6), 4) Increase the maximum permitted impervious surface coverage from 90% + 5% semi-pervious surface area to 99.7% of lot area (Sections 6-15-15-IX-A.7 and 6-15-15-IX-A.8), 5) Increase the maximum permitted building height from 3 stories and 47' to 5 stories and 57.7' (Section 6-15-15-IX-B.1), 6) Eliminate the required 8' ziggurat setback at the 3rd story (Section 6-15-15-IX-B.1), 7) Eliminate the required one short loading berth (Section 6-16-5, Table 16-E), in order to construct a 5-story mixed-use building with ground floor retail, 44 dwellings, and on-site parking in the B2 Business and oWE West Evanston Overlay Districts. The Land Use Commission is the determining body for this case in accordance with Zoning Code Section 6-3-8-2, and Ordinance 92-O-21.

VI. COMMUNICATION

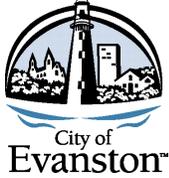
VII. PUBLIC COMMENT

VIII. ADJOURNMENT

The Evanston Land Use Commission will hold a regularly scheduled meeting **on Wednesday, January 25, 2023, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

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MEETING MINUTES

LAND USE COMMISSION

Wednesday, November 30, 2022

7:00 PM

Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: Myrna Arevalo, George Halik, Brian Johnson, Jeanne Lindwall, Kiril Mirintchev, Max Puchtel, Kristine Westerberg, Matt Rodgers

Members Absent: John Hewko

Staff Present: Neighborhood and Land Use Planner Meagan Jones, Assistant City Attorney Alex Ruggie, Planning Manager Liz Williams, Zoning Administrator Melissa Klotz, Interim Community Development Director Sarah Flax

Presiding Member: Matt Rodgers

Call to Order

Chair Rodgers opened the meeting at 7:04pm. A roll call was then done and a quorum was determined to be present.

Approval of November 9, 2022 Meeting Minutes

Commissioner Lindwall made a motion to approve the Land Use Commission meeting minutes from November 9, 2022, with no changes. Seconded by Commissioner Puchtel. Commissioner Arevalo abstained as she was not present at that meeting. A voice vote was taken, and the motion passed, 7-0-1.

New Business

A. Public Hearing: Special Use Permit | 1566 Oak Avenue | 22ZMJV-0078
Donna Pugh & Michael Noonan, Foley & Lardner LLP, attorneys representing Connections for the Homeless, request a Special Use Permit for a Rooming House at 1566 Oak Avenue, commonly known as the Margarita Inn, in the R6 General Residential District (Section 6-8-8-3). The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-5-8 and Ordinance 92-O-21. PIN: 11-18-308-009-0000.

Staff member Klotz summarized that the public comments received prior to the meeting total 25 opposed, 39 in favor, and three that do not distinguish, including one that is a request for continuance.

A commissioner noted that they know one of the applicant's representatives but there are no recent employment connections or a conflict of interest.

Donna Pugh with Foley & Lardner LLP introduced her colleagues Mike Noonan and Bill McKenna. She highlighted that in March of 2020 that Connections for the Homeless ("Connections") received a determination that Margarita Inn is a rooming house, not a shelter under Evanston code, and that its special use had expired. Connections has been serving the unhoused community in Evanston for over 38 years, has a long, successful history of running facilities and providing services to the homeless. Connections continues to operate the Margarita Inn for tenants who do not pay rent with resources provided by Cook County and personal donors. Ms. Pugh summarized the Connections applied for a new special use and the subsequent community engagement process involved 12 meetings resulting in conditions that the applicant supports.

Betty Bogg, CEO of Connections spoke about homelessness in Evanston and more recent service model changes partnering with hotels due to COVID. She stated their alignment with the City's HUD Consolidated Plan guidelines especially regarding the use of non-congregate shelter and housing first principles. Connections also provides on-site support services for mental and physical health care, employment and educational support, and the requirement and support needed to find stable housing outside of Margarita Inn, including services for alcohol and substance use disorders. In their three years in operation, 57% of their residents (85% from Evanston) have transitioned to stable housing.

Tina White, Connections Chief Program Officer, manages the shelter, housing and health programs. She described how they prioritize access for seniors, families and those with disabilities and their application of best practices including screening processes that focus on the safety of the staff and residents at Margarita Inn as well as the broader community. Each program participant designs and implements their housing case management with a mandatory exit plan along with agreeing to zero tolerance behavior rules. Staff at the Margarita include a total of 15 direct service staff members, not including administrative or executive leadership, oversight and support.

Sue Loellbach, Connections Manager of Advocacy, summarized their community outreach and engagement efforts and the status of the Good Neighbor Agreement. The agreement will have provisions for a Margarita Inn Advisory Board made up of community members to gather ongoing feedback from neighbors and regular reporting.

George Kisiel, President of Okrent Kisiel Associates, 141 W Jackson in Chicago gave a brief overview of the proposal, the potential land use impacts, and findings related to special uses contained in the Evanston Zoning Ordinance. For the two years that Connections has been operating, EMS calls have been 29 and 44 calls annually and there has been no appreciable increase in traffic noise, vibration, etc. He then presented a police incident analysis noting that the 1500 block of Oak Avenue has seen an increase in Police and the EMS calls during the last two years of operation, however the increases are not significant in terms of volume or severity since Margarita Inn is

less than two-tenths of the downtown calls. He then reviewed some of the Special Use Standards, particularly noting allowing Connections to provide interim shelter effectively reduces the number of homeless with no undue impact to the surrounding neighborhood. He finally mentioned that the Mary Limburger, MIA Appraiser findings report concluded there's no negative impact on property values due to this use.

Katie Eighan, Continuum of Care Planning Director at the Alliance to End Homelessness in Suburban Cook County. The Alliance is designated by HUD as the lead agency to implement a strategic plan to prevent and end homelessness for an area that includes 130 Cook County suburbs. Connections has been a member agency since their founding nearly two decades ago. She summarized northern suburbs shelter bed needs and noted that non-congregate shelter is recognized as a best practice locally, statewide and nationally because it provides increased stability for shelter guests and accessible on-site wrap-around services. She summarized that Connections has repeatedly demonstrated their competency and skill to provide the housing and services needed to end a person's experience of homelessness.

Linda Shueler, Executive Director of Housing Forward, whose mission is to meet the emergency shelter needs of those experiencing homelessness. Housing Forward was founded over 30 years ago with their service area now including 25 communities in West suburban Cook County. She summarized that their services are like Connections and the hotel-based setting approach to move a person off the street and into stable and safe housing has long term benefits of stability, independence and quality of life.

Commissioner Puchtel asked what the other common outcomes are for those that do not find stable housing. Ms. Schueler responded that a small percentage may go back to the street, move out of state, or double up with friends or family.

Reverend Grace Imathiu, Senior Pastor of First United Methodist Church, mentioned Connections moves 70 people every 12 months out of homelessness towards permanent and stable housing.

Reverend Doctor Michael Wolf, Senior Minister, Lake Street Church, is a ministry partner and shares a campus with Margarita Inn and stated that they have been good neighbors. He described the importance of engaging with the vulnerable, feels that there is a great need for this facility, and supports a recommendation in favor of the proposal.

Commissioner Questions

Commissioner Halik asked about allowing alcohol and legal drugs in rooms. Ms. White responded that Connections has a policy regarding appropriate behaviors associated with substances. If someone's use negatively affects the safety of the community, then they cannot stay at the facility. Ms. Bogg generally spoke about their use of harm reduction principles. Commissioner Lindwall asked for further details on smoking. Ms. White confirmed that there is an outdoor smoking patio at Margarita Inn and no smoking

is allowed in rooms. Ms. Bogg additionally stated that what is legal inside and outside is how Margarita Inn is operated.

Commissioner Westerberg asked what a substantial negative impact would be. Mr. Kisiel responded that an increase of 1-2 calls per week would not rise to the level of monitoring quality or quantity. Commissioner Westerberg asked Connections staff if the calls over the last few years represent what they would expect in the future. Ms. Bogg responded that over the last three years they have continuously adapted procedures to make the environment for their residents and the community safer. Commissioner Lindwall asked about call volume variance. Ms. Bogg responded that it varies based on clients and their needs.

Commissioner Halik asked about staffing. Ms. Bogg responded that it is a well-staffed operation. Commissioner Westerberg followed up with a question on staff structure. Ms. Bogg responded that a 24/7 operation is three shifts with two people on each shift including a program operations specialist. Other staff present are management, on-call staff, and partnerships which bring in groups to provide services on weekdays.

Commissioner Mirintchev asked about the complaint response. Ms. Bogg said that complaints normally get addressed right away because of the 24/7 operation. There is not a lot of neighborhood interaction with the on-site operation. They also get calls for off-site issues and are building a community-based referral response for these requests.

Commissioner Lindwall asked about currently operating overnight shelters. Ms. Bogg noted that Interfaith Action of Evanston ("Interfaith") runs an overnight cold weather shelter which due to the pandemic operates at about half capacity. Commissioner Lindwall then inquired how current residents park their cars. Ms. Bogg noted the parking lot is primarily for staff. Ms. White noted that it is not common for a resident to have a car, however, they do educate on where to park when necessary. Commissioner Lindwall asked the appraiser about property rents. Ms. Limburger responded that property sale is the way to evaluate this and transactions within the vicinity of this property over the last two years did not decline.

Chair Rodgers asked Ms. Bogg how they enforce their three strikes rule. Ms. White responded that it is rare, but it starts with a conversation, and progresses to a learning agreement, then a 24-hour suspension. A few people have been discharged and Connections links them with their related day and other housing programs. Chair Rodgers then inquired specifically about the indirect compensation requirement of the rooming house definition. Ms. Pugh answered that it is from external third parties.

Chair Rodgers called for public comment.

John Cleave, 1109 Grove, Evanston, noted that licensing is the way for the city to safeguard changes in the licensee operational funding, staffing, residential volume, policing and reporting. Chair Rodgers asked the Assistant City Attorney to comment on licensing. Ms. Ruggie responded that rooming house licensing is being considered at

the Human Services Committee under the property standard code for renewal on an annual basis and all rooming houses would need to apply.

Lawrence Starkman, 1570 Oak Avenue, thinks that it doesn't not meet the definition of a rooming house due to food service, there is an increase in crime, and that it is a nuisance.

Don Durkes, 1111 Grove Street, is generally not in favor of the Special Use designation because of increased police activity and their increased density request from 63 to 70 residents.

Chelsea Sherlock, 1567 Ridge Avenue, Apt. 306, directly behind the Margarita Inn alley, noted that it is close to the train station, has access to the lake, and is near the police and fire station which provides good access for people. She is also a Good Neighbor committee member, has toured the building, and encourages businesses, renters, landowners, condo owners, etc. to provide feedback.

Mr. Ryan Williams read a letter on behalf of Gregory Morrow, 1000 Grove Street, #519, overviewing his homeless experience, work experience with Connections, and support to deny the Special Use application.

Susan Munro, 1518 Oak Ave 1N, lives nearby and supports the application and has found that both Connections and Interfaith address issues quickly. She endorsed the value of locally addressing affordable housing.

Sharon Pines, 1585 Ridge Avenue, has toured the premises and noted that it has maintained its dated elegance. She stated that residents are participants in the services with the goal of attaining stability in their lives and permanent housing and supports them in Evanston.

Toni Rey, 1020 Grove Street, supports Margarita Inn as a good neighbor and believes all neighbors deserve a safe, stable place to call home.

Diana Durkes, 1111 Grove Street, stated that the National Association of Realtors may decrease surrounding property value by 12.7%. She expressed concern regarding drug trafficking in the alley and sleeping rooms in the lower level of the building.

Q Ibraheem, 2150 Ashland Avenue, assisted homeless people within his apartment building during the pandemic and he learned that professionals need to be present to address issues. He expressed concern regarding security with their museum and wedding venue reopening.

Chris Dillow, 1316 Oak Avenue, expressed concern regarding Connections adherence to city ordinances.

Eric Paset, 1402 Oak Avenue, owner of North Shore Apartments & Condos, questioned Connections' ability to enforce resident behaviors and stated that he has had to reduce rent charges because of their proximity to Margarita Inn.

Melissa Appelt, Interfaith Action of Evanston, PO Box 1414, noted that the nine faith communities with cold season overnight shelters around the city did not have the room to support Margarita Inn residents if it closed.

James Lessmeister, representing Citizens Together for Evanston, described some of the call content and volume for Margarita Inn and reasons that it should be declared a nuisance premise. He requested a continuance of the hearing to bring in additional experts. Chair Rodgers noted to table that request until all public comment was heard.

Rodney Dawkins, 4907 Crain Street, Skokie Illinois, member of National Healthcare for the Homeless Council, described his experience living in shelters and expressed his support for the Margarita Inn.

Ann Weatherhead, 807 Davis Street, Unit 1009, noted that Connections has been in Evanston for almost 40 years and has a proven track record servicing and leading people into stable housing.

Michael Roth, attorney representing BJB LLC, owner of the property of the King Home building across the street from the Margarita Inn, questioned how the Connections operation is or should be categorized and how it should be treated and regulated. He verbally requested and submitted in writing a request to continue the hearing.

Scott Gingold, 1326 Isabella Street, spoke in support of the Margarita Inn operating as a rooming house and summarized its history.

Patrick Keenan-Devlin, 746 Asbury Avenue, Executive Director of the James B. Moran Center for Youth Advocacy, a community based legal, social work and restorative justice organization in Evanston works in partnership with Connections who has housed 14 Moran Center clients who are now permanently housed. He also spoke on behalf of the 25 community-based organizations that make up the Coalition to End Homelessness and all support Connections' request for a special use permit.

Q Ibraheem, 2150 Ashland Avenue, spoke in support of Margarita Inn.

Gilo Kwesi Logan, 1031 McDaniel, has worked with Connections and supports approval of their special use permit to allow their equity work to continue in the community.

Rich Eddington, 807 Davis Street, said he supports the mission to address homelessness and questioned whether Connections is the right partner to execute that mission and manage the facility. He also commented that the Good Neighbor agreement is difficult because it takes an individual neighbor to enforce it. Chair Rogers asked Mr. Eddington if there was anything he would like to respond to since he was

being quoted by others. He thought the neighbors were raising quality of life issues, not Part 1 crimes, and that Police Chief Stewart would be the independent arbiter of that information.

Allie Harned, 1515 Greenwood Street, District 65 school social worker, expressed her support for Connections. During the last three years, the Margarita Inn has provided support for over 70 families, many of which have had school children.

Aaron Brown, 1205 Elmwood Avenue, spoke in support of Connections.

Joe Rushlow spoke on behalf of himself and Steven Lewis, 1400 Maple Avenue, regarding their concern that approval of this application would set up precedent and could lead to further special use permit requests in the neighborhood.

Dan Cox, 1207 Maple Avenue, Board member for Connections, described the role of the Board, its local membership, and its fiduciary responsibility to make sure that people get out of Margarita Inn to permanent housing.

Abigail Aziza Stone, 2121 Dewey Avenue, Board member for Connections and Executive Committee and Board of the Alliance to End Homelessness in suburban Cook County, described her shelter experience and the effectiveness of the hotel style of sheltering people experiencing homelessness.

Chair Rodgers requested Mr. Lessmeister to restate the reason for a continuance request. Mr. Lessmeister would like to have the opportunity to present an expert on criminal justice and nuisance. He also stated that the Comprehensive Plan was not analyzed under the special use permit application and would like a staff expert and a civil engineer to address parking and traffic. Furthermore, he would like an analysis under Section 6-3-5-10 of the code regarding the definition of rooming house. Chair Rodgers added that Mr. Roth's continuance request also covers Sections 6-3-5-17, A & B.

Chair Rodgers asked Assistant City Attorney Ruggie to confirm the language of the Land Use Commission Rules. Ms. Ruggie responded that it says such continuance may be at the Commission's discretion upon showing that the case is unable to proceed with testimony, evidence or cross examination at the current hearing for good cause. Chair Rodgers clarified that the ordinance has changed since the continuance request by Mr. Roth and Mr. Lessmeister.

Chair Rodgers asked zoning staff how long documents and material have been available to the public. Ms. Klotz noted that a two-week public notice was provided, and the application has been on the city website for about 3 weeks.

Chair Rodgers asked Commissioners their general thoughts on continuing the case. Commissioner Halik commented that they have not heard conclusive testimony on the standard as to whether there is a negative effect on adjoining properties. Ms. Ruggie

responded that the applicant is being reviewed under the current code. She also summarized that staff is working to update the rooming house license, not specifically for this instance, but for all rooming houses within the city because it is outdated, and an exact timeline has not been set.

Chair Rodgers proposed Mr. Lessmeister clarify what information the additional experts could provide. Mr. Lessmeister summarized the requested skills and how they were unable to present expert witnesses at this hearing because of time constraints. Commissioner Lindwall expressed interest in hearing more about the nuisance premise ordinance. Ms. Ruggie responded that properties with police activity are subject to the nuisance premise ordinance. This property was reviewed by staff throughout the last two years to see if it qualified as a nuisance premise and it did not.

Commissioner Westerberg made a motion to continue the hearing to December 14, 2022 on the property located at 1566 Oak Avenue, 22ZMJV-0078. Second by Commissioner Johnson. A voice vote was taken, and the motion failed, 2-6.

Mr. McKenna made a few final comments on behalf of the applicant. Connections is fully supportive of a good neighbor agreement, a special use permit and the licensing process. He clarified that definition of a rooming house excludes food provided for compensation and that food at Margarita Inn is provided for free or through donations. He noted that specific criteria for Special Use does not mention that the Land Use Commission has an obligation to determine nuisance premises. And finally, when the Fire Department brought to the attention of Connections that the basement should not be used as rooms, the activity increased and further similar use of the basement is not contemplated by this special use application. Chair Rodgers asked if Connections had any issue with the conditions outlined in the staff memo and Mr. McKenna responded no.

Commissioner Lindwall asked Connections why they selected the housing first model. Ms. Bogg responded that the housing first model is a mandated approach by HUD, and it has been effective. Commissioner Lindwall asked how they select clients. Ms. Bogg responded that they focus on whether that person can be safe in a relatively dense residential environment. Commissioner Lindwall asked how loitering by a resident on a recurring basis would be treated. Ms. White responded that if it's on their property then they would intervene, and it may be an issue that contributes to a resident not being able to continue their stay. Commissioner Lindwall asked if there are people who cycle in and out of your facility. Ms. White responded on occasion but that it is not common.

Commissioner Lindwall asked staff what kind of approvals would be needed to occupy the restaurant space. Ms. Klotz responded that if it were to operate as an accessory use to the rooming house, then it would need the appropriate food license and likely building permits to bring it up to code. It would not need anything additional from the zoning. She also said that it could not be open to the public and that it is not an eligible use as a Type 1 restaurant in the R6 District.

Commissioner Westerberg asked to confirm that if this proposal is granted, then the building comes off the tax rolls. Ms. Pugh responded that it could as a nonprofit and that there is a deed restriction that requires payment in lieu of taxes for the city of Evanston and two school districts. Commissioner Westerberg asked what the real estate tax value was. Ms. Klotz reported that the 2021 tax bill was \$219,603.71.

Commissioner Westerberg if the city looked at or projected any increase in municipal costs related to this request for license reviews, operations, or police staffing. Ms. Ruggie responded that the annual license fee accounts for time staff spends doing inspections, issuing the license and maintaining the license throughout the year.

Commissioner Mirintchev asked if there would be a review of fulfillment of all the conditions. Ms. Klotz responded that there are three options if the special use is granted. The first is using the annual licensing to update the operations agreement to address any concerns. The second could be a condition that it comes back in front of the Land Use Commission. The third would be to handle it through other regulations. The annual license review is a strong mechanism to encourage compliance as opposed to the second approach of sending zoning staff out and asking them to report back on the special use.

The record was then closed.

Deliberations

Chair Rodgers asked for Commissioner comments on the conditions.

Commissioner Halik had hoped that there would be agreement between the neighbor organization and Connections prior to the Commission's review of the project. Since there is not yet a licensing agreement, he would like to see strong conditions placed on the project such as Mr. Cleave's comments on mental health counseling.

Commissioner Puchtel wanted to add a note to the minimum of two employees always staffing the facility 24 hours a day that they both be trained in de-escalation techniques and working with people with mental illness.

Discussion ensued regarding the Good Neighbor Agreement and Commissioner Lindwall asked Corporation Counsel to provide an update regarding the agreement. Ms. Ruggie responded that the city cannot be involved without an enforcement mechanism. Also, the neighbors have not formed a neighbor group to be able to sign it. A suggestion was made that Connections create and abide by a good neighbor declaration that considers the neighbor recommendations. That declaration could then be a recommendation or a Special Use condition. The city can enforce a Special Use license. A new proposal for this license type is that every rooming house provides the city with an operating agreement and the operating agreement will go over how the different rooming house's function, and if there's violations of that operating agreement, then the city can enforce.

Commissioner Westerberg asked if it is possible to strengthen the condition which says that access to the building for police personnel shall be appropriately accommodated when called by residents, staff or in mandatory reporting situations. Ms. Ruggie responded that there can't be unreasonable searches of a person's home. Commissioners agreed upon "reasonably" accommodated.

Chair Rodgers asked for Commissioner comments on the standards. Commissioner Puchtel reasoned that if you consider the residents of the Margarita Inn then there's not a negative cumulative effect and the standard is met. Commissioner Westerburg thinks the request meets most of the standards, especially from the land use perspective. Potential negative effects would have to be improved as Connections works with the neighbors. Commissioner Lindwall believes based on testimony that all the standards have not been met without the additional conditions. Commissioner Halik agreed and qualified that the conditions are being put in place because of management issues. Commissioner Arevalo noted the project continues as a rooming house and supports it. Commissioner Johnson said that he voted in support of the continuance to hear more about the supposed negative effects of police calls and the diminishment of the value of the property and thinks some of the standards may not have been met. Commissioner Mirintchev concurs with the opinion that it's a management issue, not a land use issue and is in favor of the project. Chair Rodgers agrees that the application of the rooming house definition is appropriate for now but supposes there could be a better definition developed in the future.

The Chair reviewed the nine Standards for Special Use (Section 6-3-5-10).

1. Is one of the listed special uses for the zoning district in which the property Lies: Meets the standard as a Rooming House is listed as an eligible special use in the R6 General Residential District which is the closest definition for this project.
2. Complies with the purposes and the policies of the Comprehensive General Plan and the Zoning Ordinance: Plans and ordinances provide direction and guidance. This building fits the proposed activity, the conditions address management issues and so the standard is met.
3. Does not cause a negative cumulative effect in combination with existing special uses or as a category of land use: The conditions that are being placed on the management of the of the facility will lessen the impact on the neighborhood and the creation of a good neighbor declaration or some sort of a policy that is an agreement between and their neighbors will address most of those issues and so the standard is met.
4. Does not interfere with or diminish the value of property in the Neighborhood: Various testimony was heard but a place where people can be housed and given services that they need may do more for property values than having people living homeless on the streets. Commissioner Westerberg commented that it is not the nature of the rooming house that diminishes the value of the property, but the operation that can cause problems.

5. Is adequately served by public facilities and services: The infrastructure provided it is adequately served and further testimony about police and fire resources will not provide significant additional insight and so the standard is met.
6. Does not cause undue traffic congestion: This is not a site that would create traffic as residents are not typically car owners and so the standard is met.
7. Preserves significant historical and architectural resources: It is recommended to have historic preservation staff conduct a non-binding review of the property before any permits are issued for exterior work on the building. If the review doesn't involve taking it to the Land Use Commission and can be done by staff, the standard is met.
8. Preserves significant natural and environmental resources: The building is not being added to and the landscaping will be maintained so the condition is met.
9. Complies with all other applicable regulations: Assumes Connections will operate under any rooming house license changes and any good neighbor agreement.

Commissioner Lindwall made a motion to recommend approval to the City Council to approve the Special Use Permit on the property located at 1566 Oak Avenue, 22ZMJV-0078, with the following conditions:

- 1. Criminal background checks and individualized assessment evaluations are required for every potential resident of the Rooming House to determine if the Margarita Inn is an appropriate and safe housing option for all parties. Individuals actively listed on the Sex Offender Registry shall not be admitted as residents of the facility.**
- 2. Emergency access to the building shall be provided to all first responders via a knox box, key fob, or similar entry means, and shall only be used by first responders in extreme emergency situations when the building must be accessed to ensure the safety of the building's occupants.**
- 3. Access to the building for police personnel shall be reasonably accommodated when called by residents, staff, or in mandatory reporting situations that may include additional agencies such as the Department of Child & Family Services (DCFS).**
- 4. The Applicant shall comply with all local, state, and federal laws relating to protected classes, including but not limited to the Homeless Bill of Rights, Cook County Human Rights Ordinance, and City of Evanston Human Rights Ordinance for all residents of the facility.**
- 5. On-site behavioral, mental, and medical healthcare shall be provided by appropriately licensed individuals. Such on-site care is accessory and incidental to the use and is not intended to replace primary and specialized health care for residents of the facility.**
- 6. Any on-site services including but not limited to employment readiness, financial literacy, therapeutic groups, recreational activities, and substance use disorder support and linkage to treatment shall be provided for residents of the facility only.**
- 7. The building façade and exterior shall be preserved and appropriately maintained. Exterior changes that are visible from the Oak Avenue**

- right-of-way shall be reviewed by Historic Preservation staff for non-binding Preservation comments and suggestions prior to building permit issuance.
8. The Applicant agrees to use sustainable measures for building operations including but not limited to recycling and composting if/when the commercial kitchen is used.
 9. Litter patrol shall occur at least twice per shift and shall remove any litter on the property and in the public right-of-way immediately adjacent to the property and extending 25 feet to the north and south.
 10. Residents of the facility shall not loiter or congregate on the public sidewalk in front of the building or in the immediate vicinity.
 11. The Applicant shall actively participate in community efforts to address panhandling and other homelessness issues with groups such as the Coalition to End Homelessness.
 12. A minimum of two employees trained in de-escalation and mental illness shall always staff the facility, 24-hours a day, including at least one employee who is trained in security. A manager and/or supervisor shall be always on call.
 13. All outstanding Property Maintenance code violations shall be brought into compliance by the Applicant within 6 months of the adoption of this ordinance. Any violations that exist for the following 6 months shall be addressed in a code violation compliance plan that includes an appropriate timeframe for resolving remaining violations. Failure to follow the code violation compliance plan or actively work towards resolving violations within 12 months may result in revocation of the special use.
 14. The Applicant shall maintain the ten existing on-site parking spaces and shall lease off-site parking if the staff and resident use exceeds the existing on-site parking.
 15. A bicycle rack shall be installed and maintained at the property.
 16. The appropriate City License shall be applied for in full, including any required Operating Agreement details, within 3 months of the adoption of this ordinance.
 17. An acceptable Good Neighbor Declaration must be developed within 3 months of the issuance of the Special Use Permit.

Second by Commissioner Puchtel. A voice vote was taken, and the motion carried, 5-3.

Communications

Ms. Williams asked for clarification from the dissenting commissioners which standards were not met. Commissioner Halik, Johnson and Westerberg indicated C) on negative cumulative effect and D) on property value.

Adjournment

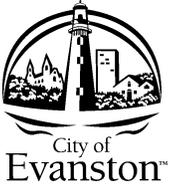
Commissioner Lindwall motioned to adjourn, Commissioner Arevalo seconded, and the motion carried, 8-0.

Adjourned 11:31 pm.

The next meeting of the Evanston Land Use Commission will be held on **Wednesday, December 14, 2022, at 7:00 pm, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.**

Respectfully submitted,
Amy Ahner, AICP, Planning Consultant

Reviewed by,
Meagan Jones, Neighborhood and Land Use Planner
Melissa Klotz, Zoning Administrator



Memorandum

To: Chair and Members of the Land Use Commission

From: Planning & Zoning Division

Subject: 2023 Land Use Commission Draft Schedule

Date: December 9, 2022

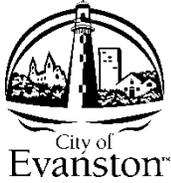
The Land Use Commission has regularly scheduled meetings twice a month on the second and fourth Wednesday at 7:00 pm. Additional meetings and subcommittee meetings may be scheduled as necessary.

| | | |
|-----------|----|-------------------------------|
| January | 11 | |
| January | 25 | |
| February | 8 | |
| February | 22 | |
| March | 8 | |
| March | 22 | |
| April | 12 | |
| April | 26 | |
| May | 10 | |
| May | 24 | |
| June | 14 | |
| June | 28 | |
| July | 12 | |
| July | 26 | |
| August | 9 | |
| August | 23 | |
| September | 13 | |
| September | 27 | |
| October | 11 | |
| October | 25 | |
| November | 8 | |
| November | -- | Canceled - Thanksgiving week |
| December | 13 | |
| December | -- | Canceled – Christmas/NYE week |

Land Use Commission

1555 Oak Avenue
Special Use – Apartment Hotel
22ZMJV-0085

Recommending Body



Memorandum

To: Chair and Members of the Land Use Commission

From: Melissa Klotz, Zoning Administrator

CC: Sarah Flax, Interim Director of Community Development
Elizabeth Williams, Planning Manager

Subject: Special Use – Apartment Hotel
1555 Oak Avenue, 22ZMJV-0085

Date: December 8, 2022

Request

Cameel Halim, property owner, requests a Special Use Permit for an Apartment Hotel at 1555 Oak Avenue, commonly known as the Museum Residences on Oak or the King Home, in the R6 General Residential District (Section 6-8-8-3). The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-5-8 and Ordinance 92-O-21.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on November 24, 2022.

General Information

Applicant: Cameel Halim
C/O Alan M. Didesch, Counsel for BCH1555 LLC
107 Green Bay Road
Wilmette, IL 60091

Owner(s): BCH1555 LLC
107 Green Bay Road
Wilmette, IL 60091

PINs: 11-18-309-024-0000, 11-18-309-018-0000, 11-18-309-019-0000, 11-18-309-029-0000, 11-18-309-020-0000

Analysis

1555 Oak Avenue, commonly known as the Museum Residences on Oak or the King Home, is a 6-story institutional building constructed in 1953 and most recently used as retirement facility/assisted living facility operated by Presbyterian Homes. The property comprises half of a city block, is located on the north side of Grove Street stretching from Oak Avenue to Maple Avenue, and is within the R6 General Residential District.

Property History:

The current owner purchased the property in 2017. Subsequently, they followed the substitution of special use process to roll over and gain approval of the existing special use (Ordinance 59-O-91) for a Retirement Home which included independent living, assisted living, and memory care. The owner obtained state licensing approval as well but then did not open to residents due to the pandemic, so the special use lapsed. In 2021, the property owner requested a special use for a Cultural Facility to add a small addition to the building and remodel a small portion of the interior to become a Museum Annex for the Museum of Time and Glass across the street at 1560 Oak Avenue under the same ownership. The special use was recommended for approval with conditions by the Zoning Board of Appeals, but the proposal did not move forward to City Council for a final determination at the request of the Applicant. The building has sat vacant since 2017 while also incurring or generating nearly \$280,000 in property tax for the last tax year.

The property includes a substantially landscaped courtyard area, a paved and striped parking lot for 66 vehicles with spaces dedicated to the on-site structure/use, and an un-striped, unpaved gravel/dirt parking area for off-site parking for surrounding uses and businesses that is leased out by the property owner. The building currently features 67 units that contain bathrooms and kitchenettes without stoves or ovens, two fully equipped restaurants, two large meeting/conference rooms, an exercise facility, beauty/barber shop, massage spa, library, bar area, and space for a sundry store.

| Surrounding Zoning and Land Uses | Zoning | Land Use |
|---|---|---|
| North | R6 – General Residential District D2 – Downtown Retail Core District | Multi-family residential Downtown business/mixed-use residential |
| South | R5 – General Residential District R6 – General Residential District | Multi-family residential Age-restricted multi-family residential, YMCA |
| East | D4 – Downtown Transition District D3 – Downtown Core Development | Downtown business/mixed-use residential |
| West | R6 – General Residential District | Multi-family residential, Margarita Inn, Museum of Time and Glass |

Special Use Analysis:

The Applicant seeks special use approval for an Apartment Hotel with 67 dwelling units for up to 100% transient use. The Zoning Ordinance includes the following pertinent definitions:

Apartment Hotel - A hotel with dwelling units in which all accommodations are provided in dwelling units and in which at least twenty-five percent (25%) of the guestrooms are for occupancy by transient guests. An apartment hotel may have a dining room open to the public that is accessible only from an inner lobby or corridor.

Dwelling Unit – A room or group of contiguous rooms that include facilities used or intended to be used for living, sleeping, cooking and eating, and that are arranged, designed or intended for use exclusively as living quarters.

Transient Guest - A guest who does not have a lease and occupies an apartment, lodging room, or other living quarters on a daily or weekly basis.

Permanent Guest - A person who occupies or has the right to occupy a residential accommodation for a period of thirty (30) days or more.

Hotel - A building in which lodging is offered with or without meals principally to transient guests and that provides a common entrance, lobby, halls and stairways.

All 67 units will have stoves added to the kitchenettes that already feature a sink, refrigerator and cabinets, and will then be considered full dwelling units. The parking requirement, inclusionary housing requirement, and hotel tax, and possibly zoning use hinge on the amount of transient vs. permanent guests at the upgraded 67 dwelling unit facility.

The definition for Apartment Hotel includes a minimum of 25% of guestrooms for transient guests. The definition does not include a maximum allowed percentage of transient guests. However, if the principal use is for transient guests, the use may better fit the definition of Hotel (which is not an eligible use in the R6 District) and may not meet the first Standard in the special use Standards for Approval (see below). A condition to require specific percentages of transient vs. permanent guests could be established in the special use to find the first Standard met for an Apartment Hotel use.

The Zoning Ordinance generally does not apply new parking requirements to existing buildings (only to additions or new buildings). However, a new parking requirement is totaled when there is an increase in density or the number of dwelling units and is calculated depending on the following:

- Apartment Hotels are listed with a specific parking requirement in the Zoning Ordinance (Section 6-16 Table 16-B). The requirement includes 1 parking space for each 3 separate guestrooms, plus 1 space for each dwelling unit, plus 1 parking space for each 3 full time employees.
- The parking requirement follows the intent of the Apartment Hotel definition that anticipates the structure contains both transient guest rooms that are hotel-like,

If 5 or more dwelling units are used for permanent guests, those dwelling units are subject to the Inclusionary Housing Ordinance (IHO), which requires 5% on-site affordable housing and a fee in lieu for another 5%, or 10% on-site affordable housing. The Applicant's special use request proposes "up to 100% transient guests" which means the IHO does not apply. If a special use condition is added to require a certain amount of dwelling units for permanent guests (5 or more), then the IHO is required by City code.

All units used for transient guests are subject to the City's Hotel tax. Additionally, an Apartment Hotel must be licensed according to the Housing Code and inspected annually by Property Standards.

The property is not achieving its highest and best use while sitting vacant. Different housing types are greatly needed throughout Evanston. Although the Apartment Hotel use is not a common housing type today, it may be appropriate at 1555 Oak Avenue as a special use with conditions.

Design and Project Review (DAPR) Discussion

The Special Use application was reviewed by staff at the November 15, 2022 DAPR meeting. Staff noted additional dumpsters may be needed for the use, a plan should be established for snow plowing the parking lot (snow may not be piled in the alley), and ideally the dirt/gravel portion of the parking lot should be paved.

Department Recommendation

The Community Development Department supports the request and feels the Land Use Commission's recommendation considers conditions that could include minimum/maximum requirements for transient guests if it is found necessary to meet the definition of Apartment Hotel and the first Standard for Approval. In addition, conditions should be considered related to the maintenance of the surface parking lot, compliance with the IHO/on-site affordable (permanent guest) units, licensing, and any other conditions that may mitigate the impact on surrounding properties.

Standards for Approval

The proposed Apartment Hotel must follow the Standards for a Special Use (Section 6-3-5-10). For the Land Use Commission to recommend that the City Council grant a special use, the LUC must find that the proposed special use:

- 1. Is one of the listed special uses for the zoning district in which the property lies;** The Applicant requests a special use for an Apartment Hotel, which is an eligible special use within the R6 District. Staff has discussed the use and operational details of the proposal with the Applicant at length, and feels it could also fit within the Zoning Ordinance definition of Hotel since the property intends to operate for 100% transient guests. A Hotel use is not an eligible special use in the R6 District. However, the definition of Apartment Hotel does acknowledge the use as a hotel with the distinction that guest rooms are dwelling units. Furthermore, staff also acknowledges the Apartment Hotel definition does not state a maximum allowed amount of transient guests vs. permanent guests. See

zoning definitions above within the analysis portion of this memo. If the Land Use Commission feels it is necessary in order to meet this Standard as an Apartment Hotel, the special use could be conditioned to include a maximum percentage or transient guests allowed or a minimum of permanent guests allowed.

2. Complies with the purposes and the policies of the Comprehensive General Plan and the Zoning ordinance; Pertinent goals and objectives of the Comprehensive General Plan include:

- Help to enhance the existing assets of neighborhoods while recognizing that each neighborhood contributes to the overall social and economic quality of Evanston.
- Maintain the appealing character of Evanston's neighborhoods while guiding their change.
- Recognize the benefits of mixing residential, commercial, and institutional uses in neighborhoods.
- Maintain and enhance property values and positive perceptions of housing in Evanston.
- Identify and preserve the historic heritage of Evanston to benefit current and future residents.
- Implement strategies that enhance the economic vitality of Downtown Evanston.
- Support the growth and evolution of institutions so long as the growth does not have an adverse impact upon the residentially zoned adjacent neighborhoods.
- Assure that institutional development enhances surrounding neighborhoods as well as the economic development of Evanston.

The proposed Apartment Hotel is an adaptive reuse of a previous elderly care/independent living facility that currently sits vacant and features a significant amount of green space as well as a large surface parking lot, all located just beyond the downtown boundaries in a highly walkable location.

3. Does not cause a negative cumulative effect in combination with existing special uses or as a category of land use: The immediate area and further surrounding downtown feature a significant variety of special uses including but not limited to Type 2 Restaurants, Commercial Indoor Recreation, Child Daycare Centers, Convenience Stores, and Rooming Houses. Staff is not aware of any other currently operating Apartment Hotel use within Evanston.

4. Does not interfere with or diminish the value of property in the neighborhood: The utilization of a currently vacant building will improve the neighborhood and will increase foot-traffic in the downtown by providing another housing type, which adds safety with additional eyes on the street and aids in the post-COVID economic rebound of commercial businesses. The special use could be conditioned to include a maximum percentage of transient guests allowed if 100% transient guest use is in conflict with the Standard.

5. **Is adequately served by public facilities and services:** The building, parking lot, utilizes, public facilities and services are all existing and adequately available to serve the use. If the Land Use Commission additional parking is needed, the special use could be conditioned to limit the number of parking spaces at the property that are leased to other off-site uses.
6. **Does not cause undue traffic congestion:** The property features a parking lot for up to 112 vehicles accessed via the alley or the Grove Street curb cut. The Applicant currently leases 61 (of 66) parking spaces to off-site uses including the YMCA, Bennison's Bakery, and other private businesses in the dirt/gravel portion of the lot, and utilizes the remaining 46 parking spaces in the paved portion of the lot for the Apartment Hotel use.
7. **Preserves significant historical and architectural resources:** The property is not an historic landmark and does not feature any significant historical or architectural resources. The proposed Apartment Hotel is an adaptive reuse of an existing institutional structure that has sat vacant in recent years.
8. **Preserves significant natural and environmental resources:** The Applicant intends to maintain all existing landscaping in the courtyard area.
9. **Complies with all other applicable regulations:** The project complies with all other applicable regulations. If the special use is approved by the City Council, an appropriate City license is also required. The IHO applies if 5 or more units are for permanent guests.

Action by the Commission

After making findings of fact as to whether or not the requested special use for an Apartment Hotel meets or does not meet the aforementioned Standards for Special Use, the Land Use Commission may make a recommendation or recommendations to the Planning & Development Committee of the City Council to recommend approval, denial, or no recommendation (in the case of a tie). In each scenario, the Commission may choose to include recommended conditions that the City Council may then consider when making the final determination. The Commission may make individual motions to determine appropriate conditions, or one motion for one recommendation covering all aspects of the request.

The Land Use Commission is the recommending body and the City Council is the determining body (Section 6-3-5-8).

Attachments

Aerial View of Property
Zoning Map of Property
Image of Property
Special Use Application – submitted October 11, 2022
Operations Summary
Off-Site Parking Lease Counts

Plat of Survey
Site Plan
Proposed Floor Plans
Correspondence regarding Use Determination



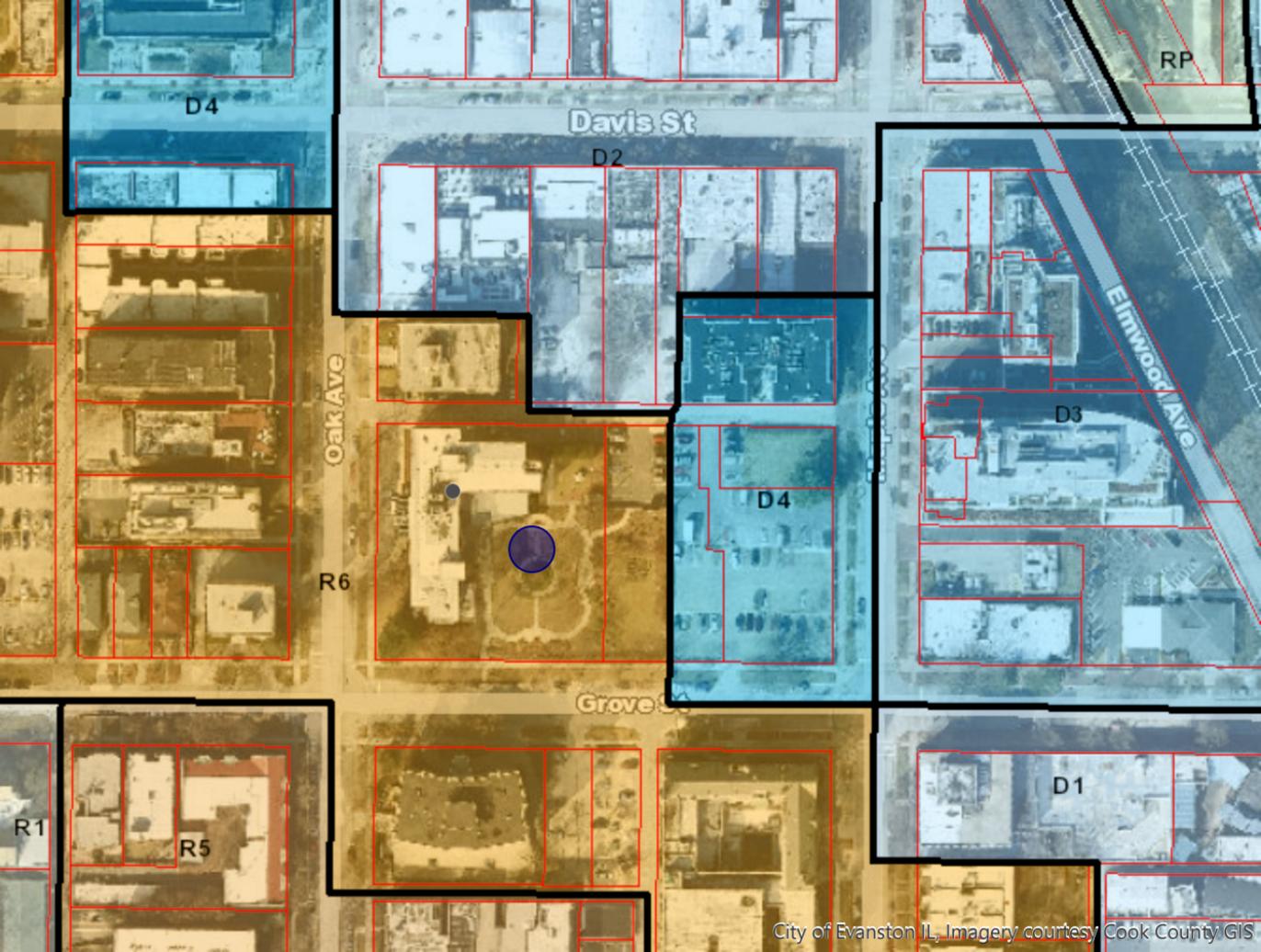
Davis St

Oak Ave

Maple Ave

Elmwood Ave

Grove St



D4

RP

Davis St

D2

Oak Ave

Elmwood Ave

D3

R6

D4

Grove St

D1

R1

R5









SPECIAL USE APPLICATION

zoning office use only

CASE #: _____

1. PROPERTY

Address 1555 Oak Avenue, Evanston, Illinois

Permanent Identification Number(s):

PIN 1: 111-18-309-018-0000 PIN 2: 111-18-309-019-0000

(Note: An accurate plat of survey for all properties that are subject to this application must be submitted with the application. *et al.*)

2. APPLICANT

Name: Alan M. Didesch, Counsel for BCH1555, LLC

Organization: BCH1555, LLC

Address: 107 Green Bay Road

City, State, Zip: Wilmette, Illinois 60091-3303

Phone: Work: 847.920.2079 Home: _____ Cell/Other: _____

Fax: Work: 847.256.7053 Home: _____

E-mail: alandidesch@yahoo.com

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- same
- architect
- officer of board of directors
- builder/contractor
- attorney
- other: _____
- contract purchaser
- lessee
- potential lessee
- real estate agent

3. PROPERTY OWNER (Required if different than applicant. All property owners must be listed and must sign below.)

Name(s) or Organization: BCH1555, LLC

Address: 107 Green Bay Road

City, State, Zip: Wilmette, Illinois 60091-3303

Phone: Work: 847.920.2079 Home: _____ Cell/Other: _____

Fax: Work: 847.256.7053 Home: _____

E-mail: cmahd@aol.com (Cameel Halim)

Please circle the primary means of contact.

"By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing."

BCH1555, LLC by [Signature] 4 October 2022
Property Owner(s) Signature(s) -- REQUIRED Cameel Halim, Manager Date

4. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

[Signature]
Applicant Signature -- REQUIRED

4 October 2022
Date

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- (This) Completed and Signed Application Form
- Plat of Survey Date of Survey: 24 July 2017
- Project Site Plan Date of Drawings: 21 June 2022
- Plan or Graphic Drawings of Proposal (If needed, see notes)
- Non-Compliant Zoning Analysis
- Proof of Ownership Document Submitted: Special Warranty Deed
- Application Fee Amount \$ 660.00 Transcript Deposit Fee \$150

Notes: Incomplete applications will not be accepted. Although some of these materials may be on file with another City application, individual City applications must be complete with their own required documents.

Plat of Survey

- (1) One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

Site Plan

- (1) One copy of site plan or floor plans, drawn to scale, showing all dimensions.

Plan or Graphic Drawings of Proposal

A Special Use application requires graphic representations for any elevated proposal-- garages, home additions, roofed porches, etc. Applications for a/c units, driveways, concrete walks do not need graphic drawings; their proposed locations on the submitted site plan will suffice.

Proof of Ownership

Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).

- Tax bill will not be accepted as Proof of Ownership.

Non-Compliant Zoning Analysis

This document informed you that the proposed change of use is non-compliant with the Zoning Code and requires a variance.

Application Fee & Transcript Deposit

The application fee depends on your zoning district (see zoning fees). Acceptable forms of payment are: Cash, Check, or Credit Card. The \$150 transcript deposit is applied to the cost of a court reporter. The City hires a court reporter to transcribe the Zoning Board of Appeals hearing- as specified in the Zoning Board of Appeals' Rules of Procedures. Applicants are responsible for the cost of the hearing transcript at a rate of \$7.50 per page. (The \$150 deposit is applied to that fee; final fees may result in a refund or additional charges). The final fee directly covers the cost of the court reporter.

6. PROPOSED PROJECT

A. Briefly describe the proposed Special Use:

The property, formerly known as the "King Home" was re-purposed by the present Owner as an assisted living facility. With the collapse of that industry because of COVID-19, the Owner now desires to use the property as an "Apartment Hotel" - a special use.

APPLICANT QUESTIONS

- a) Is the requested special use one of the special uses specifically listed in the Zoning Ordinance? What section of the Zoning Ordinance lists your proposed use as an allowed special use in the zoning district in which the subject property lies? (See Zoning Analysis Review Sheet)

Yes. The property is situated in an R-6 District, Section 6-8-83 of the Evanston City Code specifically lists an "apartment hotel" as a "special use".

- b) Will the requested special use interfere with or diminish the value of property in the neighborhood? Will it cause a negative cumulative effect on the neighborhood?

The requested special use will increase the value of the property - which is otherwise currently "vacant" and generating no income or taxes. The requested special use will not cause a negative cumulative effect on the neighborhood.

- c) Will the requested special use be adequately served by public facilities and services?

The requested special use will be more than adequately served by public facilities and services. The property is adjacent to the downtown district and is near public transportation - including train lines, el lines, and bus lines. Further, public parking garages and lots are near the property.

d) Will the requested special use cause undue traffic congestion?

No.

e) Will the requested special use preserve significant historical and architectural resources?

The owner has no plans to alter the building's facade.

f) Will the requested special use preserve significant natural and environmental features?

The owner has no plans to make any significant changes to the current landscaping.

g) Will the requested special use comply with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation?

Yes - the owner will comply with all applicable regulations of the district.



City of Evanston DISCLOSURE STATEMENT

(This form is required for all Major Variances and Special Use Applications)

The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or **special uses**, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made: Does not apply.

BCH1555, LLC is the owner of the land. It, and its manager, Cameel Halim, are at 107 Green Bay Road, Wilmette, Illinois, 60091-3303; telephone 847. 212. 8525; email: Cmlabd@aol.com.

2. If a person or organization owns or controls the proposed land user, list the name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.)

Cameel Halim - Manager - BCH1555, LLC. Contact information as in "1" above.

3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number 1 above, or indicated below.

4. List the name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number 1 above, or indicated below.

If Applicant or Proposed Land User is a Corporation

Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.

a. Names and addresses of all officers and directors.

See attached: (1) Articles of Organization
(2) IRS Form 990-T
(3) BCH1555, LLC Operating Agreement

b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.

If Applicant or Proposed Land User is not a Corporation

Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

Proposal for Applicant BCH1555, LLC
Re: 1555 Oak Avenue

OPERATIONS SUMMARY

Applicant is the owner of the property located at 1555 Oak Avenue, Evanston, Illinois. The property includes a 6-story building containing 67 units.

Applicant desires a special use permit so that it can operate a 67-unit “apartment hotel” on the property. Applicant presupposes that “transient guests” will comprise the majority, perhaps as high as 100 percent, of the building’s guests. Further, applicant does not anticipate segregating “transient guest” areas from “permanent guests” areas. Moreover, applicant anticipates that the building as a whole will operate similarly to that of an apartment hotel.

Applicant seeks use as an “apartment hotel” pursuant to section 6-18-3 of the Evanston Zoning Code, and not as a “hotel”, because the building’s guest rooms meet the additional requirements for an “apartment hotel” – *viz.* that all guest rooms will be “dwelling units”. The Zoning Code defines an “apartment hotel” as “[a] hotel with dwelling units in which all accommodations are provided in dwelling units and in which at least twenty-five percent (25%) of the guestrooms are for occupancy by transient guests.” Under this definition, applicant meets the two requirements of an “apartment hotel”. Specifically, (1) all accommodations will be “dwelling units” as all units will have full kitchens, bathrooms, sleeping areas, and living areas; and, (2) at least twenty-five percent of the guestrooms will be utilized by transient guests.

Other features of the property also make it well-suited for use as an apartment hotel. Specifically:

- Although all the building’s units are “dwelling units”, the units are small and not well-suited for “permanent” guests.
- The building has two fully equipped restaurants on the first and sixth levels.
- The building has large meeting rooms on the first and second levels that can be used for hosting small conventions, meetings, seminars, *etc.*
- The building has a large work-out facility on the lower level and a room that can be used for massage/spa purposes on the sixth level.
- The building includes a beauty parlor/barbershop for women and men.
- The building includes a bar area/refreshment center.
- The building includes a large and stocked library.
- The building has space for an anticipated small grocery/sundry store.

- The building is set on expansive grounds which includes beautiful gardens and patio for *alfresco* luncheon and dinner receptions.
- The building lobbies and dining rooms house an extensive collection of gorgeous stained glass, lighting fixtures, clocks, and other works of art – all complimenting the Halim Time & Glass Museum which is just across the street.
- And, the building’s property includes space for ample parking.

Applicant believes that these extensive amenities would be “wasted” if the building were to be given over primarily to long-term residents. With Northwestern University in the City, we believe there to be a huge demand from parents, students, and visitors for the amenities the building can offer as an “apartment hotel”.

Respectfully submitted,

BCH1555, LLC

BCH1555, LLC

Alan M. Didesch, General Counsel
107 Green Bay Road
Wilmette, Illinois 60091-3303
Telephone: 847.920.2079
Email: alandidesch@yahoo.com



Via Email Delivery

Wednesday, 16 November 2022

Ms. Melissa Klotz
Ms. Elizabeth Williams
Ms. Katie Ashbaugh
City of Evanston Zoning Department
2100 Ridge Avenue
Evanston, Illinois 60201
Email: mklotz@cityofevanston.org
Email: ewilliams@cityofevanston.org
Email: kashbaugh@cityofevanston.org

Re: Special Use Permit
Address: 1555 Oak Avenue
Applicant: BCH1555, LLC (Cameel Halim)

Good Day Melissa and All:

Mr. Halim and I want to thank you and the entire Design & Project Review Committee for taking the time to meet with us yesterday afternoon.

With this communication, we want to follow-up to two questions posed to us yesterday and for which we promised written responses.

The first inquiry was to whom parking spaces were currently leased and the number of spaces leased. The submitted Site Plan shows that a total of 61 spaces are leased as follows:

| | |
|-----------------------|-----------|
| YMCA | 47 |
| Bennison’s Bakery | 6 |
| Porter Law Firm | 3 |
| Flowers & Flowers | 3 |
| Private Individuals | <u>2</u> |
| Total Leased Parking: | <u>61</u> |

The second inquiry was related to the number of “larger units” on the property. There are a total of 13 larger units, arranged in the building as follows:

Tiers 1 and 2: Floors 2 through 5 8

| | | |
|---------------------|----------------------------|-----------|
| <u>Tier 16:</u> | Floors 4 and 5 | 2 |
| <u>Sixth Floor:</u> | Combined Units 602 and 612 | 1 |
| | Combined Units 601 and 603 | 1 |
| | Combined Units 613 and 615 | <u>1</u> |
| Total larger Units: | | <u>13</u> |

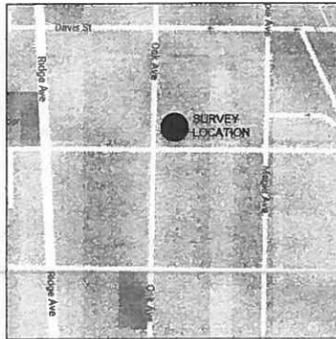
Please do not hesitate to reach out to us should you require, or otherwise desire, any further information.

Cordially,

BCH1555, LLC

By: */s/Alan M. Didesch*
Its General Counsel

cc: C. Halim
W. Ng



VICINITY MAP

CHICAGO GUARANTEE SURVEY COMPANY
A Division of
PLCS Corporation
LICENSE NO. 144-065332
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (312) 986-9445 FAX: (312) 986-9679 EMAIL: INFO@PLCS-SURVEY.COM

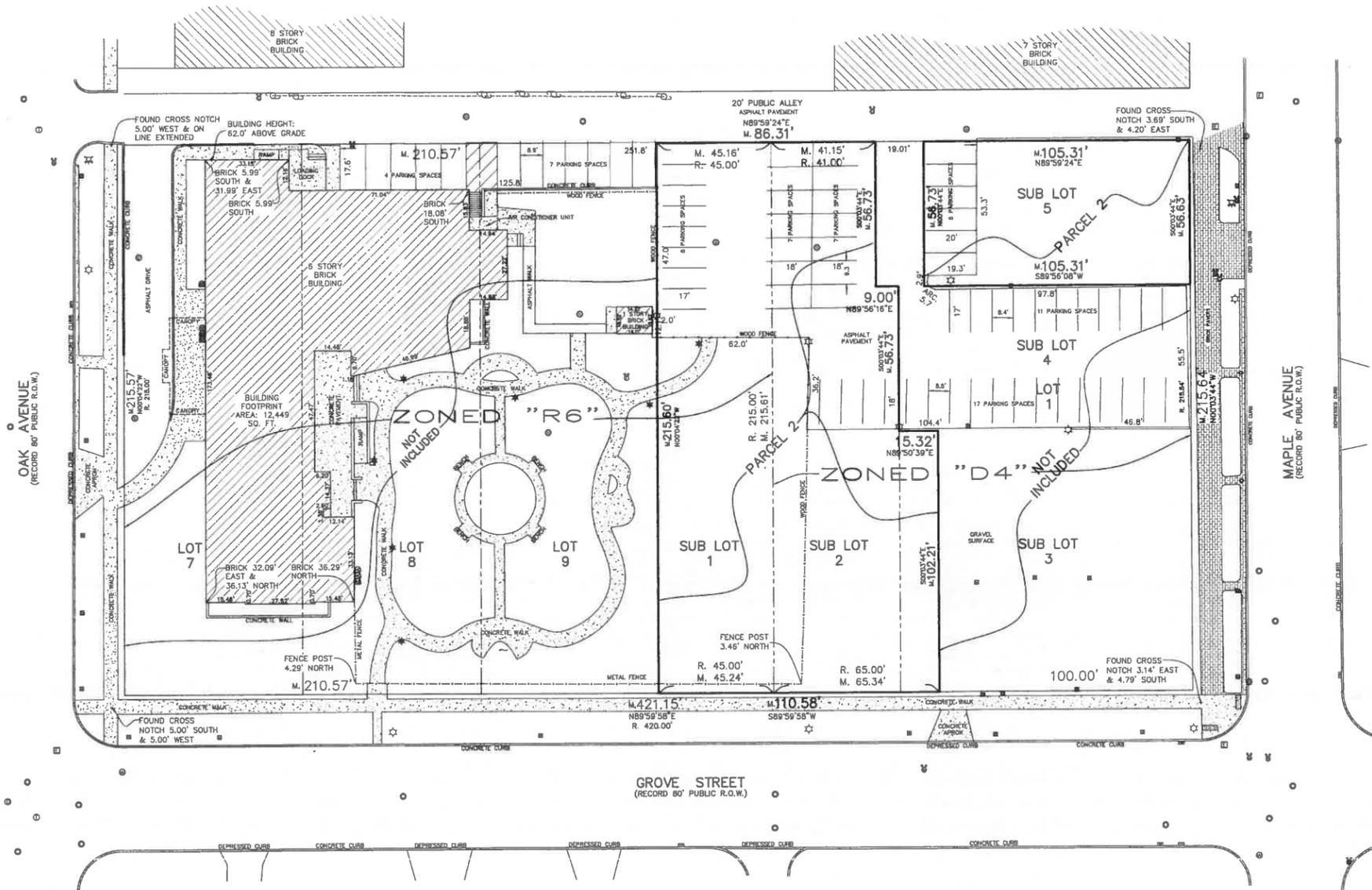


ALTA / NSPS Land Title Survey

PARCEL 2:
ALL OF SUB LOTS 1, 2 AND 5, TOGETHER WITH THE WEST 15 FEET OF SUBLT 3 IN A.J. BROWN'S SUBDIVISION OF LOTS 10, 11, AND 12 IN BLOCK 62 IN VILLAGE (NOW CITY) OF EVANSTON IN SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 18, 1885 AS DOCUMENT 633441 IN BOOK 20, PAGE 33, IN COOK COUNTY, ILLINOIS
CONTAINING 27,586 SQUARE FEET OR 0.63 ACRES MORE OR LESS.

LEGEND

- These standard symbols will be found in the drawing.
- Storm MH
 - Storm CB
 - Storm Inlet
 - Water MH
 - Water Buffalo Box
 - Water Fire Hydrant
 - Telephone MH
 - Utility Pole
 - Electric Manhole
 - Electric Hand Hole
 - Electric Light Pole
 - Electric Ground Light
 - Gas Buffalo Box
 - Parking Meter
 - Sign Post
 - Unclassified Manhole
 - Auto Sprinkler
 - Hose Connection
 - Flag Pole
 - PK Nail
 - Cut Cross



ZONING DESIGNATION ADDED JULY 21, 2017
PER ORDER #2017-24254 [RL]

| | | |
|--|----------------------|--------------------|
| ORDERED BY: GOULD & RATHEN LLP | CHECKED: RL | DRAWN: AM |
| ADDRESS: KING HOME EVANSTON | | |
| CHICAGO GUARANTEE SURVEY COMPANY | | |
| A Division of PLCS CORPORATION LICENSE NO. 144-065332 PROFESSIONAL LAND SURVEYORS 4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630 TELEPHONE: (312) 986-9445 FAX: (312) 986-9679 EMAIL: INFO@PLCS-SURVEY.COM | | |
| ORDER NO. 2017-24152-002 | DATE JULY 6, 2017 | PAGE NO. 1 OF 1 |

SURVEY NOTES:

SURVEYOR'S LICENSE EXPIRES NOVEMBER 30, 2018
Note R, & M, denotes Record and Measured distances respectively.
Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.
For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.
NO dimensions shall be assumed by scale measurement upon this plat.
Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.
COPYRIGHT CHICAGO GUARANTEE SURVEY COMPANY 2017 "All Rights Reserved"

SURVEY NOTE:
THIS SURVEY WAS PREPARED BASED ON CHICAGO TITLE INSURANCE COMPANY TITLE COMMITMENT 1401 008884880 D2 EFFECTIVE DATE: MAY 9, 2017 AS TO MATTERS OF RECORD.
PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP CITY OF EVANSTON, ILLINOIS, MAP NO. 17031C0270J, EFFECTIVE DATE AUGUST 19, 2008.
REGARDING TABLE A ITEM 19 THERE ARE NO OFF-SITE EASEMENTS INDICATED IN PROVIDED TITLE COMMITMENT.

To:
Chicago Title Insurance Company
Westminster Place, an Illinois not-for-profit corporation
Camrad Hallim
BCH1555 LLC, an Illinois limited liability company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 19 and 20 of Table A thereof.

The field work was completed on JUNE 7, 2017.

Date of Plat July 24, 2017

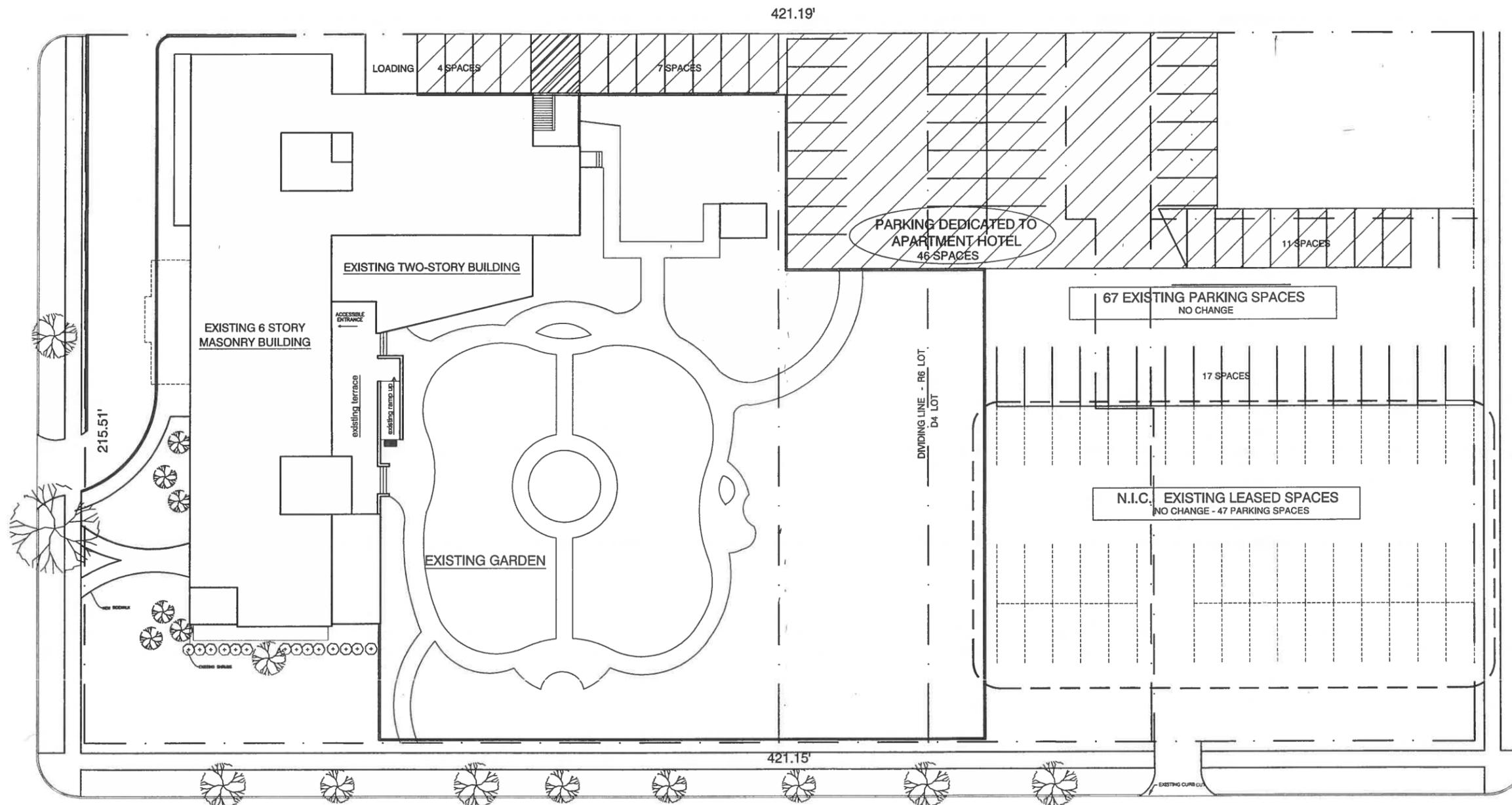
By: Robert G. Biedermann

Robert G. Biedermann
Professional Illinois Land Surveyor No. 2802



| BUILDING / PARKING DATA | | | | | | | | |
|-------------------------|--------|--------------|--------------------------------|----------------------------------|------------|------------|-----------|------------------|
| FLOOR | S.F | S.F MODIFIED | # DWELLING UNITS (LEASE UNITS) | EXTENDED STAY (TRANSIENT GUESTS) | 1 BR UNITS | 2 BR UNITS | EMPLOYEES | PARKING REQUIRED |
| BASEMENT | 14,000 | 0 | 0 | 0 | 0 | 0 | | |
| FIRST FLOOR | 12,585 | 0 | 0 | 0 | 0 | 0 | 9 | 3 |
| SECOND FLOOR | 11,375 | 0 | 0 | 12 | 12 | 0 | | 4 |
| THIRD FLOOR | 7,655 | 0 | 0 | 11 | 10 | 1 | | 3.7 |
| FOURTH FLOOR | 10,310 | 0 | 16 | 0 | 15 | 1 | | 16 |
| FIFTH FLOOR | 10,310 | 0 | 16 | 0 | 15 | 1 | | 16 |
| SIXTH FLOOR | 10,310 | 1,980 | 0 | 8 | 1 | 7 | | 2.6 |
| TOTALS | | | 0 | 63 | 55 | 9 | 9 | 45.3 |

| | PARKING CURRENTLY LEASED |
|--------------------|--------------------------|
| YMCA | 47 |
| BENNISON BAKERY | 6 |
| PORTER LAW FIRM | 3 |
| FLOWERS & FLOWERS | 3 |
| INDIVIDUALS | 2 |
| TOTAL LEASED | 61 |
| TOTAL SITE PARKING | 114 |



CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING ALL PLANS AND SPECIFICATIONS, VERIFYING ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFYING ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

CONTRACTOR IS RESPONSIBLE FOR DESIGN AND INSTALLATION OF PROPERLY SIZED AND LEASED SYSTEMS. SUBMIT SHOP DRAWINGS TO ARCHITECT FOR APPROVAL, IN CONFORMANCE TO ARCHITECTURAL DESIGN INTENT.

WILLIAM NG ARCHITECTS SHALL RETAIN ALL COPYRIGHTS, STATUTORY, AND COMMON LAW RIGHTS WITH REGARD TO THESE PLANS AND BUILDING DESIGN. REPRODUCTION, CHANGE, OR ASSIGNMENT TO ANY THIRD PARTY SHALL NOT OCCUR WITHOUT WRITTEN PERMISSION AND CONSENT OF WILLIAM NG ARCHITECTS.

NOT FOR CONSTRUCTION

| DATE | ISSUED FOR |
|------------|---------------------------|
| 2 05.23.22 | PRELIMINARY ZONING REVIEW |
| 2 06.21.22 | PRELIMINARY ZONING REVIEW |

1555
OAK
AVENUE

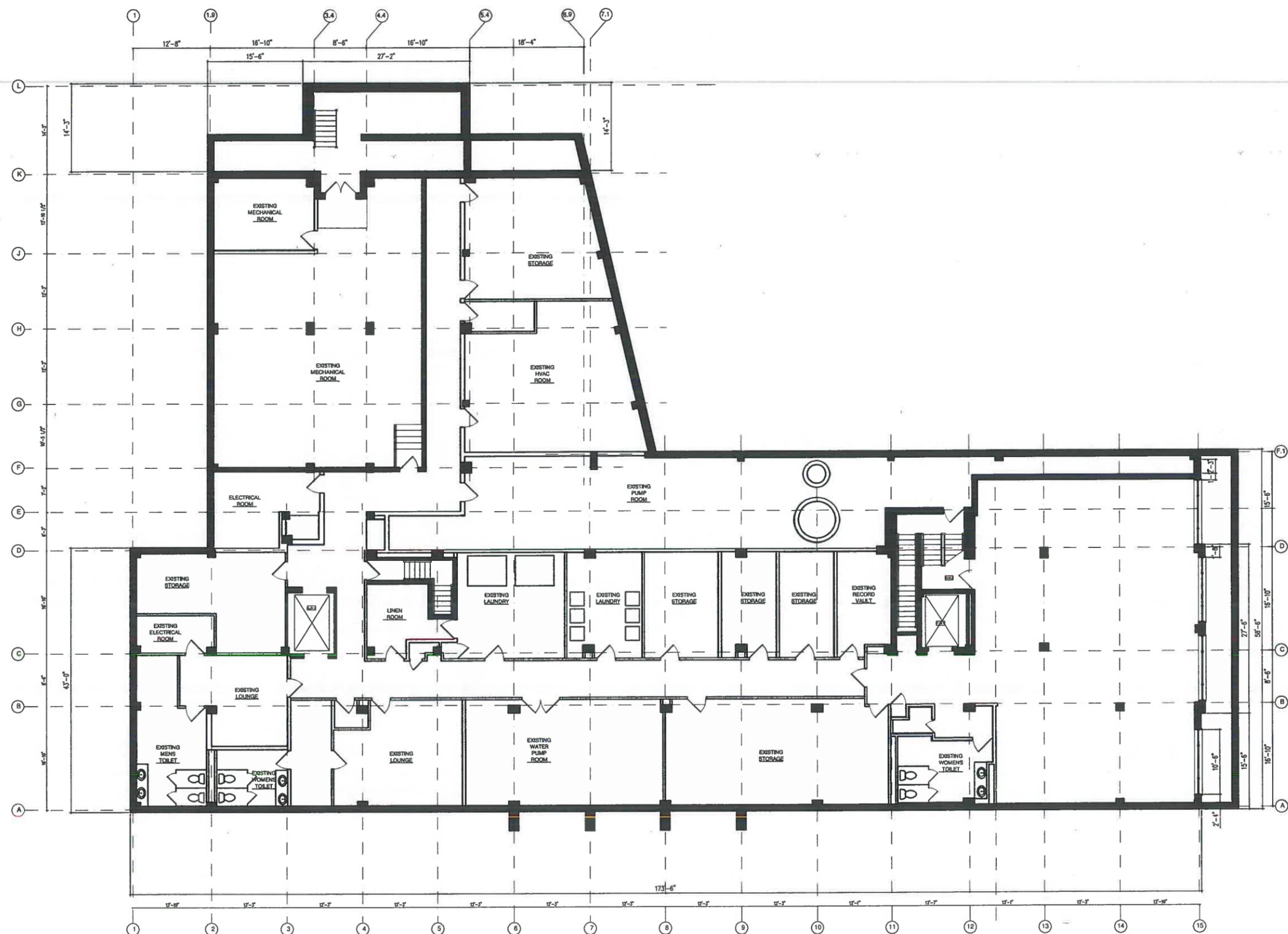
Evanston, Illinois

22-06001

A1.0

1 EXISTING PARKING / SITE PLAN
SCALE: 1/16" = 1'-0"





① BASEMENT FLOOR PLAN - 14,000 SF
SCALE 1/8"=1'-0"

CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING ALL PLANS AND SPECIFICATIONS, VERIFYING ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFYING ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

CONTRACTOR IS RESPONSIBLE FOR DESIGN AND REGULATION OF PROPERLY SIZED AND LOADED SYSTEMS. SUBMIT SHOP DRAWINGS TO ARCHITECT FOR APPROVAL OR CONFORMANCE TO ARCHITECTURAL DESIGN INTENT.

WILLIAM NG ARCHITECTS SHALL RETAIN ALL COPYRIGHTS, STATUTORY, AND COMMON LAW RIGHT WITH REGARD TO THESE PLANS AND BUILDING DESIGN. REPRODUCTION, CHANGE, OR ASSIGNMENT TO ANY THIRD PARTY SHALL NOT OCCUR WITHOUT EXPRESS WRITTEN PERMISSION AND CONSENT OF WILLIAM NG ARCHITECTS.

NOT FOR CONSTRUCTION

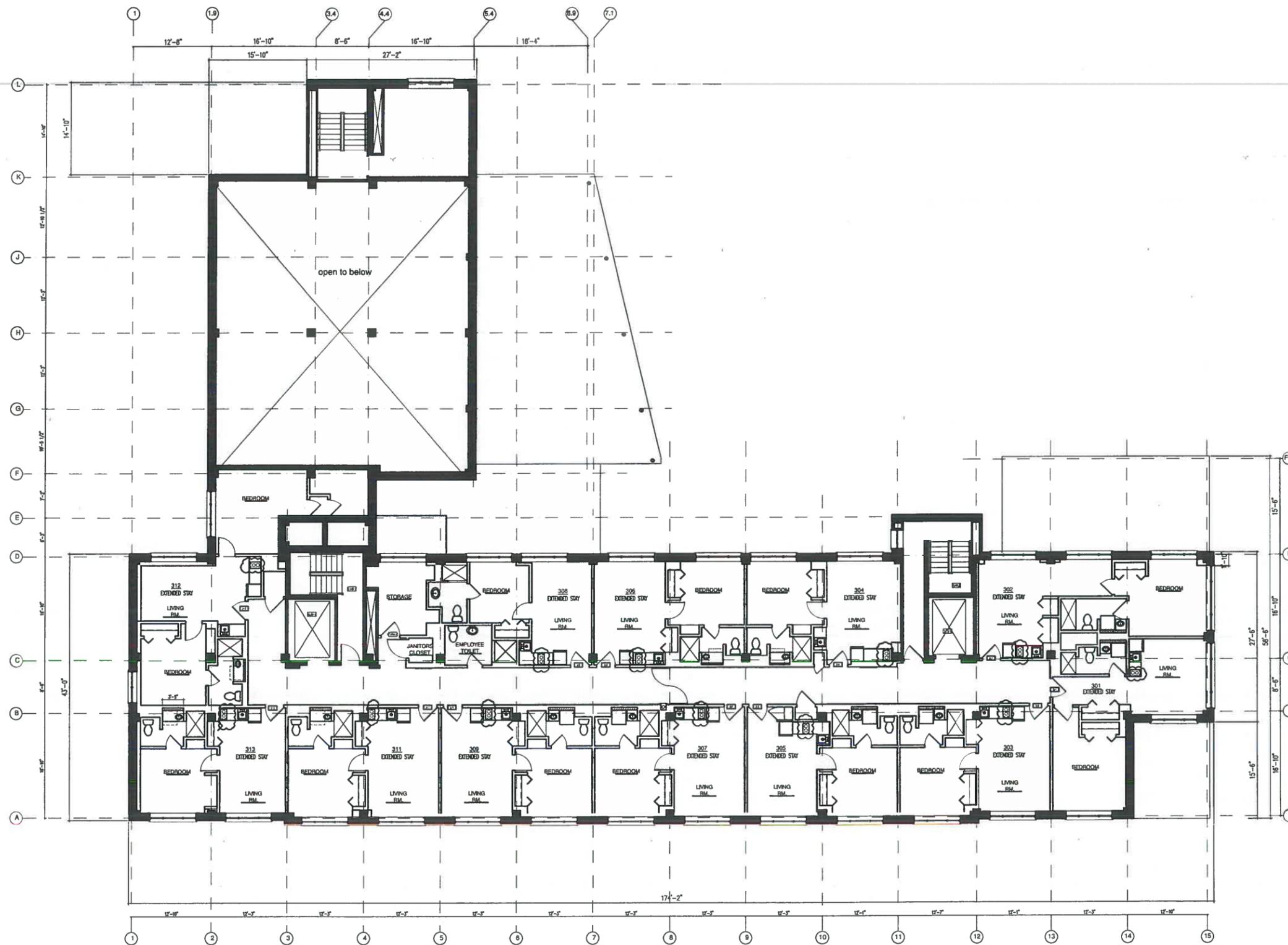
| DATE | ISSUED FOR |
|------------|---------------------------|
| 1 05.23.22 | PRELIMINARY ZONING REVIEW |
| 2 06.21.22 | PRELIMINARY ZONING REVIEW |

1555
OAK
AVENUE

Evanston, Illinois

22-06001

A1.1



① THIRD FLOOR PLAN -7,655 SF
SCALE 1/8"=1'-0"

CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING ALL PLANS AND SPECIFICATIONS, VERIFYING ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFYING ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.
CONTRACTOR IS RESPONSIBLE FOR DESIGN AND INSTALLATION OF PROPERLY SIZED AND LOADED SYSTEMS. SUBMIT SHOP DRAWINGS TO ARCHITECT FOR APPROVAL, OR CONFORMANCE TO ARCHITECTURAL DESIGN INTENT.
WILLIAM NG ARCHITECTS SHALL RESERVE ALL COPYRIGHTS, STATUTORY, AND COMMON LAW RIGHTS WITH REGARD TO THESE PLANS AND BUILDING DESIGN. REPRODUCTION, CHANGE OR ASSIGNMENT TO ANY THIRD PARTY SHALL NOT OCCUR WITHOUT EXPRESS WRITTEN PERMISSION AND CONSENT OF WILLIAM NG ARCHITECTS.

NOT FOR CONSTRUCTION

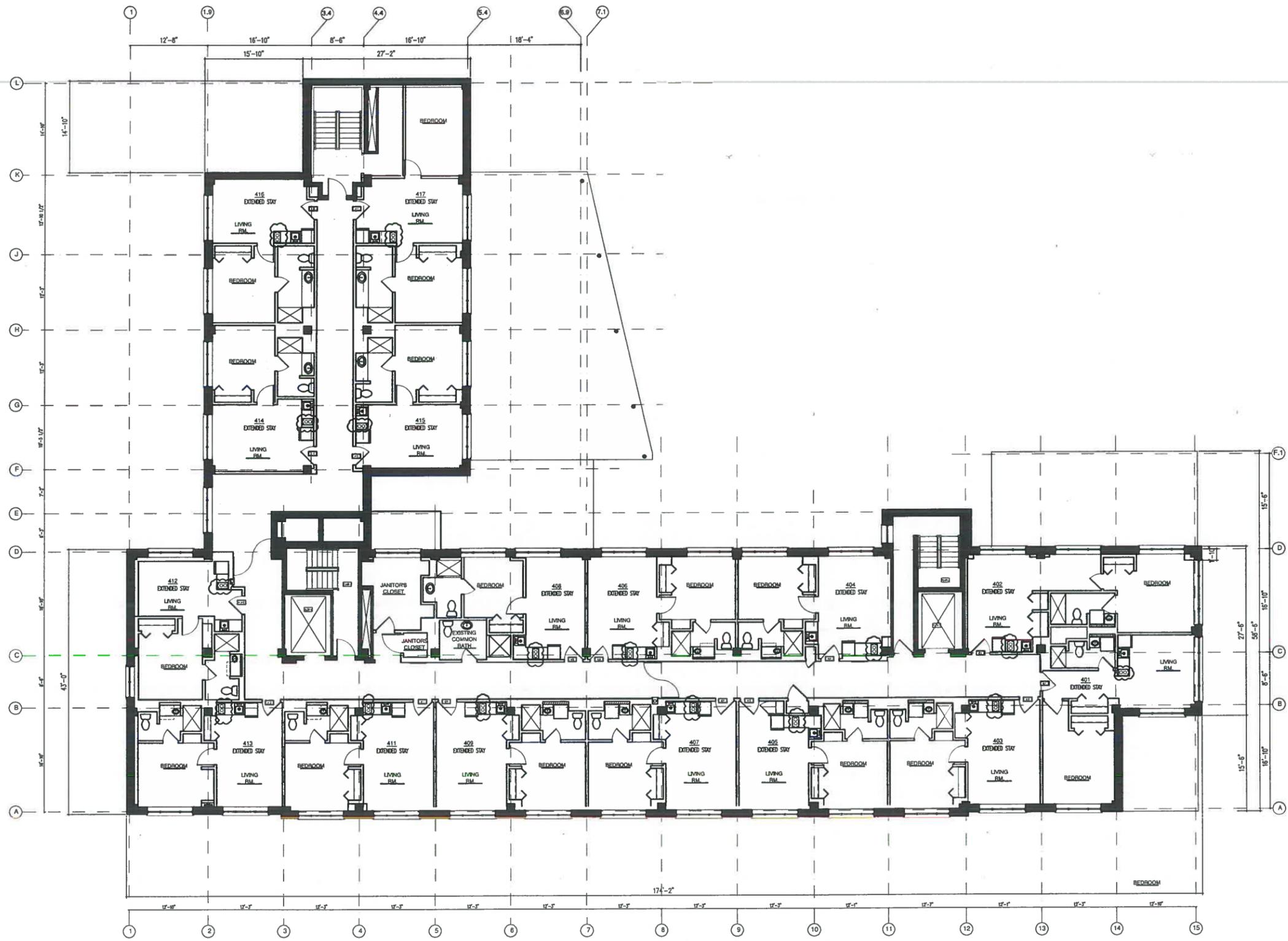
| DATE | ISSUED FOR |
|------------|---------------------------|
| 1 05.23.22 | PRELIMINARY ZONING REVIEW |
| 2 06.21.22 | |

1555
OAK
AVENUE

Evanston, Illinois

22-06001

A1.4



CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING ALL PERMITS AND SPECIFICATIONS, VERIFYING ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFYING ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

CONTRACTOR IS RESPONSIBLE FOR DESIGN AND INSTALLATION OF PROPERLY SIZED AND LOADED SYSTEMS. SUBMIT SHOP DRAWINGS TO ARCHITECT FOR APPROVAL, OR CONFORMITY TO ARCHITECTURAL DESIGN INTENT.

WILLIAM NG ARCHITECTS SHALL RETAIN ALL COPYRIGHTS, STATUTORY, AND COMMON LAW RIGHTS WITH REGARD TO THESE PLANS AND BUILDING DESIGN. REPRODUCTION, CHANGE, OR ASSIGNMENT TO ANY THIRD PARTY SHALL NOT OCCUR WITHOUT EXPRESSED WRITTEN PERMISSION AND CONSENT OF WILLIAM NG ARCHITECTS.

NOT FOR CONSTRUCTION

| DATE | ISSUED FOR |
|------------|---------------------------|
| 1 05.23.22 | PRELIMINARY ZONING REVIEW |
| 2 06.21.22 | PRELIMINARY ZONING REVIEW |
| | |
| | |
| | |

**1555
OAK
AVENUE**

Evanston, Illinois

22-06001

① FOURTH FLOOR PLAN - 10,310 SF
SCALE 1/8"=1'-0"

A1.5

BCH1555, LLC

Alan M. Didesch, General Counsel
107 Green Bay Road
Wilmette, Illinois 60091-3303
Telephone: 847.920.2079
Email: alandidesch@yahoo.com

••• ∞ •••

Via Email Delivery

Tuesday, 7 September 2022

Ms. Elizabeth Williams
Ms. Melissa Klotz
Ms. Katie Ashbaugh
City of Evanston Zoning Department
2100 Ridge Avenue
Evanston, Illinois 60201
Email: mklotz@cityofevanston.org
Email: ewilliams@cityofevanston.org
Email: kashbaugh@cityofevanston.org

Re: Z.A. No.: 22ZONA-0112
Address: 1555 Oak Avenue
Applicant: BCH1555, LLC (Cameel Halim)

Good Day Liz:

Thank you for your email dated 2 September 2022 – which appears below. After further review, we have determined that neither the Zoning Analysis dated 17 June 2022 nor the Zoning Analysis dated 29 June 2022 is suitable for review. Rather we deem it prudent (1) to submit a new proposal that will make clear what we are seeking and (2) which will be a more suitable vehicle for review – should that be necessary.

The 17 June 2022 Zoning Analysis correctly noted that we are seeking conversion from an assisted living facility to an “apartment hotel”. Zoning, however, deemed the proposal “incomplete” and requested additional information. Because you deemed our initial proposal “incomplete”, we do not believe that the 17 June Analysis is appropriate for review.

After our architect supplied the requested information, Zoning issued the 29 June Analysis. Inexplicably, that Analysis incorrectly noted that we are seeking conversion from an assisted living facility to a “hotel”. This is, of course,

incorrect as we are seeking conversion to an “apartment hotel”. Thus, we cannot appeal the 29 June Zoning Analysis because it incorrectly characterizes what it is that we are seeking to do.

At this point, we deem it best to start over and submit a “new” and “clean” proposal whereby we can make clear (1) that we are seeking conversion to an “apartment hotel” and (2) that we are seeking to use one-hundred percent of the dwelling units for transient guests. Then, if our proposal is rejected *via* zoning analysis, we will have a clean record for appeal.

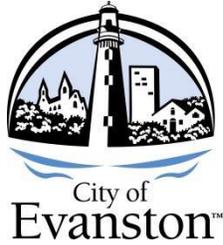
As always, we appreciate your attention to this matter.

Cordially,

BCH1555, LLC

By: */s/Alan M. Didesch*
Its General Counsel

cc: C. Halim
N. Halim
W. Ng



Melissa Klotz
Planning & Zoning Division
Community Development
Dept.
2100 Ridge Avenue
Evanston, Illinois 60201
T 847-448-8153
TTY 847-448-8052
www.cityofevanston.org

September 21, 2022

Cameel Halim
107 Green Bay Rd.
Wilmette, IL 60091

RE: Zoning Analysis for proposed operations at 1555 Oak Ave., Evanston, IL, commonly known as the Museum Residences on Oak/The King Home

Dear Mr. Halim,

The review of the Zoning Analysis application for proposed operations at 1555 Oak Ave., submitted in full on September 7, 2022, indicates the principal use proposed at the property is a 67-unit Apartment Hotel, and includes interior plans that propose the addition of stoves to 65 units so that all 67 units in the building then feature full kitchens (and bathrooms and sleeping areas).

As proposed with the addition of 65 stoves, all 67 units at the property are considered dwelling units. This increase in dwelling units triggers a parking requirement, per Section 6-16-1-2 & Table 16-B, which requires .55 parking spaces per bedroom since the property is within the Transit Oriented Development area. With a total of 70 bedrooms (2 of which are existing full dwelling units on the sixth floor with existing full kitchens with stoves), the dwelling units trigger a parking requirement of 38.5 parking spaces, or 39 total parking spaces, plus one parking space for every three full-time employees (if applicable), for use of the property as described in the application. With 114 parking spaces on-site, the property complies with the minimum parking requirements for the conversion to dwelling units.

The Evanston Zoning Ordinance includes the following use definitions (Section 6-18-3):

Apartment Hotel: A hotel with dwelling units in which all accommodations are provided in dwelling units and in which at least twenty-five percent (25%) of the guestrooms are for occupancy by transient guests. An apartment hotel may have a dining room open to the public that is accessible only from an inner lobby or corridor.

Hotel: A building in which lodging is offered with or without meals principally to transient guests and that provides a common entrance, lobby, halls, and stairways.

The Planning & Zoning Division previously indicated use of more than 50% of the units for occupancy by transient guests changes the zoning use to a Hotel since the principal use occurring the majority of the time at the property would then be for transient guests and therefore more closely aligns with the zoning definition for the Hotel use. However, given the

unclear nature of the above zoning definitions and lack of a defined maximum percentage of transient guests, staff finds the proposed use may also fit the definition of Apartment Hotel if deemed so by the Land Use Commission. **While staff finds the Hotel definition more closely fits the operations and use as requested, the property owner/applicant may proceed with a Special Use for an Apartment Hotel if they so choose, and allow the Land Use Commission to determine the use as part of the Standards for Special Use per Section 6-3-5-10, which state:**

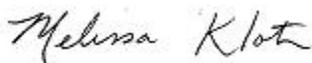
The Land Use Commission shall only recommend approval, approval with conditions, or disapproval of a special use based upon written findings of fact with regard to each of the standards set forth below and, where applicable, any special standards for specific uses set forth in the provisions of a specific zoning district:

- (A) It is one of the special uses specifically listed in the zoning ordinance;**
- (B) It is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time;
- (C) It will not cause a negative cumulative effect, when its effect is considered in conjunction with the cumulative effect of various special uses of all types on the immediate neighborhood and the effect of the proposed type of special use upon the City as a whole;
- (D) It does not interfere with or diminish the value of property in the neighborhood;
- (E) It can be adequately served by public facilities and services;
- (F) It does not cause undue traffic congestion;
- (G) It preserves significant historical and architectural resources;
- (H) It preserves significant natural and environmental features; and
- (I) It complies with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation.

All Standards for Special Use must be met in order for the Land Use Commission to provide a positive recommendation to the City Council.

To proceed, submit a complete special use application with required supporting documents and the \$660 application fee. The application is available at <https://www.cityofevanston.org/government/departments/community-development/planning-zoning> and may be submitted online. The City of Evanston appreciates your ongoing willingness to work together to understand proposed operations at the site and how it relates to the regulations of the Evanston Zoning Ordinance. Please contact me with any questions or concerns at mklotz@cityofevanston.org or if you would like to meet to discuss next steps in the zoning process.

Sincerely,



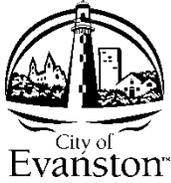
Melissa Klotz
Zoning Administrator

CC: Elizabeth Williams, Planning Manager
Katie Ashbaugh, Planner

Land Use Commission

1733 Oakton Street
Appeal
22ZMJV-0088

Determining Body



Memorandum

To: Chair and Members of the Land Use Commission

From: Melissa Klotz, Zoning Administrator

CC: Sarah Flax, Interim Director of Community Development
Elizabeth Williams, Planning Manager

Subject: Appeal of Approved Minor Variation
1733 Oakton Street, 22ZMJV-0088

Date: December 8, 2022

Request

Cheryl & Robert Muno, property owners of 1729 Oakton Street, appeal the Zoning Administrator's decision to grant minor zoning relief (case number 22ZMNV-0074) to construct a second story addition with a proposed east interior side yard setback of 3.9' and an existing first story of 3.9' (Section 6-8-3-7) in the R2 Single Family Residential District. The appellant appeals the approval of the 3.9' east interior side yard setback variation, and also appeals the overhang amount (eave; yard obstruction) approved without variation. The Land Use Commission is the determining body for this case in accordance with Section 6-3-8-8 of the Evanston Zoning Code and Ordinance 92-O-21.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on November 24, 2022.

General Information

Applicant: Cheryl & Robert Muno

Owner(s): Cheryl & Robert Muno
1729 Oakton Street
Evanston, IL 60202

Property Appealed: 1733 Oakton Street

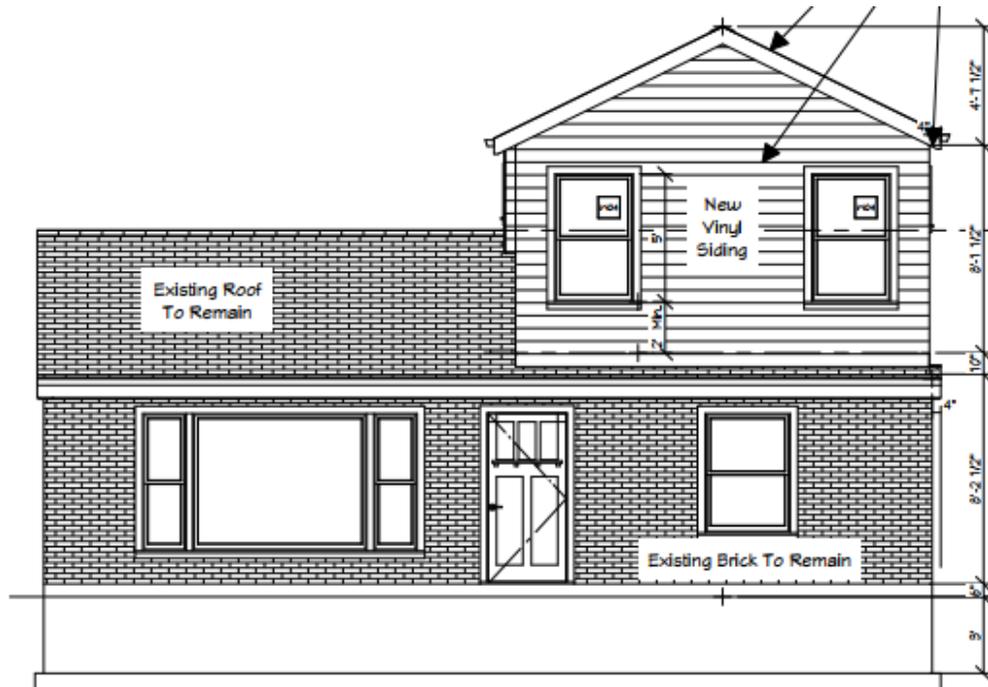
PIN: 10-24-427-022-0000

Analysis

1733 Oakton Street is located on the north side of Oakton Street, midblock between Dewey Avenue and Dodge Avenue, within the R2 Single Family Residential District. The property is surrounded by single family residences and townhomes in the vicinity.

| Surrounding Zoning and Land Uses | Zoning | Land Use |
|----------------------------------|--|--------------------------------------|
| North | R2 – Single Family Residential District | Single Family Residences |
| South | R2 – Single Family Residential District R4 – General Residential District | Single Family Residences & Townhomes |
| East | R2 – Single Family Residential District | Single Family Residences |
| West | R2 – Single Family Residential District | Single Family Residences |

In September 2022, the property owner at 1733 Oakton Street applied for a minor variation to allow a second story addition to a one story residence with relief for the east interior side yard setback to align with the existing floor below at 3.9' (at the closest point) where 5' is required (Section 6-8-3-7). Minor variation 22ZMNV-0074 processed, with the public notice (attached) mailed to property owners within 250' on September 22, 2022. The proposed addition features a peak height of 21.8' and covers less than half of the floor area of the existing first floor. The addition is proposed over existing structural walls (including the east exterior wall) and the existing bathroom to minimize necessary structural and plumbing modifications to the property.



At the time of application, the preliminary plans indicated a revision to the eave on the proposed addition so that the eave is compliant at 4 inches in depth. The Zoning Ordinance classifies eaves as yard obstructions and allows eaves on additions to either match the existing structure eaves, or encroach into the required setback by 10%. Since the required side yard setback is 5 feet, a 10% encroachment is 6 inches. In combination with the existing house eaves that are 4 inches in depth or more, the revised addition eave was deemed compliant and no zoning relief was required specific to the eave. Additional information and exact wording from the Zoning Ordinance regarding eaves is provided below within the Standards for Approval section of this memo.

The minor variation request generated three letters of opposition, all from the property immediately adjacent at 1729 Oakton Street. The comments in opposition request the addition be constructed on the west side of the house where a compliant interior side yard setback exists, and noted the following reasoning:

- The proposed reoriented roof pitch of east-west will direct storm water onto the adjacent property. Gutters will clog with ice and create issues.
- Gutters cannot be unclogged or cleaned without trespassing onto the adjacent property.
- The addition will block sunlight at the adjacent property and create a substantial adverse impact.
- The addition will increase the volume of noise pollution created by traffic on Oakton Street by bouncing noise off of the two story structure.
- The roof eave should match the existing overhang of the house and requires zoning relief that was not applied for or requested in the public notice.

Staff considered the concerns and determined the following:

- Storm water is not directed to any adjacent property. A building permit will not be issued by the City unless proper storm water management and grading is proposed, which includes downspouts that drain to the ground at least three feet away from the building and at least 10 feet from all property lines. Clogged gutters that push water towards other properties are Property Maintenance violations.
- With 3.9' to 4.7' between the addition and property line, there is ample room for maintenance of the addition including the gutters. Many properties in Evanston feature smaller interior side yards. This is also an existing condition.
- Sunlight and noise pollution are not Standards for Variations and are not regulated by the Zoning Ordinance, though they could be considered substantial adverse effects in certain instances. Since the minor variation request includes a second story that is 21.8' tall where up to 35' is allowed, and the addition is approximately 410 square feet, any impact created by the addition should be minimal and appropriate for the zoning district.
- Staff clarified to the Appellant multiple times that the eave was revised into compliance when the minor variation application was submitted so no zoning relief is necessary for the currently proposed 4 inch eave on the addition (see attached staff correspondence).

The minor variation request was granted in full for the second story addition to align with the existing 3.9' east interior side yard setback, and with a compliant 4 inch eave. Although the proposal may create a perceived impact the property at 1729 Oakton Street, the impact is no more than a compliant addition that is shifted 1.1' further west would create, is less than a compliant 35' tall addition would create, and is not deemed a "substantial adverse impact" that warrants denial of zoning relief.

Department Recommendation

The Community Development Department recommends the Land Use Commission uphold the Zoning Administrator's determination to approve 22ZMNV-0074 for a second story addition with an east interior side yard setback of 3.9' that aligns with the floor below, and a 4" eave. The approved minor variation proposal meets the Standards for Approval for Minor Variations.

Staff notes second story additions that required zoning relief to align with the floor below were granted 100% of the time when reviewed by the Zoning Board of Appeals (ZBA) from 2010-2020. The ZBA requested a text amendment to make such requests minor variations since they are typically granted, which processed as part of the 2020 Omnibus Text Amendment Package and Ordinances 58-O-20 and 59-O-20.

Standards for Approval

The approved minor variation request appealed must follow the Standards for Variations (Section 6-3-8-12-A).

Minor Variations: Minor variations may be authorized by the Zoning Administrator upon making written findings that the proposed variation satisfies the following standards:

1. **The practical difficulty is not self-created.** The practical difficulty of building over an existing principal structure that features a legally nonconforming interior side yard setback is not self-created by the minor variation applicant. The principal structure was constructed in a legally nonconforming location prior to the current ownership on or around 1950.
2. **The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties.** Single family residential properties with substandard side yard setbacks for first and second floors are common in Evanston. Although the neighboring property immediately to the east at 1729 Oakton Street (the Appellant) submitted objections to the minor variation request, the substantial adverse impact noted is loss of light and increase in noise pollution from Oakton traffic. Such potential impacts are not increased due to a 3.9' interior side yard setback rather than a compliant 5' interior side yard setback. Furthermore, the addition proposed features a peak height of 21.8' where up to 35' is allowed. Therefore, the requested addition will not have a substantial adverse impact on adjoining properties.

3. **The requested variation is in keeping with the comprehensive general plan and the zoning ordinance.** The Comprehensive General Plan and the Zoning Ordinance encourage/require open space on all properties. By building up, the minor variation applicant is able to preserve an open, green rear yard. The Comprehensive Plan also encourages guiding change among the existing housing stock. Additionally, the minor variation applicant noted the location of existing utilities as well as the existing interior house layout would all require substantial relocation/demolition/construction to locate the addition in any other part of the yard (whether as a first floor or second floor), which then increases the environmental impact which is in direct conflict with the City's CARP goals.
4. **The requested variation is consistent with the preservation policies set forth in the comprehensive general plan.** As noted in Standard 3 above, the approved minor variation that allows a second story addition rather than an expanded building footprint helps preserve open green space on the remainder of the property.
5. **The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Zoning Administrator issues his/her decision regarding said variation.** The minor variation applicant did note alternative additions were considered. If the addition was constructed at ground-level off of the rear of the house, but there is not ample space between the existing detached garage and the addition. Also, a ground floor addition would require relocation of existing utilities. If the addition was constructed at the second story over the west portion of the house (instead of the east portion), a side yard setback variation would not be required. However, the minor variation applicant considered that option and determined it was not feasible due to the existing chimney and the existing kitchen entry/new stair location, which would substantially reduce the size and functionality of the addition. Finally, the addition as proposed allows plumbing for the new bathroom/laundry room to stack over the existing bathroom plumbing, which is a common construction method to minimize costs.

The appealed eave interpretation is an appeal of an administrative interpretation not related to a use (Section 6-3-9). Therefore, there are no Standards for Approval to guide a Land Use Commission determination. The Land Use Commission should establish Findings of Fact that determine whether the interpretation is arbitrary, ill-considered, or erroneous (Section 6-3-11).

The administrative interpretation was based on the Section 6-4-1-9-B, Yards, that states the following:

(B) Permitted Obstructions in Required Yards:

1. General Provisions: Yard obstructions attached to the principal or an accessory structure on a site shall include but are not limited to: permanently roofed terraces or porches, chimneys, bay windows, window-

mounted air conditioning units, awnings, canopies, arbors, trellises, balconies, overhanging eaves, unenclosed staircases four (4) feet or more above grade, and enclosed staircases.

A yard obstruction is any of these items extending outside of the allowable building envelope and into a required yard. A yard obstruction may extend into no more than ten percent (10%) of the depth of a required yard, except in cases of overhanging roof eaves and gutters for new additions to existing structures, and open front porches. In such cases eaves and gutters may be constructed to match or more closely match the existing roof eave and gutter, provided that such projection does not encroach upon an adjacent lot line. Open front porches may extend into no more than twenty-five percent (25%) of the required front yard setback, shall not exceed seven (7) feet in depth, and must maintain a ten (10) foot front yard setback.

The original zoning analysis application and original zoning analysis review/results noted the proposed eave on the addition was noncompliant and requested the eave be reduced to achieve compliance. When the minor variation application was submitted, revised plans verified the proposed eave on the addition was reduced to match or be smaller than the other existing roof eaves on the structure. Therefore, no relief was proposed nor granted related to the new eave.

Action by the Commission

After making findings of fact as to whether or not the previously approved minor variation and eave interpretation meet the aforementioned standards, the Land Use Commission may vote to approve or deny the Appeal (based on an erroneous decision by the Zoning Administrator, or due to additional information provided), and then may vote on a new determination for the minor variation and eave if deemed necessary, or add additional conditions to the previous approval.

The Land Use Commission is the determining body for this case (Section 6-3-9-8).

Attachments

Aerial View of Property
Zoning Map of Property
Image of Property
Appeal Application – submitted October 26, 2022
Staff & Appellant Correspondence
Plat of Survey
Plans & Elevations
Minor Variation Application (22ZMNV-0074)
Zoning Analysis
Minor Variation Request Public Notice – September 22, 2022
Comments in Opposition (from Appellant)
Minor Variation Determination Public Notice – October 20, 2022
Photos of Properties

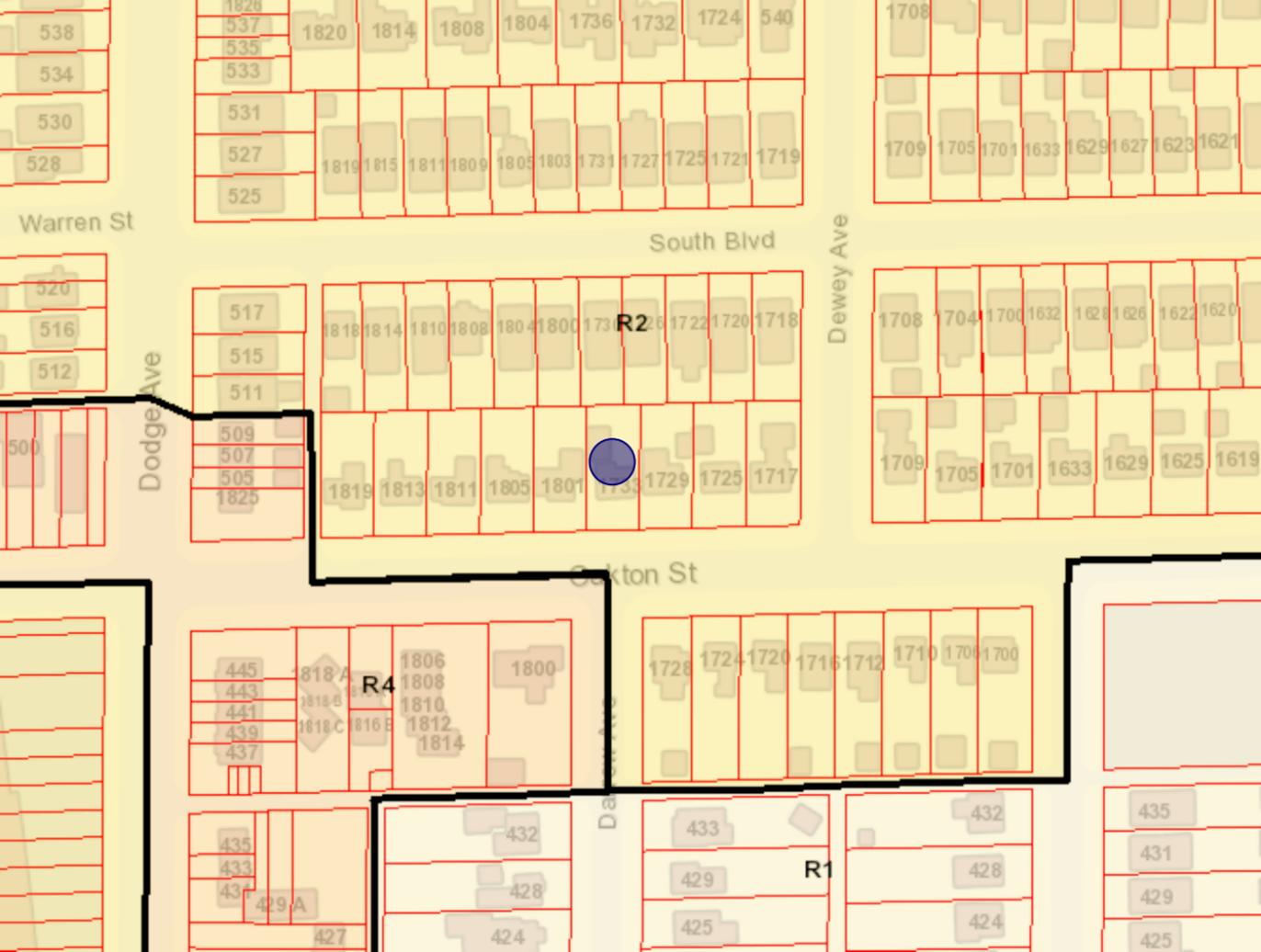
South Blvd

Dewey Ave

Oakton St

Darrow Ave









Melissa Klotz <mklotz@cityofevanston.org>

Zoning Appeal Application

1 message

noreply@formstack.com <noreply@formstack.com>
Reply-To: noreply@formstack.com
To: mklotz@cityofevanston.org

Wed, Oct 26, 2022 at 3:42 PM



Formstack Submission For: [Zoning Appeal Application](#) Submitted at 10/26/22 3:42 PM

Address: [1729 Oakton](#)
Evanston, IL 60202

Permanent Identification Number (PIN) 1: 10-24-427-022-0000

Permanent Identification Number (PIN) 2:

Name: Cheryl & Robert Muno

Organization:

Address: [1733 Oakton](#)
Evanston, IL 60202

Home or Office Phone Number: (224) 343-2543

Cell Phone Number: (224) 343-2543

Email: cheryl.muno@oracle.com

Please choose Email

primary means of contact:

Address (or location) of property to which pertains the decision you are appealing:

1733 Oakton, Evanston, IL 60202

Describe the Zoning Administrator's decision that you are appealing:

The Zoning Administrator approved Applicant's request for a side yard variance from the 5' requirement in the Ordinance (6-8-2-8) to 3.91' (SE corner) to 4.66' (NE corner).

We believe there are two correct zoning ordinance interpretations:

THE STAFF REPORT'S INTERPRETATION WAS CORRECT: The Staff's interpretation in their report that the Roof Overhang extends more than the minimum set back and recommends that the roof be brought into compliance by it matching the existing roof overhang. The additional overhang does negatively impact our property [see next question].

Roof overhang – principal structure: Dimension
Standard: 4.5' min. setback from both interior side property lines OR new roof overhang permitted to match existing roof overhang.

Existing: Dimension
Proposed: Dimension

The overhang on the roof over the addition appears to be deeper and extend

into the east interior side yard setback further than the existing roof overhang Recommend new roof to match the existing roof overhang depth.

Describe what you believe to be the correct zoning ordinance interpretation or what you believe to be the correct facts related to this particular zoning decision:

APPLICANT HAS NOT FILED FOR A VARIANCE ON THE OVERHANG - WHICH IS A MAJOR VARIATION: It appears the overhang amount is more than 35%, which is a Major Variance. They have not requested a variance. Since the information Applicant submitted does not show the overhang amount, how can the Board grant a variance on these facts? Doesn't Applicant need to refile and request this variance, particularly since the amount of variance they need is unknown?

APPLICANT CHOSE TO CREATE THE OVERHANG ISSUE: Mr. Griffith states in the Zoning Analysis Summary that the new roof eave should match the existing overhang, which means there is a feasible option with less deviation from §6-4-9-1 of the Zoning Ordinance.

THERE ARE VIABLE OPTIONS FOR AN ADDITION THAT DO NOT NEED VARIANCES AND DO NOT AFFECT OUR USE AND ENJOYMENT OF OUR PROPERTY: the Applicant has two other viable options for the addition that do not require a variance or impact our property. Thus, need for the variances she has applied for and the Major Variance she has not applied for are self-created. She can put the addition on the West side of her property without the need for a variance. Applicant does discuss the issues with a west addition but does not indicate why this additional work is materially more expensive or any savings from building on the west side. Building a first story addition by building in the back is another option that does not create the plumbing and other issues discussed in the Application.

Describe in what manner you believe yourself aggrieved or harmed by this zoning interpretation and/or determination:

The variations Applicant seeks -- and the Major Variance she has not sought -- have substantial adverse impacts on our use, enjoyment and property values of our property (and other property owners who have objected).

INCREASES OUR LIABILITY FROM RUNOFF: Applicant's current A-line roof pitch is north - south. The addition will reorient the roof pitch 90 to east – west. This means water runoff from the roof will be toward our west wall, and with the overhang, the runoff will overflow onto our property. This will create waterfall when we and guests are walking on their property. This is a negative impact on our use and enjoyment of our property. Also, the applicant's proposed overhang increases our risk of liability, particularly in winter when the water falling on our property walkway turns to ice. Gutters are not sufficient because they clog with debris and freeze even when a property owner is diligent.

REQUIRES THE APPLICANT TO TRESPASS ON OUR PROPERTY: With the 90 degree rotation of the pitch line and non-compliant overhang, Applicant will need to trespass on our property to place a ladder for unclogging or cleaning of her gutters. We do not think it is fair to us for Evanston to approve a variation [not yet requested] that requires our neighbor to trespass...it is probably not legal to do so. The Applicant coming onto our property with a ladder means that if she is injured on our property we have potential liability. While Applicant is on our property she is disrupting our free use and enjoyment of our property.

REDUCED LIGHT: The addition will have a substantial adverse impact on our use and enjoyment of our property because the light on the west side of our property because what was sunshine will be shaded by the addition.

NOISE POLLUTION: The addition will have a substantial adverse impact by changing the acoustics of Applicant's and our properties. increasing the volume of noise pollution created by traffic on Oakton Street. When 1725 Oakton was constructed east of our property the noise on our property increased. This was due to the reflection of the traffic noise off that property's two-story exterior wall to the Muno's east yard.

SUMMARY: Any one of these items has a substantial impact on our ability to use and enjoy our home. The combination of these items worsens the impact and likely decreases the property value and ability to find a willing buyer.

Quantity: 1

Price: 275

Credit Card: Card number: *****2080 Expiration: 06/26

I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and

[View Signature](#)

**accurate to the
best of my
knowledge.:**

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Formstack, [11671 Lantern Road, Suite 300, Fishers, IN 46038](#)



Melissa Klotz <mklotz@cityofevanston.org>

RE: [External] : Re: 1733 Oakton: Application No. 22ZMNV-0074 Extension Request

1 message

Cheryl Muno <cheryl.muno@oracle.com>

Thu, Oct 27, 2022 at 12:04 PM

To: Melissa Klotz <mklotz@cityofevanston.org>, Wade Joyner <wade@wadelawattorney.com>

Cc: Elizabeth Williams <ewilliams@cityofevanston.org>, "mgriffith@cityofevanston.org" <mgriffith@cityofevanston.org>, Robert Muno <robertmuno@gmail.com>

Melissa,

Rob and I have retained Wade Joyner to represent us in the matter of 1733's addition which we feel will negatively impact our home. It seems the city feels this variance is a small request, but we are finding it hard to agree. We have endured much worry since we received the postcard alerting us to the variance request. With the change of the roofline to east/west from north/south in an area where the distance between homes is smaller than Evanston Zoning requires (hence the variance request), we are going to be impacted by our neighbor's snow, ice and the much heavier than normal rainstorms caused by global warming. The snow and ice is going to create a potential risk of liability for us. The neighbor likely needing to access our property to clean gutters in that already too tight area is also going to cause liability and further detract from our enjoyment of our property while works is being done.

Additionally, this wall will be closer to our home than the wall on the second story addition on our east side, and that wall has created a great deal of noise pollution in our wood-frame home. The 1733 Oakton property sits next to our bedrooms and the heightened noise pollution from Oakton traffic is going to have a large impact on us. Finally, we enjoy the sunlight we are currently afforded. If this variance is approved and a second story addition is added next door, we are going to lose more sunlight than if our neighbor had the required setback. These issues, as a whole, are going to have a direct impact on our property value. They feel very overburdensome.

Our neighbor has other options that would mitigate our risk and continue to allow us to enjoy our property. These options include:

- Moving the addition to the west side of her property where the required setback exists
- Indenting the addition so that a portion of the north/south roof continues to exist to catch and funnel water/snow/ice (which would also alleviate the need for a variance)
- Doing a center punchout addition
- Adding a rear first story addition (as many of the homes of this design on Oakton Street have had done – including ours where we have no bathroom window and do not find it egregious).

Because this neighbor has other options that are manageable (even though they may not find those options as palatable as the option they are requesting), we feel this variance request should not be approved. We have conferred with at least three additional neighbors who have also voiced their unhappiness with this variance request and have said they planned to send comments as well. It is our hope that Evanston Zoning recognizes the opinion of the long-time citizens who have voiced their concern by rejecting the variance being requested. We have a beautiful city, something which adherence to Zoning has created. Please ask this neighbor to consider another option for the addition. One that does not require a variance.

Respectfully,

Cheryl Muno

--

Cheryl Muno | GVPSA

Office: +1 3126518287 | Mobile: +1 2243432543

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From: Melissa Klotz <mklotz@cityofevanston.org>**Sent:** Thursday, October 27, 2022 10:56 AM**To:** Wade Joyner <wade@wadelawattorney.com>**Cc:** Elizabeth Williams <ewilliams@cityofevanston.org>; Cheryl Muno <cheryl.muno@oracle.com>;
mgriffith@cityofevanston.org**Subject:** [External] : Re: 1733 Oakton: Application No. 22ZMNV-0074 Extension Request

Wade,

Since you are continuing with the appeal, please see responses in blue below.

Thanks,

Melissa Klotz**Zoning Administrator**

Morton Civic Center

City of Evanston

[2100 Ridge Ave. | Evanston, IL 60201](#) | 847-448-8153 | 224-223-3154

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On Wed, Oct 26, 2022 at 5:25 PM Wade Joyner <wade@wadelawattorney.com> wrote:

Hi Liz,

I submitted through the portal the Muno's appeal of the Administrative Variation Approval for this Application.

What do I need to file to show I represent the Muno's?

[Please have the Munos send an email stating you are representing them.](#)

I reviewed the ordinance excerpt at the end of the appeal form and have some questions/confirmation.

The record to the ZBA includes all the objections filed for the Administrative Procedure, staff report and Application.

Did the Approval include why it was approved or just "approved"? The approval notice does not provide specifics on why the proposal was approved. Within the appeal process, a staff report will be written that explains the minor variation, process, determination, standards for approval/reasoning, and appeal. That report will be post in the Land Use Commission packet the Friday before the public hearing on the City website. (Of note, the Zoning Board fo Appeals was dissolved at the end of 2021 and replaced with the Land Use Commission. The LUC is codified, but the online City Code has not yet updated to reflect that change).

[May I have copies of the other objections and the Approval if it included "why", without filing a FOIA?]

One other objection was received. It is attached for your reference.

The ZBA will hold a public hearing. Will staff submit a new report?

Yes, a comprehensive report as noted above. See <https://www.cityofevanston.org/home/showpublisheddocument/75214/638019658339270000> for a recent example of an appeal and the staff report and all included documents. The case begins on page 110.

Is it possible to participate by video?

No, meetings are held in person

When is the public hearing?

The next available public hearing with the Land Use Commission is December 14th at 7pm. Please confirm this works for your team and I will add you to the agenda.

Is the ZBA decision final? If not, what's next?

Yes, the Land Use Commission decision is final. They must have at least 5 votes in favor or against (of 9 total) to conclude the new decision (so if only 5 members attend the public hearing and the vote is split, the case will continue to the next public hearing for remaining members to vote until 5 votes are achieved in either direction). Recourse beyond the Land Use Commission is to file a case in civil court.

According to the staff report the eave overhang does not comply with setback requirements. It looks like the Applicant would need Evanston to grant a Major Variation. Does the Applicant have to file a new application...is there a publication requirement for a Major Variation?

As noted in my previous correspondence, the applicant revised the eaves into compliance with a 4 inch eave proposed, so no variation was needed for that.

I appreciate you helping me out with these questions.

Blessings,

Wade Joyner

Wade Law, Chartered

630.768.1042

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From: Elizabeth Williams <ewilliams@cityofevanston.org>
Sent: Friday, October 7, 2022 7:14 AM
To: Cheryl Muno <cheryl.muno@oracle.com>
Cc: Wade Joyner <wade@wadelawattorney.com>; mklotz@cityofevanston.org <mklotz@cityofevanston.org>; mgriffith@cityofevanston.org <mgriffith@cityofevanston.org>
Subject: Re: 1733 Oakton: Application No. 22ZMNV-0074 Extension Request

Hello Cheryl,

Great question. We will make sure to consider all comments regarding this request prior to making a determination.

Have a good weekend!

Liz

On Fri, Oct 7, 2022 at 8:13 AM Cheryl Muno <cheryl.muno@oracle.com> wrote:

Ms. Williams,

Good morning and Happy Friday!

With regard to the subject application, at least one neighbor told us they were submitting comments regarding this topic. With Mr. Griffith being out of the office on vacation through October 10th, is there a plan to ensure comments sent to his e-mail, per the postcard direction, are included in the review package?

Thank you for any insight and clarification you are able to offer regarding this matter. Have a terrific weekend!

Kind regards,

Cheryl

--

Cheryl Muno | GVPSA

Office: [+1 3126518287](tel:+13126518287) | Mobile: [+1 2243432543](tel:+12243432543)

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From: Wade Joyner <wade@wadelawattorney.com>

Sent: Thursday, October 6, 2022 12:35 PM

To: Elizabeth Williams <ewilliams@cityofevanston.org>

Cc: mklotz@cityofevanston.org

Subject: [External] : [1733 Oakton](#): Application No. 22ZMNV-0074 Extension Request

Ms. Williams,

I represent Cheryl and Robert Muno, who are the neighbors to the east of Ms. Jun property.

I was just retained by them. I have reviewed the Application and am preparing a response to file with you.

I know the response is due today.

Could you please give me until 11 am tomorrow to file our response with you?

Blessings,

Wade Joyner

Wade Law, Chartered

630.768.1042

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Liz Williams
Planning Manager
Planning & Zoning Division
Community Development Department
City of Evanston

2100 Ridge Ave | Evanston, IL 60201 | (224) 296-4489
ewilliams@cityofevanston.org | cityofevanston.org



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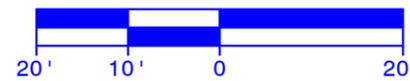
LEGEND

A = ASSUMED
 C = CALCULATED
 CH = CHORD
 CL = CENTERLINE
 D = DEED
 E = EAST
 F.I.P. = FOUND IRON PIPE
 F.I.R. = FOUND IRON ROD
 FT. = FEET/FOOT
 L = ARC LENGTH
 M = MEASURED
 N = NORTH
 NE = NORTHEAST
 NW = NORTHWEST
 P.O.B. = POINT OF BEGINNING
 P.O.C. = POINT OF COMMENCEMENT
 R = RECORD
 RAD = RADIUS
 R.O.W. = RIGHT OF WAY
 S = SOUTH
 S.I.P. = SET IRON PIPE
 S.I.R. = SET IRON ROD
 SE = SOUTHEAST
 SW = SOUTHWEST
 W = WEST

—x—x— = CHAIN LINK FENCE
 —o—o— = WOOD FENCE
 —□—□— = METAL FENCE
 —△—△— = VINYL FENCE
 - - - - = EASEMENT LINE
 - - - - = SETBACK LINE
 - - - - = INTERIOR LOT LINE

PLAT OF SURVEY OF

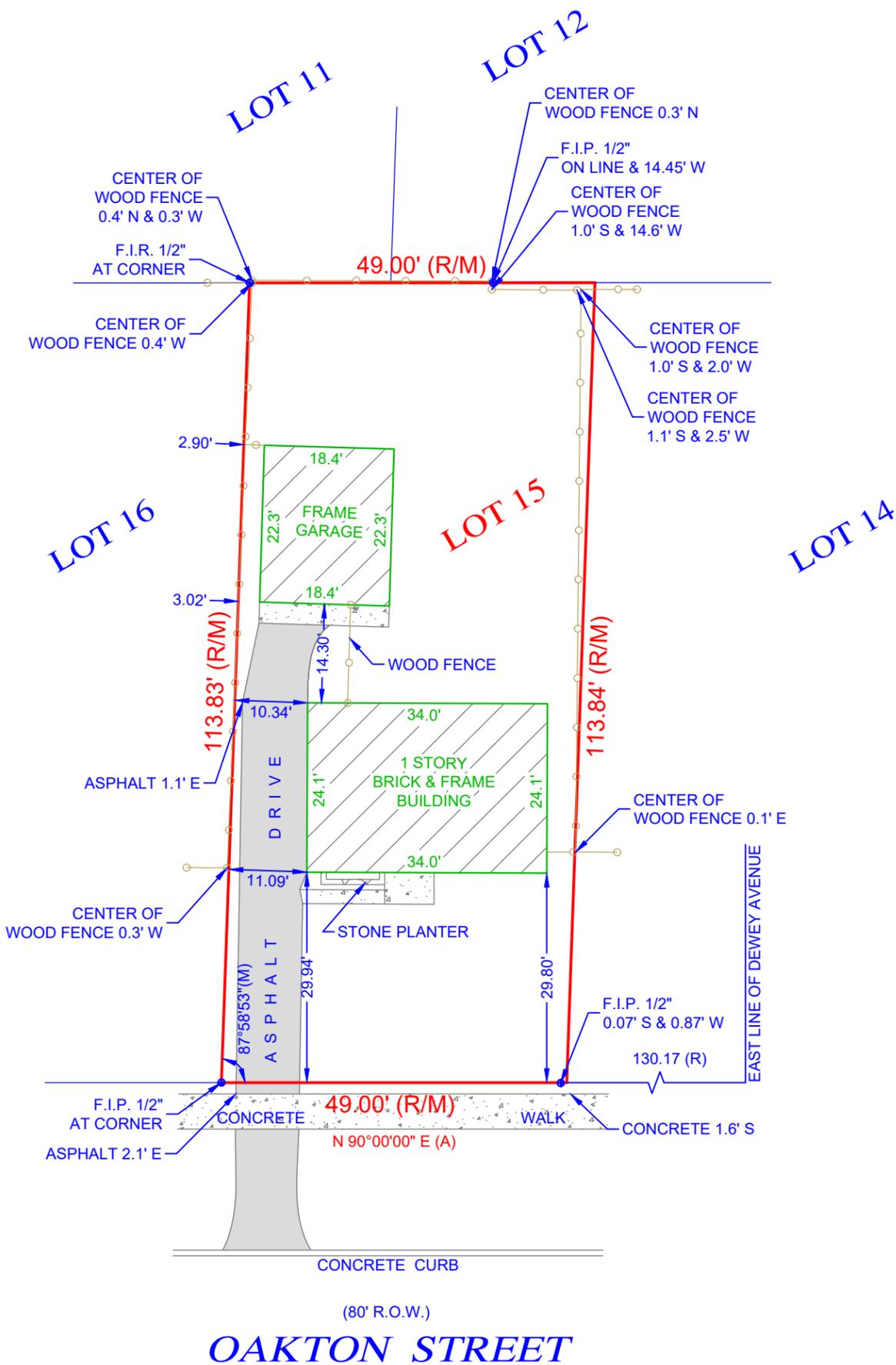
LOT 15 IN OAKTON TRUST SUBDIVISION OF THE SOUTH ONE NINTH OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER AND THE SOUTH 16 FEET OF THE EAST 90 FEET OF THE NORTH ONE HALF OF THE SOUTH TWO NINTHS OF THE SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



BASIS OF BEARING:
 NORTH LINE OF OAKTON STREET AS FOUND MONUMENTED AND OCCUPIED PER RECORD SUBDIVISION.
 N 90°00'00" E (A)

AREA OF SURVEY:

"CONTAINING 5,574 SQ. FT. OR 0.13 ACRES MORE OR LESS"



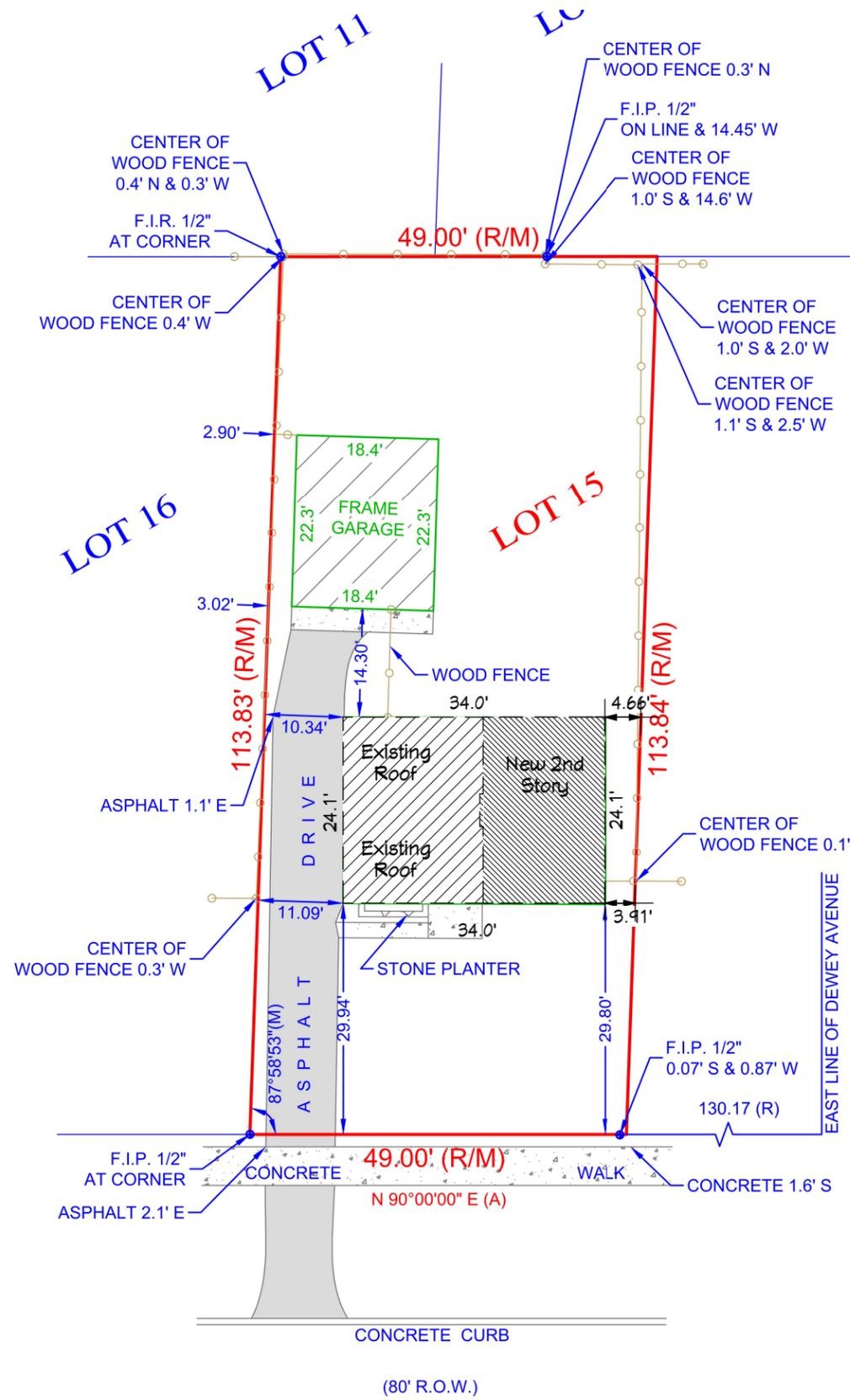
Morris Engineering, Inc.
 515 Warrenville Road, Lisle, IL 60532
 Phone: (630) 271-0770
 FAX: (630) 271-0774
 WEBSITE: WWW.ECIVIL.COM

STATE OF ILLINOIS }
 COUNTY OF DUPAGE }
 I, THE UNDERSIGNED, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY," AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.
 DATED, THIS 17TH DAY OF SEPTEMBER, A.D. 2021, AT LISLE, ILLINOIS.
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3253
 LICENSE EXPIRATION DATE NOVEMBER 30, 2022
 ILLINOIS BUSINESS REGISTRATION NO. 184-001245



NOTE:
 1. ALL TIES SHOWN ON THIS SURVEY ARE MEASURED TO THE BUILDING'S SIDING (BRICK, FRAME, STUCCO, METAL, ETC.) AND NOT TO THE FOUNDATION, UNLESS NOTED OTHERWISE.
 2. ROOF LINES AND OVERHANGS ARE TYPICALLY NOT SHOWN HEREON.
 3. COMPARE ALL DISTANCES AND POINTS IN FIELD AND REPORT ANY DISCREPANCIES TO SURVEYOR AT ONCE.
 4. NO DIMENSIONS SHALL BE ASSUMED BY SCALING.

ADDRESS COMMONLY KNOWN AS 1733 OAKTON STREET
 EVANSTON, ILLINOIS
 CLIENT CITYWIDE TITLE CORP
 FIELDWORK DATE (CREW) 09/17/2021 (MD/JP)
 DRAWN BY: E.C. REVISED: JOB NO. 21-09-0115



City of Evanston Codes (with amendments):

- 2021 International Residential Code
- 2020 National Electrical Code
- 2018 Illinois Energy Conservation Code
- 2014 Illinois Plumbing Code
- City of Evanston Zoning Ordinance
- City of Evanston Amendments To The Above Codes

SCOPE OF PROJECT

New second floor addition with bathroom and first floor remodel

SHEET INDEX

| LABEL | TITLE |
|-------|---|
| 1 | Cover Page & Site Plan |
| 2 | As Built & Demolition Plans |
| 3 | Proposed Design - 1st Floor |
| 4 | Proposed Design - 2nd Floor |
| 5 | Proposed Electrical & MEP Plans (1 & 2) |
| 6 | Section |
| 7 | Exterior Elevations |
| 8 | Exterior Elevations |
| 9 | Notes & Specifications |
| 10 | Notes & Specifications |
| 11 | Notes & Specifications |
| 12 | Notes & Specifications |

1

JUST BUILDERS INC.
 1124 Florence Ave. Evanston IL 60202
 847-491-1676 | justbuilders.com

JUN RESIDENCE
 1733 Oakton Street
 Evanston, IL 60202

Issued for:
 Zoning & Permit:
 Date: 9/12/2022

Title Page

1

Site Plan

Scale: 1" = 20'-0"

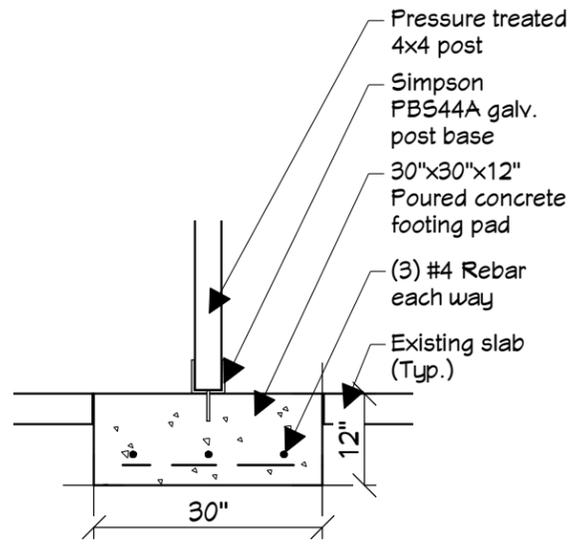
Based on Plat of Survey by:
 Morris Engineering, Inc. - Order # 21-09-0115 - 09/17/2021



OAKTON STREET

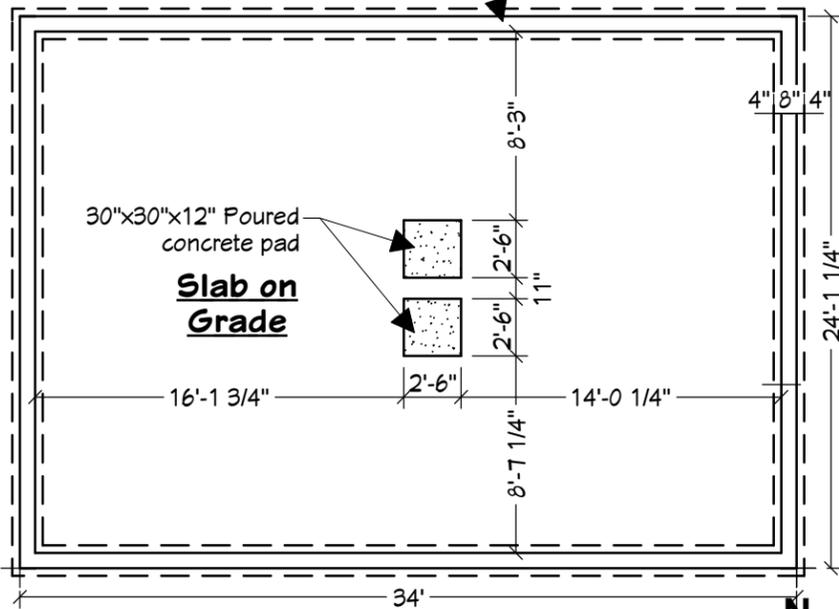


Donna Lee M. Floeter
 LIC-EXP-11/30/2022

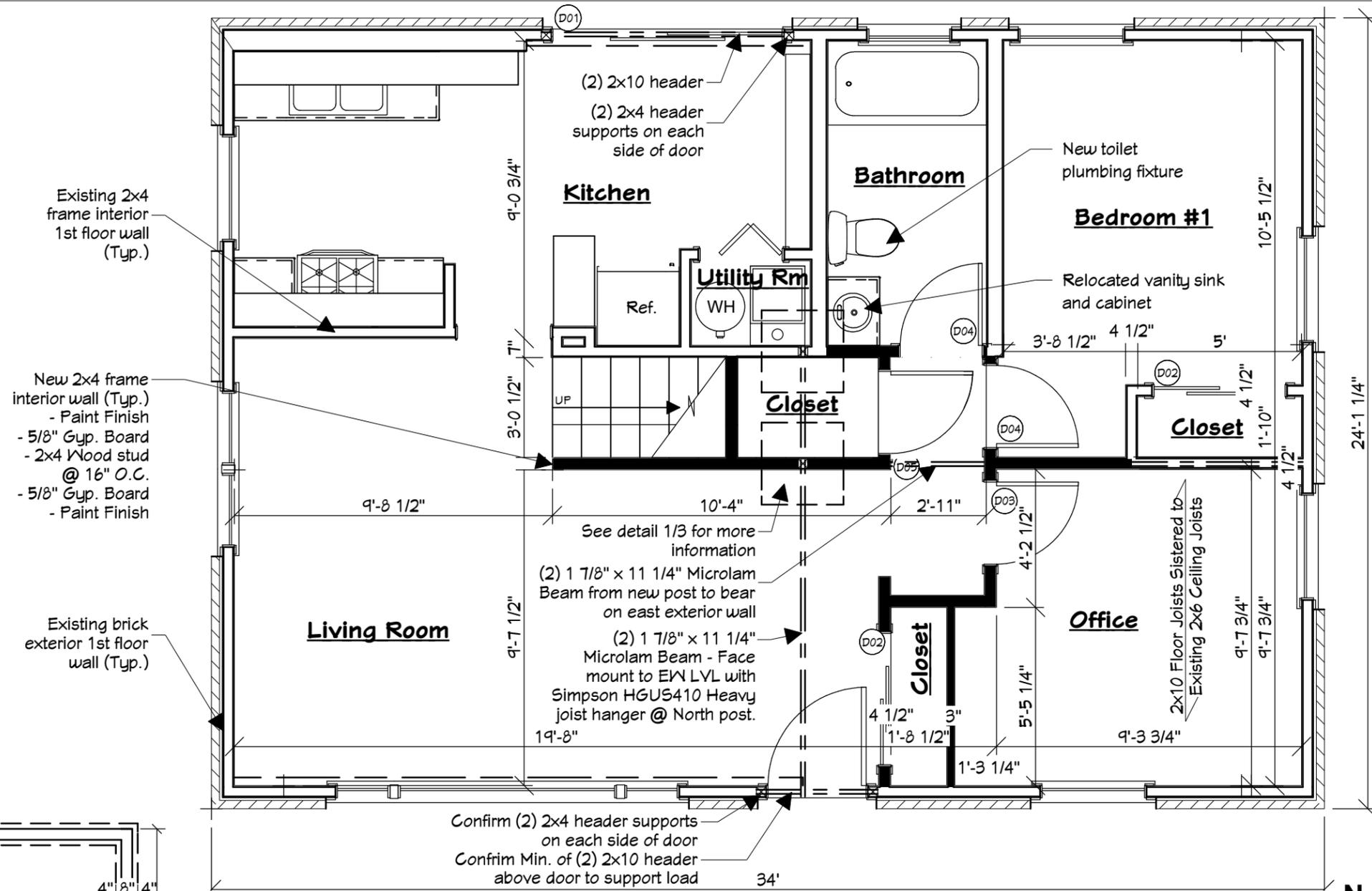


1 Pad Footing Detail
Scale: 1" = 1'-0"

Existing foundation with spread footing. Top of footing a minimum of 42" below grade level.



2 Proposed Foundation Plan
Scale: 1/8" = 1'-0"



3 Proposed - 1st Floor Plan
Scale: 1/4" = 1'-0"

| DOOR SCHEDULE | | | | | | |
|---------------|-----|-----|------------|-------------------|---------------------|--------------------|
| TAG | QTY | FL. | SIZE | DESCRIPTION | DIMENSIONS | COMMENTS |
| D01 | 1 | 1 | 7068 L EX | EXT. SLIDER-GLASS | 84"X80"X1 3/4" L EX | |
| D02 | 2 | 1 | 4068 R IN | SLIDER-DOOR P04 | 48"X80"X1 3/8" R IN | |
| D03 | 1 | 1 | 2668 L IN | HINGED-DOOR P04 | 30"X80"X1 3/8" L IN | |
| D04 | 2 | 1 | 2668 R IN | HINGED-DOOR P04 | 30"X80"X1 3/8" R IN | |
| D05 | 1 | 1 | 26510 L IN | HINGED-DOOR P04 | 30"X70"X1 3/8" L IN | |
| D06 | 1 | 2 | 2868 L IN | HINGED-DOOR P04 | 32"X80"X1 3/8" L IN | |
| D07 | 1 | 2 | 2668 L IN | HINGED-DOOR P04 | 30"X80"X1 3/8" L IN | |
| D08 | 1 | 2 | 2468 L IN | HINGED-DOOR P04 | 28"X80"X1 3/8" L IN | |
| D09 | 1 | 2 | 21068 R | POCKET-DOOR P04 | 34"X80"X1 3/8" R | |
| D10 | 1 | 2 | 2020 L EX | EXT. HINGED-SLAB | 24"X24"X1 3/4" L EX | Attic Access Panel |

| WINDOW SCHEDULE | | | | | | | | |
|-----------------|-----|-----|--------|---------|------------------|------------|------------------|----------|
| TAG | QTY | FL. | EGRESS | SIZE | DESCRIPTION | DIMENSIONS | MANUFACTURER | COMMENTS |
| W01 | 1 | 2 | | 22110FX | FIXED GLASS | 26"X22"FX | Advanced Windows | Vinyl |
| W02 | 1 | 2 | | 2620SC | SNGL CASEMENT-HR | 30"X24"SC | Advanced Windows | Vinyl |
| W03 | 1 | 2 | | 4620AW | AWNING | 54"X24"AW | Advanced Windows | Vinyl |
| W04 | 2 | 2 | YES | 3050DH | DOUBLE HUNG | 36"X60"DH | Advanced Windows | Vinyl |

4

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**JUN
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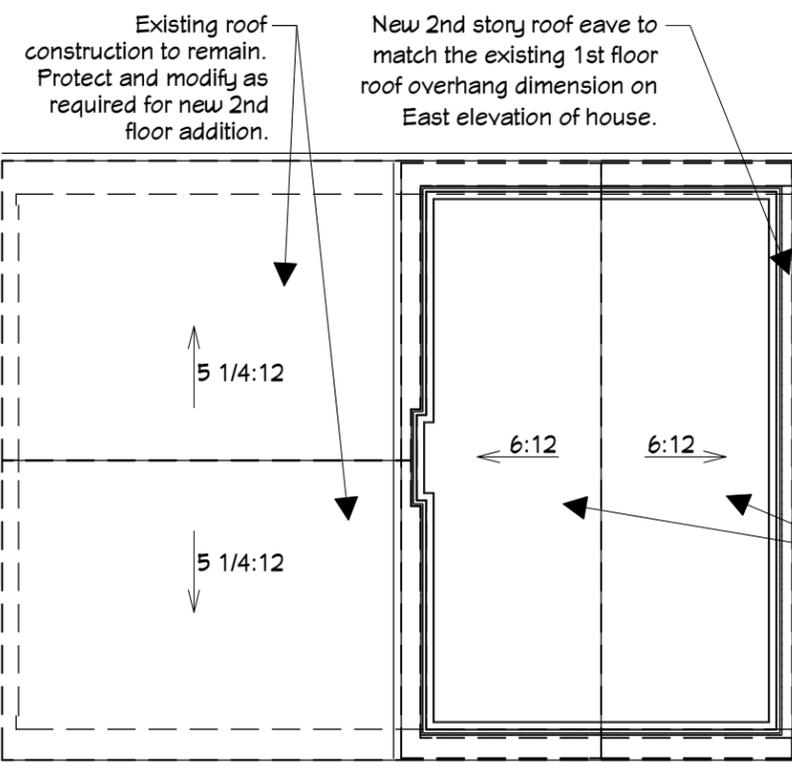
**Proposed 2nd
Floor & Roof
Plan**

Exterior Wall Construction (Typ)

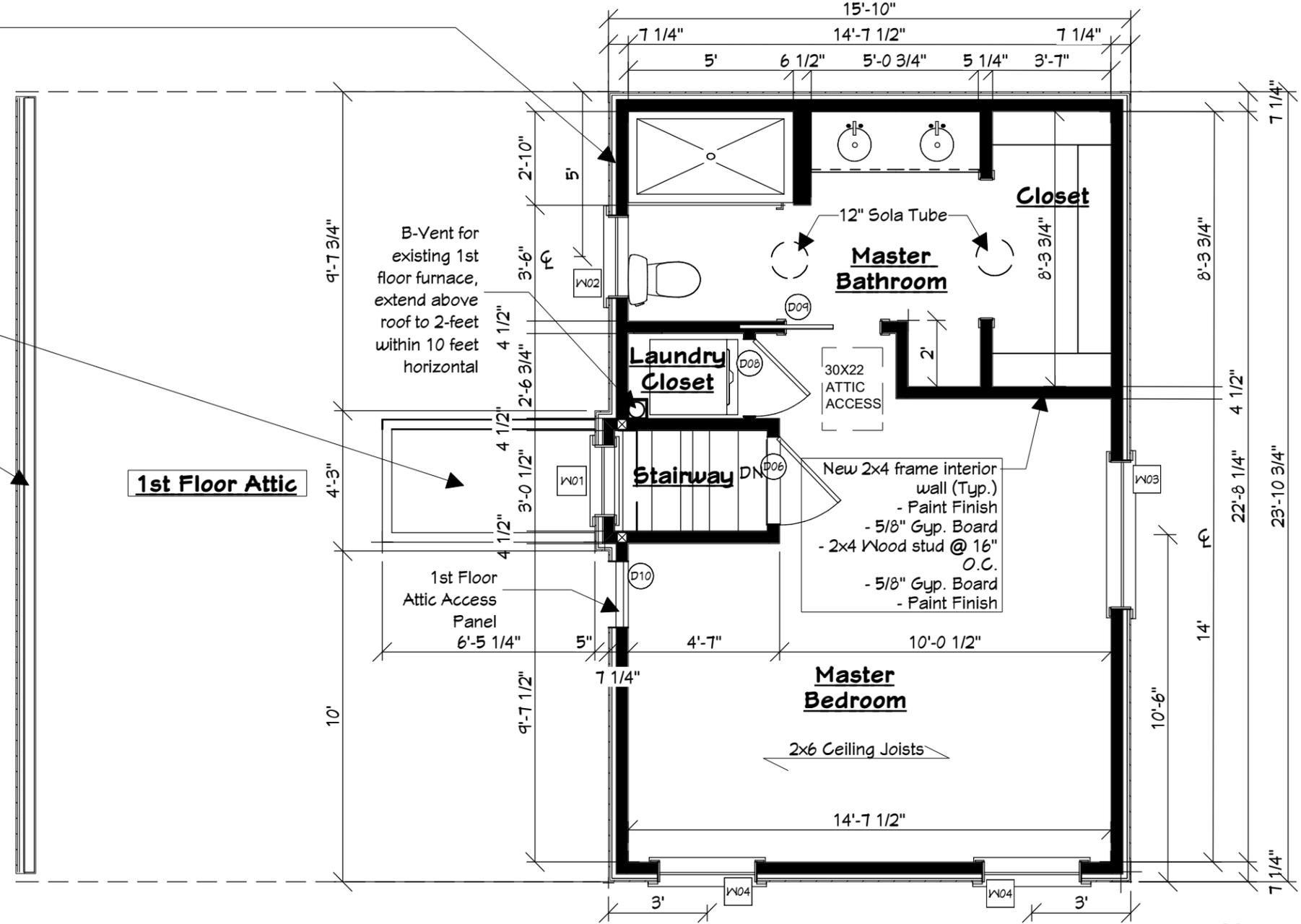
- Unless otherwise noted:
- Vinyl siding - TBD
 - 1/2" CDX Sheathing
 - Tyvek house wrap (or Equal), Tape seams with Tyvek Tape
 - R6 Rigid foam board insulation
 - 2x4 Wood stud @ 16" O.C. (Single sill plate and double top plate)
 - R15 Batt insulation
 - 5/8" Gyp board
 - Paint

New 2x4 framed sloped ceiling stair head-height construction in attic and stairway. The ceiling height at the stairwell has a minimum height of 6'-8".

Existing 1st Floor gable attic wall to remain - no work



1 Proposed Roof & Attic Plan
Scale: 1/8" = 1'-0"



2 Proposed - 2nd Floor Plan
Scale: 1/4" = 1'-0"

New Roof Construction

- Asphaltic architectural 240# shingles (to match existing roof)
- Synthetic roofing underlayment
- Provide a minimum of 30" interior ice and water shield at all roof eaves
- 2x8 Wood rafters @ 16" O.C.
- Polystyrene vent chutes @ each rafter bay, Min. of 1" clear air space
- R49 Blown-in insulation
- 2x6 Wood ceiling joists @ 16" O.C.
- 5/8" Gyp. board ceiling
- Paint finish

| ELECTRICAL SCHEDULE | | | | |
|---------------------|-----|-----|-----------------------------------|----------|
| NO. | QTY | FL. | DESCRIPTION | COMMENTS |
| E01 | 1 | 1 | ELECTRICAL PANEL | |
| E02 | 10 | 1 | SINGLE POLE | |
| E03 | 2 | 1 | THREE WAY | |
| E04 | 9 | 1 | DUPLEX | |
| E05 | 1 | 1 | GFCI | |
| E07 | 1 | 1 | 21X48 SURFACE MOUNTED [48W21D] | |
| E08 | 2 | 1 | CLASSIC CEILING FAN LIGHT FIXTURE | |
| E09 | 3 | 1 | BELLA SCONCE | |
| E10 | 2 | 1 | APOLLO SCONCE | |
| E11 | 1 | 1 | EXHAUST | |
| E12 | 2 | 1 | SMOKE DETECTOR | |
| E13 | 1 | 1 | CO/SMOKE DETECTOR | |

| ELECTRICAL SCHEDULE | | | | |
|---------------------|-----|-----|-----------------------------------|----------|
| NO. | QTY | FL. | DESCRIPTION | COMMENTS |
| E14 | 11 | 2 | SINGLE POLE | |
| E15 | 7 | 2 | DUPLEX | |
| E16 | 3 | 2 | GFCI | |
| E17 | 1 | 2 | RECESSED DOWN LIGHT 4 | |
| E18 | 1 | 2 | RECESSED VAPOR LIGHT | |
| E19 | 1 | 2 | 48" SURFACE MOUNTED [48W48D] | |
| E20 | 1 | 2 | HALF DOME | |
| E21 | 2 | 2 | BRYANT SCONCE 1 | |
| E22 | 1 | 2 | BOWL SCONCE 4 | |
| E23 | 1 | 2 | CLASSIC CEILING FAN LIGHT FIXTURE | |
| E24 | 1 | 2 | EXHAUST (LIGHT) | |
| E25 | 1 | 2 | SMOKE DETECTOR | |
| E26 | 1 | 2 | CO/SMOKE DETECTOR | |

Electrical Notes

- Provide GFCI protection on circuits and individual receptacles as required by code. All receptacle outlets are to be tamper-resistant.
- Install new dedicated outlet receptacles at all required appliances per code. All outlets are to be tamper-resistant.
- Existing electrical service to remain, unchanged.
- Arc-fault protection is required by code for all new work.
- Outlet spacing is to comply with code requirements.

HVAC Notes

- Heat & cooling for new areas is to be a Mini-Split locate outlets as needed.
- Mitsubishi - 12k BTU Cooling & Heating - M-Series One-Way Ceiling Cassette Air Conditioning System - 19.8 SEER - Model ML-KP12NA.TH

5

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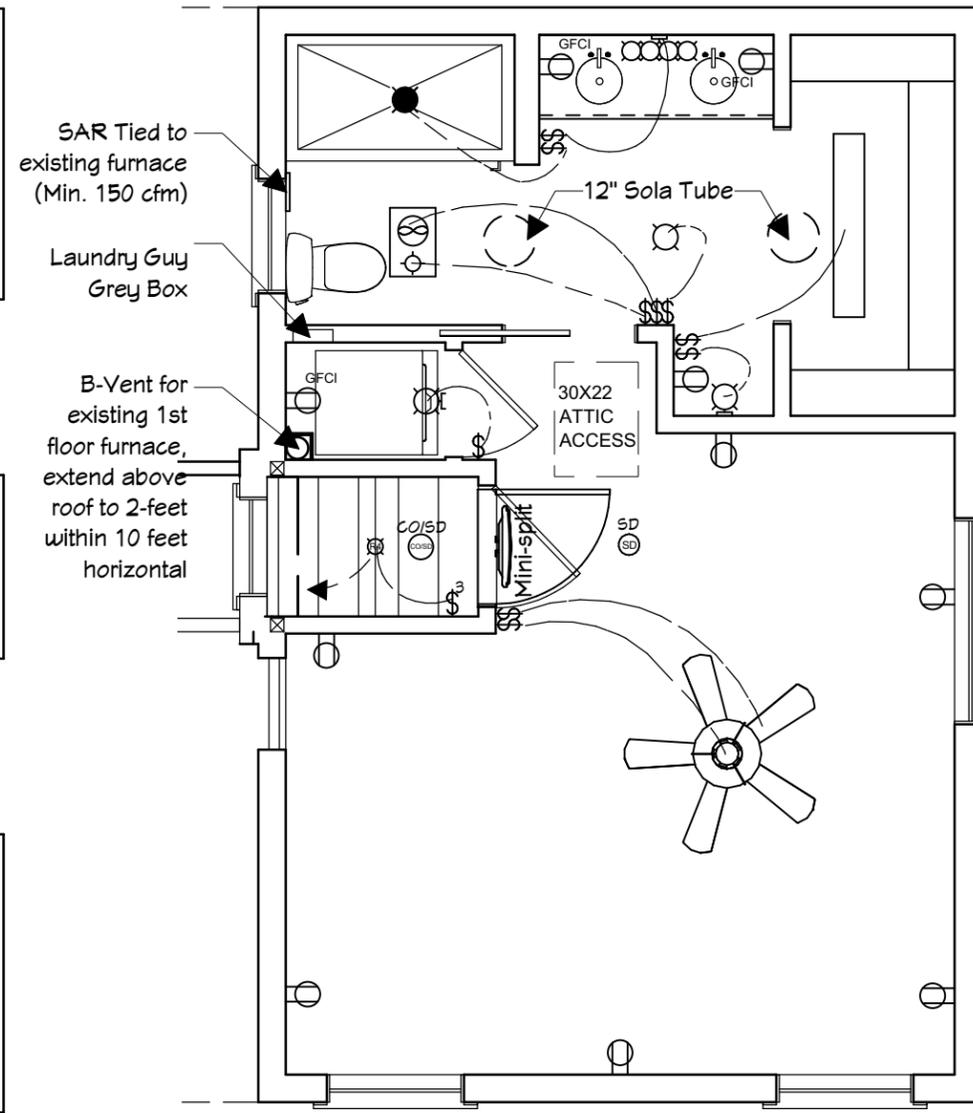
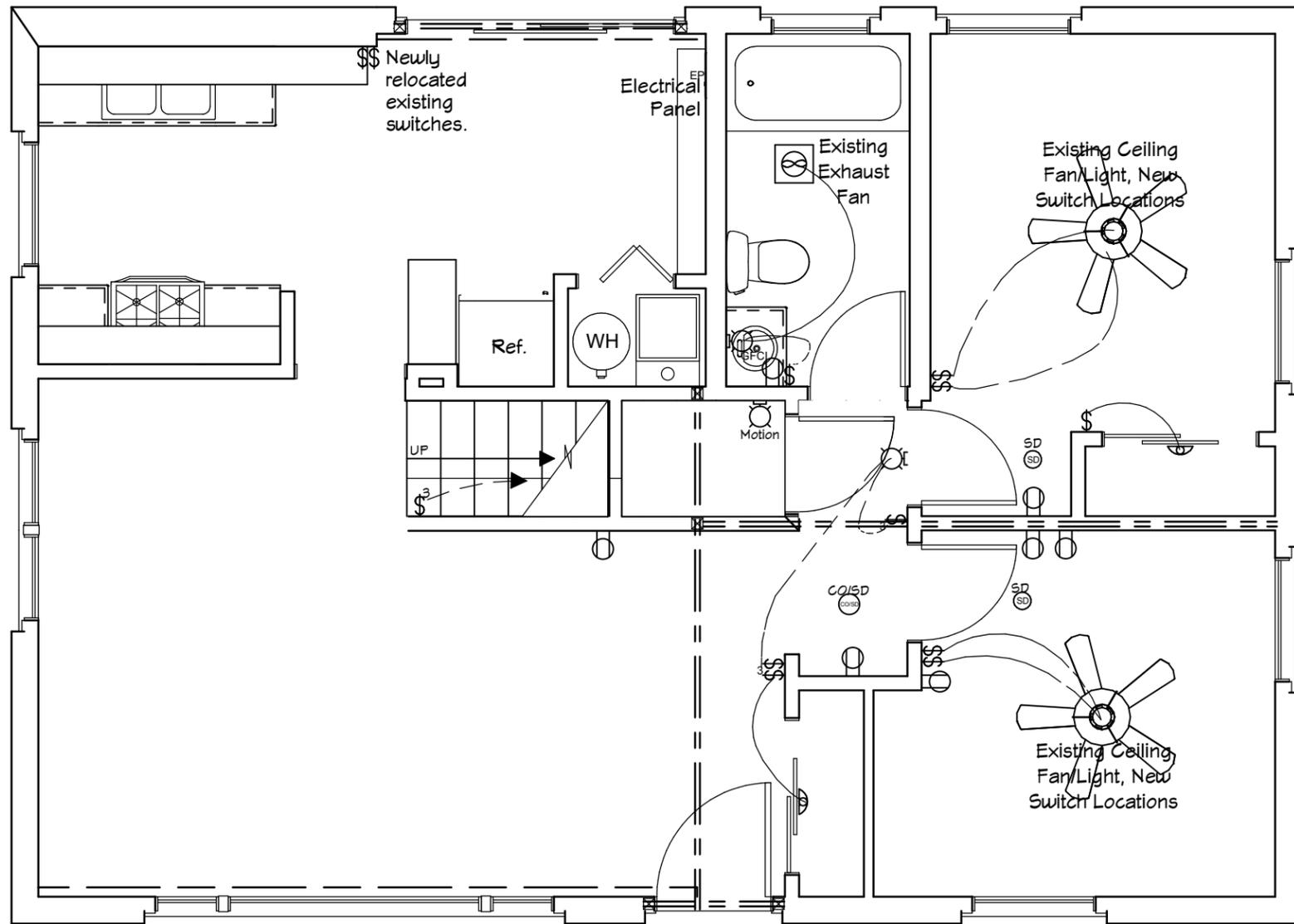
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Proposed 1st
& 2nd Floor
Elec. Plans

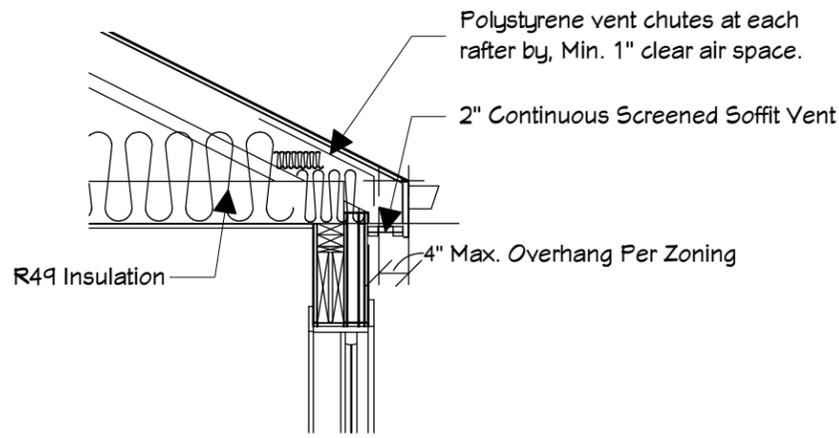


1 Proposed 1st Floor Electrical & MEP Plan
Scale: 1/4" = 1'-0"



2 Prop. 2nd Fl. Ele. & MEP Plan
Scale: 1/4" = 1'-0"





2 Eave Detail
Scale: 1/2" = 1'-0"

- New Roof Construction**
- Asphaltic architectural 240# shingles (to match existing roof)
 - Synthetic roofing underlayment
 - Provide a minimum of 30" interior ice and water shield at all roof eaves
 - 2x8 Wood rafters @ 16" O.C.
 - R49 Blown-in insulation
 - 2x6 Wood ceiling joists @ 16" O.C.
 - 5/8" Gyp. board ceiling
 - Paint finish

New 2nd story roof eave to match the existing 1st floor roof overhang dimension on East elevation of house.

Exterior Wall Construction (Typ)

- Unless otherwise noted:
- Vinyl siding - TBD
 - 1/2" CDX Sheathing
 - Tyvek house wrap (or Equal), Tape seams with Tyvek Tape
 - R6 Rigid foam board insulation
 - 2x4 Wood stud @ 16" O.C. (Single sill plate and double top plate)
 - R15 Batt insulation
 - 5/8" Gyp board
 - Paint

2nd Floor - Framed Floor Construction

- Carpet - TBD
- 3/4" OSB plywood subfloor
- New 2x10 Wood floor joists sistered to existing 2x6 ceiling joists @ 16" O.C.
- 5/8" Gyp. board
- Paint

Existing, brick exterior 1st floor wall to remain. (Typ.)

Existing, concrete slab 1st floor to remain, replace plank cut flooring as required (Typ.)

T/Stem Wall / T/Slab - 1st Floor + 0'-6"

Existing spread footing foundation wall to remain. Top of footing at a minimum of 42" below grade level. (Typ.)

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6

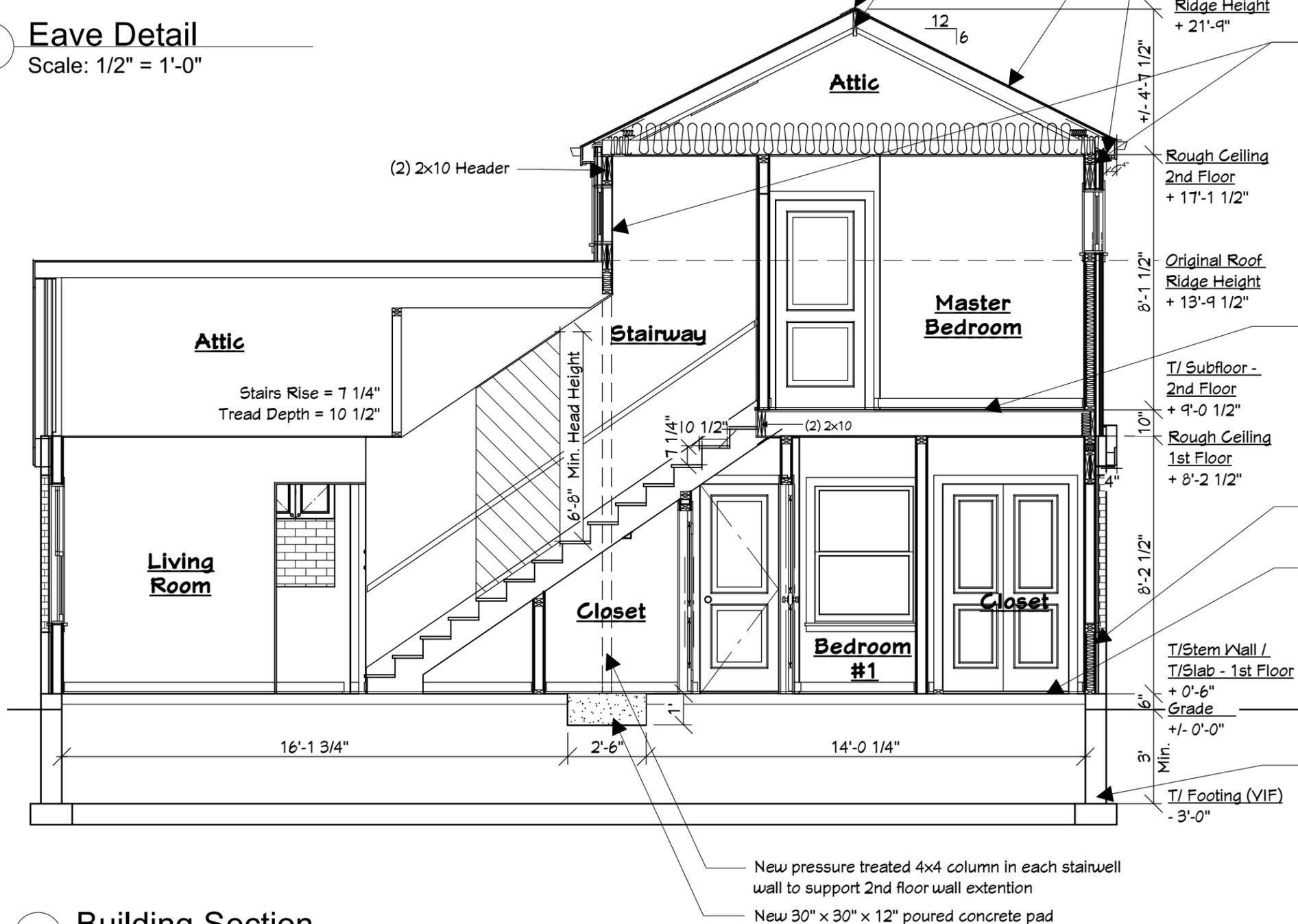
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Building Section



1 Building Section
Scale: 1/4" = 1'-0"

New pressure treated 4x4 column in each stairwell wall to support 2nd floor wall extension
New 30" x 30" x 12" poured concrete pad

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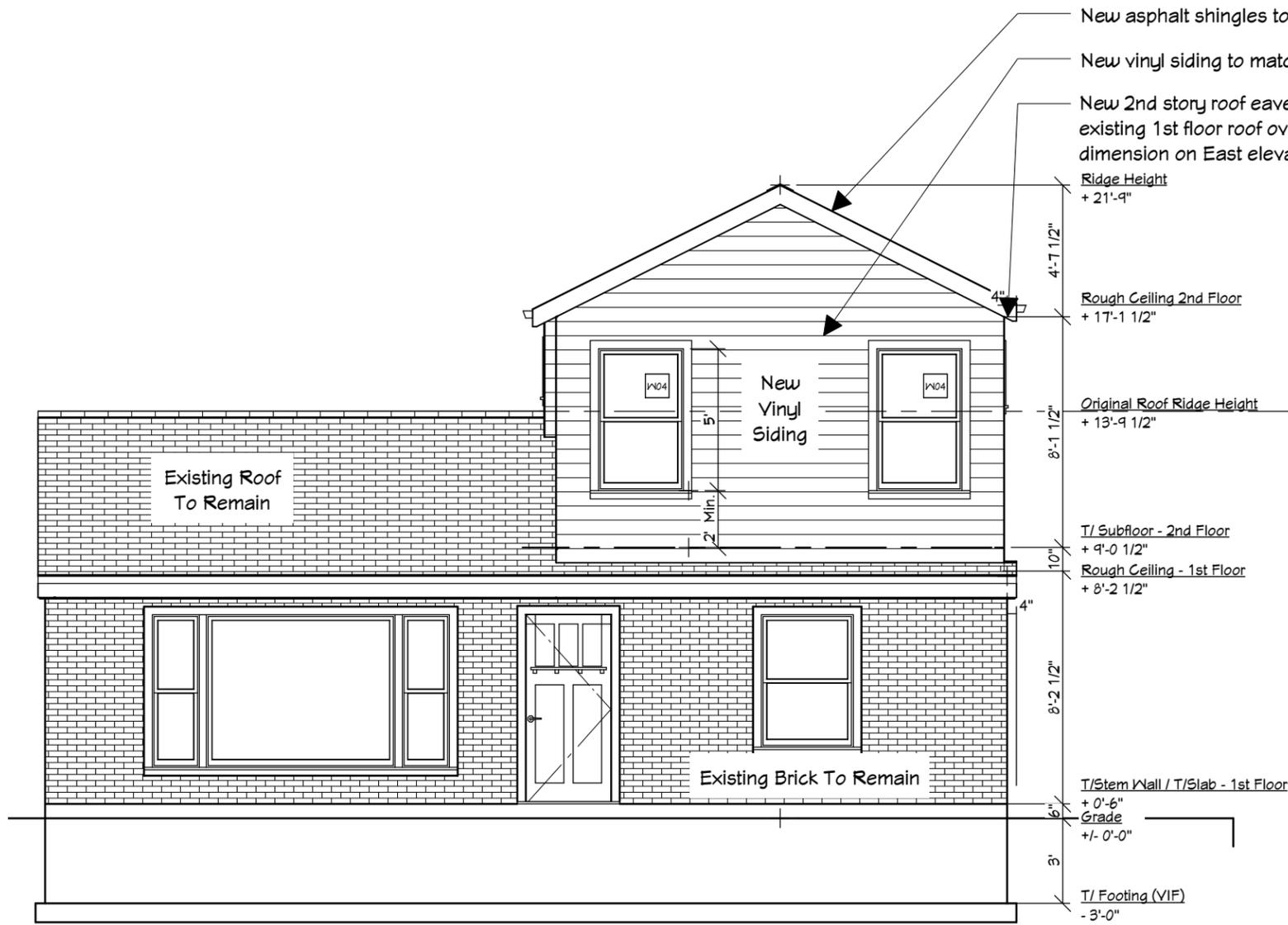
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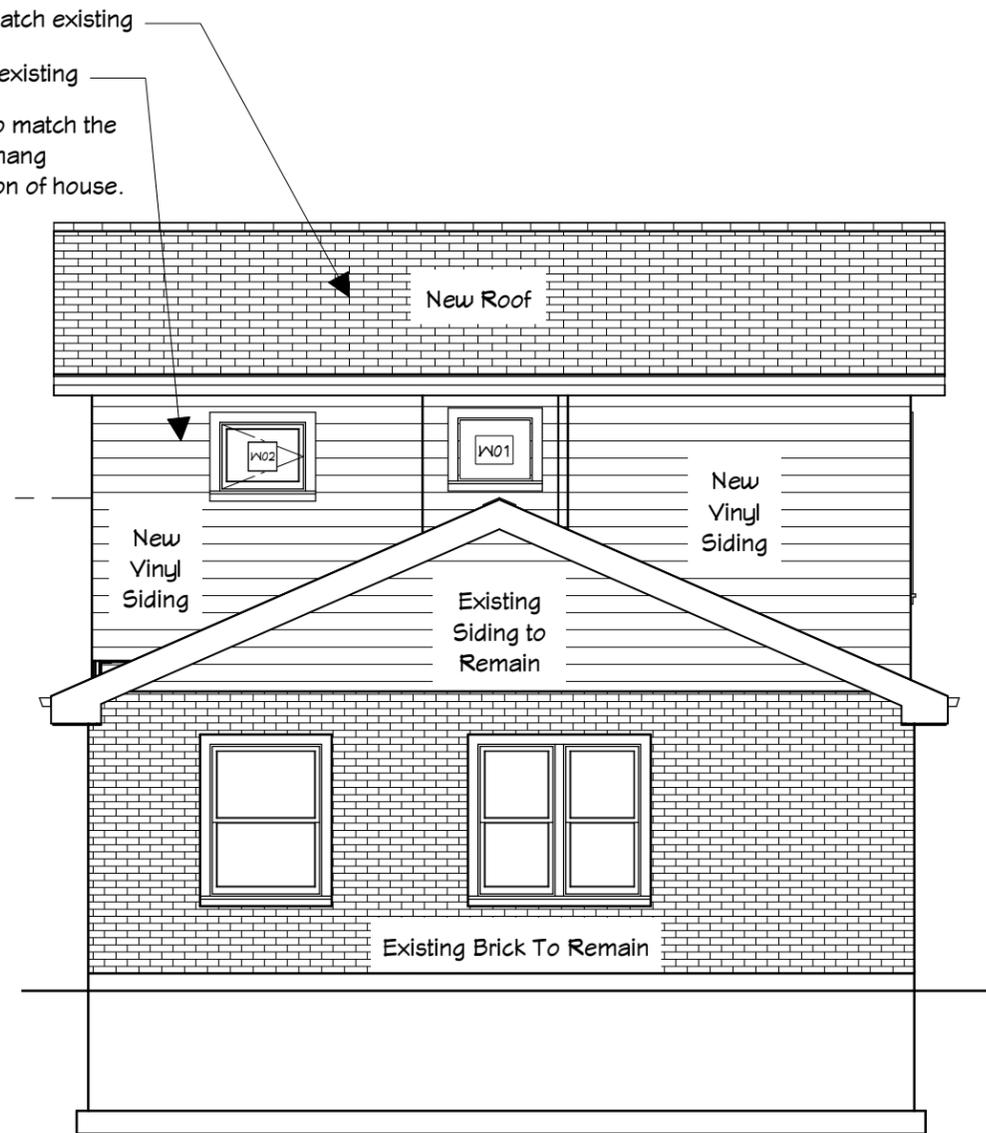
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Exterior
Elevations



1 Exterior Elevation - South (Front)
Scale: 3/16" = 1'-0"



2 Exterior Elevation - West
Scale: 3/16" = 1'-0"

8

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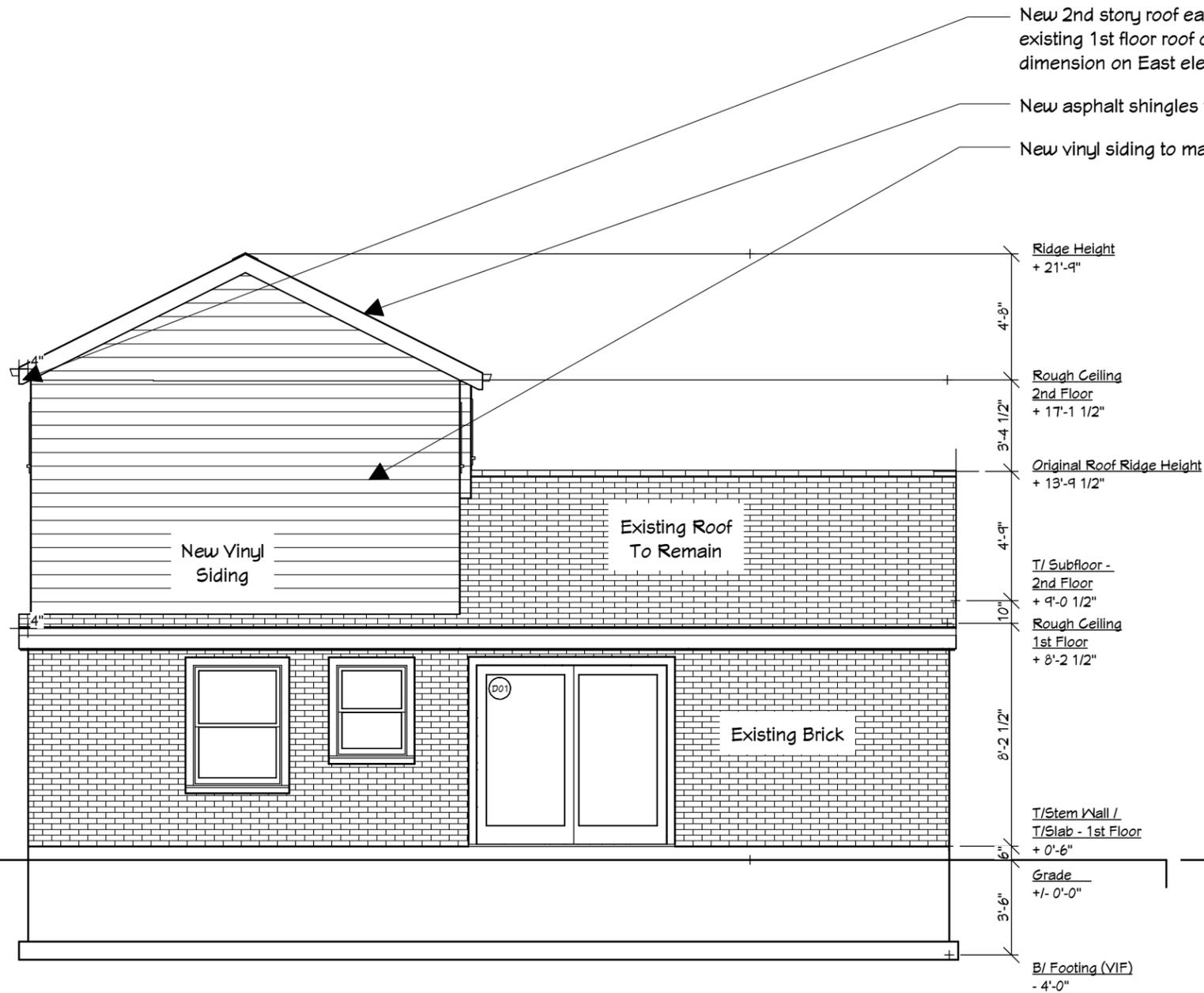
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Exterior
Elevations

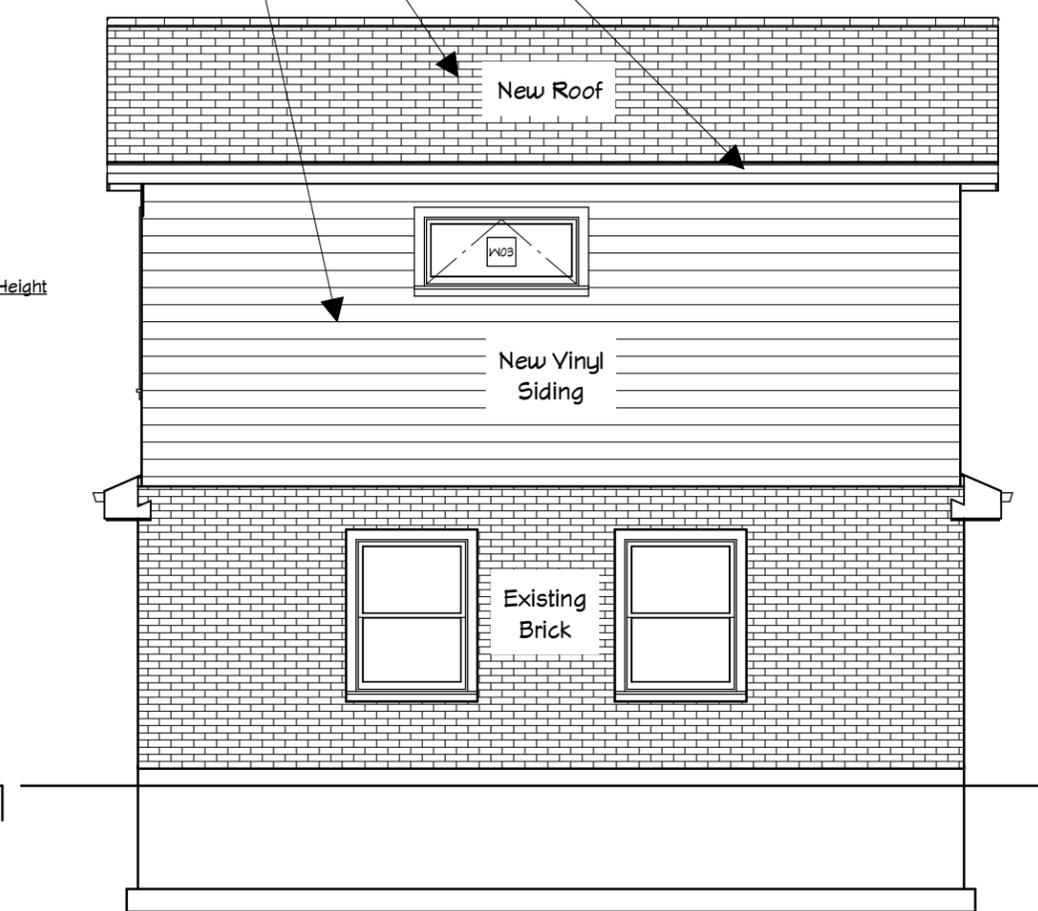


1 Exterior Elevation - North (Back)
Scale: 3/16" = 1'-0"

New 2nd story roof eave to match the existing 1st floor roof overhang dimension on East elevation of house.

New asphalt shingles to match existing

New vinyl siding to match existing



2 Exterior Elevation - East
Scale: 3/16" = 1'-0"

SPECIFICATIONS

GENERAL REQUIREMENTS

1. The contract shall consist of the contractor's Bid or Proposal, AIA Document A105-2017 (Standard Short Form of Agreement Between Owner and Contractor,) the Drawings and the Specifications.
2. The Drawings and the Specifications are intended to be complementary. Any items, which are necessary for completion of the work, and which are not specifically mentioned or drawn, but are implied in order to complete the work, shall be furnished as part of the work.
3. All construction work shall comply with applicable statutes, ordinances and regulations of the City of Evanston and the State of Illinois.
4. Contractor shall verify all dimensions. Architect shall be notified of any omissions or discrepancies in the drawings or of any variations in dimensions or conditions on the site from those shown on the drawings before start of work. All schematics for routing all plumbing, HVAC, mechanical and electrical work is to be coordinated between all the trades affected as part of their installation layout. Changes in the work required by field conditions shall not be made without approval of architect. Do not scale any dimensions from the drawings.
5. The Architect shall not have control over or charge of and shall not be responsible for construction means, methods, technique, sequences, or procedures, or for safety precautions and programs in connection with the work, since these are solely the contractor's responsibility under the Contract.
6. Building permit shall be applied for by the Contractor and paid for by the Owner. The Contractor shall complete all licensing and application forms as required by the City. Contractor shall arrange for inspections as required by the City of Evanston.
7. Unless otherwise noted, contractor shall supply all materials, tools, labor, and other items necessary to complete the work. Workmanship and materials shall be of good quality, and work shall be performed in accordance with accepted trade standards including manufacturers' trade associations and/or institute standards and specifications. Any materials specified on drawings by brand or manufacturer shall be used; any substitutions must be approved by architect in writing.
8. It shall be understood as part of the contract that the contractor and each of his subcontractors have visited the site and examined the area in a thorough manner and satisfied themselves as to the conditions under which they will be required to perform the work. Failure to do so will not be regarded as reason for extras, which may be claimed in this regard.
9. Extras shall be authorized in written change orders only.
10. Each subcontractor shall amend and make good at his own cost any defect or other fault in his work or materials.
11. Contractor shall maintain the property in a safe and secure condition throughout the construction period. Necessary precautions are to be taken in order to protect the property, the building, the finishes or contents, occupants, workers, adjacent property and the public during the construction period.
12. Each subcontractor is to clean up debris inside and outside the building site which has been caused by his work or be back charged at a rate of \$35.00 per hour.
13. Builder will require the subcontractors to obtain and maintain Commercial General Liability insurance with broad form property damage coverage and contractual liability endorsement ensuring the indemnity required of the Builder
14. Subcontractor shall show certificate of workers compensation insurance.
15. Builder shall provide a portable toilet for use on site by workers.
16. Contractor shall guarantee work for one year from final inspection approval by Evanston Building Department and acceptance of work by the owner.

DEMOLITION

1. Contractor shall supply dumpsters and remove all debris from premises. All dumpsters or containers shall be covered at all times when no work is being performed,
2. Contractor has sole responsibility for design and installation of any structural shoring needed to install the work as drawn. Obtaining any necessary Cook County demolition permits are the responsibility of the contractor.
3. Demolition includes removal of roof portion, removal of interior portions of construction and other items as shown on plans.

EXCAVATION AND CONCRETE

1. Concrete shall conform to the "Building Code Requirements for Structural Concrete," ACI 318-14, except where local building code requirements are more stringent, in which case the local code shall govern.
2. Footings shall rest on undisturbed soil below frost line, with minimum bearing capacity of 3000 psi. If unsuitable soil is found at design depth, excavate to a depth to achieve desired bearing strength. Concrete shall have a minimum compressive strength of 3,000 psi at 28 days. Slump shall not exceed 4 inches. Porches & steps to be minimum 3500 psi, with minimum 5% to maximum 7% air entrained concrete mix per 2015 IRC.
3. The Excavation Contractor shall provide dewatering where necessary for completion of his work. Upon completion of excavation, the Concrete Contractor shall be responsible for dewatering necessary to the work.
4. Ambient conditions: Concrete contractor shall not pour any concrete in adverse weather conditions or when such conditions are predicted for the time period after the pour unless proper curing and protection is provided continuously until the concrete develops its design strength.
5. All concrete work shall contain minimum reinforcement as required by ACI 318. Reinforcing bars shall conform to ASTM A615 Grade 60. All welded wire fabric shall conform to ASTM A185. Provide all accessories necessary to support reinforcement. Plastic coated accessories shall be used in all exposed concrete work. No aluminum of any type shall be allowed in the concrete work unless coated to prevent aluminum/concrete reaction. This includes plumbing and electrical piping. The Concrete Contractor shall install foundation reinforcing steel, anchor bolts or straps in conformance with sizes and shapes indicated on the drawings and as required by the nature of the work.
6. Concrete work includes two interior footing pads for new columns. Bottom of footings shall be minimum 12 inches below top of existing concrete floor slab, as shown on the drawings.
7. The Concrete Contractor shall be responsible for coordination with the General Contractor for the placing of all sleeves in concrete walls for plumbing, electrical, mechanical or other trades, if any are required.

CARPENTRY

1. All structural woodwork and rough carpentry shall use wood with moisture content not to exceed 19%. All framing material shall be Spruce-Pine-Fir #2 or better. Minimum stresses for framing lumber shall be as follows:
Joists: Fb= 875 psi, E= 1,100,000 psi
Posts: Fb= 875 psi, E= 1,000,000 psi
LVL: Fb=2600 psi, E= 1,900,000 psi
Contractor is to notify architect regarding any substitution of alternate species. Design loads are as follows:
Floors: 40#LL 10#DL
Ceilings: 20#LL 10#DL
Rafters: 10#LL 10#DL
Deck floors: 100#LL 10#DL
Railings: 200# per lineal foot horizontal force at top rail.
2. All framing lumber in contact with concrete shall be pressure treated.
3. All hardware and fasteners to be corrosion resistant per 2015 IRC.
4. Provide steel reinforced angle, minimum 24 gauge, spanning the distance between the adjacent studs when cutting and/or notching of top plate exceeds 50% of its width.
5. Per requirements of 2021 IRC R302.11 & 12, firestopping shall be provided in the following locations:
 - a. In concealed spaces of stud walls and partitions, including furred space at the ceiling and floor level. Fire blocking material is to be installed vertically at the floor and ceiling levels and horizontally at intervals not exceeding 10'-0".
 - b. All interconnections between concealed vertical and horizontal spaces such as occurring at soffits, drop ceilings, etc.
 - c. In concealed spaces between stair stringers at the tip and bottom of the run.
 - d. At openings around vents, pipes, ducts, chimneys and fireplaces at the ceiling and floor level, with non-combustible material.
 - e. Except as provided in d) above, firestopping shall consist of 2-inch nominal lumber, or two thicknesses of 1-inch nominal lumber with broken lap joints, or one thickness of 23/32 inch wood structural panels with joints backed by 23/32-inch structural panels or one thickness of 3/4 inch particleboard, 1/2 inch gypsum board or 1/4 inch cement based millboard.

9

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SPECIFICATIONS (CONT.)

CARPENTRY (CONT.)

6. Cutting and notching of joists shall not exceed 1/6 the depth of the member, shall not be longer than 1/3 the depth of the member and may not be located in the middle 1/3 of the span. Notches at the end of the member may not exceed 1/4 the depth of the member. Tension side of members may not be notched except at the ends. Holes bored may not exceed 1/3 the depth of the member. Holes may not be closer than 2 inches to the top or bottom of the member or to any other hole or notch. Any exterior wall or interior load bearing wall where studs are drilled with a hole within 5/8" of the edge of the stud shall be reinforced with an approved stud shoe. Cuts, notches, and holes bored in trusses, structural composite lumber, structural-glue laminated members, I-joist or other engineered wood products are prohibited except where permitted by the manufacturer's recommendations or where the effects of such alterations are specifically considered. Exterior walls or interior load bearing walls where cutting, drilling, or notching of the top plate by more than 50% occurs, shall have a galvanized metal tie not less than 16 gauge and 1.5" wide fastened across and to the plate at each side of the opening.
7. Wall bracing with hold down construction is to be provided per 2015 IRC.
8. Header schedule, (based on 2021 IRC Section 602.7.5) for bearing walls, interior and exterior, unless otherwise noted on plans:

| | |
|--------------------|---|
| Spans less than 4' | 2-2x6, with 1/2" plywood plate, 1 king stud each side |
| Spans 4' to 6' | 2-2x8, with 1/2" plywood plate, 2 king studs each side |
| Spans 6' to 8' | 2-2x10, with 1/2" plywood plate, 2 king studs each side |
| Spans 8' to 10' | 2-2x12, with 1/2" plywood plate, 3 king studs each side |

Provide minimum 1.5" bearing length at all joist ends or connect with approved metal connectors for connecting joists to headers.
9. Provide solid 2x bridging at midspan for all spans exceeding 8'-0". Provide solid blocking under partitions perpendicular to joists. Provide double joists and trimmers in any openings in ceiling and floor framing.
10. Wind bracing is to be provided by fully sheathing the exterior with 1/2 inch CDX plywood sheathing or equivalent wood structural panels over entire exterior wall area.
11. Interior partitions shall be 2x4 studs @ 16" o.c.; any interior partitions containing plumbing piping of 2" or greater in diameter shall be 2x6 studs @ 16" o.c.
12. Stairs shall have a minimum clear width of 36 inches and a clear headroom of 6'-8" at all points. Maximum riser height is 7 3/4" and minimum tread width is 10", measured nosing to nosing. Nosings are to be provided, minimum 3/4" and maximum 1-1/4". Guardrails are to be minimum 36" high with vertical balusters at 4" O.C. maximum. Handrails are to be installed minimum one side of each stair run and are to be wall mounted 34" to 38" as measured vertically above tread nosing's. Handrail to comply with graspability standards of IRC R311.7.8.3.
13. All interior window, door and base trim is to match existing or as otherwise selected by owner.
14. New bath vanity cabinet is to be supplied by owner and installed by general contractor, unless otherwise provided in the contract.
15. New bath countertop and backsplash are to be supplied and installed by general contractor, unless otherwise provided in contract, owner to select exact style and color

THERMAL AND MOISTURE PROTECTION

1. Supply and install one or more of the following types of insulation as shown on plans: fiber glass batts with attached vapor barrier, blown-in cellulose, spray-foam (open or closed cell) or rigid polystyrene. Insulation R-values must comply with 2018 International Energy Conservation Code for the addition. For the remodeled first floor portions, any exterior walls opened as a result of this work shall be insulated with fiber glass batts to the maximum extent capable of fitting within the existing stud spaces.
2. Roof on pitched surfaces is to be 240# asphalt shingles "architectural" style, color to be selected by owner, on 30# felt, with pitches as shown on drawings. Provide W. R. Grace "Ice and Water Shield" at all eaves, for a minimum distance of 48 inches up the slope as measured from the outer face of the exterior wall.
3. Exterior finish is to be vinyl siding, color, size, and finish per owner's selection. All soffits, fascia and exterior trim are to be vinyl.
4. Gutters and downspouts are to be 5" aluminum with baked enamel finish, owner to select color.
5. Provide eave and roof vents as required by code to vent adequately all enclosed roof spaces. Eaves are to have 2" continuous screened vents ("MasterFlow" or equal,) and low-profile ridge vents ("CoraVent" or equal) are to be installed full length along every ridge line.

THERMAL AND MOISTURE PROTECTION (CONT.)

6. Frame construction not ventilated to allow escape of moisture shall be provided with an approved vapor retarder on the warm-in-winter side of the thermal insulation.
7. All exterior joints, seams and penetrations in the building envelope must be sealed with caulked, taped gaskets or weatherstripping to prevent air leakage. All exterior perimeter caulking shall be water-and-weather-tight one-part polyurethane.
8. All hot and cold-water piping installed in unheated spaces or exterior walls shall be tightly encased and sealed in insulating material of adequate thickness (1" to 1.5", min R6) to prevent freezing.
9. All HVAC ductwork passing through unheated spaces will be insulated with minimum R8 ductwork insulation. All ductwork joints shall be sealed with tape listed in accordance with UL 181A or UL 181B. Use of "duct tape" is not permitted.

WINDOWS, DOORS AND HARDWARE

1. New windows to be vinyl units manufactured by Advanced Windows, sizes as shown on drawings and window schedule, double glazed with full screens, low-e glazing, argon-filled. Color to be selected by owner. Skylight tubes to be manufactured by Solatube. New windows must have a U-factor of 0.30 or less to comply with 2018 IECC. Installation must be in strict accordance with manufacturer's installation instructions, specifications, and warranty conditions. Owner may substitute another manufacturer's product but must verify that it meets all requirements.
2. Per 2021 IRC, the following glazing must be safety glazing, these locations are identified on plans and elevations:
 - a. Glazing in egress and ingress doors.
 - b. Glazing in sliding doors.
 - c. Glazing in any part of building wall enclosing whirlpool tubs where the bottom edge of glazing is less than 60" above the drain inlet.
 - d. Glazing adjacent to a door where the nearest vertical edge is within a 24" arc of the door in a closed position and where the bottom edge is less than 60" above the floor or walking surface.
 - e. Glazing in doors and enclosures for hot tubs, whirlpools, saunas, steam rooms, bathtubs, and showers.
3. Each new or remodeled sleeping room is to have at least one window meeting or exceeding the following size requirements; Minimum clear opening area: 5.7 square feet, minimum clear opening width: 22 inches, minimum clear opening height: 24 inches, sill height maximum 44" above finished floor.
4. Operable windows located more than 72" above finished grade shall have the lowest part of the clear window opening a minimum of 24" above the room finished floor per 2015 IRC R312.2 or the window shall comply with R312.2.1.
5. Door sizes are to be as noted on plans or door schedule.
6. Hardware is to be specified by owner and must comply with all applicable codes.

FINISHES

1. New walls and ceilings are to get 5/8" drywall, also on the underside of stairway where exposed. Finished walls and ceilings shall be taped and sanded to have a continuous, level, and smooth appearance, with no evidence of patching or cracking. Use metal corner beads. Machine tape all joints. No drywall coming from or originating in China is to be used on this project.
2. Finish floor of all new rooms is to be per owner selections.
3. All bath floors and shower/tub surrounds are to be ceramic or stone tile, thinset on cement tile backer board ("Durock" or equal.) Owner is to make all exact selections for installation by general contractor, bid as an allowance, unless otherwise provided in contract. Any installations of tile (kitchen backsplash, etc.) shall be installed thinset on cement tile backer board.
4. Interior painting per owner's direction, unless otherwise specified in contract. Paint is to be low-VOC washable satin or semi-gloss of high quality. Surfaces are to be smooth and clean of dirt, oils, and film. Surfaces for paint are to receive 2 coats-a tinted primer and a topcoat, or two topcoats (depending on color choice) for consistent opaque finish.

10

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**Notes &
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SPECIFICATIONS (CONT.)

EQUIPMENT

1. Existing refrigerator to be relocated, existing stacked washer/dryer to be relocated. No other changes to appliances are proposed.
2. Owner is to supply towel bars, robe hooks, paper holders, mirrors, and medicine cabinets for installation by general contractor.
3. Manufacturer installation manuals and instructions for all equipment, including but not limited to HVAC units, exhaust units/fans, water heater, appliances, and smoke/CO detectors, must be present at the time of inspections for review by code official.

MECHANICAL HVAC

1. HVAC Contractor is required to follow the provisions of the 2018 International Energy Conservation Code as adopted by the City of Evanston including testing requirements per the Evanston Building Department official. HVAC contractor shall be responsible for the design of the equipment and the duct/piping layout. The layout shown on plans is schematic only and is to be verified by the contractor. All work is to be reviewed with and approved by the Architect, owner, and the Evanston Building Department prior to installation.
2. All cutting and patching required by this work shall be provided by this contractor. All holes shall be neat and sized for the equipment. No structural member shall be cut unless approved by the architect prior to cutting. Soffits shall be avoided unless approved in advance by the architect and owner.
3. All equipment shall be provided with manufacturer's warranty with copies furnished for each unit. Additionally, this contractor shall guarantee the entire installation for one year or such longer periods as may be provided by the equipment manufacturers.
4. This contractor shall coordinate his work with the General Contractor, Plumbing Contractor, and Electrical Contractor to avoid conflicts and interference with the work of other trades.
5. HVAC System to be as follows: Existing HVAC unit on first floor is to remain; adjust any ductwork and register/grill locations as needed to install new work. Run one new vertical duct from existing system up to the new second floor bath. New second floor bedroom is to be heated and cooled with a Mitsubishi - 12k BTU Cooling + Heating - M-Series One-Way Ceiling Cassette Air Conditioning System - 19.8 SEER - Model # ML-KP12NA.TH
6. The contractor shall guarantee to heat the house to a temperature of not less than 72 degrees F DB with 45-50% RH with outside temperature of -10 degrees F DB and cool the house to a temperature of 78 degrees F DB with outside temperature of 95 degrees F DB and 75 degrees WB.
7. HVAC system shall be controlled by a programmable thermostat per 2018 IECC R403.1.
8. Furnace clearance to combustibles shall meet manufacturer's specifications and conform to 2021 International Mechanical Code.
9. Outdoor air/ventilation to the building shall be provided to comply with 2018 IECC R403.6.
10. Condensate from cooling coils and evaporators shall be conveyed from the unit or drain pan outlet to an approved place of disposal. The condensate waste line shall not be less than 3/4" internal diameter from the drain pan to the place of condensate disposal.
11. Any change to air conditioning condenser unit location must comply with Evanston zoning ordinance: units must be located a minimum of 8 feet from side lot lines, or 6 feet if unit is within 2 feet of principal structure and screened.
12. Means of providing combustion air to all fuel/gas appliances and mechanical equipment shall comply with 2021 IRC G2407.
13. Contractor shall use a contrasting color primer for PVC vent and combustion air piping serving HVAC units. (IMC 503.4.1.)

MECHANICAL (CONT.) HVAC (CONT.)

14. Ductwork shall be sized in accordance with ASHRAE guide. Gauge of galvanized ductwork, hangers, etc. also to be in accordance with ASHRAE. All square elbows to have double thickness type turning vanes and all-round elbows shall have inside radius equal to 75% of duct width. Manual volume dampers are to have locking quadrant. Each register shall have opposing blade volume dampers. Insulate ducts that pass-through crawlspace, attics, or any unheated space. Ducts located outside of building thermal envelope shall be insulated to a minimum R8. Duct tightness of any portion of HVAC system located outside the thermal envelope shall be verified by a 3rd party testing system per 2018 IECC R403.3. Joints of duct system must be taped, sealed with mastic, or gasketed airtight. Verify exact locations of supply air registers and return air grills with architect. Provide minimum support for ducts not to exceed 10-foot intervals.
15. All registers, grilles and diffusers shall be similar to Titus, white in color unless otherwise indicated, or oak grilles to match floor where appropriate. Diffusers, registers, and grilles shall be floor, wall and/or ceiling mounted based on the design/build proposal and consultation with the owner and architect. Floor diffusers shall be located no more than 4" from face of wall. Verify exact locations of grills, registers and diffusers with architect and owners in field.
16. The contractor shall guarantee to adjust, balance and service the heating/cooling system and repair or replace all defective parts without charge for a period of one year from the date of completion and acceptance of the work.
17. New bath exhausts shall vent directly to the exterior per 2021 IRC M1505. All exhaust exterior openings shall be located at least 10 feet from any air intake. Bath exhaust fan to be Panasonic "Whispergreen," Broan 684 or equal, minimum 80 cfm.

PLUMBING

1. All plumbing work shall comply with the current edition of the Illinois Plumbing Code and City of Evanston ordinances
2. Plumbing Contractor shall have all required plumbing documents on the job site for all inspections. Plumbing Contractor that performed the plumbing installation shall be at the job site at each inspection.
3. Exact layout of supply and waste piping shall be determined by the Plumbing Contractor. Primary structural members shall not be cut without the approval of the architect. Where structural members are cut, a neat hole shall be provided, sized to fit the pipe penetrating the member. Soffits shall be avoided unless otherwise directed.
4. Proposed Water Service Fixture Unit total is 17; per 2014 Illinois Plumbing Code, a 1" diameter service size with a 3/4" meter is required. Per City of Evanston Water Information, existing service is 1-1/4" diameter lead with a 1-1/4" meter. No change to water service is proposed.
5. Verify adequacy of existing water heater to supply the existing and new fixtures. Bid a new unit if required.
6. All valves shall be Crane, American or similar.
7. Cleanouts shall be provided at each change in pipe direction and at 50-foot intervals in sewer lines.
8. All water supply piping is to be Type L copper with dielectric fittings where necessary. Insulate hot and cold-water lines with 1" thick factory pre-molded fiberglass pipe insulation with vapor barrier jacket. Insulate hot water lines with minimum R3 pipe insulation per 2018 IECC R403.5.3. Insulate cold water lines with 1/2" thick factory pre-molded fiberglass pipe insulation with vapor barrier jacket. Any new waste/drain/vent piping lines are to be Schedule 40 PVC.
9. All new water risers to have minimum 24" air chambers. All new fixture supplies are to have minimum 12" air chambers.
10. Connect to water service with 3/4" lines to fixtures and 1/2" minimum fixture supply outlets. Supply sizes shall be verified with fixtures selected and faucet requirements.
11. Provide separate traps and shut offs with chrome valves and escutcheons for each fixture. All fixture traps shall be vented.
12. Vents shall be extended thru the roof a minimum of 12 inches with lead flashing. Offset vents where required to minimize view.
13. Supply and install all plumbing fixtures and faucets as shown on drawings. Owner is to make exact selection of models, sizes, styles, and colors. Bid as an allowance.

11

JUST BUILDERS INC.

1124 Florence Ave. Evanston IL 60202
847-491-1676 | justbuilders.com

**JUN
RESIDENCE**

1733 Oakton Street
Evanston, IL 60202

Issued for:
Zoning & Permit:
Date: 9/12/2022

**Notes &
Specs**

SPECIFICATIONS (CONT.)

PLUMBING (CONT.)

14. Provide gas piping where indicated on drawings and/or where appliance location requires gas piping for proper working order. Natural gas piping shall be pressure tested to 1.5 times proposed maximum working pressure, but in no case less than 3-psig. (IFGC 406.4.1.)
15. New shower is to be provided with a thermostatic water mixing valve set at a maximum temperature of 115 degrees F. All hand-held showers shall be protected by an approved atmospheric vacuum breaker or dual check backflow preventers that will be accessible.
16. Dishwasher is to be provided with disconnect switch located inside adjacent sink cabinet. Dishwasher drain line shall be secured or looped to the uppermost part of the underside of the countertop and shall not connect to garbage disposal if present.

ELECTRICAL

1. Electrical Contractor is responsible for all requirements of the 2018 International Energy Conservation Code as they pertain to the electrical system installation.
2. Existing electric service is 100 amp, located at northeast corner of kitchen, 5 spaces are available. No change to service is proposed.
3. Supply and install all outlets, receptacles, switches, and light fixtures as shown on drawings. All equipment must be new, NEMA standard and UL listed. Verify exact locations of equipment in field with architect and owner. See light fixture schedule. The electrical layout is schematic only. The exact layout of piping, wiring, circuitry, etc. is to be determined by the Electrical Contractor. Residential grade duplex receptacles shall be 15-amp, 125-volt, 3 wire, grounded, standard type (white.) Install wall receptacles horizontally at 1'-0" to centerline above finished floor unless otherwise noted. Install light switches at 4'-0" to centerline above finished floor unless otherwise noted. Any switched outlets shall be one-half hot.
4. Raceways: All conduits exposed to the elements, damp locations, hazardous areas, direct buried in earth, slab on grade or for service entrance raceways, shall be rigid metal. For all other interior installations, thin wall EMT conduit shall be permitted.
5. The Electrical Contractor shall furnish and install all recessed lighting. Recessed lighting fixtures shall be 90-watt, white reflectors, manufactured by Halo, Juno or equal. Fixtures are to be IC units, sealed per requirements of the 2018 International Energy Conservation Code. All recessed downlights shall be suitable for the type of ceiling in which they are installed; sloped ceilings will require sloped can units. Recessed lights in tub/shower areas shall have waterproof lenses and trim. Recessed lights in closets shall have sealed lenses as required by code. Fixtures are not to be covered with insulation: insulation shall be kept a minimum of 3" from fixtures. Electrical Contractor shall supply and install all other ceiling, wall and surface mounted light fixtures as indicated in Electric Fixture Schedule, and install all fixtures as supplied by owner. Provide bulbs for all fixtures, both contractor- and owner-supplied. At least 90% of the light bulbs in permanent lighting shall be high efficiency bulbs per 2018 IECC Section 404.1.
6. Switches and outlets shall be ganged wherever possible. Outlet covers to be white unless otherwise selected by owner—coordinate with paint colors. All switches to be Leviton "Decora" with "TrueTouch" or "SureSlide" for dimmers, white in color, unless otherwise selected by owner. All recessed fixtures to have dimmer switches.
7. All light fixtures installed within tub/shower compartments shall have a vapor proof cover and shall be GFCI protected per 2014 NEC A210.8(A)(9).
8. All new ceiling electrical boxes shall be capable of supporting ceiling fans per 2020 NEC A314.27(C) and 422.18.
9. Outdoor GFI receptacles to comply with 2020 NEC A406.9(B)(1) and 406.9(B)(2) for weatherproof cover.
10. Provide GFCI protection on circuits and individual receptacles as required by code in new bathroom and on exterior.
11. New bathroom to have a dedicated 20-amp circuit. Receptacles at bath sinks shall be located within 36 inches of each sink basin on wall or partition, or on the side or face of the basin cabinet within 12 inches of the countertop. Receptacles to be 8" above countertop. All bath receptacles shall be GFCI protected per 2020 NEC A210.8.
12. Disconnect switches shall be provided for each piece of HVAC equipment.
13. Provide low voltage, data and TV wiring as indicated on drawings or as directed by owner.

ELECTRICAL (Cont.)

14. Electrical contractor is to furnish and install bath fan and fan/light combinations. HVAC contractor is to provide exhaust fan ductwork with vent flashing through the roof, with rain covers. Exhaust fans shall be switched independently from light switch. Bath fan installations are to be GFCI protected.
15. Smoke detectors shall be installed in each sleeping room, outside of each sleeping area within 15 feet of each bedroom door and one smoke detector on each additional story of the dwelling, including basements and cellars and also in the general location of all heating equipment. All detectors shall be 110-volt with battery back-up and interconnected such that the actuation of one alarm will actuate all the alarms in the individual unit, and shall provide an alarm that will be audible in all sleeping areas. All detectors shall be approved and listed and shall be installed in accordance with the manufacturer's instructions. Battery-operated detectors are allowed in required locations in areas where no work is being performed. Provide a carbon monoxide detector on each story of the dwelling, within 15 feet of each bedroom door.
16. A grounding conductor shall be installed for all central air conditioning units. Conductors shall be installed in liquid-tight flexible metal conduit to avoid vibrations from the building to the unit. Electrical plastic tape shall not be used to fasten low voltage wiring to the conduit or refrigerant lines. Plastic ties approved for the purpose shall be used.
17. All flexible whips to have an equipment-grounding conductor installed, no matter what length.
18. All circuits serving habitable areas (except bathrooms and kitchens) are to be arc-fault protected at the panel.
19. All outlets in habitable areas are to have "TR" tamper resistant outlets.
20. All lighting in clothes closets is to use recessed incandescent fixtures, with a completely enclosed lamp, a surface mounted fluorescent fixture with a minimum of six inches (6") from the storage point or incandescent enclosed surface mount fixtures with a minimum twelve-inch (12") clearance to point of storage. Closet lighting to comply with provisions of 2014 NEC 410.8.
21. Wall receptacles shall be spaced so that any wall space is no more than 6 feet from a receptacle, per 2014 NEC 210-52(A)(1.)

12

JUST BUILDERS INC.

1124 Florence Ave. Evanston IL 60202
847-491-1676 | justbuilders.com

**JUN
RESIDENCE**

1733 Oakton Street
Evanston, IL 60202

Issued for:
Zoning & Permit:
Date: 9/12/2022

**Notes &
Specs**



MINOR VARIATION APPLICATION

CASE #: 22ZMNV-0074

Date Received: _____ zoning office use only
 Ward: _____
 Zoning District: _____
 Preservation: _____

1. PROPERTY

Address 1733 Oakton

Case Number: _____

Permanent Identification Number(s): _____

PIN 1: 10-24-427-022-0000

PIN 2: -------

(Note: An accurate plat of survey for all properties that are subject to this application **must** be submitted with the application.)

2. APPLICANT

Name: John Cook

Organization: Just Builders, Inc.

Address: 1124 Florence Ave

City, State, Zip: Evanston, IL 60202

Phone: Work: 847 491-1676 Home: _____ Cell/Other: 847 877-7014

Fax: Work: _____ Home: _____

E-mail: justbuilders@gmail.com

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- same builder/contractor potential purchaser potential lessee
 architect attorney lessee real estate agent
 officer of board of directors other: _____

3. PROPERTY OWNER (Required if different than applicant. All property owners must be listed and must sign below.)

Name(s) or Organization: Helen Jun

Address: 1733 Oakton

City, State, Zip: Evanston, IL 60202

Phone: Work: _____ Home: _____ Cell/Other: 415 823-0509

Fax: Work: _____ Home: _____

E-mail: Helen.jun94@gmail.com

Please circle the primary means of contact.

"By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing."

Helen Jun
Property Owner(s) Signature(s) - REQUIRED

8/1/22
Date

4. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

John P. Cook (JC)
Applicant Signature - REQUIRED

8-1-2022
Date

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- | | | |
|-------------------------------------|---|--|
| <input checked="" type="checkbox"/> | (This) Completed and Signed Application Form | |
| <input checked="" type="checkbox"/> | Plat of Survey | Date of Survey: <u>9/17/2021</u> |
| <input checked="" type="checkbox"/> | Project Site Plan | Date of Drawings: <u>9/12/22</u> |
| <input checked="" type="checkbox"/> | Zoning Analysis | Date: <u>8/22/22</u> |
| <input checked="" type="checkbox"/> | Proof of Ownership | Document Submitted: <u>Closing Disclosure 9/27/21</u> |
| <input checked="" type="checkbox"/> | Application Fee | Amount \$ <u>275</u> plus postage for two public notice mailings |

Notes:

- **Incomplete applications will not be accepted.** Applications lacking any required documents or materials will not be accepted. Incomplete applications cannot be "held" at the zoning office.
- **Documents, drawings, or other materials submitted as part of other applications** (for example, building permit applications, or applications for Certificates of Appropriateness [Preservation Commission]) cannot be copied by the Zoning Office for submission with this application. You must provide separate copies.
- **Plats of survey** must accurately and completely reflect the current conditions of the property, must be dated and legible, and must be stamped by a licensed surveyor. Surveys must include dimensions of the property boundaries, the exteriors of all extant improvements, dimensions between structures and from structures to property boundaries.
- **Site Plans** must be legible when reproduced on letter-size paper, must be dated, and must include dimensions of all proposed improvements, dimensions between structures and from structures to proper boundaries.
- **Project Zoning Analysis** - Prior to filing for a variance, you must have first applied for zoning certification (zoning analysis or by way of a building permit application), and received a "non-compliant" zoning analysis result that identified all non-complying elements of the proposed plan. You will need information from that document in order to fill out this application.
- **Proof of Ownership** - Accepted documents for proof of ownership include: deed, mortgage, contract of purchase, closing documents (price may be blacked out on submitted documents). **A tax bill cannot be accepted as proof of ownership.**
- **Application Fees** may be paid by cash, check, or credit card.
- **Public Notice Mailings** - A third party is used to mail notices of the application and of the determination, a total of two mailings. The applicant will be billed for these mailings by the third party.
- **Return this form and all required additional materials in person to:**

City of Evanston, Zoning Office
2100 Ridge Avenue, Room 3202
Evanston, IL 60201

Hours of Operation:
Monday – Friday, 8:30am – 5:00 pm
Excluding holidays

6. PROPOSED PROJECT

A. Briefly describe the proposed project:

New second story master bedroom suite with new stair and relocated laundry with first floor alterations to an existing single story home..

B. Have you applied for a Building Permit for this project?

◀ NO

8. REQUESTED VARIATIONS

What specific variations are you requesting? For each variation, indicate (A) the specific section of the Zoning Ordinance that identifies the requirement, (B) the requirement (minimum or maximum) from which you seek relief, and (C) the amount of the exception to this requirement you request the City to grant.

| (A) Section (e.g. 6-8-3-4, see Zoning Analysis) | (B) Requirement to be Varied (e.g., "requires a minimum front yard setback of 27 feet") | (C) Requested Variation (e.g., "a front yard setback of 25.25 feet") |
|---|---|--|
| 1 | | |
| (A) section 6-8-2-8 Side yard | requires a minimum side yard setback of 5 feet. | Request addition setback from 4.66 feet setback NE corner to 3.91 feet SE corner for second story east wall. |
| 2 | | |
| _____ | _____ | _____ |
| 3 | | |
| _____ | _____ | _____ |

9. PRACTICAL DIFFICULTY

What characteristic(s) of the property prevent compliance with the requirements of the Zoning Ordinance?

The original house is constructed without the required side yard setback of five feet on the east.

10. ALTERNATIVES

A. Have you considered revising the proposed project so that a variation is not necessary?

We have. We studied a rear single story master suite addition to the rear, but ran into clearance issues with the existing garage and relocation of utilities. The result would have been a long narrow bedroom with a cramped bath, also obscuring the existing first floor bathroom window.

We also considered pushing the second floor addition westward to the 5 foot setback. This would either result in a less than ideal addition width or if we maintained the width, overtaking the existing chimney along the west addition wall. Since the new stair is constrained by the kitchen entry, it cannot move westward. The result would be that the stair would project further into the addition space, limiting functionality and flow.

Flipping the addition to the west side of the house presents several obstacles. The reversed stair would reduce open access to the kitchen, would close off the dining room space from a more open view provided by the current stair direction. The bathroom/ laundry would not stack over the existing bath, creating plumbing routing issues and expense. The linen closet nested under the stair would be away from the first floor bedroom, bathroom space.

Finally, this is a modest addition on a budget to improve a small home, making it pleasing and functional for this or a future owner. A full second story addition could be built to address the setback issue, but it is a non starter for this owner who neither needs the additional space nor has the budget for such a project.

B. Have you considered revising the proposed project so that a smaller variation can be requested?

The main constraint is the resultant narrower bedroom / bath which would result as described above. A secondary consideration is the structural problem created by not aligning the walls. Due to these constraints we believe a smaller variation is not practical.

C. How have you minimized the impact that the variance will have on adjoining property owners?

The neighbor to the east has a single story home. The current view is of the fence, upper walls and roof of the 1733 house. This neighbor already has the existing setback and first floor view. We are not proposing any change in the existing wall line. To further minimize the impact on the east neighbor, the plan calls for a high awning window facing east so that neither neighbor will be looking into the window of the other. Oakton is a wide and busy street. We do not anticipate any impact on the neighbors across Oakton to the south. The addition, being on the east and a driveway along the West, will minimize impact on the west neighbor. Same is true for the neighbor to the north, with two rear yards separating them.



MINOR VARIATION INFORMATION

A. GENERAL INFORMATION

1. Who can submit an application?

In order to submit an application for zoning relief, an applicant must either own, lease, or have legal or equitable interest in the subject property, or must be the representative of such a person (§6-3-8-4).

All persons or parties which have an ownership interest in the affected properties must be identified and must sign the application. The Property Owner(s) may, at his/her discretion, designate another person as Applicant to act on their behalf in processing this application. In that case, the designated Applicant will be considered the primary contact, until the application is closed or the Property Owner changes the designated Applicant by contacting the Zoning Office in writing.

2. How do I submit an application?

Applications must be submitted in person Monday through Friday (excl. holidays) from 8:30am until 5:00pm at the Zoning Office of the City of Evanston Civic Center, 2100 Ridge Avenue, Room 3700.

Applications must be complete, including all required documentation and fee. Applications are not accepted by mail or e-mail. Application materials cannot be returned.

3. What forms of payment are accepted?

Cash, Credit Card, Check.

B. INFORMATION ABOUT MINOR VARIATIONS

1. What is a "Variation?"

The purpose of a variation is to relieve a particular hardship or practical difficulty that the regulations of the Zoning Ordinance may impose upon a land owner as a result of the special or peculiar characteristics of the property that make compliance with the Zoning Ordinance difficult or impossible (§6-3-8-1).

For detailed information, please refer to the Zoning Ordinance, Chapter 3, Section 6-3-8, "Implementation and Administration - Variations," and Appendix D, Section D.6, "Submission Requirements for Variation Applications."

The following are eligible for minor variations:

- single and two family uses only;
- up to a 35% increase beyond a numeric standard for maximum allowances; up to 35% decrease from minimum requirements;
- yards and setbacks; height; separation of principal and accessory structures; accessory structure requirements; lot width and depth; lot coverage; dormer size and location; and impervious surface coverage.

2. What is the Process?

- Once the application is complete, the Zoning Office sends notification of the application to property owners within 250 feet.
- Property owners have 10 working days to submit public comments in writing to the Zoning Office.
- Following the review period, the Zoning Administrator denies, approves, or approves with conditions the application.
- A notice of the determination is mailed to the applicant and property owners within 250 feet.

3. What is the timeframe?

The approximate time from when the Zoning Office receives a completed application for a minor variation to when the applicant can reasonably expect a decision on that application is 30 days.

4. What standards are used to decide? (§6-3-8-12(A)):

In order to grant a minor variation, the Administrator must find that:

- the applicant has a difficulty that is not self-created and relates to the characteristics of the property which prevents compliance with the regulation;
- if granted, the variation will not have a substantial adverse impact on adjoining properties;
- the request conforms to the Comprehensive General Plan and the purposes of the Zoning Ordinance; and
- the variation granted is the minimum change in the requirements of the Zoning Ordinance necessary to alleviate the property's practical difficulty.

5. Can I Appeal? (§6-3-8-6(E)): The applicant or the property owners within 250 feet may appeal the decision to the Zoning Board of Appeals within 10 working days of the date of mailing of the notification.

CONTACT INFORMATION

Community Development Department – Planning & Zoning Division

2100 Ridge Avenue, Room 3202 Evanston, Illinois 60201

P. 847.448.4311 F.847.448.8120 E. zoning@cityofevanston.org www.cityofevanston.org/zoning



Zoning Analysis Summary

| | |
|------------------------------|-----------------------------------|
| Case Number: | Case Status/Determination: |
| 22ZONA-0163 – 1733 OAKTON ST | NON-COMPLIANT |

Plan Dated: 07-25-22

Proposal:

By: JUST BUILDERS, INC.

| |
|---|
| 2 ND STORY ADDITION OVER AN EXISTING 1-STORY |
|---|

| Zoning Section: | Comments: |
|------------------------|--|
| 6-8-3 | Property is zoned R2 |
| 6-6-5-2 | Any addition whether vertical or horizontal shall comply with current zoning code regulations, including minimum yards/setbacks. |
| | No change to lot size, lot width, building lot coverage, or impervious surface coverage. |
| 6-8-3-7 | <p>Yards/setbacks – principal structure – addition:</p> <p>Front, south: Compliant Standard: 21.1', rounds to 21', average existing setback of adjacent homes (measured off GIS) Existing: 20.8', rounds to 21' Proposed: 20.8', rounds to 21'</p> <p>Interior side, west: Compliant Standard: 5.0' Existing: 5.0'+ Proposed, addition: 5.0'+</p> <p>Interior side, east: Non-compliant Standard: 5.0' Existing: 3.9' Proposed, addition: 3.9'</p> <p>Rear, north: Compliant Standard: 30.0'</p> |

| | |
|---------|--|
| | Existing: 68.9' Proposed, addition: 68.9' |
| 6-8-3-8 | Building height – principal structure – addition: Compliant Standard: 35.0' not to exceed 2.5 stories Proposed, addition: 21.75', 2 stories |
| 6-4-9-1 | Roof overhang – principal structure: Dimension Standard: 4.5' min. setback from both interior side property lines OR new roof overhang permitted to match existing roof overhang. Existing: Dimension Proposed: Dimension The overhang on the roof over the addition appears to be deeper and extend into the east interior side yard setback further than the existing roof overhang Recommend new roof to match the existing roof overhang depth. |

Michael Griffith, Planner
08-22-22

PUBLIC NOTICE OF AN ADMINISTRATIVE VARIATION

You are receiving this notice because, according to our records, you own property within 250 feet of the subject property:

**1733 Oakton St., Case 22ZMNV-0074
Minor Variation**

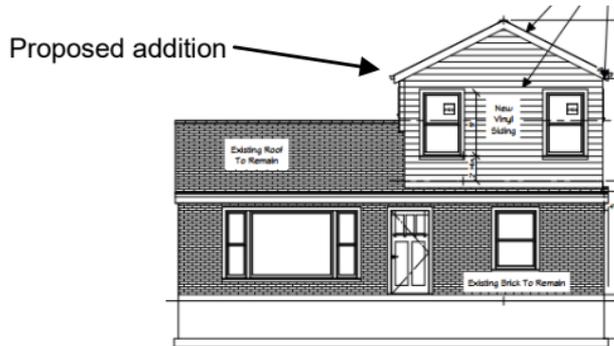
Applicant: John Cook
Zoning District: R2
Preservation/Landmark: NA

Requested variation is: From Section 6-8-3-7, that states the minimum required interior side yard setback is 5'.

For the purpose of: Constructing a 2nd story addition with a proposed east interior side yard setback of 3.9'. Existing 1st story is 3.9' from the east side property line.

Notice Date: September 22, 2022
Comments Accepted Through: October 6, 2022

To view the full application, submit questions or comments, please send comments/questions to Michael Griffith, Planner, Zoning Office, via e-mail at mgriffith@cityofevanston.org or at (847) 448-4311. For consideration, **written** comments must be received by the date indicated above.





City of
Evanston™

Lorraine H. Morton Civic Center
Planning and Zoning Division
2100 Ridge Avenue
Evanston, IL 60201

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TAXPAYER MAILING ADDRESS

The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact the Community Development Department 48 hours in advance of the scheduled meeting so that accommodations can be made at 847-448-8170 (Voice) or 847-448-8064 (TTY).

La ciudad de Evanston está obligada a hacer accesibles todas las reuniones públicas a las personas minusválidas o las quines no hablan inglés. Si usted necesita ayuda, favor de ponerse en contacto con la Oficina de Administración del Centro a 847-448-4311 (voz) o 847-448-8052 (TDD).



Michael Griffith <mgriffith@cityofevanston.org>

RE: [External] : Re: Case 22ZMNV-0074

1 message

Cheryl Muno <cheryl.muno@oracle.com>

Fri, Sep 30, 2022 at 9:24 AM

To: Juan Geracaris <jgeracaris@cityofevanston.org>

Cc: Robert Muno <robertmuno@gmail.com>, "mgriffith@cityofevanston.org" <mgriffith@cityofevanston.org>

+Michael Griffith – please add our comments to the Zoning request for 1733 Oakton's Case 22ZMNV-0074. Thank you!

Hi Juan!

I hope you are well today! No worries on the delayed response. While we realize we would like to meet prior to the City's deadline so that everyone can have their questions answered so that they can submit informed feedback to the city, we also assume you have a life that is demanding. For the meeting, we have one couple who is definitely interested in hearing from you, but it will likely need to be one evening next week as they are out of town this weekend. I will plan to Zoom in for the meeting, but you can likely meet at one of our homes. Is that ok? If so, please let us know which evenings will work best for you and we will coordinate.

For the 1733 Oakton neighbor's request the city has put forth, Rob and I are requesting the addition be switched to the opposite side (west wall) of the dwelling where the required 5 foot side yard setback appears to exist to the property line. There is a driveway on the west side of the property wider than 5 feet so a variance would not be required if the addition were flipped to the west wall. Our contention is, minus the existing 5 foot setback on the east wall at 1733 Oakton, a second floor addition is going to negatively impact our light as well as both increase and amplify the noise pollution effect from Oakton traffic. Flipping the addition to the west wall of 1733 Oakton does not seem an onerous request and shouldn't require a variance. Such application would enable us to continue to enjoy the light in our tiny home and also minimize the loudness of the noise pollution that is going to be created by the amplification echo of Oakton traffic. Also, the neighboring home to the west of 1733 is a two-story brick structure which will not be as affected by the noise amplification in the way our wood frame home is impacted.

As I said before, we are already experiencing the noise pollution issue from the home that had upper floors added on our opposite side at 1725 Oakton. Oakton traffic echoes off of the side wall and back to our home. That being said, we love our current neighbors in that home, but the contractors who owned it prior added the addition (to flip it during the high point of the market). They put the A/C and heating venting into the second floor west wall facing our home. We've had to deal with that high-pitched fan whine for years, summer and winter. We learned years after the installation that our city code doesn't allow side yard applications.

Coleen Burrus, to the role of our alderman after that home was finished. She once commented she couldn't figure out how that home gained approval. From our side, we never received any notice from the City of Evanston prior to or during the construction of that home's addition so we have to give the city points that we are receiving notice this time around. You can imagine, having gone through literal years of that construction mess at 1725, we are loathe to go through this situation again. Especially since we already know the impact of that higher wall facing our home in such close proximity.

I hope you have a terrific weekend Juan!

Cheryl

--

Cheryl Muno | GVPSA to Michael Neeser, GVP
Office: +1 3126518287 | Mobile: +1 2243432543
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From: Juan Geracaris <jgeracaris@cityofevanston.org>
Sent: Friday, September 30, 2022 8:38 AM
To: Cheryl Muno <cheryl.muno@oracle.com>
Cc: Robert Muno <robertmuno@gmail.com>
Subject: Re: [External] : Re: Case 22ZMNV-0074

Cheryl,

Sorry last couple days were really hectic. I'm up for meeting with neighbors outside or on a quick zoom call. I'm close by so it's easy for me to swing by. I'm around all day Saturday and Sunday. I will try to touch base with you via phone today to get you filled in on what I've heard about the process.

Juan Geracaris he/him/his
9th Ward Council Member

jgeracaris@cityofevanston.org

<https://www.cityofevanston.org/how-to/311>

On Wed, Sep 28, 2022 at 12:29 PM Cheryl Muno <cheryl.muno@oracle.com> wrote:

This is terrific. I appreciate your follow-through on this. Rob with check with our other neighbors to find out if they want an update directly from you. If so, we can put something together either in-person, or with Covid back on the rise, we can use my Zoom. It would be a great way for you to meet some of your constituents! 😊

--

Cheryl Muno | GVPSA to Michael Neeser, GVP
Office: +1 3126518287 | Mobile: +1 2243432543
Oracle North America Enterprise Cloud

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From: Juan Geracaris <jgeracaris@cityofevanston.org>
Sent: Wednesday, September 28, 2022 12:05 PM
To: Cheryl Muno <cheryl.muno@oracle.com>
Cc: Robert Muno <robertmuno@gmail.com>; mgriffith@cityofevanston.org
Subject: [External] : Re: Case 22ZMNV-0074

Cheryl,

I have a pdf copy of the notice which is attached. I'm speaking with staff today to find out more but from my understanding the footprint is not expanding. I think they have to state the variance because the house is already not 5' feet away from the property line (this happens with buildings that are older etc) . After learning more I'd be up for chatting with you and the neighbors to make sure everyone is clear with what's going on.

Juan Geracaris he/him/his
9th Ward Council Member

jgeracaris@cityofevanston.org

<https://www.cityofevanston.org/how-to/311>

On Wed, Sep 28, 2022 at 10:42 AM Cheryl Muno <cheryl.muno@oracle.com> wrote:

Juan,

Me again! So sorry to bother you, but after collaborating with neighbors last night, everyone that received the notice of the 1733 construction is of the opinion that this is a request to expand the footprint. You also received a notice. Are you able to weigh in?

Michael Griffith, Zoning (copied on this email), relayed to me in a call late yesterday afternoon, that this request does not include a request to expand the footprint. According to Mr. Griffith, the applicant is only adding an addition and the east wall will remain where it currently sits without being moved further into the side yard. Our postcard has a scrape over the first number which makes it somewhat invisible, but it appears to say 3.0 and the second number says 3.9 clearly. Three additional neighbors who received a postcard also feel this is an attempt to expand the footprint. We can't all be incorrectly reading this postcard. Either there is an issue with the postcard, or there is an effort to expand the footprint of the structure into the applicant's eastern side yard, thus putting their east wall much closer to our home. Are you able to assist us in figuring out what is going on here?

For all of the neighbors' part, we are wondering why a variance would need to be requested if there is only a second floor being added on to the original structure. Our neighborhood allows second floors on structures. It seems a variance would be needed if the applicant is requesting something that is not permitted within the Evanston code. THAT "something" is what we are trying to determine from this request. At this point, the people we discussed this with have confirmed they are against what we are all perceiving to be an expansion of the footprint beyond what the code allows.

Thank you for your assistance with this matter.

Kindly,

Cheryl

--

Cheryl Muno | GVPSA
Office: +1 3126518287 | Mobile: +1 2243432543

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From: Cheryl Muno
Sent: Tuesday, September 27, 2022 4:10 PM
To: jgeracaris@cityofevanston.org
Cc: Robert Muno <robertmuno@gmail.com>
Subject: RE: Case 22ZMNV-0074

Juan,

I apologize in advance. I spoke with Michael Griffith and it appears the postcard we received was damaged and it gave us the impression the neighbor was attempting to enlarge her structure into the side yard easement (see the photo in the trail below). As I said earlier, we do not have the required side yard setback, but the neighbor is attempting to add onto her current structure without enlarging her footprint. The only issue we have would be the noise pollution, but there is nothing to be done about that short of adding a second floor addition onto our property.

I hope you have a terrific evening!

Cheryl

--

Cheryl Muno | GVPSA
Office: [+1 3126518287](tel:+13126518287) | Mobile: [+1 2243432543](tel:+12243432543)
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From: Cheryl Muno
Sent: Tuesday, September 27, 2022 2:09 PM
To: jgeracaris@cityofevanston.org
Cc: Robert Muno <robertmuno@gmail.com>
Subject: Case 22ZMNV-0074

Juan,

Thank you so much for taking my call and discussing our concerns about the requested zoning variance the neighbor at [1733 Oakton Street](#) is requesting. My husband and my position is outlined in greater detail in the below e-mail sent to Michael Griffith. We feel very strongly that the encroachment of this neighboring home will affect our quality of light, create additional noise pollution from the canyon effect we are already experiencing on our east side and will overall reduce our property value. In addition to the below missive, I've placed two calls to Mr. Griffith today and left VMs. We would like to better understand the process so we are not caught unawares during any phase of this neighbor's effort to have zoning modified.

My husband grew up on Florence Avenue in Evanston, just a few scant blocks from our current residence. We've lived in our current home since 1999 and love it's quaint, cottage feel. We love Evanston and we hope our zoning department shows the integrity we've seen when watching the Zoning Meetings on Evanston cable by rejecting this request.

Please do not hesitate to reach out to either Robert or to me with any questions or comments you may have. My contact details are in my signature below. Robert may be reached at 847-687-0273 or at robertmuno@gmail.com.

Again, thank you for your understanding.

My kindest regards,

Cheryl

--

Cheryl Muno | GVPSA
Office: [+1 3126518287](tel:+13126518287) | Mobile: [+1 2243432543](tel:+12243432543)
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From: Cheryl Muno
Sent: Tuesday, September 27, 2022 10:15 AM
To: mgriffith@cityofevanston.org
Cc: Robert Muno <robertmuno@gmail.com>
Subject: Case 22ZMNV-0074

Mr. Griffith,

Good day! Per the voicemail I left this morning, my husband and I own the home at [1729 Oakton Street](#), next door to the planned renovation and zoning variation being requested at [1733 Oakton Street](#). I would like to discuss this variation requests with you in more detail today if possible. You may reach me at 312-651-8287.

For your convenience, my husband and I are laying out our reasons against allowing this variation in this communication.

1. The easement, as it currently exists at 3.9', is smaller than what is permitted in the R2 District which requires 5' of side yard easement. Further, the property line between our properties runs at an angle so the 3.9' measurement is not the consistent measurement down the side of the structure. There are points where the measurement might be larger or smaller due to the angle.
2. With the smaller easement as it currently exists for both of these addresses, the planned development to add a second story is going to significantly create shadow and reduce the light we receive in the west-facing rooms of our home. If the petitioner is further able to expand their structure's footprint through this zoning variation, this further reduction of the already slight easement, which allows a taller structure with an even closer proximity to our home, will fully exacerbate this issue.

3. We have already experience an increase in noise pollution, which greatly increased inside our home when the property at 1725 Oakton added an additional two floors to their home. That property has the required side yard easement, but the upper wall of that residence acts as a megaphone to the heavy traffic on Oakton. We can expect to have the same issue now on the east side of our home and would ask that the city not allow this zoning variation which will bring the noise pollution even closer to our residence.
4. Having two tall structures on either side of our home is going to canyonize our one story structure. Any decrease in the already undersized easement will further encroach on our home in a negative manner.
5. Evanston has a wonderful reputation of an open feel due to our front and side yard setbacks. My husband and I have watched many Board of Review meetings where homeowners petition to make setback changes and very few seem to be approved. If a homeowner has another option, the Board of Review suggests they utilize that option.
6. For all the reasons outlined above, this request will reduce the value of our home.
7. As regards item #5 above, the applicant has other options for the addition being requested, including flipping the plan to the west wall of the residence where there is more space available, or putting a rear addition on the home (as several homeowners have done) to stay within Evanston's required zoning. These changes might require more of a financial investment, but the homeowner should pursue them over asking the neighborhood or the city to approve a change to the zoning. Our zoning has been frequently enforced by responsible public officials over many years so that we are able to maintain the wonderful character of our city.
8. Of more minor point, our utility gas line was shot under the ground between 1729 and 1733 Oakton when ComEd moved their meters outside of our homes several years ago. When utility lines are shot, every attempt is made to keep them within the bounds of the property, but these things are not always accurate.

While the mailing we received from your office leads us to believe we are only in the beginning phase of the applicants zoning variation request, we are concerned that we see work being undertaken on the property, with a cement pad being poured in the rear. If work is being done to the structure already, the applicant could make the argument that other modifications are underway which limits their option to adjust the proposed plan.

To summarize, we are the neighbors who are going to be most affected by any variation to the easement allowance. We are very against further reducing the easement per the request. We do not feel that this is minor variation as the postcards summarizes. With the already too small setback, we cannot agree that any further changes to the zoning are "minor."

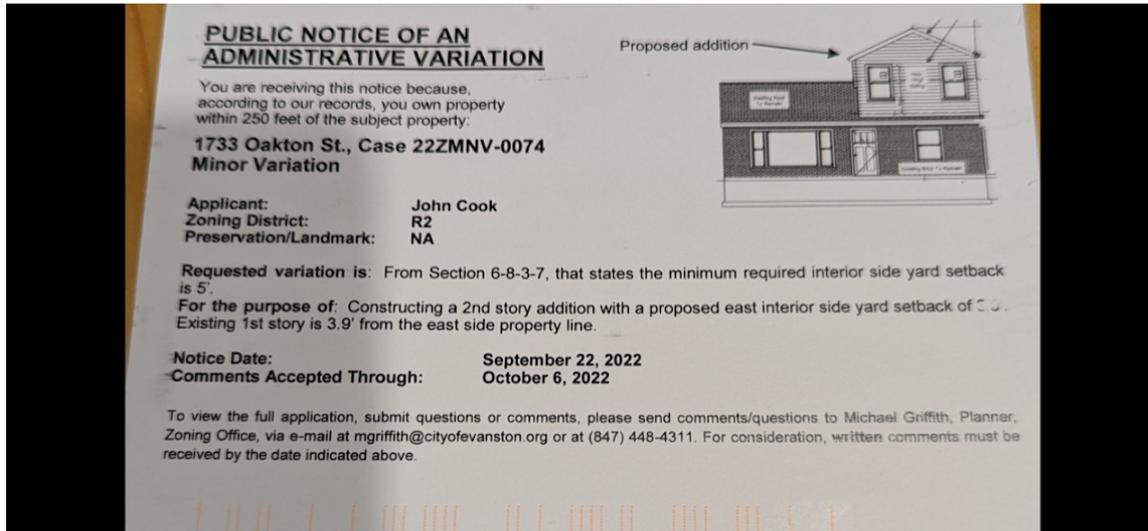
Please call me to discuss the process so that we can begin making plans for any next steps required as we fight this variation.

Thank you very much for your time.

Kindly,

Cheryl Muno

[1729 Oakton Street, Evanston](#)



--

Cheryl Muno | GVPSA
 Office: +1 3126518287 | Mobile: +1 2243432543

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Michael Griffith <mgriffith@cityofevanston.org>

1733 Oakton Street Case 222MNV-0074

1 message

Diane <dianenov@gmail.com>

Thu, Oct 6, 2022 at 10:21 PM

To: "mgriffith@cityofevanston.org" <mgriffith@cityofevanston.org>

Dear Michael,

I am replying to the post card I received in the mail regarding the variance for the property located at 1733 Oakton. Based on my lived experience with the neighbors that put on a very tall addition to their home to my east I am against encroachment towards property lines. When the neighbors put on their addition, they took the beautiful eastern light in the morning and replaced it with a horrendous florescent light on the second level facing west which shines through all of my eastern windows at night. It shines through the two bedrooms, bathroom and kitchen, no night lights needed in our home! My husband sleeps with a mask over his eyes. And because they own and run a window tinting business out of their garage they put another florescent light on the back of their house on the second level facing north, which also sheds light into my backyard and eastern windows. I can easily be seen from South street. Just recently they erected another structure (about the size of second garage) on their property without a permit and were asked to stop. I bring these examples to light (pun intended) because the encroachment doesn't stop with a variance.

Living on Oakton has it's noise challenges so those of us who enjoy the outdoors look to find respite in our backyards. A second story definitely takes away enjoyment, it decreases privacy, increases reflected noise from the traffic on Oakton and overall enjoyment of our space. Even if the current owner of 1733 doesn't take the same liberties as my neighbors, who is to say the next owner will not do the same Rob Muno, who lives adjacent to 1733 was born and raised in Evanston. He loves this town, he loves the cotton wood trees in his backyard and enjoys feeding the wildlife. I sympathize with his situation and based on my own lived experiences I do not support the variance for 1733.

Could the owner of 1733 put the addition on the west side where it would not require a variance from the property line? There is not a day that goes by that I do not wish my neighbors were further away to reduce the visual and auditory noise.

All the best,

Diane



October 6, 2022

ewilliams@cityofevanston.org

Ms. Elizabeth Williams, Planning Manager
City of Evanston
Community Development Department
-Planning and Zoning Division

Cc: Michael Griffith, Planner - mgriffith@cityofevanston.org

Re: 1733 Oakton: Application No. 22ZMNV-0074

Dear Ms. Williams:

I represent Robert and Cheryl Muno, 1729 Oakton Street. They are the neighbor adjacent and east of the Applicant's property.

We have reviewed the Application for a side yard set-back variance and believe the City should deny the variance for a few reasons.

First, in his Zoning Analysis Summary, Michael Griffith points out that the proposed eave does not comply with §6-4-9-1 of the Zoning Ordinance because it extends further out than the existing roof overhang.

Roof overhang - principal structure: Dimension Standard: 4.5' min. setback from both interior side property lines OR new roof overhang permitted to match existing roof overhang. Existing: Dimension Proposed: Dimension The overhang on the roof over the addition appears to be deeper and extend into the east interior side yard setback further than the existing roof overhang Recommend new roof to match the existing roof overhang depth.

We object to the roof overhang in the Plan because (a) Applicant has not sought a variance for this non-conformance, (b) it appears this is at least a 35% variance and thus a Major Variation and, (c) we would object to this eave extension.

I have listed the additional objections within the applicable criteria of §6-3-6-12 of the Zoning Ordinance.

1. The practical difficulty is not self-created.

The need for a variance is self-created. Applicant has other viable options. She can put the addition on the West side of her property without the need for a variance. Applicant does discuss the issues with a west addition but does not indicate why this additional work is materially more expensive or any savings from building on the west side. Building a first story addition by building in the back is another option that does not create the plumbing and other issues discussed in the Application.

2. The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties.

- Applicant's current A-line roof pitch is north - south. The addition will reorient the roof pitch 90° to east - west. This means water runoff from the roof will be toward the Muno's west wall, and with the eave, appears will overflow onto their property. The assumption that Applicant will clean the gutters is not sufficient because gutters will still clog and ice. This will create waterfall when the Muno's and guests are walking on their property and an ice hazard in winter. In short, allowing Application to proceed will increase the Muno's risk of being sue and general liability.
- With the 90° rotation of the pitch line, Applicant will need to trespass on the Muno's property to place a ladder when unclogging or cleaning her gutters. This also creates a liability issue for the Muno's in addition to the disruption of them freely using their property.
- The addition will have a substantial adverse impact on the light the west side of the Muno's property receives because what was sunshine will be shaded by the addition.
- The addition will have a substantial adverse impact by increasing the volume of noise pollution created by traffic on Oakton Street. When 1725 Oakton was constructed to the east of the Muno's the noise on the property increased due to the reflection of the traffic noise off that property's two-story exterior wall to the Muno's east yard.
- Mr. Griffith states in the Zoning Analysis Summary that the new roof eave should match the existing overhang, which means there is a feasible option with less deviation from §6-4-9-1 of the Zoning Ordinance.

Any one of these items has a substantial impact on the Muno's ability to use and enjoy their home. The combination worsens the impact and likely decreases the property value and ability to find a willing buyer.

3. The requested variation is in keeping with the comprehensive general plan and the zoning ordinance.

In addition to violating at least two provisions of the Zoning Ordinance, the proposed addition violates the Comprehensive Plan.

p.25 Preserve neighborhood character while supporting redevelopment efforts that add to neighborhood desirability.

p.29 As a goal, the existing assets of neighborhoods should be enhanced, recognizing that each neighborhood contributes to the overall social and economic quality of Evanston.

p.29 An important objective should be to maintain the appealing character of Evanston's neighborhoods while guiding their change.

As detailed in "2" the addition will decrease the desirability of the Munno's property and potentially reduce property values in the neighborhood.

4. The requested variation is consistent with the preservation policies set forth in the comprehensive general plan.

The variation is not consistent. Please refer to "3," above.

5. The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Zoning Administrator issues his/her decision regarding said variation.

- Mr. Griffith states in the Zoning Analysis Summary that the new roof eave should match the existing overhang, which means there is a feasible option with less deviation from §6-4-9-1 of the Zoning Ordinance.
- As discussed in "1" placing the addition on the west side of the residence requires no deviation from the Zoning Ordinance and eliminates some and minimizes other substantial adverse impacts the proposed addition would have on the use, enjoyment, liability risk and value of the Munno's property.

I appreciate your consideration of these objections. We believe the Application should be denied. Please contact me if you have any questions or need additional information.

Sincerely,



Wade Joyner

WE AUTHORIZE WADE JOYNER TO FILE THIS RESPONSE ON OUR BEHALF

 /s/ CHERYL MUNO
CHERYL MUNO

 /s/ ROBERT MUNO
ROBERT MUNO

PUBLIC NOTICE OF AN ADMINISTRATIVE VARIATION APPROVAL

You are receiving this notice because, according to our records, you own property within 250 feet of the subject property:

**1733 Oakton St., Case 22ZMNV-0074
Minor Variation**

Notice Date: October 20, 2022

| | |
|-------------------------------|------------------|
| Applicant: | John Cook |
| Zoning District: | R2 |
| Preservation/Landmark: | NA |

The minor variation application requested relief from Section 6-8-3-7, that states the minimum required interior side yard setback is 5'.

The applicant has been GRANTED zoning relief to construct a 2nd story addition with a proposed east interior side yard setback of 3.9' (existing 1st story is 3.9' from the east side property line) subject to installing covered roof gutters on the east side, finding that the standards for minor variation from the zoning ordinance have been met.

The applicant or an adjacent property owner may appeal a decision of the Zoning Administrator to the Zoning Board of Appeals by submitting an Appeal Application within 10 working days of the date of this notification.

To view the full application, submit questions or comments, please send comments/questions to Michael Griffith, Zoning Office, via e-mail at mgriffith@cityofevanston.org or at (847) 448-4311.



City of
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Lorraine H. Morton Civic Center
Planning and Zoning Division
2100 Ridge Avenue
Evanston, IL 60201

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The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact the Community Development Department 48 hours in advance of the scheduled meeting so that accommodations can be made at 847-448-8170 (Voice) or 847-448-8064 (TTY).

La ciudad de Evanston está obligada a hacer accesibles todas las reuniones públicas a las personas minusválidas o las quines no hablan inglés. Si usted necesita ayuda, favor de ponerse en contacto con la Oficina de Administración del Centro a 847-448-4311 (voz) o 847-448-8052 (TDD).

Land Use Commission

1801-1805 Church Street
Special Use and Major Variations
22ZMJV-0089

Recommending Body



Memorandum

To: Chair and Members of the Land Use Commission

From: Michael Griffith, Planner

CC: Sarah Flax, Interim Director of Community Development
Elizabeth Williams, Planning Manager

Subject: Special Use and Major Variations
1801-1805 Church Street, 22ZMJV-0089

Date: January 5, 2023

Request

The applicant applies for a Special Use for a use (religious institution) in the oWE West Evanston Overlay District exceeding 10,000 square feet but less than 40,000 square feet, and applies for the following Major Variations from the Evanston Zoning Code:

1. Reduce required front yard build to zone from 5'-25' to 0' at upper floors,
2. Reduce required west interior side yard setback from 5' to 0',
3. Increase impervious surface coverage from 60% + 20% semi-pervious surface material to 90.3%,
4. Increase building height from 2 stories or 30' to 3 stories at 44.0' to parapet,
5. Eliminate the required building stoop base type and provide a storefront base type instead,
6. Provide occupied space behind building parapet cap type where occupied space is not permitted,
7. Eliminate the required one short loading berth,
8. Increase yard obstruction from 10% to 40% into corner side setback for exterior building fins and vertical trellis, and
9. Eliminate the required 3'-4' tall steel or PVC picket fence around the parking area, in order to construct a 3-story building for a religious institution with both on-site and leased off-site parking in the B2 Business and oWE West Evanston Overlay Districts.

The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Zoning Code Section 6-3-5-9, and Ordinance 92-O-21.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on December 22, 2022.

General Information

| | |
|---------------------------|--|
| Applicant: | Pastor Clifford Wilson Mt. Pisgah Ministry, Inc. 1813 Church Street Evanston, IL 60201 |
| Owner(s): | City of Evanston 2100 Ridge Road Evanston, IL 60201 |
| Existing Zoning: | B2 Business District oWE West Evanston Overlay District, WE7 District |
| Existing Land Use: | 2-story building at west end and open parking at northeast corner of development site |
| Property Size: | Development site: 28,950 square feet (0.66 acres) Mt. Pisgah site: 12,036 square feet (0.28 acres) |
| PINs: | 10-13-220-031-0000, 10-13-220-032-0000, 10-13-220-040-0000, 10-13-220-041-0000, 10-13-220-035-0000 |

| Surrounding Zoning and Land Uses | Zoning | Land Use |
|---|--|---|
| North | R4 General Residential District | Dwelling - Single-family detached |
| South | B2/oWE Business District/West Evanston Overlay District and R4/oWE General Residential District/West Evanston Overlay District | Industrial, Office, Religious Institution, and Dwelling - Multiple-family |
| East | MXE Mixed-Use Employment | Commercial |
| West | B2/oWE Business District/West Evanston Overlay District | Office/commercial, and Dwelling - Multiple-family (above ground floor) |

Analysis

The development site, 1801-1815 Church Street and 1708-1710 Darrow Avenue, located at the northwest corner of Church Street and Darrow Avenue, includes two separate proposed developments and parcels owned by the City of Evanston and Mt. Pisgah Ministry, Inc.:

- 1801-1805 Church Street: Located on the east side of the site at the corner, Mt. Pisgah project.
- 1811-1815 Church Street: Located on the west side of the site, HODC project.

The majority of the development site is vacant, except for a 2-story building at 1813-1815 Church Street which currently houses Mt. Pisgah Ministry and open parking at the northeast area of the site. Property lines need to be adjusted to accommodate both projects. A plat of subdivision is proposed creating two lots, the east lot will contain the proposed Mt. Pisgah project and the west lot will accommodate the proposed HODC project. Both lots are zoning compliant regarding lot size and lot width. A plat of subdivision requires City Council approval (does not require Land Use Commission review).

Below is an image with the development site marked by a solid orange line, the dashed orange line is the approximate location of the new property line with the Mt. Pisgah Ministries project site on the east side:



This memo focuses on the proposed development of a new religious institution at 1801-1805 Church Street, Mt. Pisgah Ministries.

The site is located within the B2 Business District, oWE West Evanston Overlay District, and WE7 District within the West Evanston Zoning Overlay for Redevelopment Areas. The WE7 District allows for the development of iconic building types that include neighborhood-scale churches, synagogues, religious assembly, community and cultural uses, libraries, and civic and governmental uses. Iconic building types are permitted at corner parcels only.

Where conflicts exist between the B2 district and the oWE district regulations, the oWE regulations shall control. All variations from the oWE regulations follow the procedures and standards for variations provided for in Section 6-3-8 - Variations.

An approximately 0.26 acre area located at the southeast corner of the site has an Environmental Protection Agency (EPA) engineered barrier due to contaminated soil; a plan sheet identifies this area in relation to the proposed building. The Illinois Environmental Protection Agency (ILEPA) issued a No Further Remediation Letter, dated November 6, 2017, indicating remediation measures had been met. The applicant proposes to replace the barrier with a new engineered barrier. Any soil excavation will require special handling and may require additional investigation or remedial action.

Existing land uses within the vicinity of the site include a mix of single-family detached and multiple-family dwellings, office (including dental/medical), retail services, religious institutions, a community cultural center (Gibbs-Morton Cultural Center), light industry, and Evanston Township High School. Existing nearby buildings range between 1 to 2-½ stories in height.

Mt. Pisgah Ministry currently occupies the building at 1813 Church Street. Their plan is to construct a new 3-story, 44-foot tall (to parapet), 16,013 square foot building for a Religious Institution, with 7 on-site parking spaces accessed off the alley along the north side of the site, and 28 off-site leased parking spaces (21 parking spaces are required based on the main sanctuary seating capacity):

- 14 spaces located at the Y.O.U. parking lot at the southeast corner of Church Street and Dodge Avenue approximately 465 feet away, and
- 14 spaces located at the Evanston Township High School parking lot at Davis Street and Darrow Avenue approximately 1,100 feet away.

One of the 7 on-site parking spaces is an ADA accessible space. Both the on-site parking spaces and proposed 14 leased spaces at the Y.O.U. the parking lot meet the parking requirement.

The proposed building includes a 208-seat main sanctuary, fellowship spaces, kitchen, nursery, offices, Christian education classrooms, and a rooftop terrace/garden. The applicant can provide a brief narrative to understand how the building will be used during a typical week.



Rendering - 1801-1805 Church Street

One off-street loading berth is required based on the proposed development; however, the applicant is requesting a variation to eliminate this requirement. The applicant proposes converting 2 of the 8 existing on-street parking spaces along Church Street into an on-street loading/drop-off zone to be shared with HODC. If the variation is granted, the on-street loading zone details require Parking Services and Public Works Agency approval.

The permitted building height is 2 stories or 30 feet. The proposed building is 3 stories at 44 feet to the top of the parapet. The applicant is requesting a variation for proposed building height.

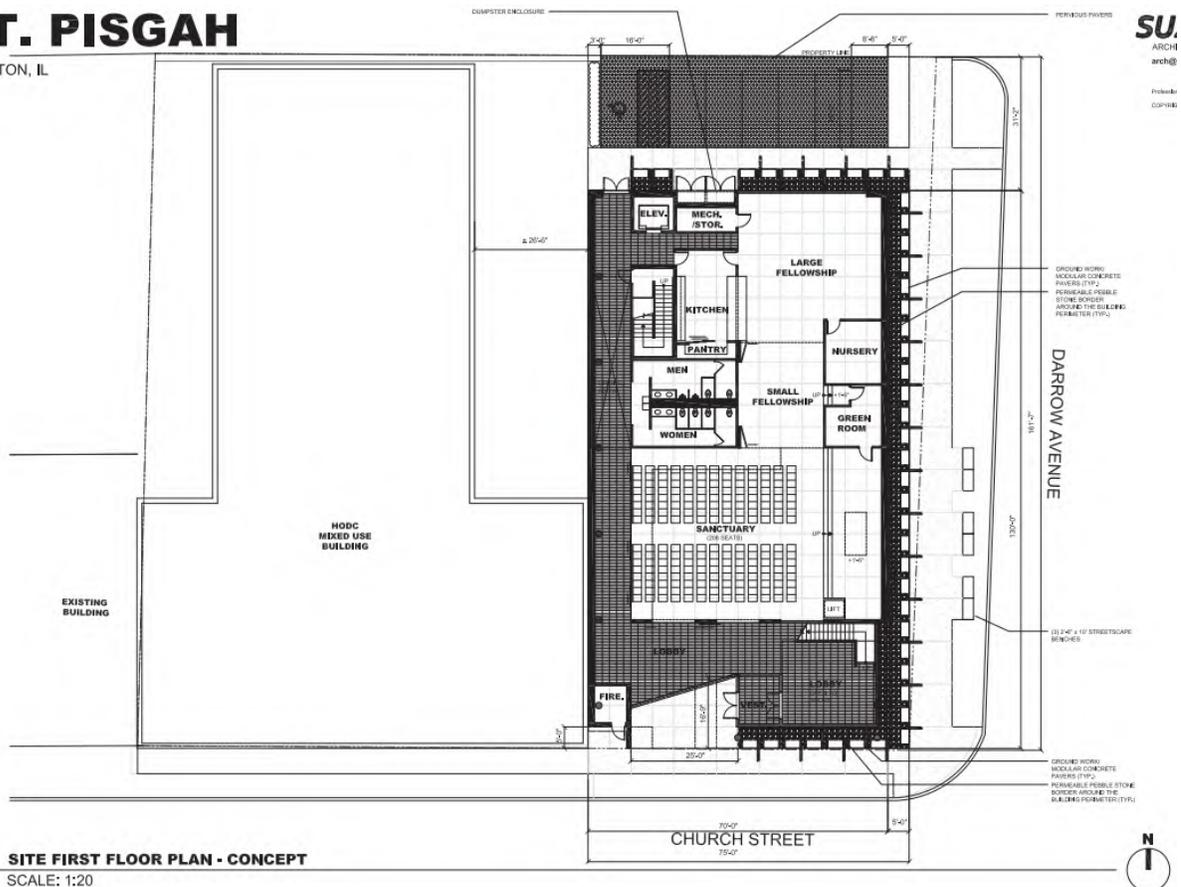
Landscaping includes retaining existing street trees along Church Avenue, planting new street trees and placing three benches within the Darrow Avenue parkway. The West Evanston Overlay District regulations require 1 tree per 60 feet and located at least 35 feet from a street intersection curb. Proposed new street trees along Darrow Avenue are not on the approved list of street trees within the West Evanston Overlay District, regardless, tree species, tree locations, benches, and any other improvement or alteration within a street right-of-way requires approval by the Public Works Agency at the time of building permit review.

Additional landscaping is at the west/east ends of the on-site parking area and on the rooftop garden/terrace. A site triangle is required where Darrow Avenue and the alley intersect, extending 20 feet back along the street curb and alley. The site triangle extends slightly into the planting area on the east side of the parking area. Vegetation planted in this area should be maintained in a manner to allow pedestrians and motorists to see one another.

A pebble border with a concrete tub underneath (maintaining the engineered cap over contaminated soil) is proposed on three sides at the building foundation. Site plan details appear to show this border extending into the sidewalks along Church Street and Darrow Avenue. The applicant has clarified these “extensions” are part of the paving pattern which does not obstruct the public sidewalk. Details will be required at the time of a building permit application.

MT. PISGAH

EVANSTON, IL



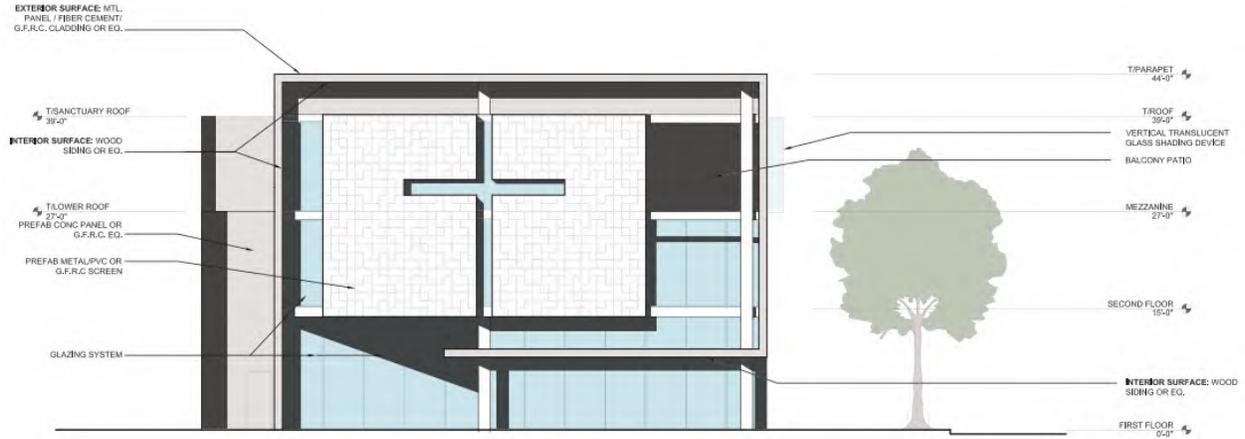
A1 SITE FIRST FLOOR PLAN - CONCEPT
SCALE: 1:20

Site plan - 1801-1805 Church Street

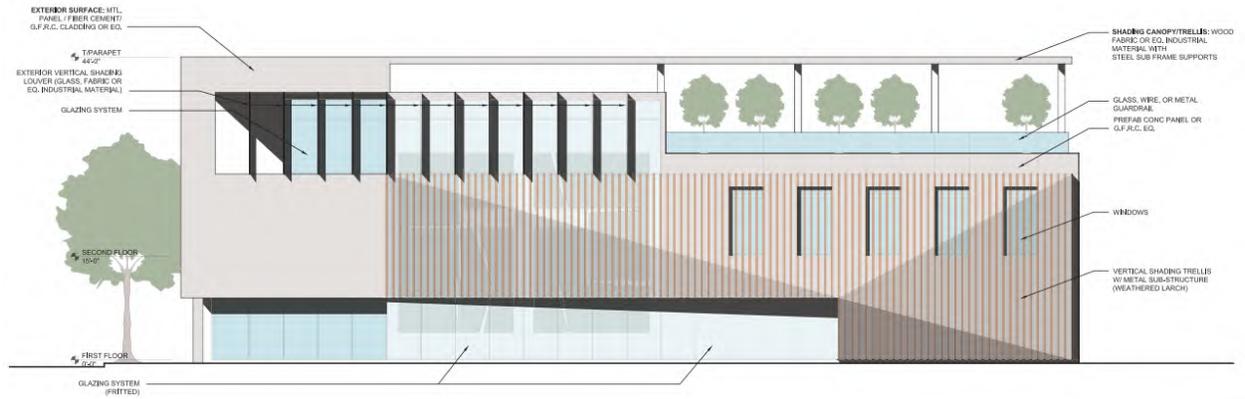
Proposed exterior building materials include:

- Metal panel/fiber cement/G.F.R.C. cladding or equivalent
- Wood siding or equivalent
- Prefabricated concrete panel or G.F.R.C. equivalent
- Metal/PVC or G.F.R.C. screen
- Glazing
- Vertical translucent glass, fabric or equivalent shading device
- Wood fabric or equivalent shading trellis with steel sub-frame
- Glass wire or metal guardrail
- Vertical shading trellis with metal substructure

In September 2022, the City adopted Bird Friendly Measures and this project is required to comply with bird friendly measures and will be evaluated at the time of building permit review.



South elevation - 1801-1805 Church Street



East elevation - 1801-1805 Church Street



North elevation - 1801-1805 Church Street

Mechanical equipment is located on the west side of the roof, located more than 20 feet from proposed new dwellings in the adjacent HODC project. The equipment should still be screened from view from the new dwellings and the maximum permitted sound level at the property line shall apply.

A photometric plan will be reviewed at the building permit stage to confirm any exterior lighting does not glare or spill over onto adjacent properties.

Stormwater management will be provided by an underground vault per the applicant. Stormwater management details are reviewed at the building permit stage.

The applicant submitted a Traffic Impact Study prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn), dated June 2022. The study considered both the HODC and Mt. Pisgah projects. Traffic data was collected in January 2022 with traffic counts on a typical week day between 7:00 a.m. - 9:00 a.m. and between 3:00 p.m. - 6:00 p.m. The peak weekday traffic volumes occur between 7:45 a.m. - 8:45 a.m. and between 3:30 p.m. - 4:30 p.m. Peak traffic volume does not include traffic generated by the proposed Mt. Pisgah project as their peak activity times do not align with the weekday peak hours of the other land uses for the site.

Currently there are 8 on-street parking spaces along the development site and a 52-space parking lot to the southwest of the site located at the southeast corner of Church Street and Dodge Avenue (parking lot not available to Evanston Township High School). On the study day 7 of the 52 spaces within the parking lot were occupied.

A total of 53 parking spaces are provided by both the HODC and Mt. Pisgah projects and converting 2 on-street parking spaces for a shared loading/drop-off zone.

Church Street runs east-west and is classified as a Major Street by the Evanston Comprehensive Plan and as a Major Collector by the Illinois Department of Transportation (IDOT). One travel lane is provided in each direction. The signalized intersection at Church Street and Dodge Avenue, within proximity to the site, provides a dedicated right-turn lane and a shared through-left lane on the west leg of the intersection, on the east leg of the intersection dedicated turn lanes are not provided. No Turn On Red between 7:00 a.m. to 6:00 p.m. signs are posted at all approaches to the intersection. There are no dedicated turn lanes at either the west and east legs of the Church Street and Darrow intersection. The posted speed limit is 25 mph along Church Street.

Darrow Avenue runs north-south and is classified as a Local Street by the Evanston Comprehensive Plan. One travel lane is provided in each direction along the frontage of the site. There are no dedicated turn lanes at the unsignalized intersection at Church Street and Darrow Avenue. The posted speed limit is 25 mph along Darrow Avenue.

Dodge Avenue runs north-south west of the site and is classified as a Major Street by the Evanston Comprehensive Plan and by IDOT. One travel lane is provided in each direction. Dedicated left-turn lanes are provided at both north and south legs of the

Church Street and Dodge Avenue intersection. The posted speed limit is 25 mph along Dodge Avenue.

All roadways adjacent and within proximity to the site are under the jurisdiction of the City of Evanston.

CTA Bus Routes 93 and 206, accessible at bus stops at Church Street and Dodge Avenue, provide connections to the CTA's Kimball Brown Line, Davis Purple Line, and Howard Red/Purple/Yellow Line Stations, and Metra's UP-N Davis Street and Central Street Stations.

Pace Bus Routes 208 and 213 "H", accessible at bus stops at Church Street and Dodge Avenue, provide connections to the CTA's Davis Purple Line and Howard Red/Purple/Yellow Line Stations, Metra's UP-N Davis Street, Wilmette, Winnetka, Hubbard Woods, Glencoe, Braeside, and Highland Park Stations, and to Pace's Northwest Transportation Center in Schaumburg.

Both the CTA Purple rail line and Metra's UP-N rail line are accessible via the Davis Street Station located less than 1 mile from the site.

A dedicated east-west bike lane runs along the south side of Church Street through the study area. There is a Divvy bike sharing station along the south of Church Street.

Public sidewalks are provided along area roadways; high visibility "ladder" style crosswalks are provided on all legs of the Church Street and Dodge Avenue signalized intersection.

The traffic study concludes the Church Street and Dodge Avenue intersection currently functions at Level of Service C or better during both the morning and evening peak hours. The intersection experiences more delay during the morning peak due to traffic generated by the nearby high school, the same delay is not experienced during the evening peak due to staggered departure of the high school generated traffic due to school bus trip schedules and after school activities.

The traffic impact study indicates the existing roadways will be able to accommodate the traffic generated by the proposed developments. The study recommends the following:

- Create a sidewalk bump-out at the northwest corner of the Church Street and Darrow Avenue intersection and a striped crosswalk across Darrow Avenue to help draw pedestrian trips and facilitate safe access to the proposed developments.
- Maintain existing on-street parking stalls along Church Street.
- Replace any sidewalk displaced during construction.

At the time of a building permit submittal, staff will review the need for a sidewalk bump-out at Church Street and Dodge Avenue and whether a striped crosswalk across Darrow Avenue is needed.

Special Use

Special Use approval is triggered by the West Evanston Overlay District regulations, specifically due to the proposed square footage of the use exceeding 10,000 square feet. Otherwise, a religious institution is a permitted use in the B2 base zoning district.

The use currently operates on the development site and the same land use (different organization) operates across the street from the development site.

The use complies with the purpose and intent of the West Evanston Overlay District, the use is specifically intended to be located within areas with a base zoning of B2 and at street corners as is proposed. Staff is not aware of any cumulative negative effects of these uses as currently operated.

The traffic impact study indicates that peak traffic volumes generated by this use do not occur at the same weekday peak hours of the other land uses proposed on the development site or within the immediate vicinity.

Major Variations

The bulk of the variations triggered and requested by the applicant are due to the West Evanston Overlay District regulations, including:

- Reduce required front yard build to zone from 5'-25' to 0' at upper floors,
- Reduce required west interior side yard setback from 5' to 0',
- Increase impervious surface coverage from 60% + 20% semi-pervious surface material to 90.3%,
- Increase building height from 2 stories or 30' to 3 stories at 44.0' to parapet,
- Eliminate the required building stoop base type and provide a storefront base type instead,
- Provide occupied space behind building parapet cap type where occupied space is not permitted, and
- Eliminate the required 3'-4' tall steel or PVC picket fence around the parking area, in order to construct a 3-story building for a religious institution with both on-site and leased off-site parking in the B2 Business and oWE West Evanston Overlay Districts.

The overlay district regulations, largely form based, do not necessarily accommodate contemporary building/architectural styles, building programming needs, and ADA regulations i.e., prescribing specific building base and cap types without regard to impacts to building accessibility or functions.

The applicant proposes pervious pavers for the on-site parking surface to address impervious surface coverage. Stormwater management is required regardless of the amount of impervious surface coverage. The applicant should explore using pervious

pavers or a similar surface material in other areas to the extent possible beyond the contaminated soil area.

The following requested variations do not relate to the overlay district:

- Eliminate the required one short loading berth, and
- Increase yard obstruction from 10% to 40% into corner side setback for exterior building fins and vertical trellis.

Instead of providing an on-site loading berth, the applicant is proposing an on-street loading zone to be shared with the adjacent HODC project; this needs further review and approval by Parking Services and Public Works Agency at the building permit review stage.

The yard obstructions, vertical glass shading device located at the 2nd story and shading trellis located at the 1st and 2nd stories, extend 2 feet into the 5-foot east street side setback where a 6-inch obstruction is permitted. These architectural elements do not extend past the property line and should not obstruct the public sidewalk; the applicant can provide an explanation for the need for the yard obstructions as proposed.

A staff memo to the City Council's Planning & Development Committee, dated October 24, 2022, is attached describing the problems implementing the West Evanston Master Plan and corresponding oWE West Evanston Overlay District regulations.

Design and Project Review (DAPR) Discussion

The Design and Project Review Committee (DAPR) reviewed this project on November 15, 2022. Staff comments and concerns raised included:

- Green Building Ordinance, Bird Friendly measures, and snow storage/removal apply.
- Building foundations at a zero lot line is a concern; the applicant proposes an off-set foundation. Foundation details will be reviewed at the building permit stage.
- HVAC equipment on the roof is required to comply with maximum sound level, reviewed at the building permit stage.
- Exterior lighting is not permitted to spill over the property line, reviewed at the building permit stage.
- Stormwater management (storage) will be provided by an underground vault with stormwater released to the alley, reviewed at the building permit stage.
- Parking a concern. Applicant proposed 14 off-site spaces to be leased. Additionally, the applicant stated they will be able to use parking at ETHS and at nearby churches with agreements from those organizations.
- The Applicant is encouraged to find areas beyond the contaminated soil to use pebbles/ permeable materials to address impervious surface coverage.
- Excavation in the contaminated soil area will require special handling of the soil, reviewed at the building permit stage.

Department Recommendation

Staff recommends approval with the following conditions for consideration by the Land Use Commission:

- Approval of a plat of subdivision establishing new property lines.
- Compliance with Green Building and Bird Friendly Ordinances.
- The rooftop trellis/canopy is to be open to the sky/weather (otherwise additional height variation is triggered).
- Rooftop mechanical equipment required to be screened from view from adjacent properties and meet maximum permitted sound level at the property line.
- Public Works Agency approval for new street trees and proposed benches located within the parkway along Darrow Avenue.
- Parking Services and Public Works Agency approval for proposed on-street loading zone prior to building permit issuance.
- Provide revised plans addressing staff review letter dated December 6, 2022, specific to site plan, floorplan, and building elevation details.
- If exterior lighting is proposed, a photometric plan is required at the time of building permit submittal showing light levels at the property line. Exterior lighting is not to glare or spill over onto adjacent properties.
- Excavation of contaminated soil required to comply with applicable environmental protection regulations.
- Provide the City with a copy of a lease for 14 parking spaces located at the Y.O.U. parking lot at the southeast corner of Church Street and Dodge Avenue, site owned by School District #202 prior to TCO.
- Explore using pervious pavers or similar materials where possible beyond the contaminated soil area in addition to the on-site parking area.
- Replace any sidewalk displaced during construction.

Standards for Approval

The proposed development must follow the Standards for a Special Use (Section 6-3-5-10), and Standards for Major Variations (Section 6-3-8-12.E).

For the LUC to recommend that the City Council grant a special use, the LUC must find that the proposed special use:

- 1. Is one of the listed special uses for the zoning district in which the property lies.**
- 2. Complies with the purposes and the policies of the Comprehensive General Plan and the Zoning ordinance.**
- 3. Does not cause a negative cumulative effect in combination with existing special uses or as a category of land use.**
- 4. Does not interfere with or diminish the value of property in the neighborhood.**

5. **Is adequately served by public facilities and services.**
6. **Does not cause undue traffic congestion.**
7. **Preserves significant historical and architectural resources.**
8. **Preserves significant natural and environmental resources.**
9. **Complies with all other applicable regulations.**

For major variations, the LUC must find:

1. **The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties.**
2. **The requested variation is in keeping with the intent of the zoning ordinance.**
3. **The alleged hardship or practical difficulty is peculiar to the property.**
4. **The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.**
5.
 - a. **The purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or**
 - b. **While the grant of a variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Land Use Commission or the City Council, depending on final jurisdiction under Section 6-3-8-2, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to, any of the standards of Section 6-3-6-3 - Public Benefits (see below).**
6. **The alleged difficulty or hardship has not been created by any person having an interest in the property.**
7. **The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Land Use Commission issues its decision or recommendation to the City Council regarding said variation.**

Section 6-3-6-3 - Public Benefits:

- A. **Preservation and enhancement of desirable site characteristics and open space.**

- B. A pattern of development which preserves natural vegetation, topographic and geologic features.
- C. Preservation and enhancement of historic and natural resources that significantly contribute to the character of the City.
- D. Use of design, landscape, or architectural features to create a pleasing environment or other special development features.
- E. Provision of a variety of housing types in accordance with the City's housing goals.
- F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation.
- G. Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base.
- H. The efficient use of the land resulting in more economic networks of utilities, streets, schools, public grounds, buildings, and other facilities.
- I. The substantial incorporation of generally recognized sustainable design practices and/or building materials to promote energy conservation and improve environmental quality, such as level silver or higher LEED (leadership in energy and environmental design) certification.

Action by the Commission

After making findings of fact as to whether or not the requested special use and major variations meet or do not meet the aforementioned standards, the Land Use Commission may make a recommendation or recommendations to the Planning & Development Committee of the City Council to approve, approve with conditions, or deny the special use and variations as requested. The Commission may make individual motions for recommendations for the special use and for each of the variations, or one motion for one recommendation covering all requested zoning relief.

The Land Use Commission is the recommending body and the City Council is the determining body (Zoning Code Section 6-3-5-9, and Ordinance 92-O-21).

Attachments

Applications

1801-1805 Church Street plan, dated October 13, 2022

Traffic Impact Study, dated June 2022

Zoning Analysis, latest revision dated January 5, 2023

No Further Remediation Letter, dated November 6, 2017

Memo to the Planning & Development Committee, dated October 24, 2022

Public comments received – no public comments received at the time the memo was prepared



SPECIAL USE APPLICATION

CASE #: 22ZONA-0018

zoning office use only

1. PROPERTY

Address 1801-1805 Church Street

Permanent Identification Number(s):

PIN 1: 1 0 - 1 3 - 2 2 0 - 0 3 5 - 0 0 0 0 PIN 2: - - - - - - -

(Note: An accurate plat of survey for all properties that are subject to this application **must** be submitted with the application.)

2. APPLICANT

Name: Pastor Clifford Wilson

Organization: Mt. Pisgah Ministry, Inc.

Address: 1813 Church Street

City, State, Zip: Evanston IL 60201

Phone: Work: 847-328-6808 Home: _____ Cell/Other: 847-875-3224

Fax: Work: _____ Home: _____

E-mail: **cwilson@mtpisgahministry.org**

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- same
- architect
- officer of board of directors
- builder/contractor
- attorney
- other: donee
- contract purchaser
- lessee
- potential lessee
- real estate agent

3. PROPERTY OWNER (Required if different than applicant. All property owners must be listed and must sign below.)

Name(s) or Organization: City of Evanston

Address: 2100 Ridge Rd

City, State, Zip: Evanston IL 60201

Phone: Work: 847-488-8411 Home: _____ Cell/Other: _____

Fax: Work: _____ Home: _____

E-mail: _____

Please circle the primary means of contact.

"By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing."

Property Owner(s) Signature(s) -- **REQUIRED** _____ Date _____

4. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

Date 07/14/2022
Applicant Signature – **REQUIRED** _____ Date _____

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- (This) Completed and Signed Application Form**
- Plat of Survey** Date of Survey: 7/8/2022
- Project Site Plan** Date of Drawings: 1/22/2022
- Plan or Graphic Drawings of Proposal** (If needed, see notes)
- Non-Compliant Zoning Analysis**
- Proof of Ownership** Document Submitted: City Ordinance
- Application Fee** Amount \$ _____ Transcript Deposit Fee \$150

Notes: Incomplete applications will not be accepted. Although some of these materials may be on file with another City application, individual City applications must be complete with their own required documents.

Plat of Survey

(1) One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

Site Plan

(1) One copy of site plan or floor plans, drawn to scale, showing all dimensions.

Plan or Graphic Drawings of Proposal

A Special Use application requires graphic representations for any elevated proposal-- garages, home additions, roofed porches, etc. Applications for a/c units, driveways, concrete walks do not need graphic drawings; their proposed locations on the submitted site plan will suffice.

Proof of Ownership

Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).

- **Tax bill will not be accepted as Proof of Ownership.**

Non-Compliant Zoning Analysis

This document informed you that the proposed change of use is non-compliant with the Zoning Code and requires a variance.

Application Fee & Transcript Deposit

The application fee depends on your zoning district (see zoning fees). Acceptable forms of payment are: Cash, Check, or Credit Card. The \$150 transcript deposit is applied to the cost of a court reporter. The City hires a court reporter to transcribe the Zoning Board of Appeals hearing- as specified in the Zoning Board of Appeals' Rules of Procedures. Applicants are responsible for the cost of the hearing transcript at a rate of \$7.50 per page. (The \$150 deposit is applied to that fee; final fees may result in a refund or additional charges). The final fee directly covers the cost of the court reporter.

6. PROPOSED PROJECT

A. Briefly describe the proposed Special Use:

Construct new 3-story religious institution for Mt. Pisgah with leased off-site parking

APPLICANT QUESTIONS

- a) Is the requested special use one of the special uses specifically listed in the Zoning Ordinance? What section of the Zoning Ordinance lists your proposed use as an allowed special use in the zoning district in which the subject property lies? (See Zoning Analysis Review Sheet)

6-15-15-XVII-B.6 Special Use required for a use +10,000 sq ft but less than 40,000 sq ft. Propose approximately 15,000 sq ft Religious Institution.

- b) Will the requested special use interfere with or diminish the value of property in the neighborhood? Will it cause a negative cumulative effect on the neighborhood?

No, the project will enhance the neighborhood by turning a vacant lot into a new church building. Mt. Pisgah is providing an iconic structure that provides the main public lobby, the main worship space, restrooms, and outreach fellowship halls with kitchen, nursery, and greenroom at the ground floor level, so that the church building can serve not only its congregation but also can provide various services to its local communities and public. These program elements require a generous and adequate square footage at the ground level with ease of accessibility. Moreover, the proposed "covered entrance portico" together with the intended transparency of the exterior walls are designed to enable any visitors with ease of access to the building while enhancing the corner of Church Street and Darrow Avenue urbanistically.

- c) Will the requested special use be adequately served by public facilities and services?

Yes, public utilities are available to the site and it is located in a neighborhood provided with public services.

Mt. Pisgah is formalizing an agreement with ETHS that will allow Mt. Pisgah to utilize their parking lots on Sunday mornings. The agreement will allow Mt. Pisgah to park a minimum of 18 vehicles in the ETHS lot on Sunday mornings for a minimum of 5 years beginning at the completion of the new church building.

d) Will the requested special use cause undue traffic congestion?

No, the use will not change traffic patterns as the church building is moving on the same block. The June 2022 traffic study by Kimley Horn concluded that "the existing roadway network will readily accommodate the proposed development traffic. No major geometric improvements, such as adding turn lanes, are anticipated to be needed".

e) Will the requested special use preserve significant historical and architectural resources?

No, there are no significant historical or architectural resources located on the existing property.

f) Will the requested special use preserve significant natural and environmental features?

The existing engineered barrier documented in the Illinois State EPA Number: 0310815369 will be temporarily removed for the construction of the new church building. The church will consult with an environmental consulting group for the temporary removal and replacement of the engineered barrier to meet the EPA requirements.

g) Will the requested special use comply with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation?

Yes, the special use will comply with all other applicable regulations except as requested by variance.



City of Evanston DISCLOSURE STATEMENT

(This form is required for all Major Variances and Special Use Applications)

The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or special uses, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made: Does not apply.

2. *If a person or organization owns or controls the proposed land user*, list the name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number _____ above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.) N/A

3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number _____ above, or indicated below. N/A

4. List the name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number _____ above, or indicated below. N/A

If Applicant or Proposed Land User is a Corporation

Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.

a. Names and addresses of all officers and directors.

See attached the board of directors.

b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.

Applicant is a charitable nonprofit organization and has no shareholders.

If Applicant or Proposed Land User is not a Corporation

Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

Applicant is a charitable organization.



Mt. Pisgah Ministry, Inc.

Clifford J. Wilson, Pastor

A Local Church
Ministering
Globally

Mailing Address
P.O. Box 5202
Evanston, IL 60204

1813 Church Street
Evanston, IL 60201
Phone 847-328-6808 Fax 847-328-0223

BOARD OF DIRECTORS

Pastor Clifford J Wilson - President
2301 Greenwood St, Evanston IL 60201

Assoc. Pastor Sherron Wilson - Secretary
2301 Greenwood St, Evanston IL 60201

Assoc. Pastor Bernice G Davis - Treasurer
4929 W Washington Blvd, Chicago IL 60604

Aux. Pastor Eric Blakely
16550 Lockridge Ave, Oak Forest IL 60452

Derrick Boney
2207 Foster St, Evanston IL 60201

Gerold Wilson
1521 N. McAree Rd, Waukegan IL 60085

Cherylette Hilton
1121 Church St, Apt 501, Evanston IL 60201

Plat of Survey

EDWARD J. MOLLOY & ASSOCIATES

A DIVISION OF THOMAS A. MOLLOY, LTD. — PROFESSIONAL LAND SURVEYING
 1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2600 Fax (630) 595-4700
 e-mail: tmolloy@ejmolloy.com

PLAT OF SURVEY

OF

PARCEL 1: THE NORTH 26.60 FEET OF LOTS 9 AND 10 IN BLOCK 3 IN MERRILL LADD'S 2ND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

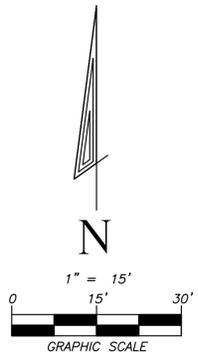
PARCEL 2: THE SOUTH 27.4 FEET OF THE NORTH 28 FEET OF THE SOUTH 134 FEET OF LOTS 9 AND 10 (EXCEPT THE WEST 13 FEET OF THE NORTH 15 FEET OF THE SOUTH 121 FEET) OF SAID LOT 10 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3: THE SOUTH 106.00 FEET OF LOTS 9 AND 10 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

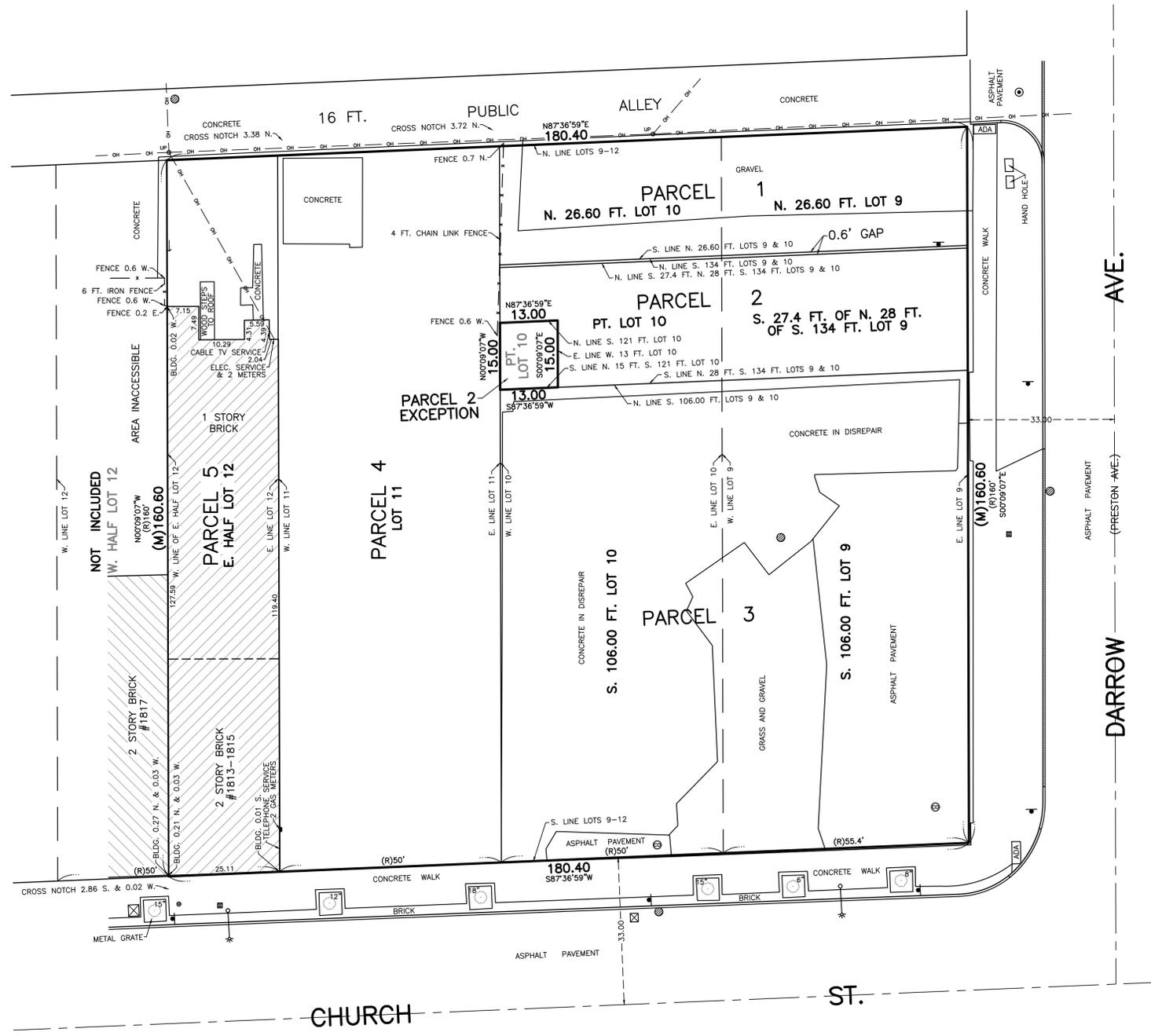
PARCEL 4: LOT 11 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5: THE EAST HALF OF LOT 12, BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1805-1815 CHURCH STREET AND 1708-1710 DARROW AVENUE, EVANSTON, ILLINOIS



- LEGEND:**
- ⊙ Storm Manhole
 - ⊙ Storm Catch Basin/Inlet
 - B-Box
 - ⊙ Light Pole W/Arm
 - OH — Utility Pole W/Overhead Wire
 - ⊙ Anchor for Power Pole
 - ⊙ Traffic Sign
 - ⊙ Electric Vault
 - ⊙ Gas Valve
 - ⊙ Cleanout
 - ⊙ Tree W/Trunk Diameter
 - Depressed Curb
 - (M) Measured
 - (R) Record
 - ADA ADA Tactile Dome



TAX PERMANENT INDEX NUMBER:
 10-13-220-031-0000
 10-13-220-032-0000
 10-13-220-035-0000
 10-13-220-040-0000
 10-13-220-041-0000

TOTAL AREA OF TRACT SURVEYED:
 29,145 SQ. FT. OR 0.6691 ACRES

BASIS OF BEARINGS:
 THE BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED DATUM AND DO NOT REFLECT ANY RECORD DRAWINGS.

COMPARE LEGAL DESCRIPTION AND MONUMENTS WITH THIS PLAT AND REPORT ANY DISCREPANCIES YOU MAY FIND TO THIS SURVEYOR AT ONCE.

BUILDING DIMENSIONS AND TIES ARE TO CORNERS OF BRICK UNLESS OTHERWISE NOTED.

NO DIMENSIONS TO BE ASSUMED FROM SCALING.

NO TITLE COMMITMENT PROVIDED TO THIS SURVEYOR TO AID IN THE PREPARATION OF THIS SURVEY. REFER TO TITLE POLICY FOR ITEMS OF RECORD, IF ANY, NOT SHOWN HEREON.

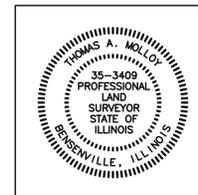
STATE OF ILLINOIS }
 COUNTY OF DUPAGE }

I, THOMAS A. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE UNDER MY DIRECTION OF THE PROPERTY LEGALLY DESCRIBED HEREON AND THAT THE PLAT HERON DRAWN IS A REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE OF LAST FIELD WORK: JULY 1, 2022.

SIGNED AT BENSENVILLE, ILLINOIS THIS 8TH DAY OF JULY, A.D. 2022

EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD.
 AN ILLINOIS PROFESSIONAL DESIGN FIRM — LICENSE NO. 184-004840



THOMAS A. MOLLOY
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3409
 VALID ONLY WITH EMBOSSED SEAL (EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)

| | | |
|---|-----------|-----------------|
| DRAFTED BY: BJE | | |
| PAGE: 1 OF 1 | | |
| ORDER NO.: 220075 | | |
| FILE: 13-41-13 | | |
| PROJECT NO.: 2185TAM | | |
| JULY 8, 2022 | 220075 | BOUNDARY SURVEY |
| REVISION DATE | ORDER NO. | REVISION |
| CLIENT: HOUSING DEVELOPMENT CORPORATION | | |

Project Site Plan

Plan or Graphic Drawings of Proposal

MT. PISGAH

EVANSTON, IL

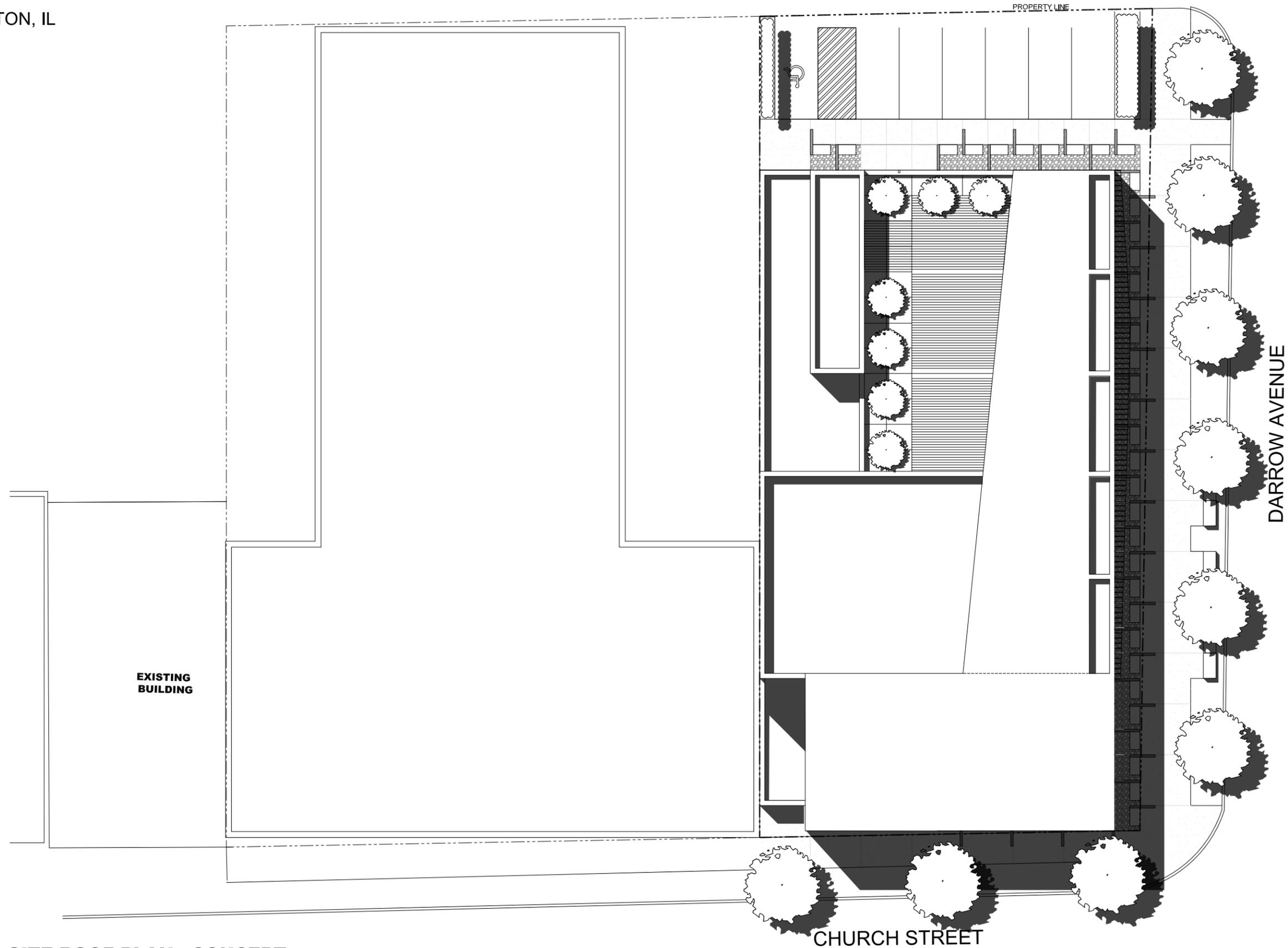
SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

arch@suzukikidd.com | 224.245.8142
suzukikidd.com

Professional Design Firm # 184.008075-0001001

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EXISTING
BUILDING

PROPERTY LINE

DARROW AVENUE

CHURCH STREET

A1

SITE ROOF PLAN - CONCEPT

SCALE: 1:20

Project Number: 19001
Issue Date: 01.24.2022



SD102

MT. PISGAH

EVANSTON, IL

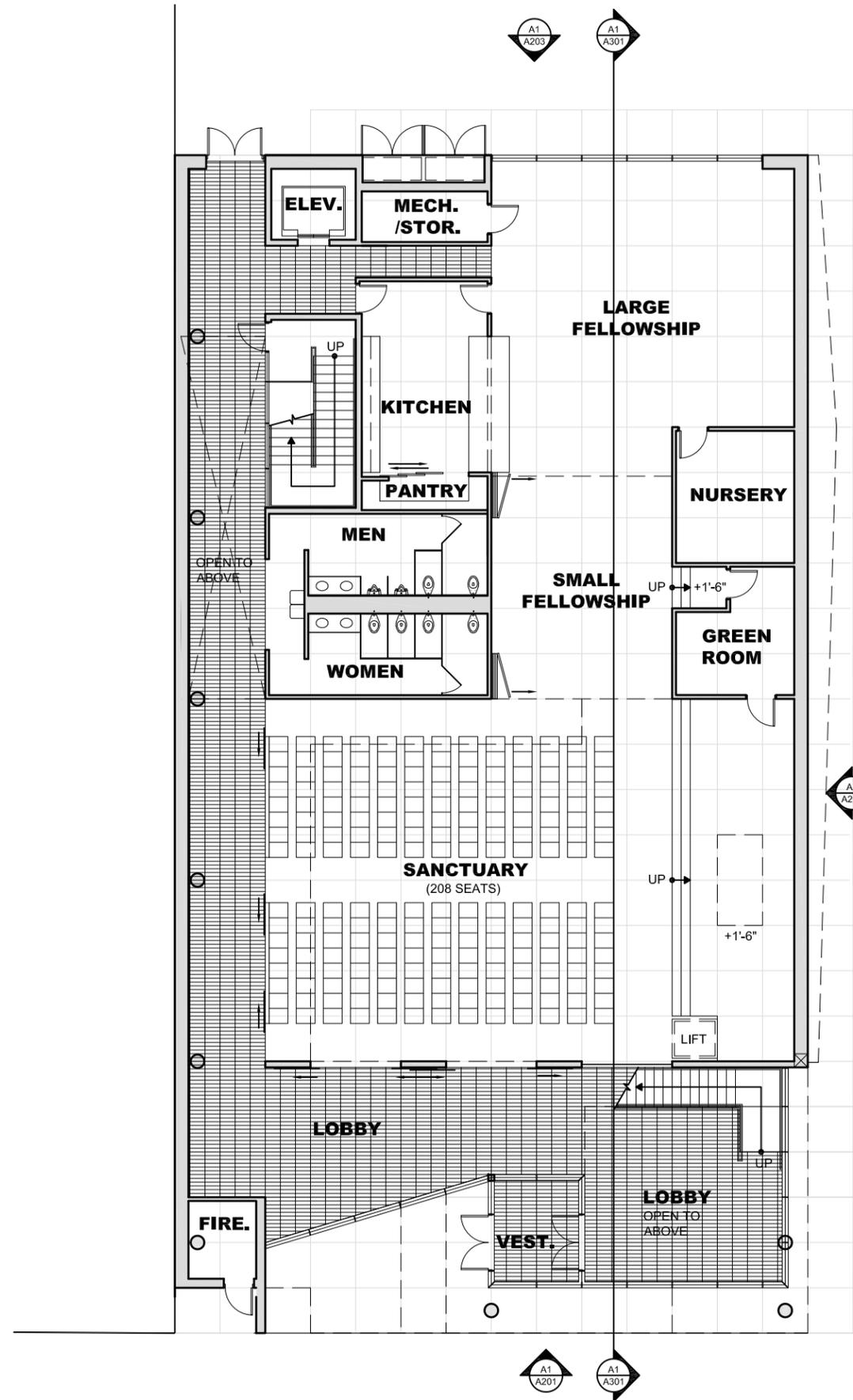
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A1

FIRST FLOOR PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A101

MT. PISGAH

EVANSTON, IL

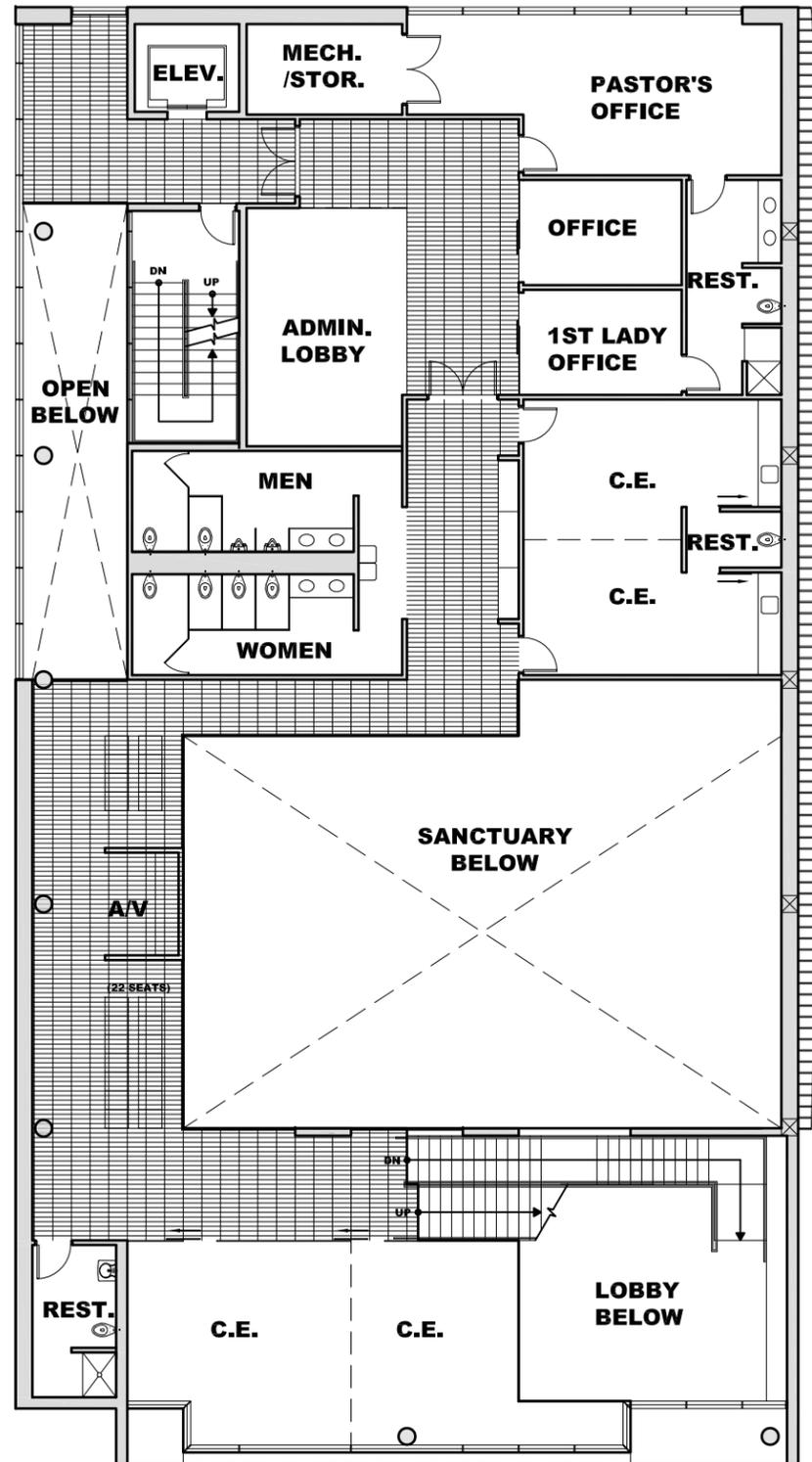
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A1

SECOND FLOOR PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A102

MT. PISGAH

EVANSTON, IL

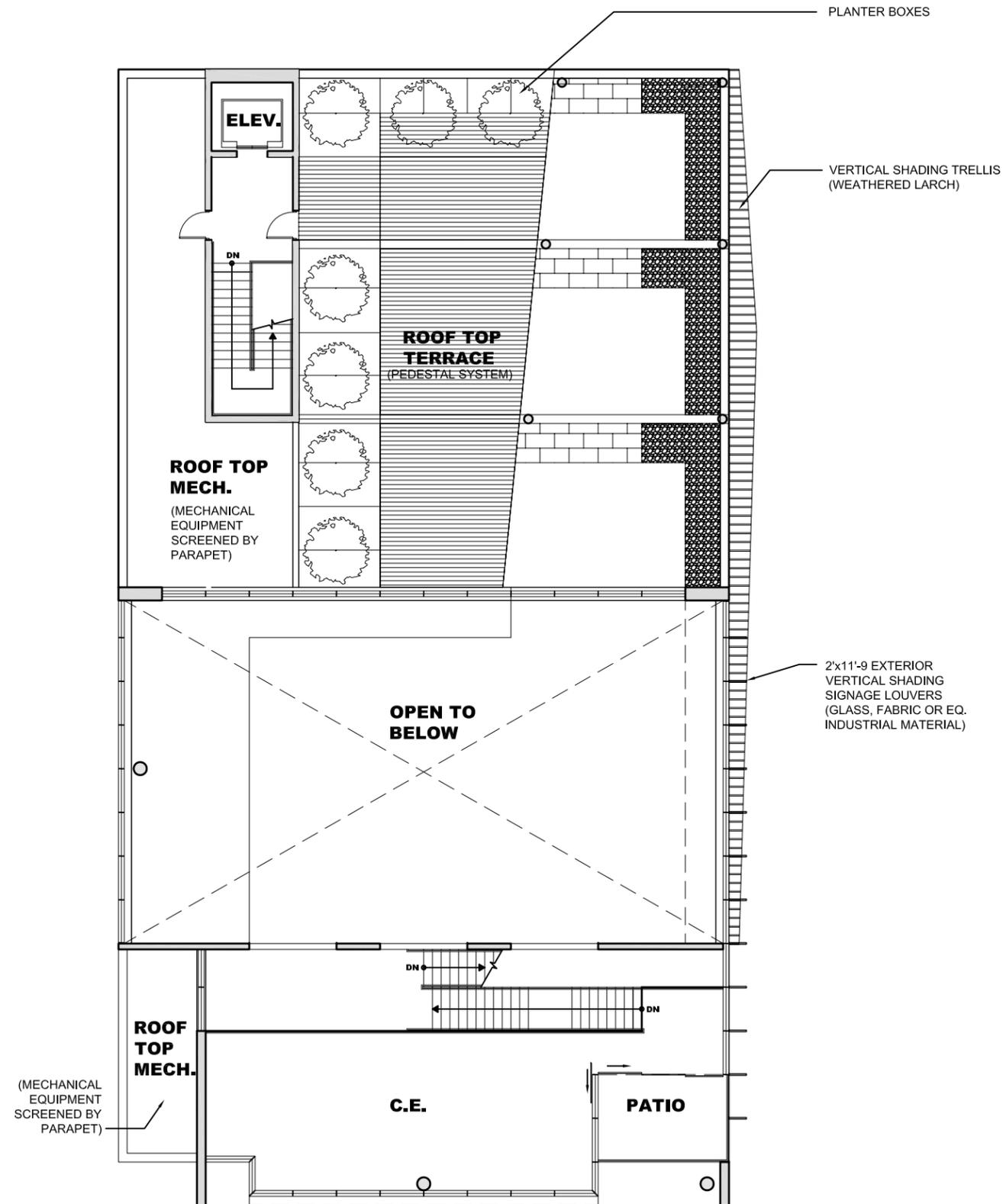
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A1

MEZZANINE - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A103

MT. PISGAH

EVANSTON, IL

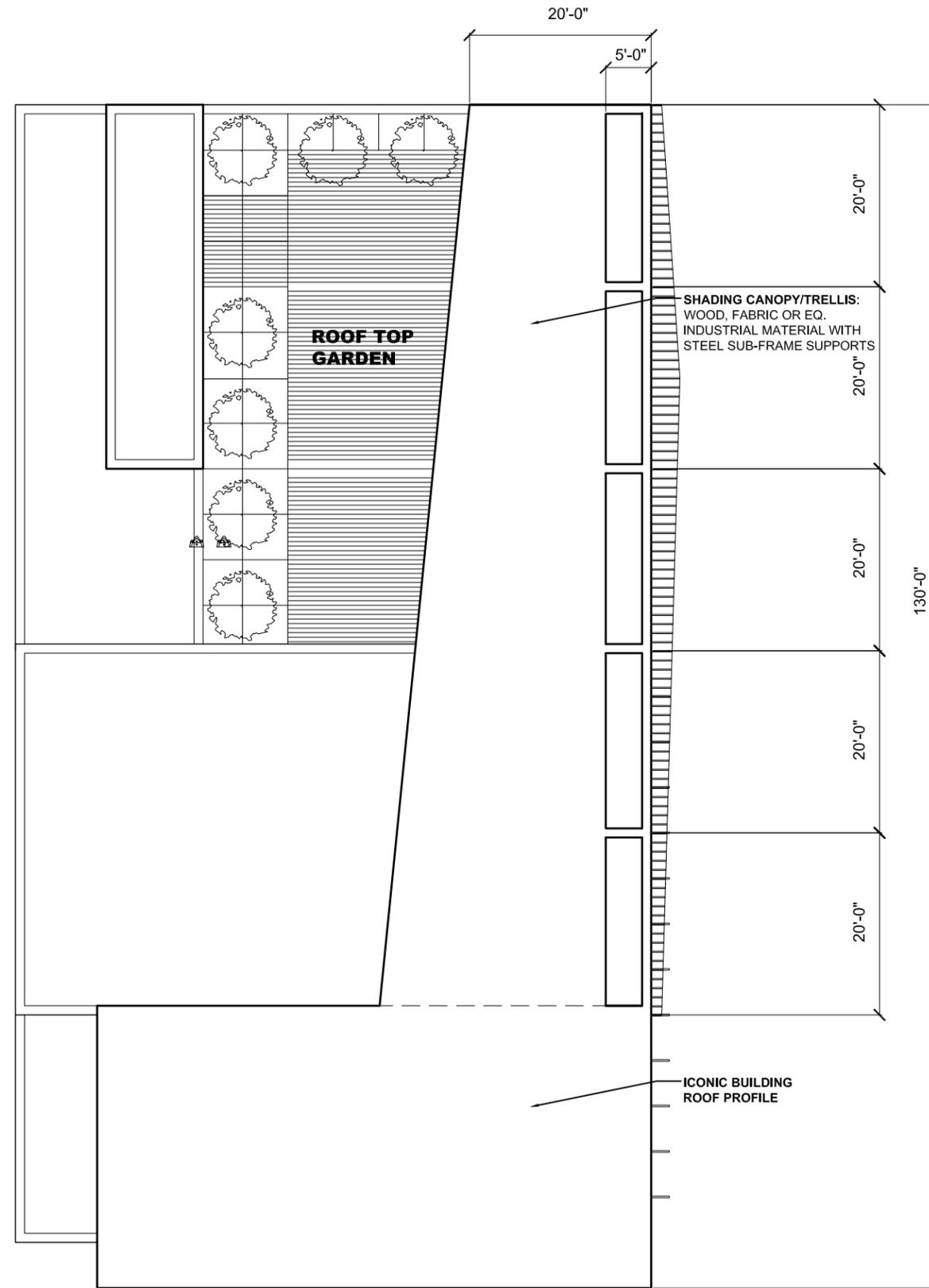
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A1

ROOF PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A104

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

arch@suzukikidd.com

224.245.8142

suzukikidd.com

Professional Design Firm # 184,008075-0001001

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EXTERIOR SURFACE: MTL.
PANEL / FIBER CEMENT/
G.F.R.C. CLADDING OR EQ.

INTERIOR SURFACE: WOOD
SIDING OR EQ.

PREFAB CONC PANEL OR
G.F.R.C. EQ.

PREFAB METAL/PVC OR
G.F.R.C. SCREEN

GLAZING SYSTEM

T/PARAPET
144'-0"

VERTICAL TRANSLUCENT
GLASS SHADING DEVICE

BALCONY PATIO

MEZZANINE
127'-0"

SECOND FLOOR
115'-0"

INTERIOR SURFACE: WOOD
SIDING OR EQ.

FIRST FLOOR
100'-0"

A1

SOUTH ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001

Issue Date: 07.12.2022

A201

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

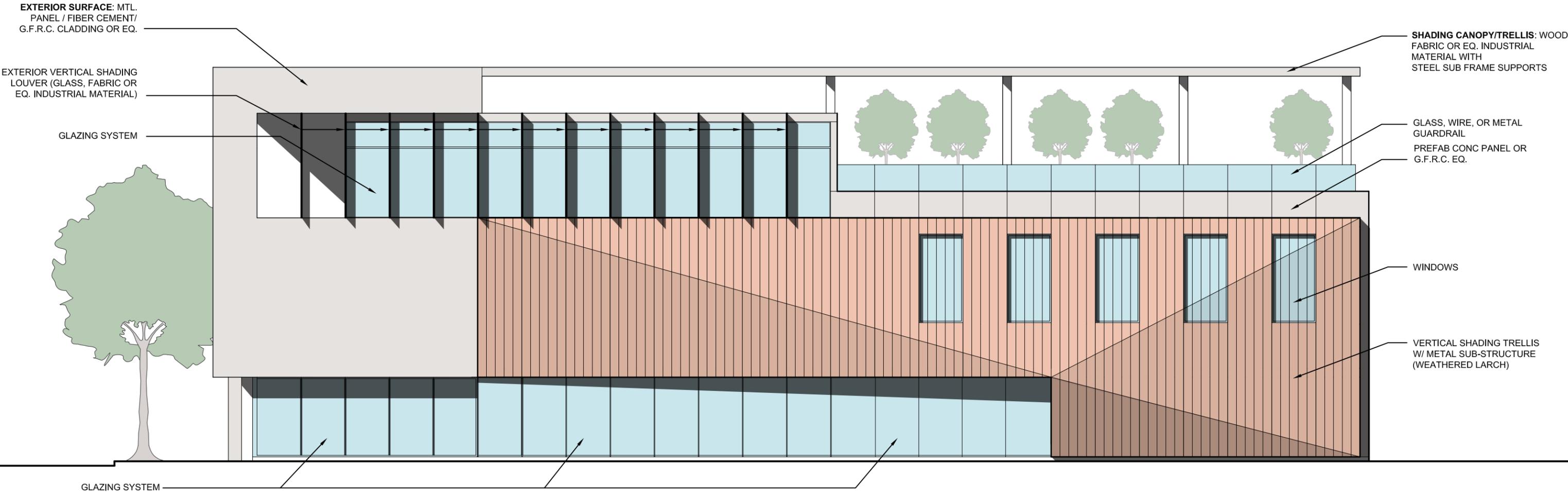
arch@suzukikidd.com

224.245.8142

suzukikidd.com

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A1

EAST ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 01.24.2022

A202

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

arch@suzukikidd.com

224.245.8142

suzukikidd.com

Professional Design Firm # 184.008075-0001001

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A1

NORTH ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001

Issue Date: 07.12.2022

A203

MT. PISGAH

EVANSTON, IL

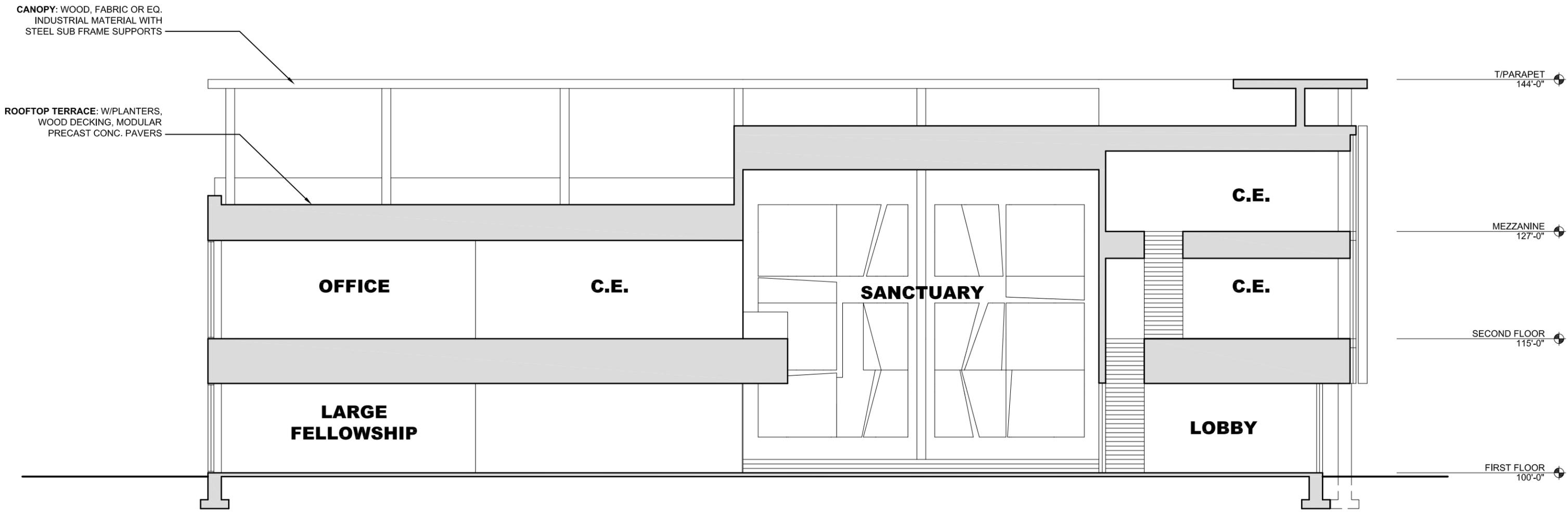
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arch@suzukikidd.com | 224.245.8142
suzukikidd.com

Professional Design Firm # 184.008075-0001001

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A1

BUILDING SECTION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 01.24.2022

A301

Non-Compliant Zoning Analysis

Zoning Analysis Summary

1801-1805 Church St. &
1708-1710 Darrow Ave.
Revisions 04.22.2022

Case Number:

Case Status/Determination:

22ZONA-0018

Noncompliant 05.25.2022

Proposal:

Construct new 3-story religious institution for Mt. Pisgah with leased off-site parking.

Zoning Section:

Comments:

| | |
|---|---|
| Review by DAPR & LUC for public comment | Though not a Planned Development per 6-15-15-II-A-1 of the Zoning Ordinance and West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required. |
| Subdivision | As proposed, a new property line is established to make the interior lot larger and corner lot smaller. Both new lot sizes comply with zoning. |
| 6-15-15-XVII-B.6 | Special Use required for a use +10,000 sq ft but less than 40,000 sq ft. Propose approximately 15,000 sq ft Religious Institution. |
| 6-15-15-XVII-A.2 | Front yard build-to-zone of 5-25' required. Compliant for first floor but noncompliant for floors above at 0'. Variation required. |
| 6-15-15-XVII-A.6 | 5' west interior side yard setback required. 0' proposed. Variation required. |
| 6-15-15-XVII-A.8 | Maximum impervious surface coverage allowed is 60% + 20% additional semi-pervious allowed. Propose 86.0% impervious surface coverage. (Use of permeable pavers count as 75% impervious per zoning regulations). Variation required. |
| 6-15-15-XVII-B.1 | Maximum building height of 2 stories and 30' is allowed. Propose 3 stories (mezzanine is a story) and 44' height. Variation required. |
| 6-15-15-XVII-C.5 & 6-15-15-XVII-C.6 | Building Materials: "Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over three inches in height, and EIFS are not permitted." State how materials meet this requirement, or variation required. |
| 6-15-15-V-C.4 | Stoop base type required (rather than storefront base type) with entry a minimum of 3' deep and 4' wide. Variation required for stoop base type. |
| 6-15-15-XVIII-B.5 | 3-4' tall metal fence required around parking area. Variation required. |
| 6-15-15-VI-A.3 | Building cap: most similar to parapet cap style, which does not allow for occupied space behind the cap of the parapet. Variation required. |
| 6-4-1-9-B-1 | Exterior fins on south and east facades (front yard and street side yard) are considered Yard Obstructions, and may extend into a required setback by 10%. South and east facades have 5' required setbacks, so Yard Obstructions may extend 6" into the setback. Variation required. |

6-16-5-Table 16-E One short loading berth required. Proposed shared loading berth on the street (Church St.) for use by Mt. Pisgah and HODC. On-street loading requires approval by the Public Works Agency and does not count as an on-site loading berth per the Zoning Ordinance. Variation required.

Comments:

- Shared parking for a minimum of 14 spaces at ETHS lot complies with zoning since the lot is approximately 550' from the church site and ETHS does not operate its principal use on Sundays. Total parking includes 7 on-site spaces for 21 total spaces required. Obtain written approval for shared parking with the property owner to confirm compliance with zoning.
- Shading canopy/trellis – is compliant if it is not a solid, hard (wood or metal) roof. If it is a solid, hard roof then it triggers a height variation along with the mezzanine third story that triggers a height variation. Please confirm.

Proof of Ownership

4-O-21

AN ORDINANCE

**Authorizing the City Manager to Negotiate the Sale
Of City-Owned Real Property at
1805 Church Street, 1708 Darrow Avenue, and 1710 Darrow Avenue,
Evanston, Illinois**

**NOW BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF
EVANSTON, COOK COUNTY, ILLINOIS, THAT:**

SECTION 1: The City Manager is hereby authorized and directed to negotiate the sale of City-owned real property legally described in Exhibit A attached hereto and incorporated herein by reference.

SECTION 2: The real estate subject to the sale is located at 1805 Church Street, 1708 Darrow Avenue, and 1710 Darrow Avenue, Evanston, Illinois 60201 (the "Subject Property").

SECTION 3: Pursuant to Subsection 1-17-4-2(B) of the Evanston City Code of 2012, as amended (the "City Code"), an affirmative vote of two-thirds ($\frac{2}{3}$) of the elected Aldermen is required to accept the recommendation of the City Manager on the negotiation authorized herein. The City reserves the right to reject any and all negotiations.

SECTION 4: Pursuant to City Code Subsection 1-17-4-2(B)(3), Notice of Intent to Sell Certain Real Estate by Negotiation was published in the *Evanston Review*, a newspaper in general circulation in the City on January 14, 2021, as shown in Exhibit B, attached hereto and incorporated herein by reference. Said publication was

neither less than fifteen (15) nor more than thirty (30) days before the date on which the City Council considered adoption of this ordinance authorizing the City Manager to negotiate the sale of the Subject Property.

SECTION 5: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 6: This ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

SECTION 7: If any provision of this Ordinance or application thereof to any person or circumstance is held unconstitutional or otherwise invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid application or provision, and each invalid application of this Ordinance is severable.

SECTION 8: The findings and recitals contained herein are declared to be prima facie evidence of the law of the City and shall be received in evidence as provided by the Illinois Compiled Statutes and the courts of the State of Illinois.

Introduced: _____, 2021

Approved:

Adopted: _____, 2021

_____, 2021

Stephen H. Hagerty, Mayor

Attest:

Approved as to form:

Devon Reid, City Clerk

Kelley A. Gandurski, Corporation Counsel



MAJOR VARIATION APPLICATION

CASE #: 22ZONA-0018

zoning office use only

1. PROPERTY

Address 1801-1805 Church St. & 1708-1710 Darrow Ave.

Permanent Identification Number(s):

PIN 1: 10-13-220-035-0000 PIN 2: 10-13-220-041-0000

(Note: An accurate plat of survey for all properties that are subject to this application must be submitted with the application. 10-13-220-040-0000)

2. APPLICANT

Name: Pastor Clifford Wilson

Organization: Mt. Pisgah Ministry, Inc.

Address: 1813 Church Street

City, State, Zip: Evanston IL 60201

Phone: Work: 847-328-6808 Home: Cell/Other: 847-875-3224

Fax: Work: Home:

E-mail: cwilson@mtpisgahministry.org

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- same
- architect
- officer of board of directors
- builder/contractor
- attorney
- other: donee
- contract purchaser
- lessee
- potential lessee
- real estate agent

3. PROPERTY OWNER (Required if different than applicant. All property owners must be listed and must sign below.)

Name(s) or Organization: City of Evanston

Address: 2100 Ridge Rd

City, State, Zip: Evanston IL 60201

Phone: Work: 847-488-8411 Home: Cell/Other:

Fax: Work: Home:

E-mail:

Please circle the primary means of contact.

"By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing."

Property Owner(s) Signature(s) -- REQUIRED

Date

4. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

Applicant Signature -- REQUIRED

7/14/2022

Date

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- | | | |
|-------------------------------------|--|---|
| <input checked="" type="checkbox"/> | (This) Completed and Signed Application Form | |
| <input checked="" type="checkbox"/> | Plat of Survey | Date of Survey: <u>7/8/2022</u> |
| <input checked="" type="checkbox"/> | Project Site Plan | Date of Drawings: <u>1/22/2022</u> |
| <input checked="" type="checkbox"/> | Plan or Graphic Drawings of Proposal (If needed, see notes) | |
| <input checked="" type="checkbox"/> | Non-Compliant Zoning Analysis | |
| <input checked="" type="checkbox"/> | Proof of Ownership | Document Submitted: <u>Ordinance</u> |
| <input checked="" type="checkbox"/> | Application Fee (see zoning fees) | Amount \$ _____ plus Deposit Fee <u>\$150</u> |

Note: Incomplete applications will not be accepted. Although some of these materials may be on file with another City application, individual City applications must be complete with their own required documents.

Plat of Survey

(1) One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

Site Plan

(1) One copy of site plan, drawn to scale, showing all dimensions.

Plan or Graphic Drawings of Proposal

A Major Variance application requires graphic representations for any elevated proposal-- garages, home additions, roofed porches, etc. Applications for a/c units, driveways, concrete walks do not need graphic drawings; their proposed locations on the submitted site plan will suffice.

Proof of Ownership

Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).

- **Tax bill will not be accepted as Proof of Ownership.**

Non-Compliant Zoning Analysis

This document informed you that the proposed project is non-compliant with the Zoning Code and is eligible to apply for a major variance.

Application Fee

*** IMPORTANT NOTE: Except for owner-occupied residents in districts R1, R2 & R3, a separate application fee will be assessed for each variation requested.**

The fee application fee depends on your zoning district (see zoning fees). Acceptable forms of payment are: Cash, Check, or Credit Card.

6. PROPOSED PROJECT

A. Briefly describe the proposed project:

Construct new 3-story religious institution for Mt. Pisgah with leased off-site parking on the vacant lot.

B. Have you applied for a Building Permit for this project? NO YES

(Date Applied: _____ Building Permit Application #: _____)

REQUESTED VARIATIONS

What specific variations are you requesting? For each variation, indicate (A) the specific section of the Zoning Ordinance that identifies the requirement, (B) the requirement (minimum or maximum) from which you seek relief, and (C) the amount of the exception to this requirement you request the City to grant. (See the Zoning Analysis Summary Sheet for your project's information)

| (A) Section (ex. "6-8-3-4") | (B) Requirement to be Varied (ex. "requires a minimum front yard setback of 27 feet") | (C) Requested Variation (ex. "a front yard setback of 25.25 feet") |
|--------------------------------|--|---|
| 1 | | |
| _____ | See attached Exhibit A _____ _____ _____ | _____ _____ _____ |

* For multiple variations, see "IMPORTANT NOTE" under "Application Fee & Transcript Deposit" on Page 2.

| | | |
|----------|-------------------------|-------------------------|
| 2 | | |
| _____ | _____ _____ _____ | _____ _____ _____ |
| 3 | | |
| _____ | _____ _____ _____ | _____ _____ _____ |

B. A variation's purpose is to provide relief from specified provisions of the zoning ordinance that may unduly impact property due to the property's particular peculiarity and special characteristics. What characteristics of your property prevent compliance with the Zoning Ordinance requirements?

The property consists of vacant lots on a developed block. Compliance with all ordinance requirements would not allow the new building to fit into the neighborhood or provide amenities necessary to create an iconic church structure.

1. The requested variation will not have a substantial adverse impact on the use, enjoyment, or property values of adjoining (touching or joining at any point, line, or boundary) properties.

The requested variances will not have a substantial adverse impact on the use, enjoyment or property values of any adjoining properties because the new use will be a church which will create a positive environment and serve the community. Variances such as setback relief is consistent with existing buildings, height relief will not block air and light from adjoining properties, and increased impervious surface coverage will still control storm water. The variance requests are minor compared to other developments and yet will improve a long-vacant lot. The new building will otherwise be constructed in accordance with applicable City ordinances.

2. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.

It would not be feasible to build the new structure if the existing regulations were strictly followed. The church would not be able to function and serve its community if the building were to be constructed in strict conformance with Zoning Ordinance requirements since there would not be adequate space for a sanctuary and other related church offices. There would also not be sufficient space for large gatherings such as weddings, funerals or community events.

3. Either...

- (a) the purpose of the variation is not based exclusively upon a desire to extract income from the property, or
- (b) while the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Zoning Board of Appeals or the City Council, depending upon final jurisdiction under §6-3-8-2, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to any of the standards of §6-3-6-3.

The purpose of the variation is not based exclusively upon a desire to extract income from the property since the project is a new church owned by a nonprofit. The new church building will create benefits to the community that will be realized if the variations are granted and the new church building is constructed such as more meeting space, administrative offices, ADA-compliant bathrooms, more parking, increased capacity to serve the community, and better security.

4. The alleged difficulty or hardship has not been self-created, if so, please explain.

Mt Pisgah has served the local community for over 40 years and building a new church on the vacant lot will enhance the overall community as well as this block. The hardship is created by the limitations of the parcel itself. The new Mt. Pisgah church is located in a built-out community and part of a larger redevelopment effort to improve the neighborhood.

5. Have other alternatives been considered, and if so, why would they not work?

The design team has considered many alternatives and the variances requested create the best possible project for the area.



City of Evanston DISCLOSURE STATEMENT FOR ZONING HEARINGS

(This form is required for all Major Variances and Special Use Applications)

The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or special uses, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made:
Does not apply. N/A

2. *If a person or organization owns or controls the proposed land user*, list the name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number _____ above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.) N/A

3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number _____ above, or indicated below. N/A

4. List the name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number _____ above, or indicated below.
N/A

If Applicant or Proposed Land User is a Corporation

N/A

Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.

- a. Names and addresses of all officers and directors.

See attached the board of directors.

- b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.

Applicant is a charitable nonprofit organization and has no shareholders.

If Applicant or Proposed Land User is not a Corporation

Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

Applicant is a charitable organization.



Mt. Pisgah Ministry, Inc.

Clifford J. Wilson, Pastor

A Local Church
Ministering
Globally

Mailing Address
P.O. Box 5202
Evanston, IL 60204

1813 Church Street
Evanston, IL 60201
Phone 847-328-6808 Fax 847-328-0223

BOARD OF DIRECTORS

Pastor Clifford J Wilson - President
2301 Greenwood St, Evanston IL 60201

Assoc. Pastor Sherron Wilson - Secretary
2301 Greenwood St, Evanston IL 60201

Assoc. Pastor Bernice G Davis - Treasurer
4929 W Washington Blvd, Chicago IL 60604

Aux. Pastor Eric Blakely
16550 Lockridge Ave, Oak Forest IL 60452

Derrick Boney
2207 Foster St, Evanston IL 60201

Gerold Wilson
1521 N. McAree Rd, Waukegan IL 60085

Cherylette Hilton
1121 Church St, Apt 501, Evanston IL 60201

Plat of Survey

EDWARD J. MOLLOY & ASSOCIATES

A DIVISION OF THOMAS A. MOLLOY, LTD. — PROFESSIONAL LAND SURVEYING
 1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2600 Fax (630) 595-4700
 e-mail: tmolloy@ejmolloy.com

PLAT OF SURVEY

OF

PARCEL 1: THE NORTH 26.60 FEET OF LOTS 9 AND 10 IN BLOCK 3 IN MERRILL LADD'S 2ND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

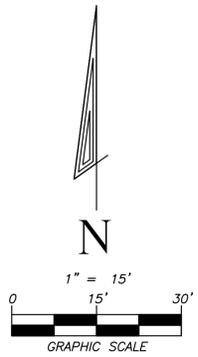
PARCEL 2: THE SOUTH 27.4 FEET OF THE NORTH 28 FEET OF THE SOUTH 134 FEET OF LOTS 9 AND 10 (EXCEPT THE WEST 13 FEET OF THE NORTH 15 FEET OF THE SOUTH 121 FEET) OF SAID LOT 10 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3: THE SOUTH 106.00 FEET OF LOTS 9 AND 10 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

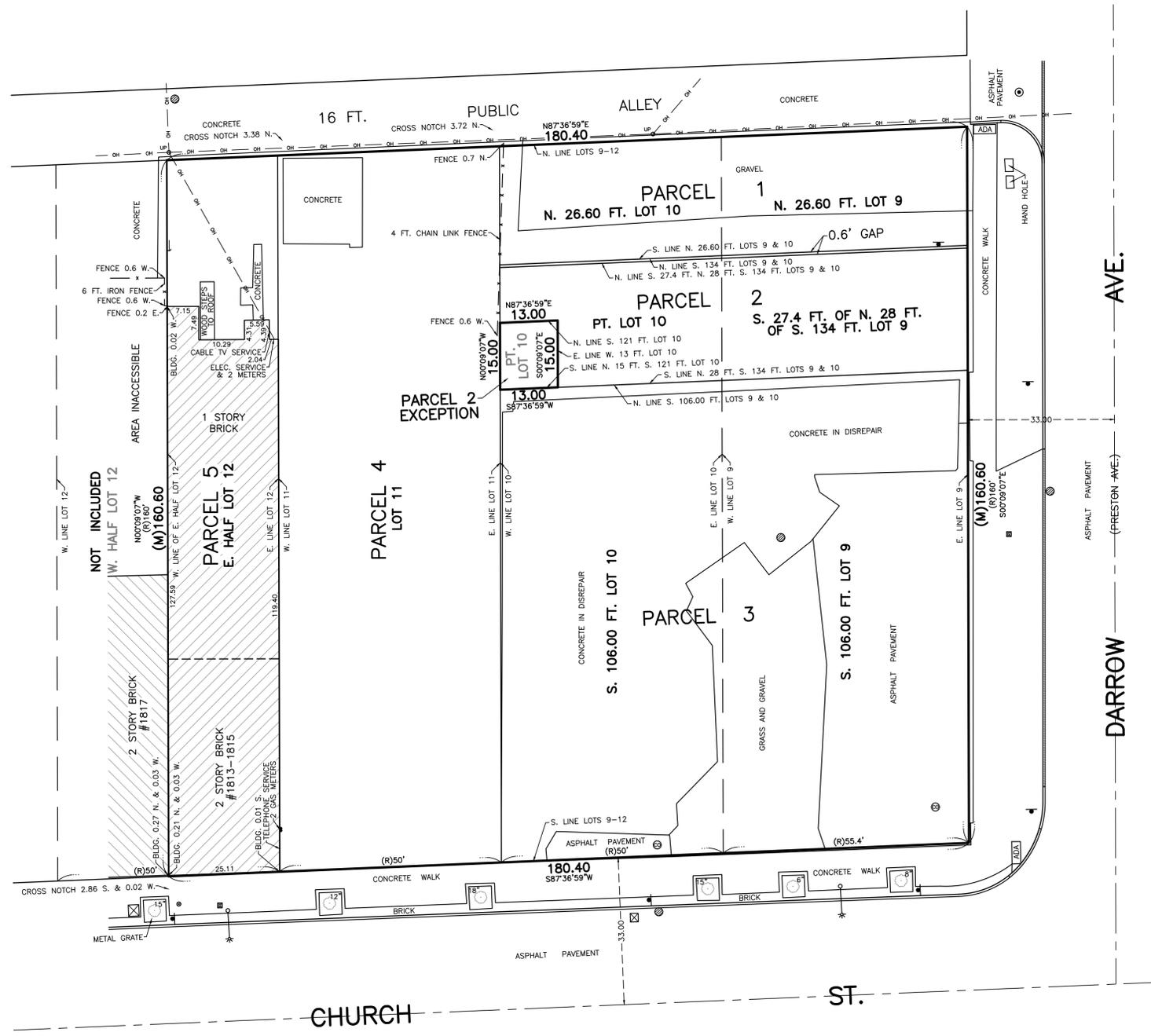
PARCEL 4: LOT 11 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5: THE EAST HALF OF LOT 12, BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1805-1815 CHURCH STREET AND 1708-1710 DARROW AVENUE, EVANSTON, ILLINOIS



- LEGEND:**
- ⊙ Storm Manhole
 - ⊙ Storm Catch Basin/Inlet
 - B-Box
 - ⊙ Light Pole W/Arm
 - OH — Utility Pole W/Overhead Wire
 - ⊙ Anchor for Power Pole
 - ⊙ Traffic Sign
 - ⊙ Electric Vault
 - ⊙ Gas Valve
 - ⊙ Cleanout
 - ⊙ Tree W/Trunk Diameter
 - Depressed Curb
 - (M) Measured
 - (R) Record
 - ADA ADA Tactile Dome



TAX PERMANENT INDEX NUMBER:
 10-13-220-031-0000
 10-13-220-032-0000
 10-13-220-035-0000
 10-13-220-040-0000
 10-13-220-041-0000

TOTAL AREA OF TRACT SURVEYED:
 29,149 SQ. FT. OR 0.6691 ACRES

BASIS OF BEARINGS:
 THE BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED DATUM AND DO NOT REFLECT ANY RECORD DRAWINGS.

COMPARE LEGAL DESCRIPTION AND MONUMENTS WITH THIS PLAT AND REPORT ANY DISCREPANCIES YOU MAY FIND TO THIS SURVEYOR AT ONCE.

BUILDING DIMENSIONS AND TIES ARE TO CORNERS OF BRICK UNLESS OTHERWISE NOTED.

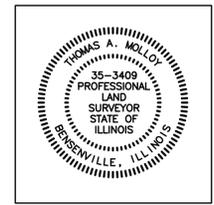
NO DIMENSIONS TO BE ASSUMED FROM SCALING.

NO TITLE COMMITMENT PROVIDED TO THIS SURVEYOR TO AID IN THE PREPARATION OF THIS SURVEY. REFER TO TITLE POLICY FOR ITEMS OF RECORD, IF ANY, NOT SHOWN HEREON.

STATE OF ILLINOIS }
 COUNTY OF DUPAGE }

I, THOMAS A. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE UNDER MY DIRECTION OF THE PROPERTY LEGALLY DESCRIBED HEREON AND THAT THE PLAT HERON DRAWN IS A REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE OF LAST FIELD WORK: JULY 1, 2022.
 SIGNED AT BENSENVILLE, ILLINOIS THIS 8TH DAY OF JULY, A.D. 2022
 EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD.
 AN ILLINOIS PROFESSIONAL DESIGN FIRM — LICENSE NO. 184-004840



THOMAS A. MOLLOY
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3409
 VALID ONLY WITH EMBOSSED SEAL (EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)

| | | |
|-----------------------------|-----------|-----------------|
| DRAFTED BY: BJE | | |
| PAGE: 1 OF 1 | | |
| ORDER NO.: 220075 | | |
| FILE: 13-41-13 | | |
| PROJECT NO.: 2185TAM | | |
| JULY 8, 2022 | 220075 | BOUNDARY SURVEY |
| REVISION DATE | ORDER NO. | REVISION |

CLIENT: HOUSING DEVELOPMENT CORPORATION

Project Site Plan

MT. PISGAH

EVANSTON, IL

DUMPSTER ENCLOSURE
BUXACEAE WINTERGREEN
BOXWOOD HEDGE

PERVIOUS PAVERS
BUXACEAE WINTERGREEN
BOXWOOD HEDGE

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS
arch@suzukikidd.com | 224.245.8142
suzukikidd.com

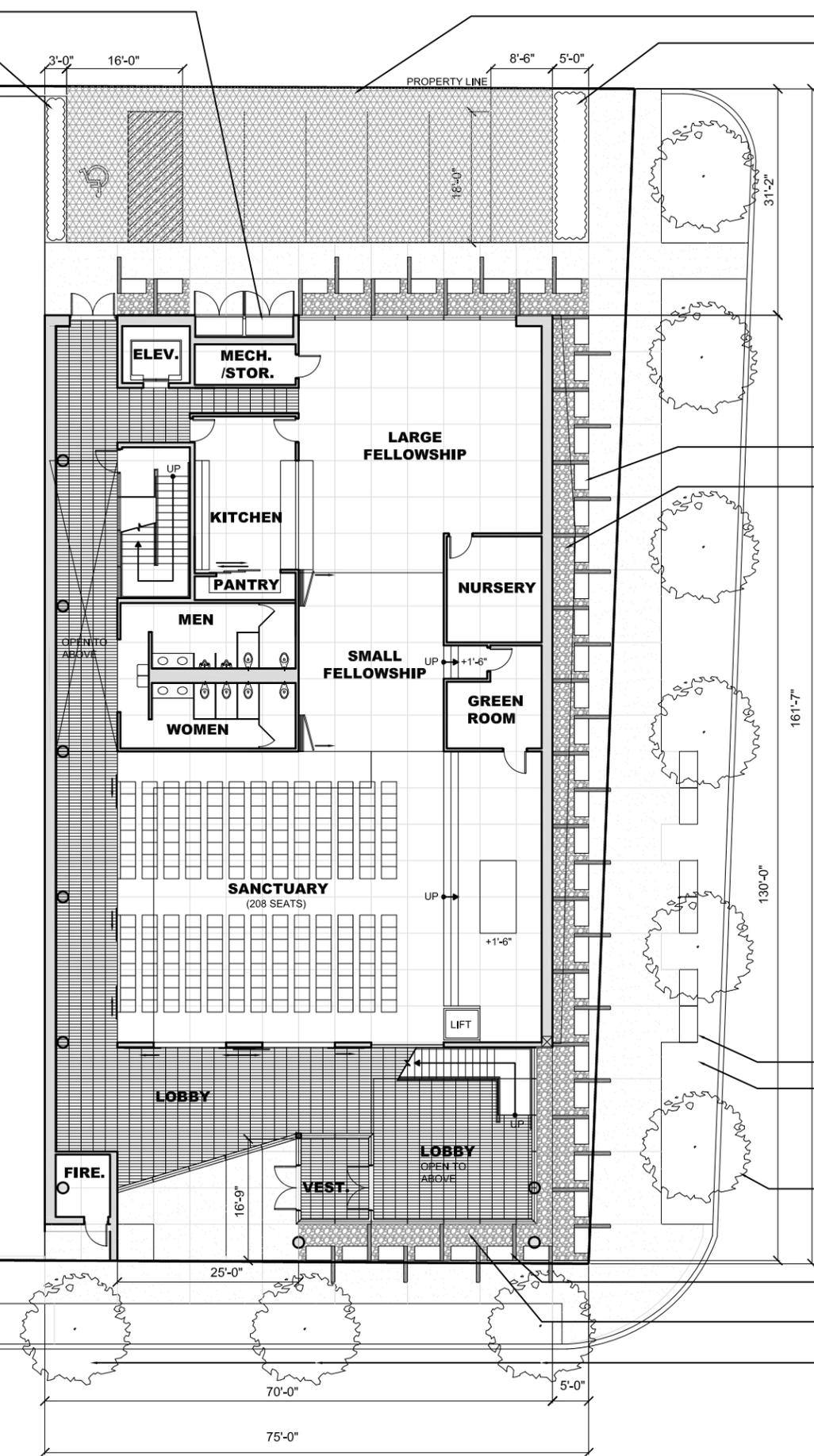
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EXISTING BUILDING

HODC
MIXED USE
BUILDING

CHURCH STREET

DARROW AVENUE



GROUND WORK/
MODULAR CONCRETE
PAVERS (TYP.)
PERMEABLE PEBBLE
STONE BORDER
AROUND THE BUILDING
PERIMETER (TYP.)

(3) 2'-6" x 10' STREETScape
BENCHES
GRASS GROUND COVER
(TYP.)

(6) ACER SACCHARUM

GROUND WORK/
MODULAR CONCRETE
PAVERS (TYP.)
PERMEABLE PEBBLE STONE
BORDER AROUND THE
BUILDING PERIMETER (TYP.)
(3) TILIA CORDATA
(LITTLELEAF LINDEN)

A1

SITE PLAN - CONCEPT
SCALE: 1:20



Project Number: 19001
Issue Date: 01.24.2022

SD101

Plan or Graphic Drawings of Proposal

MT. PISGAH

EVANSTON, IL

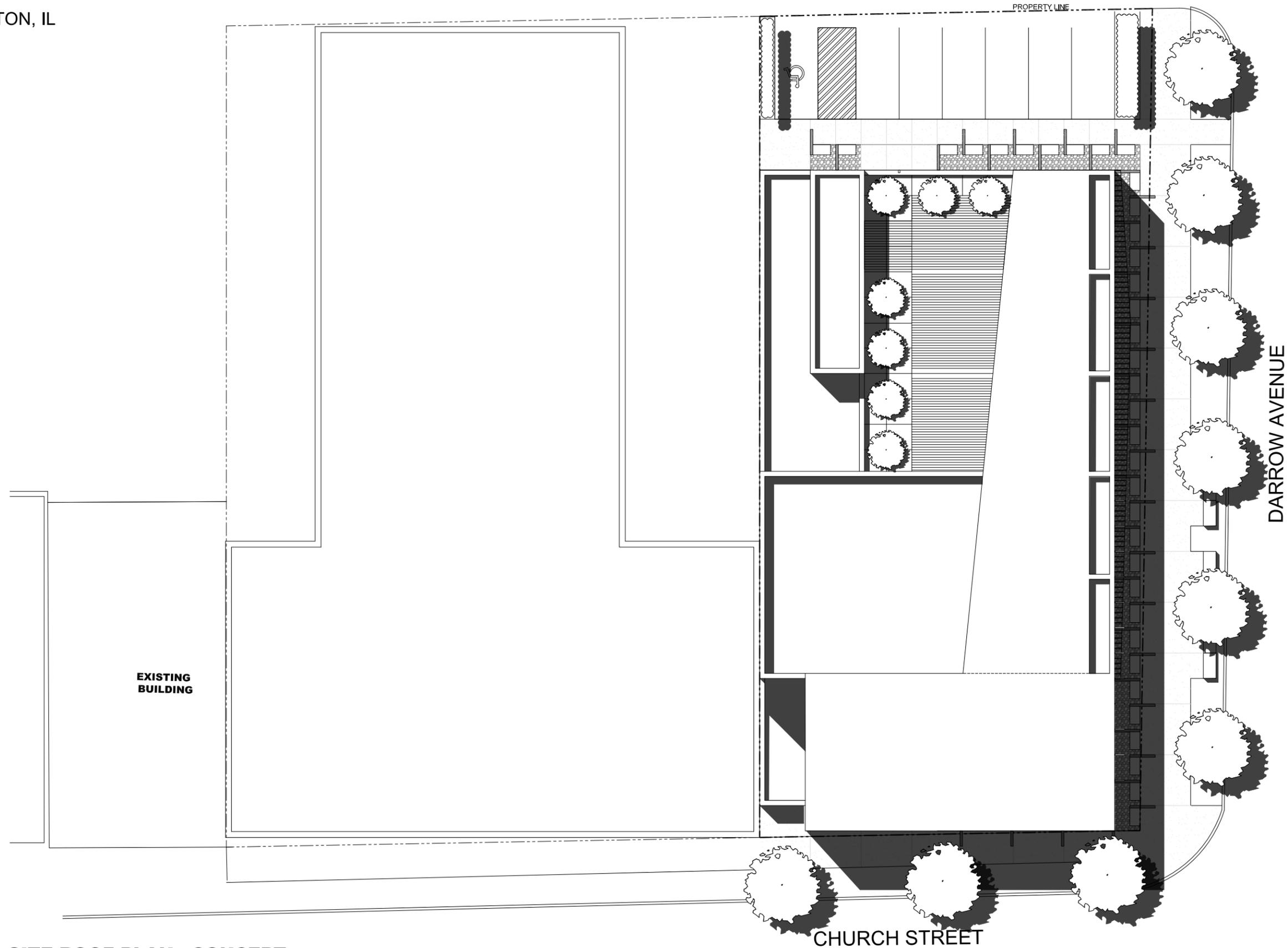
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EXISTING
BUILDING

DARROW AVENUE

CHURCH STREET

A1

SITE ROOF PLAN - CONCEPT

SCALE: 1:20



Project Number: 19001
Issue Date: 01.24.2022

SD102

MT. PISGAH

EVANSTON, IL

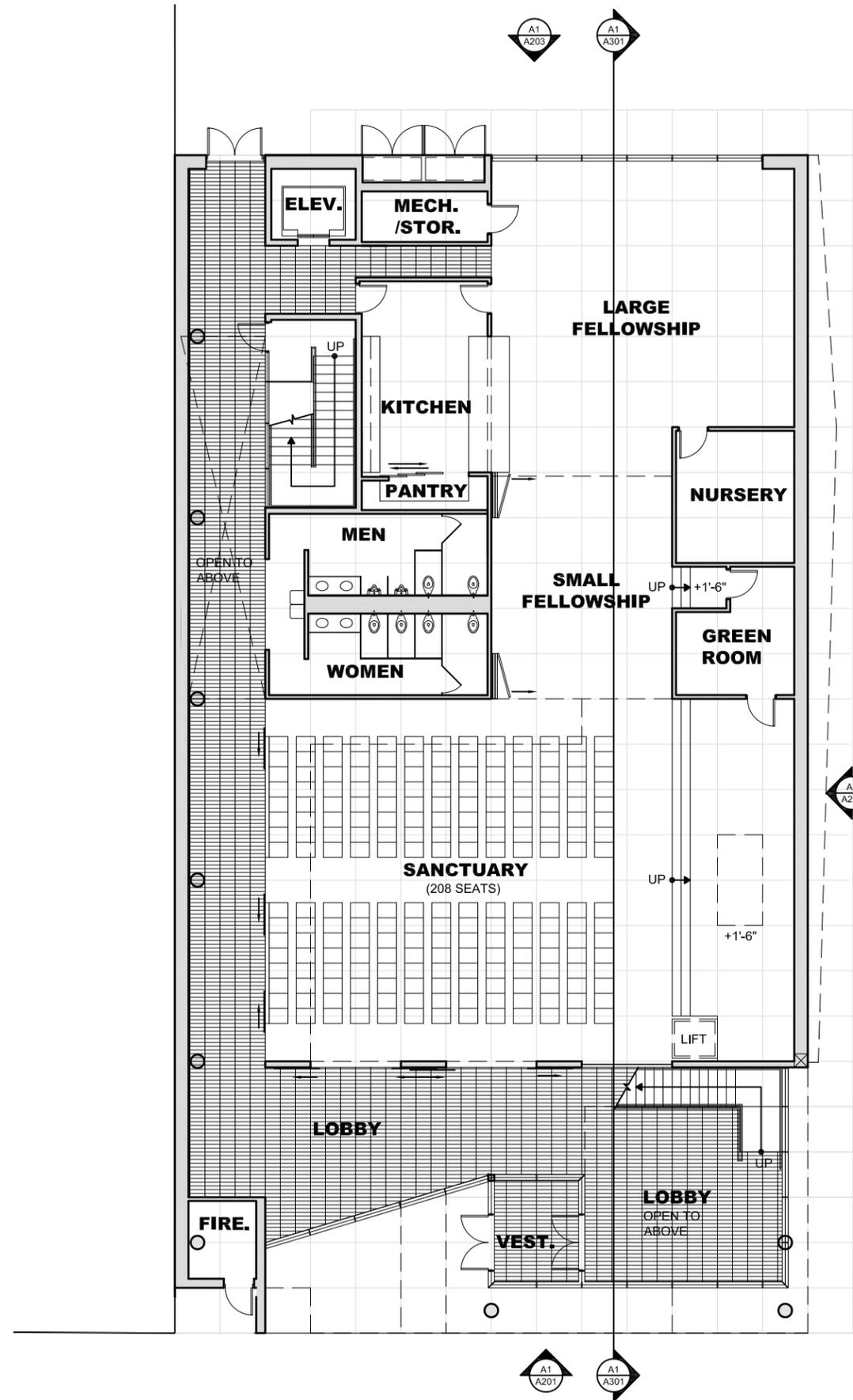
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A1

FIRST FLOOR PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A101

MT. PISGAH

EVANSTON, IL

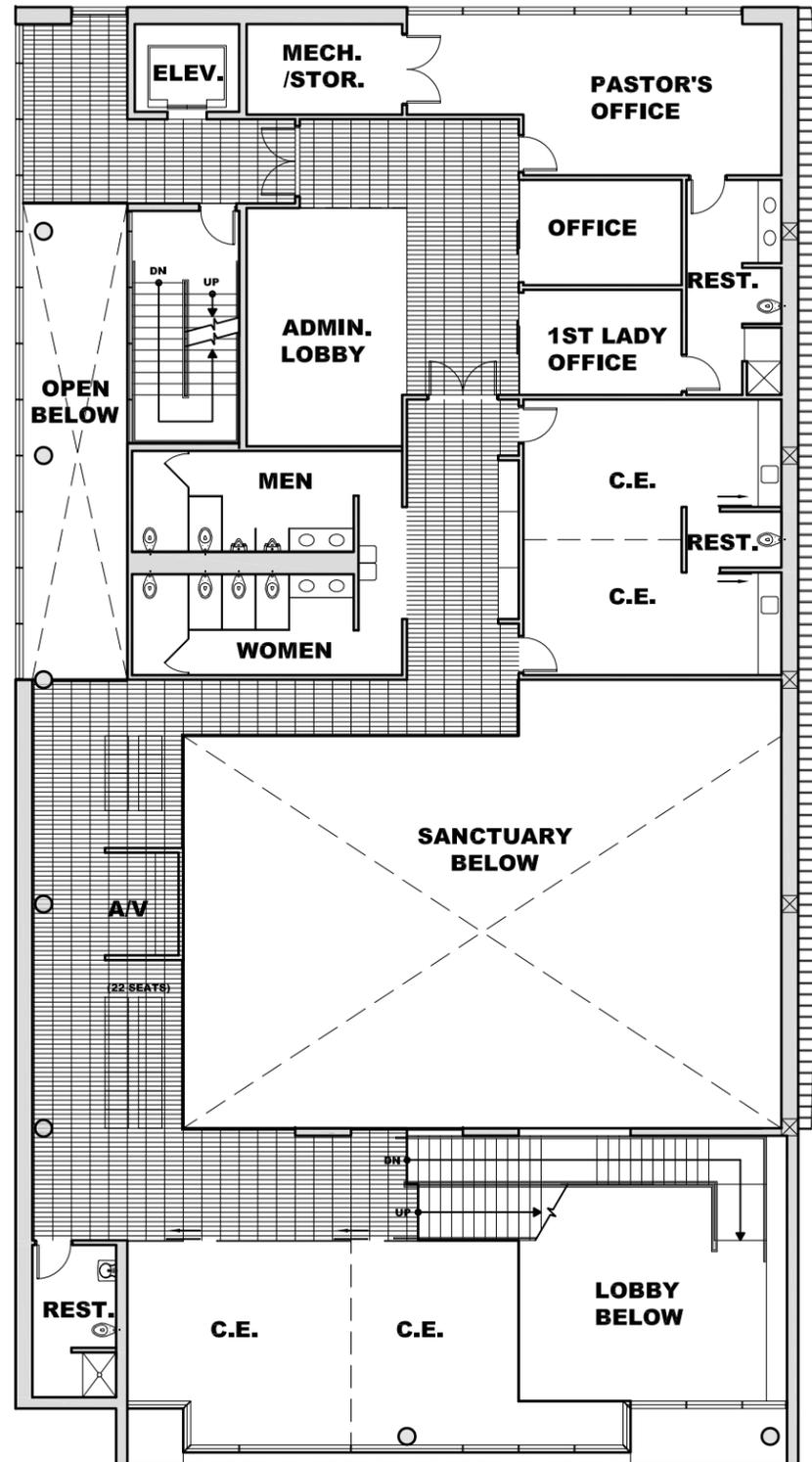
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A1

SECOND FLOOR PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A102

MT. PISGAH

EVANSTON, IL

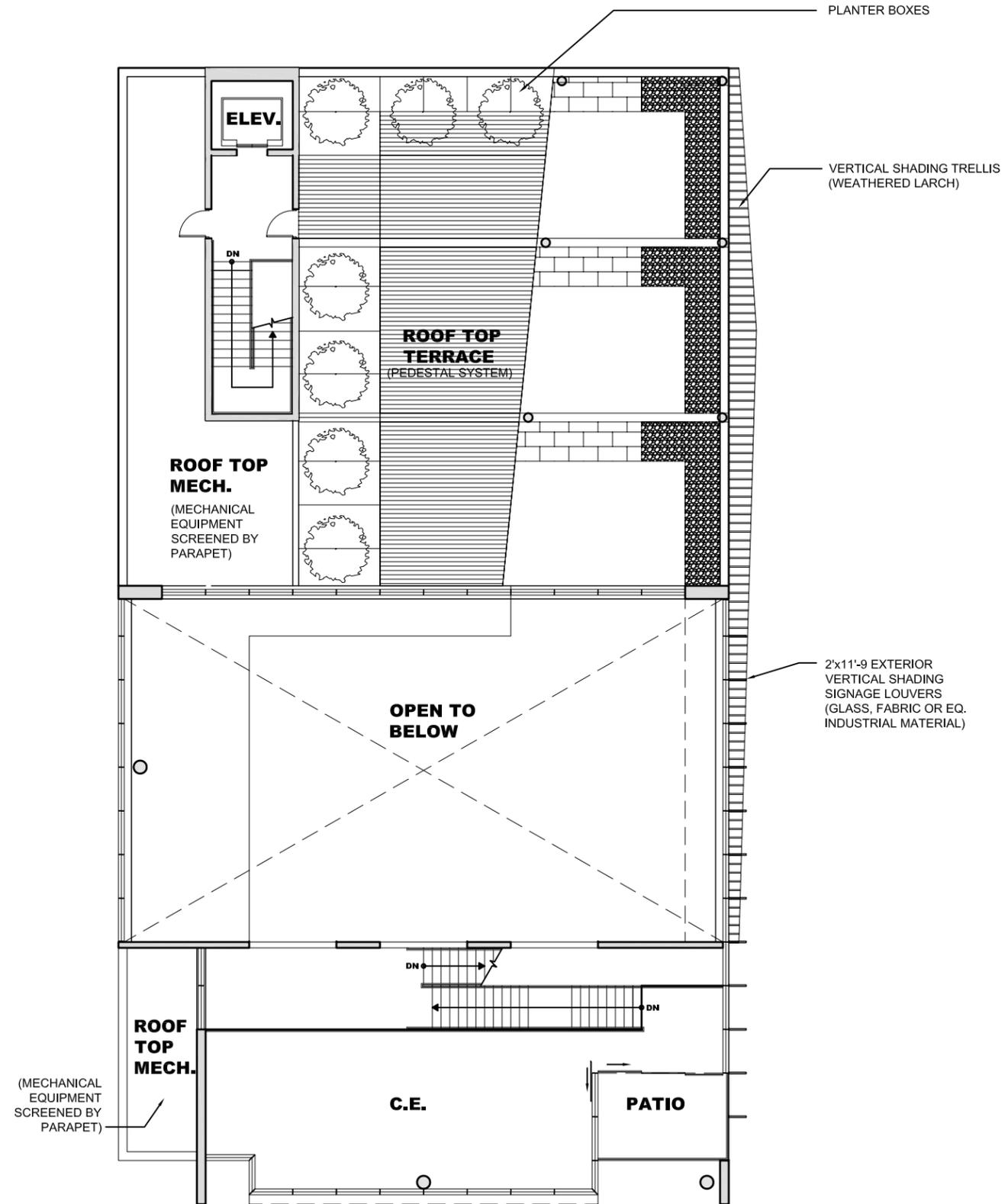
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A1

MEZZANINE - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A103

MT. PISGAH

EVANSTON, IL

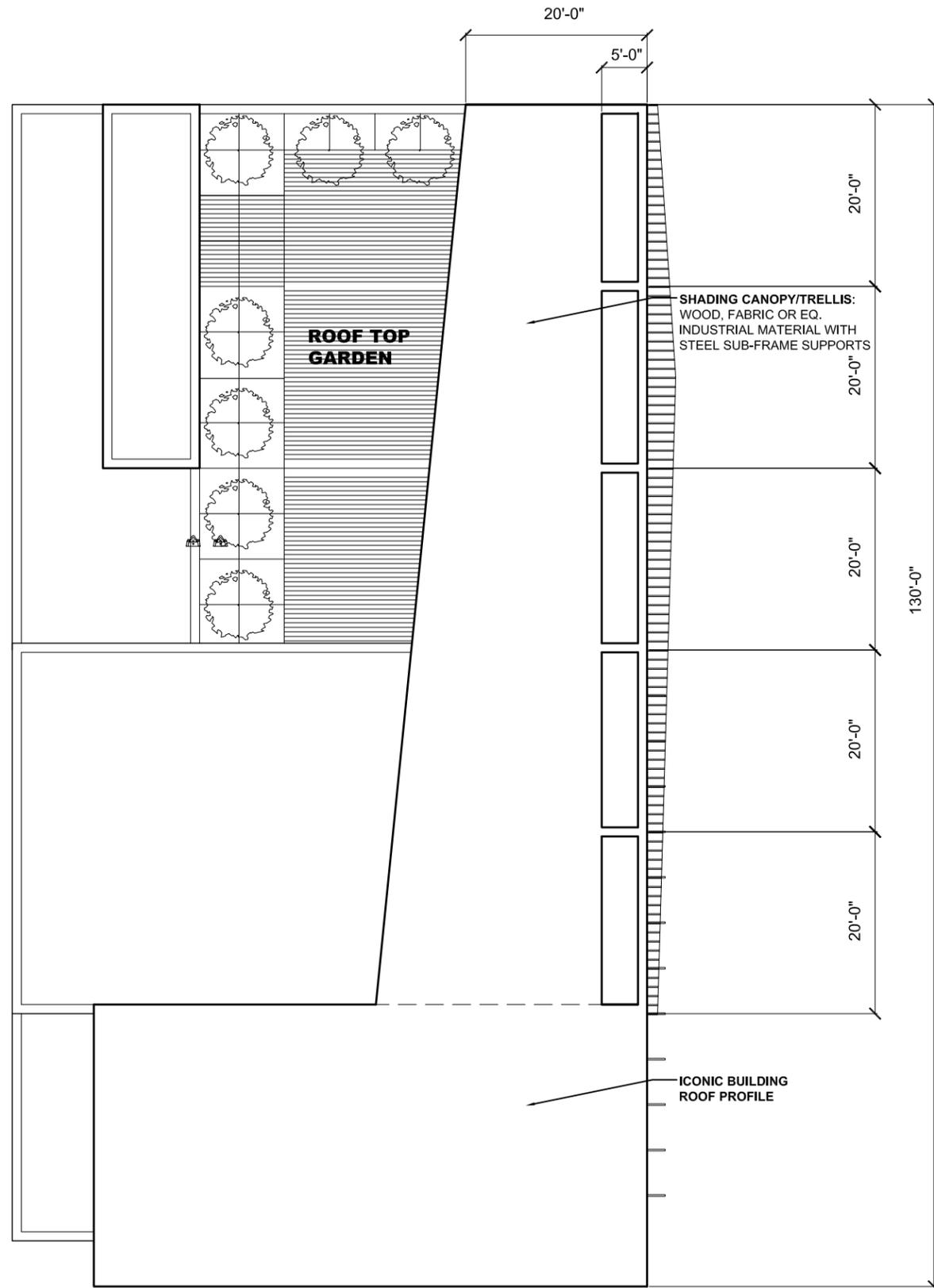
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A1

ROOF PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A104

MT. PISGAH

EVANSTON, IL

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EXTERIOR SURFACE: MTL.
PANEL / FIBER CEMENT/
G.F.R.C. CLADDING OR EQ.

INTERIOR SURFACE: WOOD
SIDING OR EQ.

PREFAB CONC PANEL OR
G.F.R.C. EQ.

PREFAB METAL/PVC OR
G.F.R.C. SCREEN

GLAZING SYSTEM

T/PARAPET
144'-0"

VERTICAL TRANSLUCENT
GLASS SHADING DEVICE

BALCONY PATIO

MEZZANINE
127'-0"

SECOND FLOOR
115'-0"

INTERIOR SURFACE: WOOD
SIDING OR EQ.

FIRST FLOOR
100'-0"

A1

SOUTH ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001

Issue Date: 07.12.2022

A201

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

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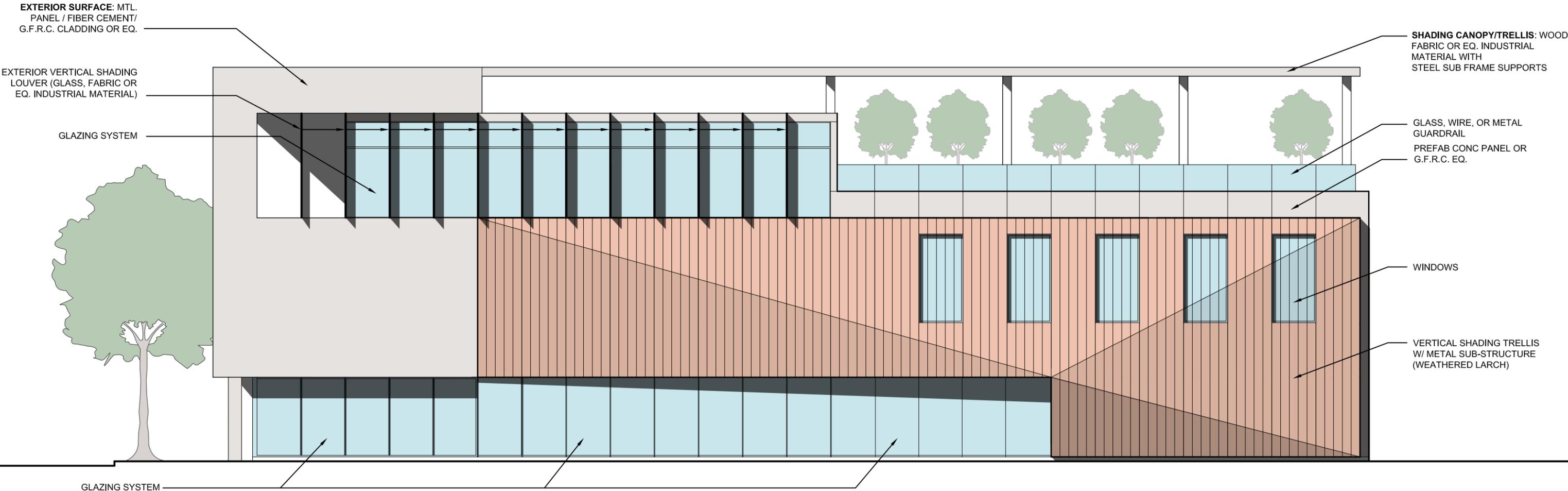
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A1

EAST ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 01.24.2022

A202

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

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224.245.8142

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A1

NORTH ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001

Issue Date: 07.12.2022

A203

MT. PISGAH

EVANSTON, IL

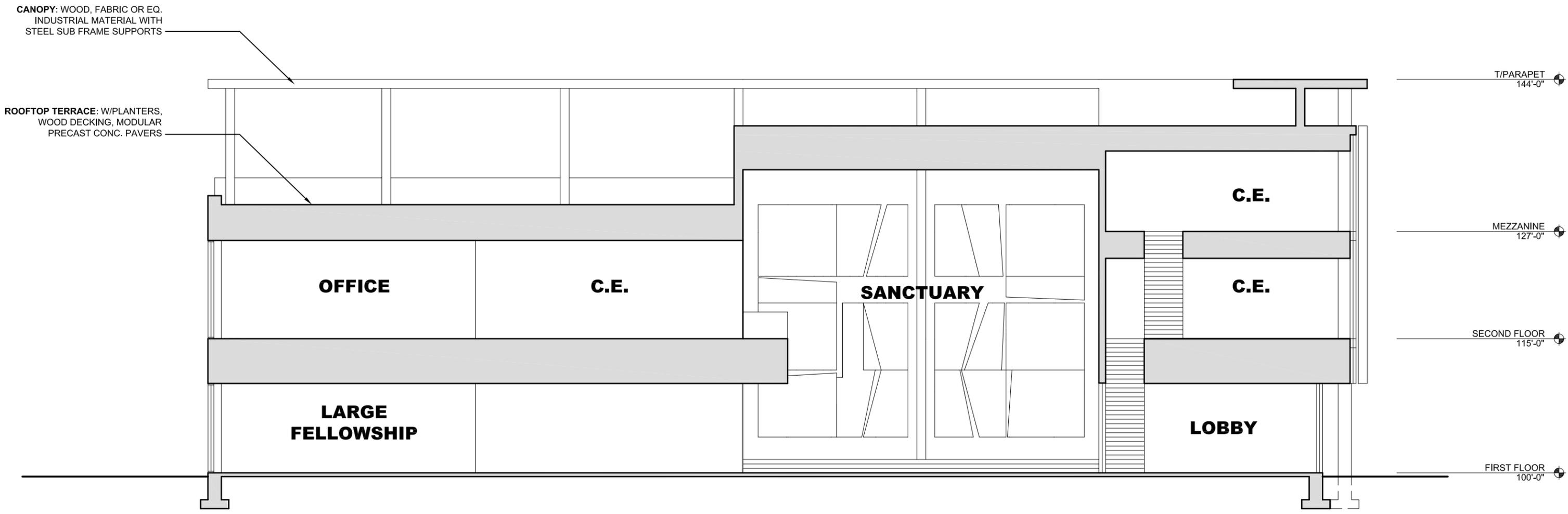
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A1

BUILDING SECTION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 01.24.2022

A301



Proof of Ownership

4-O-21

AN ORDINANCE

**Authorizing the City Manager to Negotiate the Sale
Of City-Owned Real Property at
1805 Church Street, 1708 Darrow Avenue, and 1710 Darrow Avenue,
Evanston, Illinois**

**NOW BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF
EVANSTON, COOK COUNTY, ILLINOIS, THAT:**

SECTION 1: The City Manager is hereby authorized and directed to negotiate the sale of City-owned real property legally described in Exhibit A attached hereto and incorporated herein by reference.

SECTION 2: The real estate subject to the sale is located at 1805 Church Street, 1708 Darrow Avenue, and 1710 Darrow Avenue, Evanston, Illinois 60201 (the "Subject Property").

SECTION 3: Pursuant to Subsection 1-17-4-2(B) of the Evanston City Code of 2012, as amended (the "City Code"), an affirmative vote of two-thirds ($\frac{2}{3}$) of the elected Aldermen is required to accept the recommendation of the City Manager on the negotiation authorized herein. The City reserves the right to reject any and all negotiations.

SECTION 4: Pursuant to City Code Subsection 1-17-4-2(B)(3), Notice of Intent to Sell Certain Real Estate by Negotiation was published in the *Evanston Review*, a newspaper in general circulation in the City on January 14, 2021, as shown in Exhibit B, attached hereto and incorporated herein by reference. Said publication was

neither less than fifteen (15) nor more than thirty (30) days before the date on which the City Council considered adoption of this ordinance authorizing the City Manager to negotiate the sale of the Subject Property.

SECTION 5: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 6: This ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

SECTION 7: If any provision of this Ordinance or application thereof to any person or circumstance is held unconstitutional or otherwise invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid application or provision, and each invalid application of this Ordinance is severable.

SECTION 8: The findings and recitals contained herein are declared to be prima facie evidence of the law of the City and shall be received in evidence as provided by the Illinois Compiled Statutes and the courts of the State of Illinois.

Introduced: _____, 2021

Approved:

Adopted: _____, 2021

_____, 2021

Stephen H. Hagerty, Mayor

Attest:

Approved as to form:

Devon Reid, City Clerk

Kelley A. Gandurski, Corporation Counsel

Non-Compliant Zoning Analysis

Zoning Analysis Summary

1801-1805 Church St. &
1708-1710 Darrow Ave.
Revisions 04.22.2022

Case Number:

Case Status/Determination:

22ZONA-0018

Noncompliant 05.25.2022

Proposal:

Construct new 3-story religious institution for Mt. Pisgah with leased off-site parking.

Zoning Section:

Comments:

| | |
|---|---|
| Review by DAPR & LUC for public comment | Though not a Planned Development per 6-15-15-II-A-1 of the Zoning Ordinance and West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required. |
| Subdivision | As proposed, a new property line is established to make the interior lot larger and corner lot smaller. Both new lot sizes comply with zoning. |
| 6-15-15-XVII-B.6 | Special Use required for a use +10,000 sq ft but less than 40,000 sq ft. Propose approximately 15,000 sq ft Religious Institution. |
| 6-15-15-XVII-A.2 | Front yard build-to-zone of 5-25' required. Compliant for first floor but noncompliant for floors above at 0'. Variation required. |
| 6-15-15-XVII-A.6 | 5' west interior side yard setback required. 0' proposed. Variation required. |
| 6-15-15-XVII-A.8 | Maximum impervious surface coverage allowed is 60% + 20% additional semi-pervious allowed. Propose 86.0% impervious surface coverage. (Use of permeable pavers count as 75% impervious per zoning regulations). Variation required. |
| 6-15-15-XVII-B.1 | Maximum building height of 2 stories and 30' is allowed. Propose 3 stories (mezzanine is a story) and 44' height. Variation required. |
| 6-15-15-XVII-C.5 & 6-15-15-XVII-C.6 | Building Materials: "Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over three inches in height, and EIFS are not permitted." State how materials meet this requirement, or variation required. |
| 6-15-15-V-C.4 | Stoop base type required (rather than storefront base type) with entry a minimum of 3' deep and 4' wide. Variation required for stoop base type. |
| 6-15-15-XVIII-B.5 | 3-4' tall metal fence required around parking area. Variation required. |
| 6-15-15-VI-A.3 | Building cap: most similar to parapet cap style, which does not allow for occupied space behind the cap of the parapet. Variation required. |
| 6-4-1-9-B-1 | Exterior fins on south and east facades (front yard and street side yard) are considered Yard Obstructions, and may extend into a required setback by 10%. South and east facades have 5' required setbacks, so Yard Obstructions may extend 6" into the setback. Variation required. |

6-16-5-Table 16-E One short loading berth required. Proposed shared loading berth on the street (Church St.) for use by Mt. Pisgah and HODC. On-street loading requires approval by the Public Works Agency and does not count as an on-site loading berth per the Zoning Ordinance. Variation required.

Comments:

- Shared parking for a minimum of 14 spaces at ETHS lot complies with zoning since the lot is approximately 550' from the church site and ETHS does not operate its principal use on Sundays. Total parking includes 7 on-site spaces for 21 total spaces required. Obtain written approval for shared parking with the property owner to confirm compliance with zoning.
- Shading canopy/trellis – is compliant if it is not a solid, hard (wood or metal) roof. If it is a solid, hard roof then it triggers a height variation along with the mezzanine third story that triggers a height variation. Please confirm.

Zoning Analysis

1801-1805 Church St. &
1708-1710 Darrow Ave.

Case Number: 22ZONA-0018

Response to Noncompliant 05.25.2022

Zoning Section:

1. Review by DAPR & LUC for public comment

Though not a Planned Development per 6-15-15-II-A-1 of the Zoning Ordinance and West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required.

Response: Noted. Project will proceed in the zoning process for DAPR and public comment at the Land Use Commission.

2. Subdivision

As proposed, a new property line is established to make the interior lot larger and corner lot smaller. Both new lot sizes comply with zoning.

Response: A formal agreement will be established between Mt. Pisgah and HODC for the subdivision of the lots.

3. 6-15-15-XVII-B.6

Special Use required for a use +10,000 sq ft but less than 40,000 sq ft. Propose approximately 15,000 sq ft Religious Institution.

Response: Noted. Church will proceed as a special use project for zoning approval.

4. 6-15-15-XVII-A.2

Front yard build-to-zone of 5-25' required. Compliant for first floor but noncompliant for floors above at 0'. Variation required.

Response: The design intent is to provide alignment of the facades along Church Street. The 5' build to zone on the first floor provides additional pedestrian space while the 0' build to zone on the upper levels creates uniformity for the building facades alignment along Church Street. Variance requested.

5. 6-15-15-XVII-A.6

5' west interior side yard setback required. 0' proposed. Variation required or consider revision to pull building 5' off of property line and then allow for windows along the west side.

Response: The adjacent mixed use building and the church are currently being proposed without an interior side yard setback. A 5' interior side yard setback would create an uncomfortably narrow and vulnerable alley between the buildings. Variance requested.

6. 6-15-15-XVII-A.8

Maximum impervious surface coverage allowed is 60% + 20% additional semi-pervious allowed. Propose 86.0% impervious surface coverage. (Use of permeable pavers count as 75% impervious per zoning regulations). Variation required.

Response: The existing 33' (along Church Street) x 95' (along Darrow Avenue) EPA engineered barrier automatically increases impervious area for the site. This engineered barrier needs to be maintained; therefore, the amount of semi-pervious and permeable surface area is significantly constrained.

Mt. Pisgah's proposed program requires the current footprint dimensions. Mt. Pisgah is providing an iconic structure that provides the main public lobby, the main worship space, restrooms, and outreach fellowship halls with kitchen, nursery, and greenroom at the ground floor level, so that the church building can serve not only its congregation but also can provide various services to its local communities and public. These program elements require a generous and adequate square footage at the ground level with ease of accessibility. Moreover, the proposed "covered entrance portico" together with the intended transparency of the exterior walls are designed to enable any visitors with ease of access to the building while enhancing the corner of Church Street and Darrow Avenue urbanistically. Variance requested.

7. 6-15-15-XVII-B.1

Maximum building height of 2 stories and 30' is allowed. Propose 3 stories (mezzanine is a story) and 44' height. Variation required.

Response: Provided rooftop partial enclosure (44' height) is interpreted as a "church steeple" to house the main lobby, the community service spaces (at mezzanine), and the main worship sanctuary below. This enclosure runs 60' along Church Street and 70' from the corner alongside Darrow Avenue to emphasize the "iconic nature" of the building. Along Darrow Avenue, the enclosure will become a "trellis canopy" with openings partially covering the rooftop terrace. The actual height of the roof under the enclosure is currently proposed as 39'. The church will pursue approval for a variance for the maximum height and stories.

8. 6-15-15-XVII-C.5 & 6-15-15-XVII-C.6

Building Materials: "Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over three inches in height, and EIFS are not permitted." Label all building materials and state how they meet this requirement, or variation required.

Response: Please see revised elevations A201, A202, A203 indicating durable, natural materials for the proposed building materials. The building does not utilize any false materials intended to look like other materials.

9. 6-15-15-V-C.4

Stoop base type required with entry a minimum of 3' deep and 4' wide.

Response: The building does not have an elevated first floor that may be present in a traditional church architecture. This provides the ease of access to all congregants and the public. The design does provide an area setback from the main pedestrian walk for church parishioners to enter the church without impeding on the pedestrian traffic along Church Street via "covered entrance portico."(See our response to: 6-15-15-XVII-A.8) See updated SD101 indicating the dimensions of exterior space setback.

10. 6-15-15-XVIII-B.5

3-4' tall metal fence required around the parking area. Variation required.

Response: Noted. The church will pursue approval of a variance for the requirement of a metal fence around the parking area.

11. 6-15-15-VI-A.3

Building cap: most similar to parapet cap style, which requires a cap height from the top of the upper floor to top of parapet of 2-6' with a horizontal expression line, and no occupied space behind the cap. Variation required.

Response: The church will pursue approval of a variance for the 2'-6" parapet with a horizontal expression line and occupied space, i.e., a rooftop terrace, behind the parapet. The proposed design contains a rooftop terrace for the parishioners' special programs as well as for the parishioners' ministry services to the local community.

12. 6-4-1-9-B-1

Exterior fins on south and east facades (front yard and street side yard) are considered Yard Obstructions, and may extend into a required setback by 10%. South and east facades have 5' required setbacks, so Yard Obstructions may extend 6" into the setback. Variation required.

Response: The exterior vertical fins on the east facade extend into the side yard 2'. The bottom edge of the fins are located 27' above the grade so that they do not encroach on

the setback on the ground level. The fins are a sustainable design element positioned to reduce solar heat gain from the east into the sanctuary, the mezzanine landing, and the outdoor patio. The 12 vertical fins are also metaphorically indicative of its religious significance.

Variance requested.

13. 6-16-5-Table 16-E

One short loading berth required. Proposed shared loading berth on the street (Church St.) for use by Mt. Pisgah and HODC. On-street loading requires approval by the Public Works Agency and does not count as an on-site loading berth per the Zoning Ordinance. Variation required.

Response: Mt. Pisgah and HODC to seek approval by the Public Works Agency to utilize a loading berth on Church Street.

Comments:

14. Shared parking for a minimum of 14 spaces at ETHS lot complies with zoning since the lot is approximately 550' from the church site and ETHS does not operate its principal use on Sundays. Total parking includes 7 on-site spaces for 21 total spaces required. Obtain written approval for shared parking with the property owner to confirm compliance with zoning.

Response: Mt. Pisgah is formalizing an agreement with ETHS that will allow Mt. Pisgah to utilize their parking lots on Sunday mornings. The agreement will allow Mt. Pisgah to park a minimum of 18 vehicles in the ETHS lot on Sunday mornings for a minimum of 5 years beginning at the completion of the new church building.

15. Shading canopy/trellis – is compliant if it is not a solid, hard (wood or metal) roof. If it is a solid, hard roof then it triggers a height variation along with the mezzanine third story that triggers a height variation. Please confirm.

Response: Shading canopy/trellis that is composed of horizontal louvers/fins. It is not a solid roof and is intended for shading purposes only.

EDWARD J. MOLLOY & ASSOCIATES

A DIVISION OF THOMAS A. MOLLOY, LTD. — PROFESSIONAL LAND SURVEYING
 1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2600 Fax (630) 595-4700
 e-mail: tmolloy@ejmolloy.com

PLAT OF SURVEY

OF

PARCEL 1: THE NORTH 26.60 FEET OF LOTS 9 AND 10 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2: THE SOUTH 27.4 FEET OF THE NORTH 28 FEET OF THE SOUTH 134 FEET OF LOTS 9 AND 10 (EXCEPT THE WEST 13 FEET OF THE NORTH 15 FEET OF THE SOUTH 121 FEET) OF SAID LOT 10 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3: THE SOUTH 106.00 FEET OF LOTS 9 AND 10 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4: LOT 11 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5: THE EAST 1/2 OF LOT 12 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1805-1815 CHURCH STREET AND 1708-1710 DARROW AVENUE, EVANSTON, ILLINOIS

TOTAL AREA OF TRACT SURVEYED: ±28,950 SQ. FT. OR 0.6646 ACRES (INCLUDING ±195 SQ. FT. OR 0.0045 ACRES FALLING WITHIN THE AREA NOTED AS "PARCEL 2 EXCEPTION")

 = AREA NOT INCLUDED IN DEEDS

TAX PERMANENT INDEX NUMBER:

- 10-13-220-031-0000
- 10-13-220-032-0000
- 10-13-220-035-0000
- 10-13-220-040-0000
- 10-13-220-041-0000

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED DATUM AND DO NOT REFLECT ANY RECORD DRAWINGS.

COMPARE LEGAL DESCRIPTION AND MONUMENTS WITH THIS PLAT AND REPORT ANY DISCREPANCIES YOU MAY FIND TO THIS SURVEYOR AT ONCE.

BUILDING DIMENSIONS AND TIES ARE TO CORNERS OF BRICK UNLESS OTHERWISE NOTED.

NO DIMENSIONS TO BE ASSUMED FROM SCALING.

NO TITLE COMMITMENT PROVIDED TO THIS SURVEYOR TO AID IN THE PREPARATION OF THIS SURVEY. REFER TO TITLE POLICY FOR ITEMS OF RECORD, IF ANY, NOT SHOWN HEREON.

STATE OF ILLINOIS }
 COUNTY OF DUPAGE }

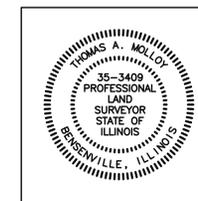
I, THOMAS A. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE UNDER MY DIRECTION OF THE PROPERTY LEGALLY DESCRIBED HEREON AND THAT THE PLAT HEREON DRAWN IS A REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. THIS PROFESSIONAL SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE OF LAST FIELD WORK: JULY 1, 2022.

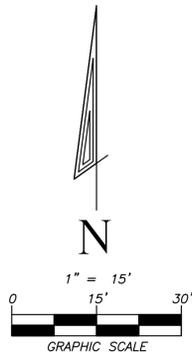
SIGNED AT BENSENVILLE, ILLINOIS THIS 8TH DAY OF JULY, A.D. 2022

EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD.
 AN ILLINOIS PROFESSIONAL DESIGN FIRM — LICENSE NO. 184-004840

Thomas A. Molloy
 THOMAS A. MOLLOY
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3309

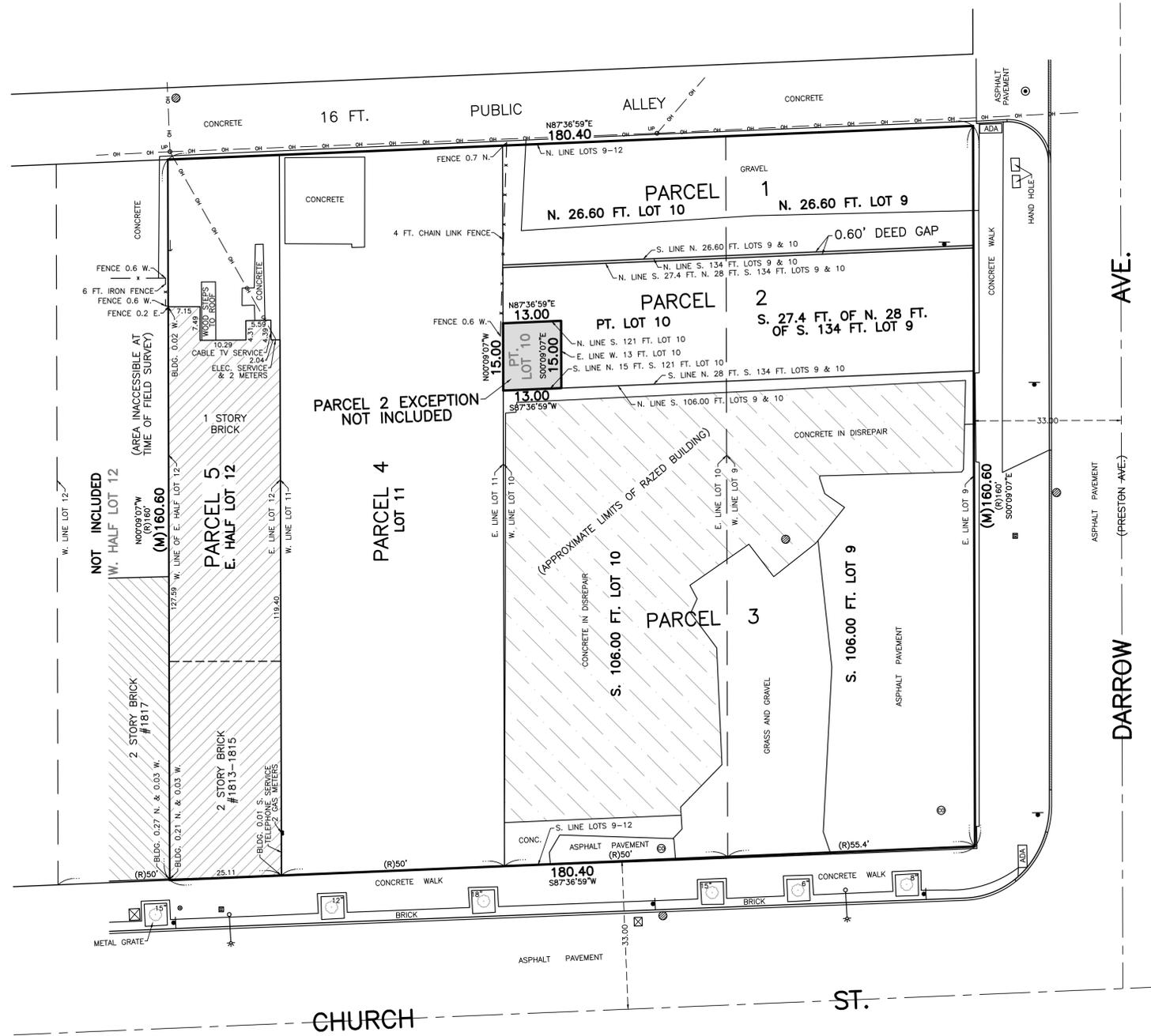


VALID ONLY WITH EMBOSSED SEAL (EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)



LEGEND:

-  Storm Manhole
-  Storm Catch Basin/Inlet
-  B-Box
-  Light Pole W/Arm
-  Utility Pole W/Overhead Wire
-  Anchor for Power Pole
-  Traffic Sign
-  Electric Vault
-  Gas Valve
-  Cleanout
-  Tree W/Trunk Diameter
-  Depressed Curb
-  Measured
-  Record
-  ADA Tactile Dome



| | | | |
|-----------------------------|-----------|-----------------|--|
| DRAFTED BY: BJE | | | |
| PAGE: 1 OF 1 | | | |
| ORDER NO.: 220075 | | | |
| FILE: 13-41-13 | | | |
| PROJECT NO.: 2185TAM | | | |
| AUG. 17, 2022 | 220075 | IN HOUSE REVIEW | |
| JULY 8, 2022 | 220075 | BOUNDARY SURVEY | |
| REVISION DATE | ORDER NO. | REVISION | |

CLIENT: HOUSING DEVELOPMENT CORPORATION

MT. PISGAH

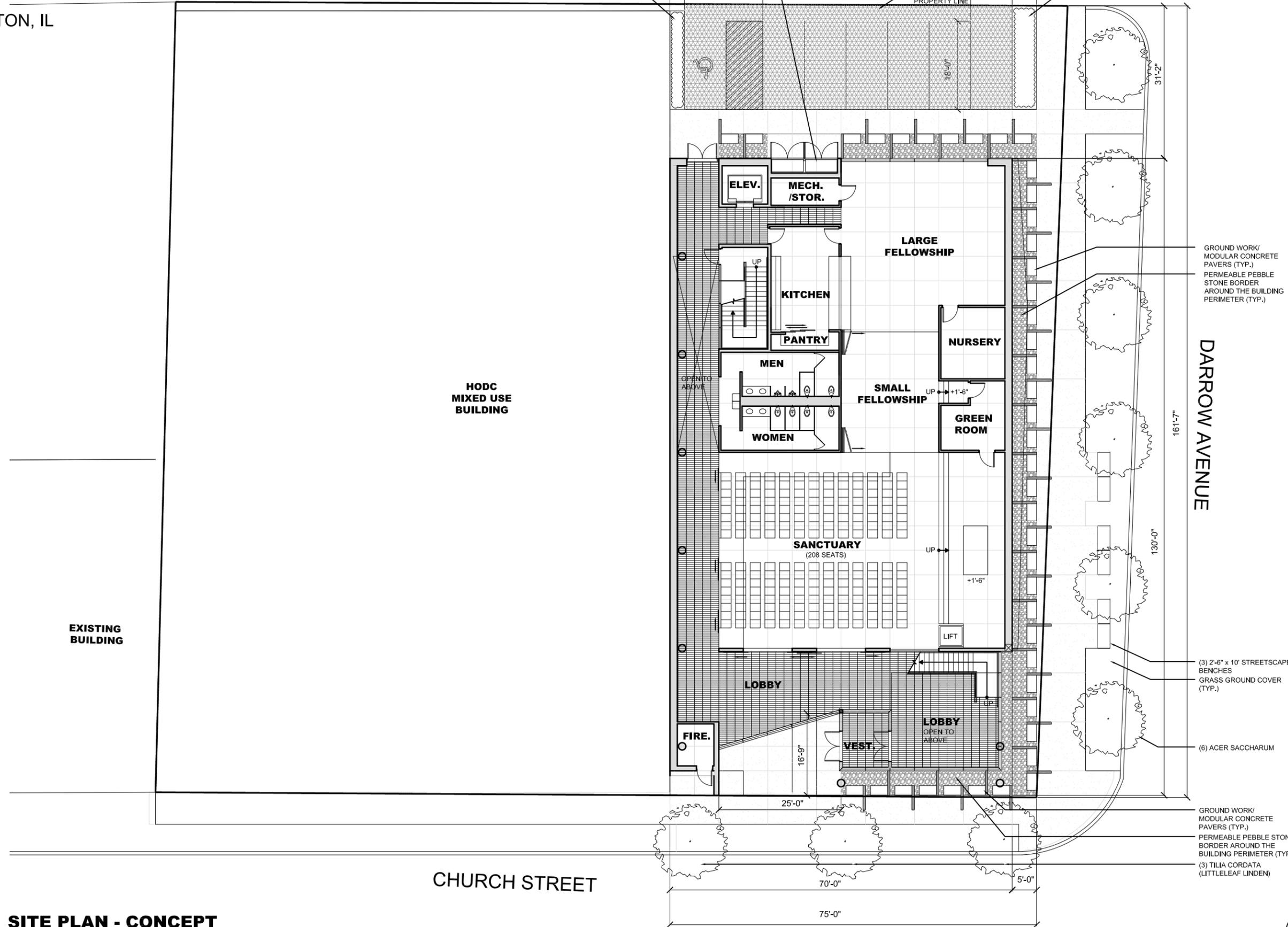
EVANSTON, IL

DUMPSTER ENCLOSURE
BUXACEAE WINTERGREEN
BOXWOOD HEDGE

PERVIOUS PAVERS
BUXACEAE WINTERGREEN
BOXWOOD HEDGE

SUZUKI+KIDD
ARCHITECTS - DESIGNERS - URBANISTS
arch@suzukikidd.com | 224.245.8142
suzukikidd.com

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A1

SITE PLAN - CONCEPT
SCALE: 1:20



Project Number: 19001
Issue Date: 01.24.2022

SD101

MT. PISGAH

EVANSTON, IL

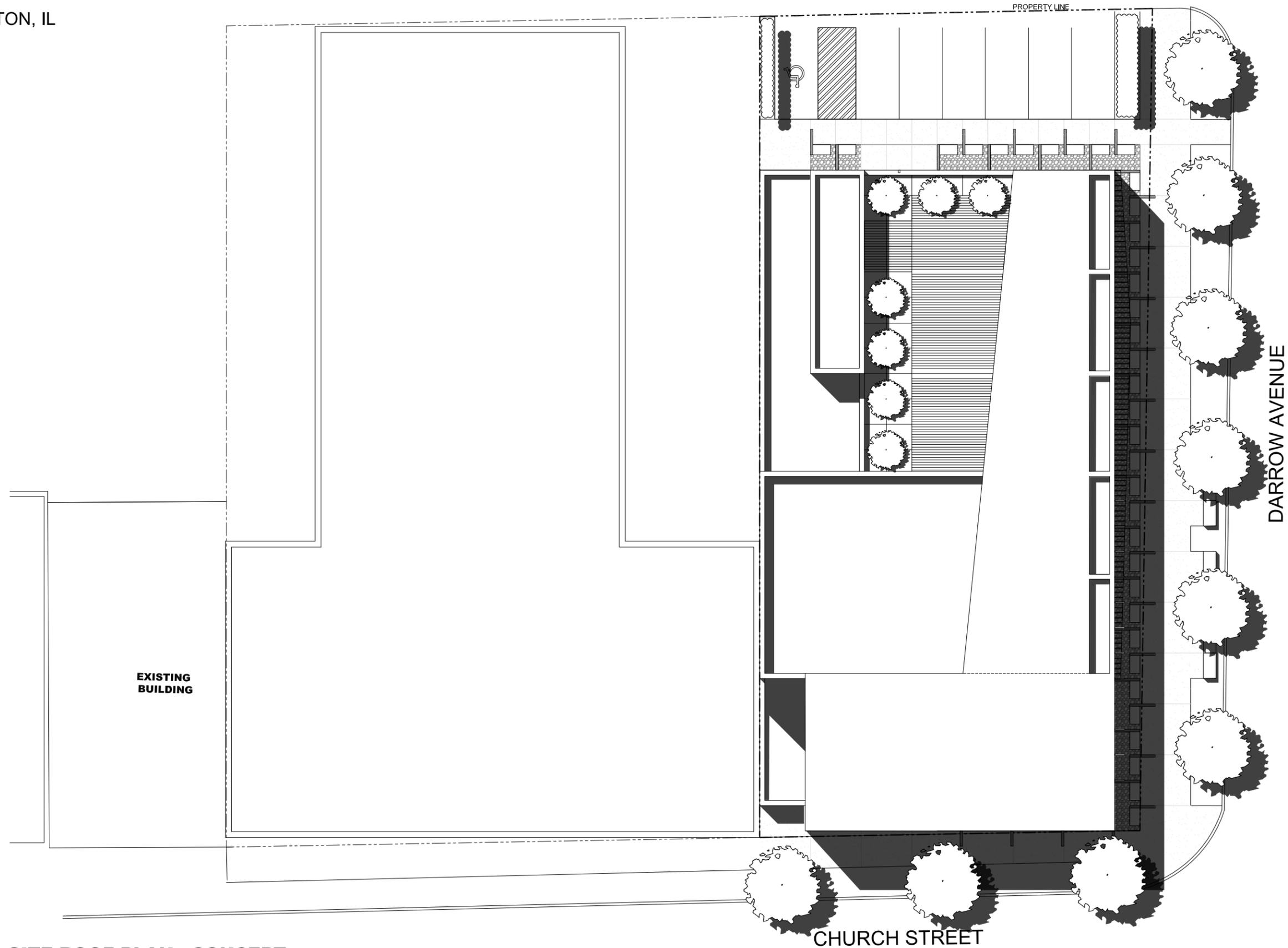
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EXISTING
BUILDING

PROPERTY LINE

DARROW AVENUE

CHURCH STREET

A1

SITE ROOF PLAN - CONCEPT

SCALE: 1:20

Project Number: 19001
Issue Date: 01.24.2022



SD102

MT. PISGAH

EVANSTON, IL

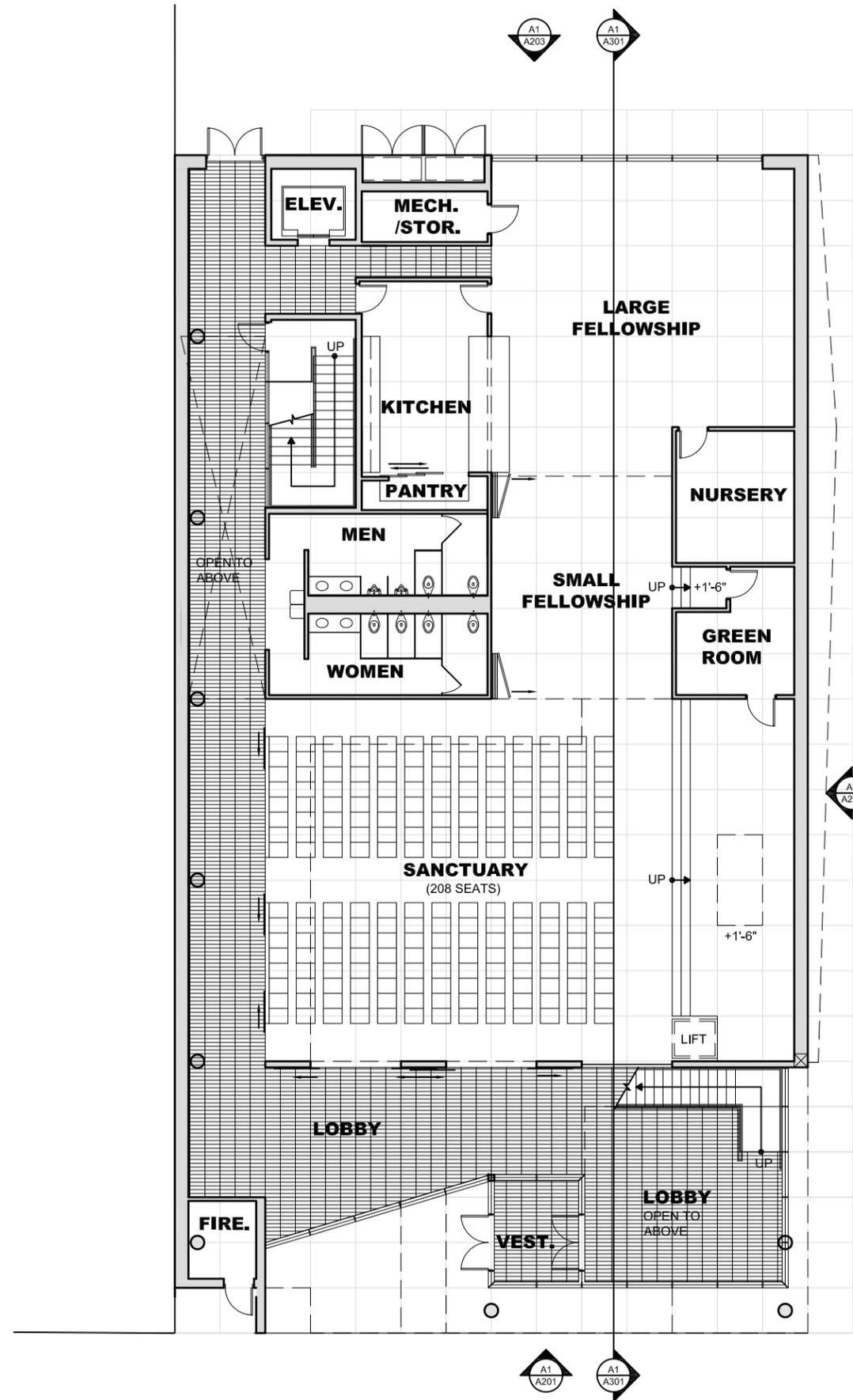
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A1

FIRST FLOOR PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A101

MT. PISGAH

EVANSTON, IL

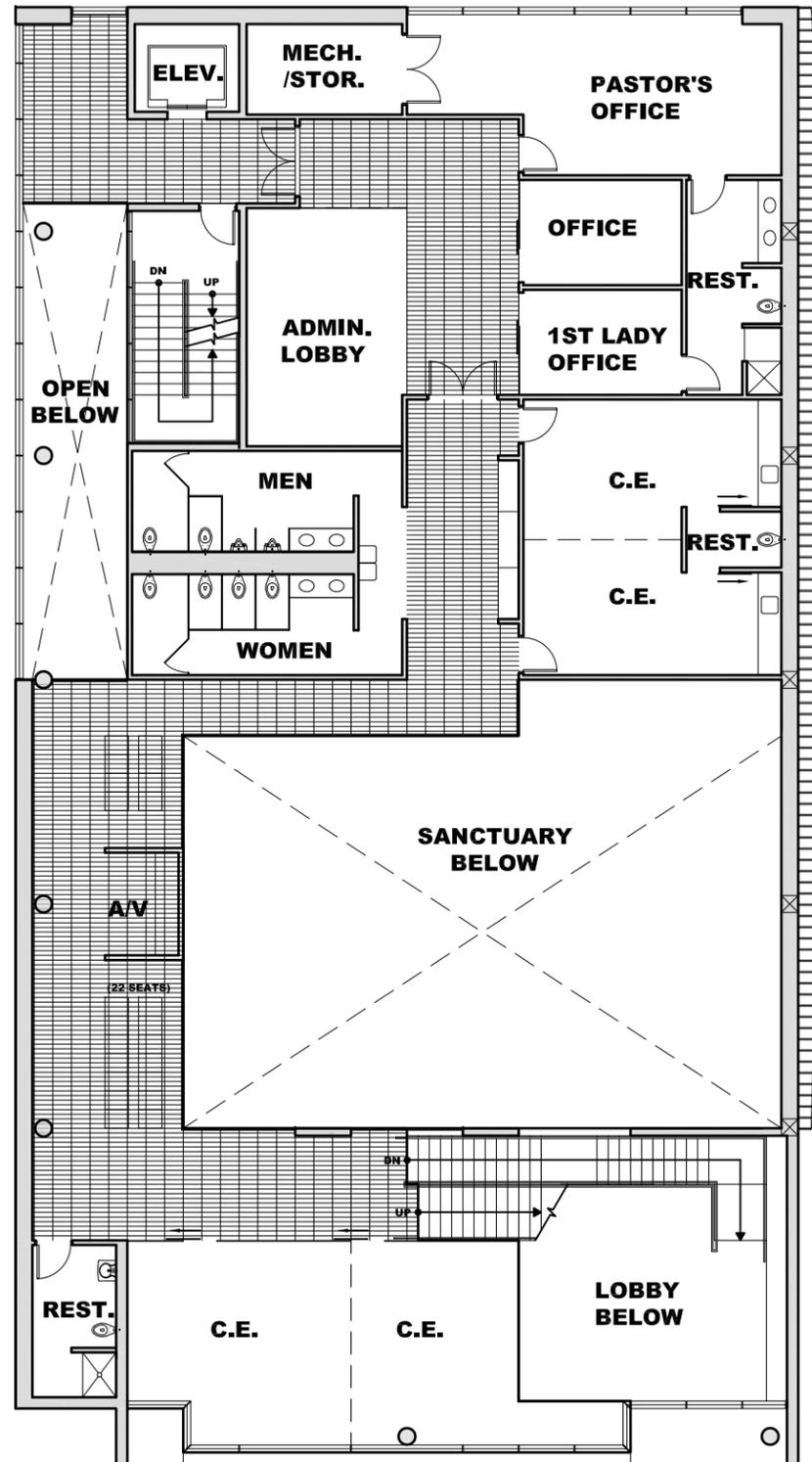
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A1

SECOND FLOOR PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A102

MT. PISGAH

EVANSTON, IL

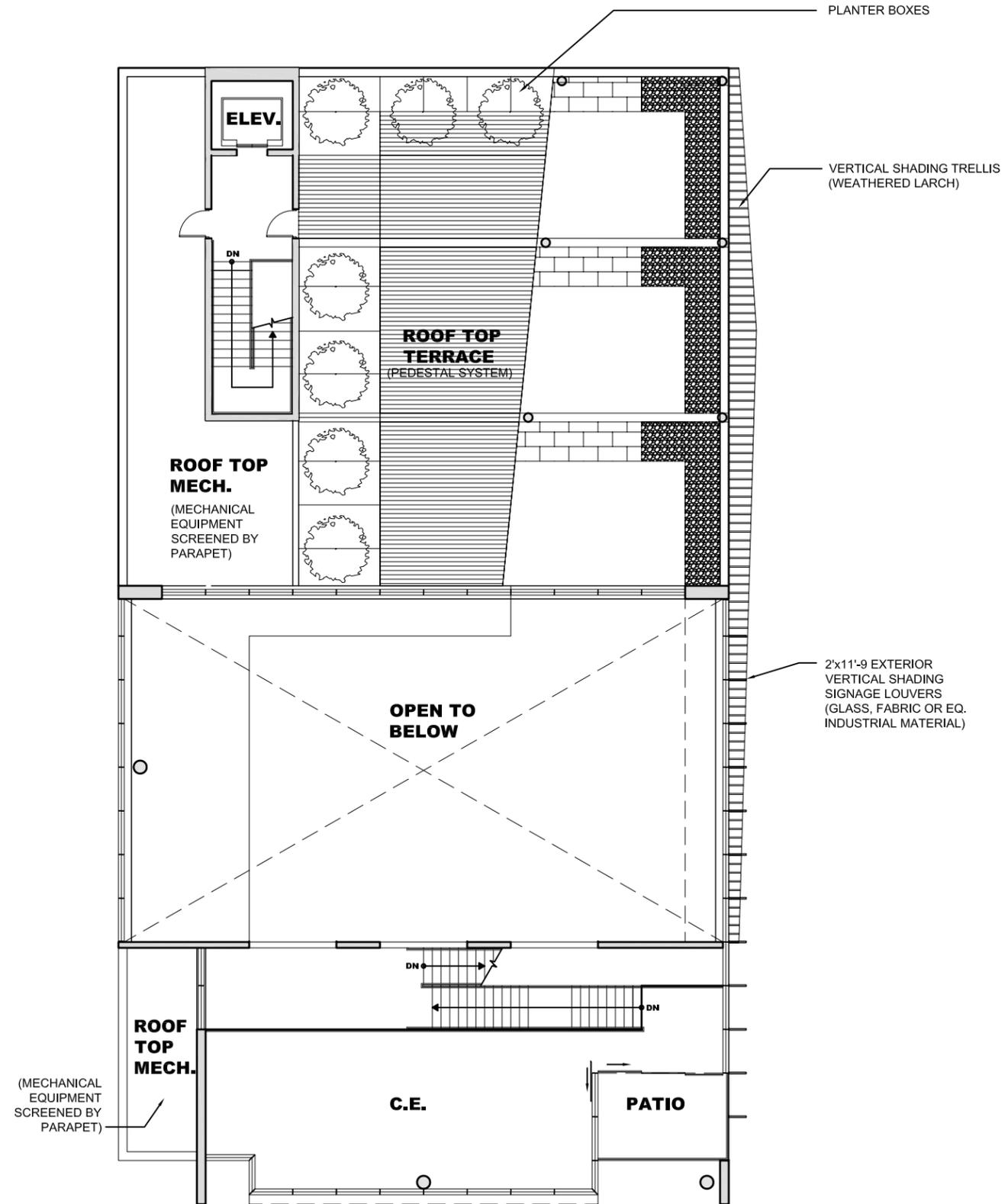
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A1

MEZZANINE - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A103

MT. PISGAH

EVANSTON, IL

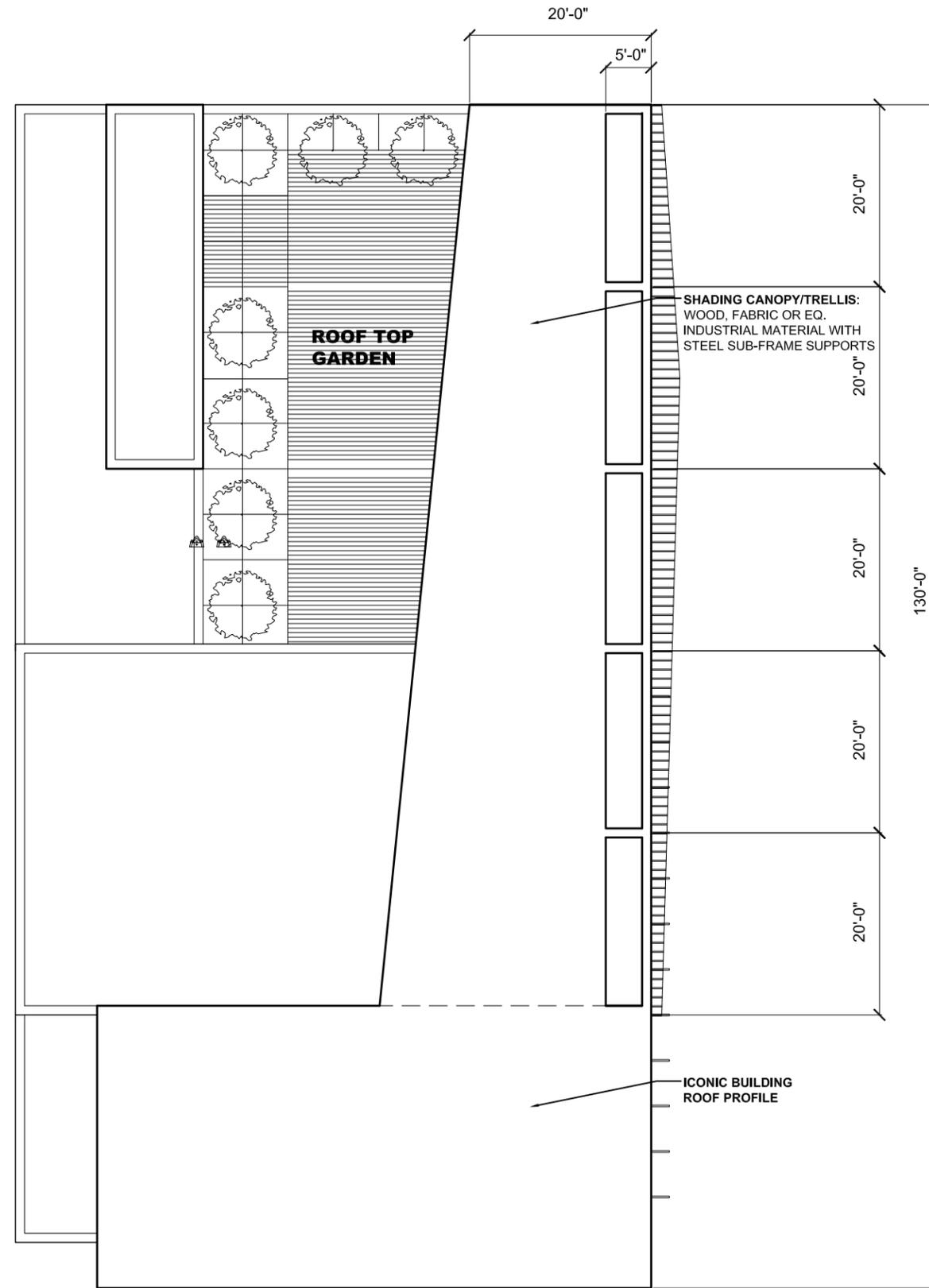
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A1

ROOF PLAN - CONCEPT

SCALE: 1/16" = 1'-0"



Project Number: 19001
Issue Date: 01.24.2022

A104

MT. PISGAH

EVANSTON, IL

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EXTERIOR SURFACE: MTL.
PANEL / FIBER CEMENT/
G.F.R.C. CLADDING OR EQ.

T/SANCTUARY ROOF
139'-0"

INTERIOR SURFACE: WOOD
SIDING OR EQ.

T/LOWER ROOF
127'-0"
PREFAB CONC PANEL OR
G.F.R.C. EQ.

PREFAB METAL/PVC OR
G.F.R.C. SCREEN

GLAZING SYSTEM

T/PARAPET
144'-0"

T/ROOF
139'-0"

VERTICAL TRANSLUCENT
GLASS SHADING DEVICE

BALCONY PATIO

MEZZANINE
127'-0"

SECOND FLOOR
115'-0"

INTERIOR SURFACE: WOOD
SIDING OR EQ.

FIRST FLOOR
100'-0"

A1

SOUTH ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001

Issue Date: 07.15.2022

A201

MT. PISGAH

EVANSTON, IL

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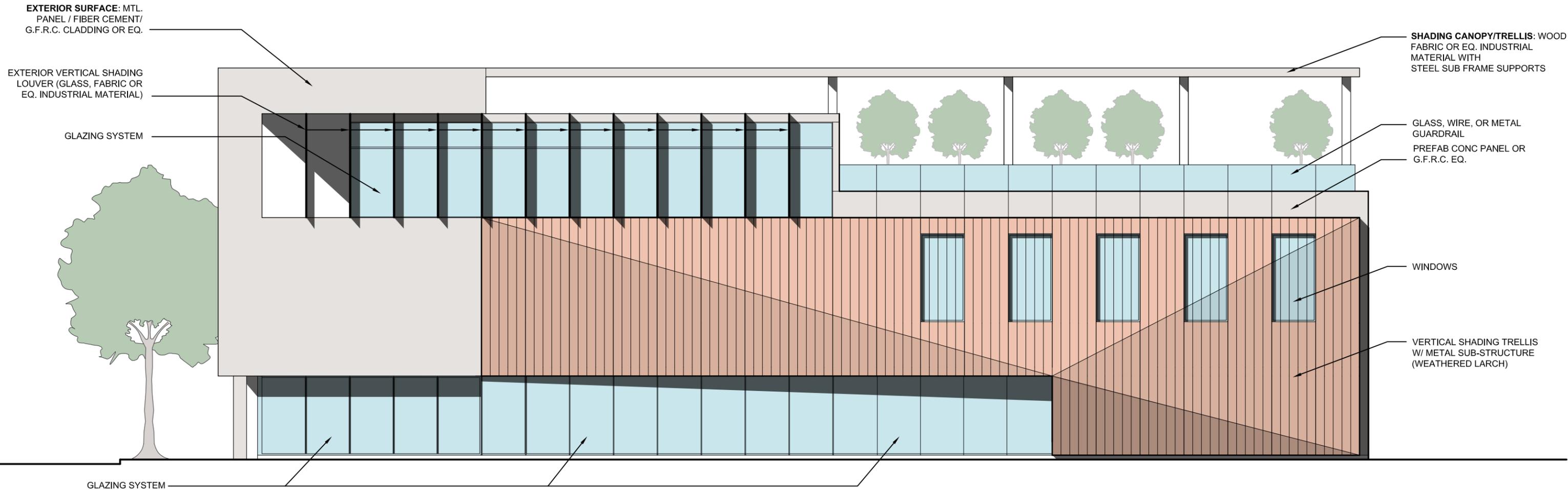
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A1

EAST ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 07.15.2022

A202

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

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A1

NORTH ELEVATION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001

Issue Date: 07.15.2022

A203

MT. PISGAH

EVANSTON, IL

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suzukikidd.com

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SHADING CANOPY/TRELLIS: WOOD,
ABRIC OR EQ. INDUSTRIAL MATERIAL
WITH STEEL SUB-FRAME SUPPORT

ROOFTOP TERRACE: W/PLANTERS,
WOOD DECKING, MODULAR
PRECAST CONC. PAVERS

T/ROOF TOP TERRACE
130'-0"

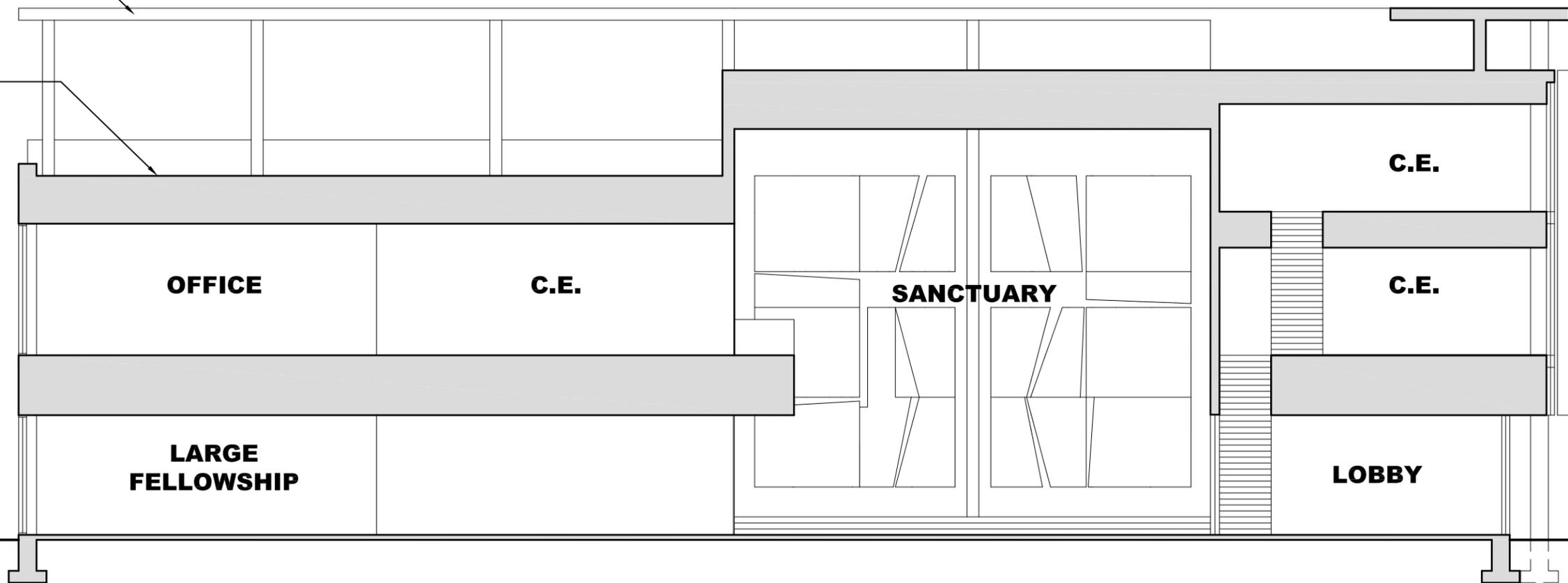
T/PARAPET
144'-0"

T/ROOF
139'-0"

MEZZANINE
127'-0"

SECOND FLOOR
115'-0"

FIRST FLOOR
100'-0"



A1

BUILDING SECTION - CONCEPT

SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 07.15.2022

A301







EVANSTON RESIDENCES 1805-1815 CHURCH ST

Traffic Impact Study

Evanston, Illinois

June 2022

Prepared for:

**Housing Opportunity
Development Corporation (HODC)**

Kimley»»Horn

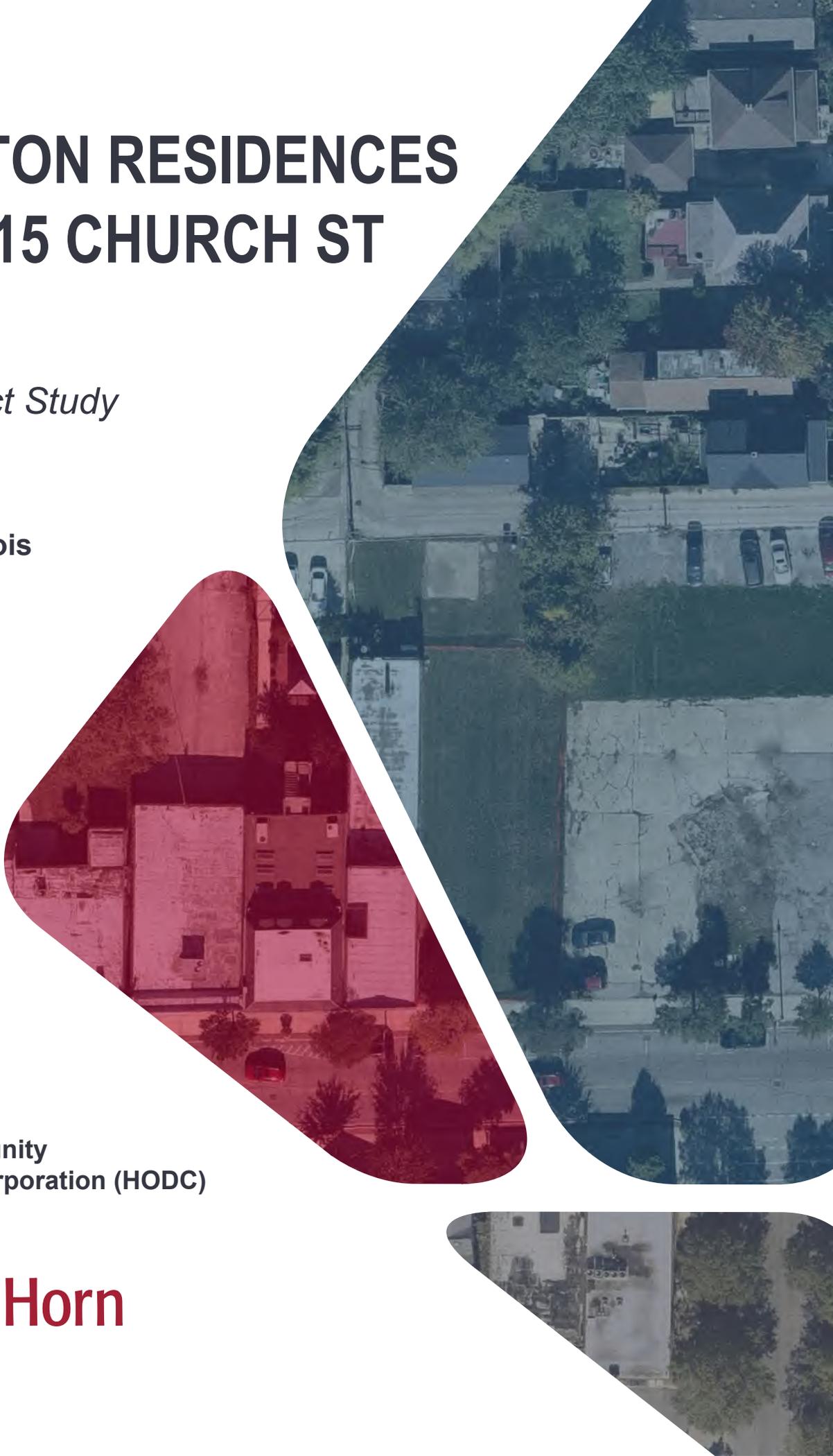


TABLE OF CONTENTS

| | | |
|----|-------------------------------------|----|
| 1. | Introduction | 2 |
| 2. | Existing Conditions | 4 |
| 3. | Development Characteristics | 13 |
| 4. | Future Conditions | 19 |
| 5. | Recommendations & Conclusions | 21 |
| | Technical Appendix..... | 22 |

LIST OF TABLES

| | | |
|-------------|---|----|
| Table 2.2.1 | Crash Analysis Summary (2016-2020) | 9 |
| Table 2.2 | Level of Service Grading Descriptions | 11 |
| Table 2.3 | Level of Service Grading Criteria..... | 11 |
| Table 2.4 | Existing (2022) Levels of Service | 12 |
| Table 3.1 | ITE Trip Generation Data – Residential Land Use | 13 |
| Table 3.2 | ITE Trip Generation Comparison – Residential Land Use | 14 |
| Table 3.3 | ITE Trip Generation Data – Overall Development..... | 14 |
| Table 3.4 | Site-Generated Traffic Projections..... | 15 |
| Table 3.5 | Estimated Trip Distribution | 15 |
| Table 4.1 | Build Levels of Service..... | 19 |

EXHIBITS

| | | |
|-------------|---|----|
| Exhibit 1 – | Site Location Map | 3 |
| Exhibit 2 – | Existing Traffic and Parking Operations | 7 |
| Exhibit 3 – | Existing (2022) Traffic Volumes | 8 |
| Exhibit 4 – | Site Trip Assignment | 16 |
| Exhibit 5 – | Build Traffic Projections..... | 20 |

1. INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by the Housing Opportunity Development Corporation (HODC) and Mt. Pisgah to conduct a traffic planning and parking study for a proposed mixed-use development to be located on the northwest quadrant of the intersection at Darrow Avenue / Church Street. The subject site currently contains the Mt. Pisgah Ministry, an unmaintained parking lot, and undeveloped land. The development would include two separate buildings. The first, a five-story building, will contain ground floor retail space and affordable housing units on the upper floors. The second, a two-story building, will house the relocated Mt. Pisgah Ministry. It can be anticipated that many trips will be made without the use of an automobile, which will help minimize the number of trips generated, and therefore, will minimize the traffic impacts on the nearby streets.

Auto access to the mixed-use building will be facilitated via a new full-access driveway on the northern boundary of the site along the existing Church Street Alley. This proposed alley driveway is located approximately 150 feet west of Darrow Avenue. No access drives will serve the relocated Mt. Pisgah Ministry. An aerial view of the study location and the surrounding roadway network is illustrated in **Exhibit 1**.

As part of this traffic planning study, site trip generation characteristics were established for the mixed-use development and added to the background traffic volumes to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.

As part of this parking planning study, parking requirements based on City of Evanston code were reviewed and compared to the projected demand based on published information from the Institute of Transportation Engineers (ITE). This data was summarized and evaluated against the development's site plan to understand future projected parking demand.



2. EXISTING CONDITIONS

Kimley-Horn conducted a field review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, crash history, and parking operations. This section of the report details information on the existing conditions. **Exhibit 2** summarizes the existing traffic and parking operations, which are discussed below. **Appendix A** provides a photo inventory.

Area Land Uses

The subject site is partially developed with the existing Mt. Pisgah Ministry and an existing unmaintained parking lot. The site is located directly south of the Church Street Alley on the northwest quadrant of the intersection of Church Street and Darrow Avenue. The site is bounded by Darrow Avenue to the east, Church Street to the south, the Church Street Alley to the north, and a commercial development to the west. It should also be noted there is an existing public parking lot on the northeast corner of the site which provides approximately 10 parking spaces.

Evanston Township High School (ETHS) is located in the southwest quadrant of the Church Street / Dodge Avenue intersection. Commercial uses are located along Church Street near and at Dodge Avenue. Single family neighborhoods are located to the north. Additionally, a City owned parking lot is located in the southeast quadrant of the Church Street / Dodge Avenue intersection that is available for use by area businesses.

Existing Roadway Characteristics

A field investigation was conducted within the study area. As a result of this visit, the following information was obtained about the existing roadway network.

Church Street is an east-west street that runs along the southern frontage of the site. The Illinois Department of Transportation (IDOT) classifies Church Street as a Major Collector. Through the study area, one travel lane is provided in each direction without a dedicated median. At the signalized intersection of Church Street and Dodge Avenue, Church Street provides a dedicated right-turn lane and a shared through-left lane on the west leg. On the east leg of the intersection, Church Street does not provide dedicated turn-lanes. No turn on red signage between 7:00 AM to 6:00 PM is posted on all approaches of the Church Street / Dodge Avenue intersection. At the unsignalized intersection of Church Street and Darrow Avenue, Church Street does not provide dedicated turn lanes on both west and east legs of the intersection. A speed limit of 20 miles per hour (mph) is posted along Church Street through the study area. Church Street is under the jurisdiction of the City of Evanston.

Dodge Avenue is a north-south street located west of the site. IDOT classifies Dodge Avenue as a Major Collector. Through the study area, one travel lane is provided in each direction without a dedicated median. At its unsignalized intersection with the Church Street Alley, no dedicated turn lanes are provided. At its signalized intersection with Church Street, Dodge Avenue provides dedicated left-turn lanes on both north and south legs of the intersection. A speed limit of 25 miles per hour (mph) is posted on Dodge Avenue through the study area. Dodge Avenue is under the jurisdiction of the City of Evanston.

Darrow Avenue is a local north-south street that runs along the eastern frontage of the site. Through the study area, one travel lane is provided in each direction. At its unsignalized intersection with the Church Street Alley and Church Street, no dedicated turn lanes are provided. A speed limit of 25 miles per hour (mph) is posted on Darrow Avenue through the study area. Darrow Avenue is under the jurisdiction of the City of Evanston.

Church Street Alley is an east-west public alley that runs along the northern frontage of the site. A speed limit of 15 miles per hour (mph) is posted along the facility. The Church Street Alley does not provide dedicated turn lanes at its unsignalized intersections with Dodge Avenue or Darrow Avenue.

Non-Auto Accommodations

Non-Auto Accommodations are plentiful in the site area (see **Exhibit 2**) and include:

- CTA Bus Routes 93 and 206, which are accessible via bus stops at the intersection of Church Street / Dodge Avenue. Route 93 connects with the CTA “El” Kimball Brown Line Station, Davis Purple Line Station, and Metra’s (UP-N) Davis Street/Evanston Station. Route 206 connects with the CTA Howard Red/Purple/Yellow Station, as well as Metra’s (UP-N) Central St. Station.
- Pace Bus Routes 208 and 213 “H” which are accessible via bus stops at the intersection of Church Street / Dodge Avenue. Route 208 connects with the CTA “El” Davis Purple Line Station and Metra’s (UP-N) Davis Street/Evanston Station. This route also connects to Pace’s Northwest Transportation Center in Schaumburg. Route 213 connects with the CTA Davis Purple Line Station and Howard Red/Purple/Yellow Station, as well as Metra’s (UP-N) Davis St., Wilmette, Winnetka, Hubbard Woods, Glencoe, Braeside, and Highland Park Stations.
- Dedicated east-west cycle track located along the south side of Church Street which currently runs from Dodge Avenue east through the study area. There are plans to extend similar bicycle accommodations west from Dodge Avenue to McCormick Boulevard.
- Divvy bike sharing station along the south side of Church Street.
- Sidewalks which are provided along all study roadways, except the Church Street Alley.
- High visibility “ladder” style crosswalks, which are provided on all legs of the signalized intersection of Church Street/Dodge Avenue. A standard crosswalk is also provided on the south leg of the unsignalized intersection of Church Street/Darrow Avenue.
- The (UP-N) rail line which is accessible via the Davis Street/Evanston Station located approximately 3,500 feet east of the site.
- The CTA “L” Purple rail line, which is accessible via the Davis Station located approximately 3,800 feet east of the site.

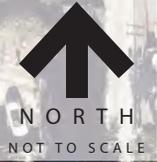
Traffic Count Data

Turning movement count data was collected in January 2022 at the intersections listed below. The counts were conducted on a typical weekday from 7:00 to 9:00AM and 3:00 to 6:00PM. These time periods coincide with the typical peak traffic periods of the surrounding street system.

- Church Street and Dodge Avenue
- Church Street and Darrow Avenue
- Darrow Avenue and Church Street Alley

- Dodge Avenue and Church Street Alley

The weekday peak traffic volumes occur within the study area from 7:45 to 8:45AM and 3:30 to 4:30PM. For purposes of this analysis, the peak hour traffic volumes were balanced between intersections. Existing peak hour traffic volumes are presented in **Exhibit 3**. A summary of the traffic count data is provided in **Appendix B**.

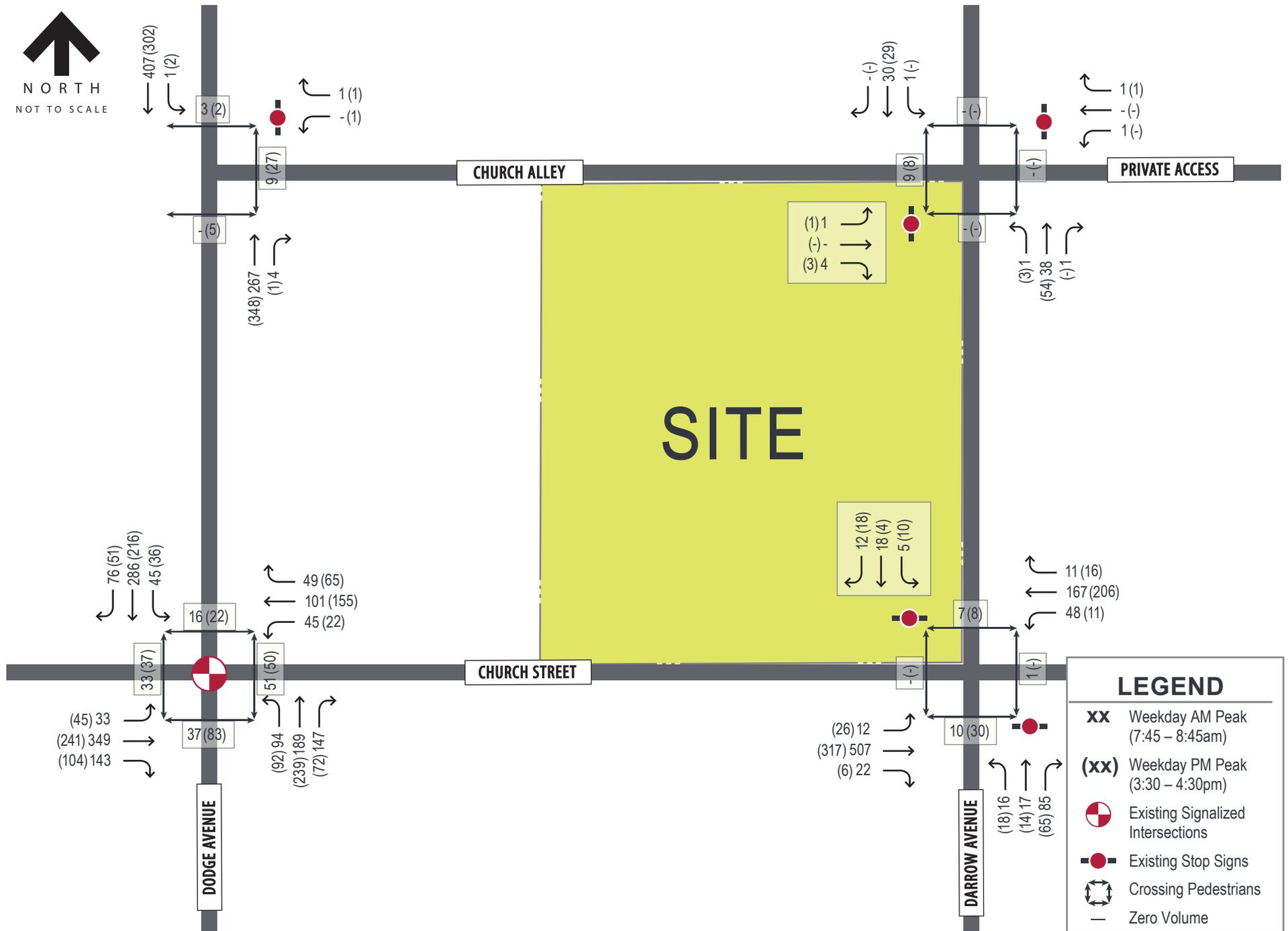


LEGEND

- Existing Travel Lane
- Existing Stop Sign
- ⊕ Existing Signalized Intersection
- ⊕ Existing PACE Bus Stop
- ⊕ Existing CTA Bus Stop
- Existing DIVY Bike Station
- Existing Pedestrian Crossing

PARKING DESIGNATIONS

- NP No Parking
- PP Permit Parking
- 1Hr P Free Parking



Crash Analysis

Kimley-Horn obtained crash data from IDOT Division of Safety for the most recent available five years (2016-2020) throughout the study area. A total of 40 crashes occurred within the study area over the five-year data collection period. Approximately two-thirds (28 of 40) of these crashed resulted in property damage only. Five crashes resulted in at least one minor injury, while a further six resulted in at least one serious injury. One crash, on Dodge Avenue, resulted in an incapacitating injury. No crashes resulted in fatalities.

More than half (24 of 40) of the crashes reviewed occurred at intersections. Two-thirds of the intersection crashes occurred at Church Street / Dodge Avenue, the remaining crashes split between the Church Street / Darrow Avenue and Dodge Avenue / Alley intersections. No intersection-related crashes were recorded at the Darrow Avenue / Alley intersection.

A total of four pedestrian and cyclist related crashes occurred. Details for each of these events are summarized below:

- One cyclist was struck by a driver at the Church Street / Dodge Avenue intersection, resulting in a serious injury. The crash occurred during the day.
- One pedestrian was struck by a driver at the Church Street / Dodge Avenue intersection, resulting in a serious injury. The crash occurred during the day.
- One pedestrian was struck by a driver performing a left-turn at the Church Street / Darrow Avenue Street intersection, resulting in a serious injury. The crash occurred after dark.
- One pedestrian was struck by a driver along Dodge Avenue, resulting in a minor injury. The crash occurred after dark.

Crash types by intersection and segment are summarized in **Table 2.1**, and an exhibit of crash locations is provided in **Appendix C**.

Table 2.2.1 Crash Analysis Summary (2016-2020)

| Crash Type | Intersection | | | Segment | | | Total |
|----------------------------|------------------------------|-------------------------------|----------------------|---------------|--------------|---------------|-----------|
| | Church Street / Dodge Avenue | Church Street / Darrow Avenue | Dodge Avenue / Alley | Church Street | Dodge Avenue | Darrow Avenue | |
| Angle | - | - | - | - | 1 | 1 | 2 |
| Fixed Object | 3 | 1 | - | - | - | - | 4 |
| Front to Front | - | - | - | - | - | 1 | 1 |
| Front to Rear | 6 | 1 | 1 | 1 | 1 | - | 10 |
| Parked Motor Vehicle | 3 | 1 | 1 | 2 | 4 | 1 | 12 |
| Pedestrian / Cyclist | 2 | 1 | - | - | 1 | - | 4 |
| Sideswipe – Same Direction | 1 | - | - | 1 | 1 | - | 3 |
| Turning | 1 | 2 | - | 1 | - | - | 4 |
| Total | 16 | 6 | 2 | 5 | 8 | 3 | 40 |

Parking Availability

During the site field visit conducted, Kimley-Horn also collected information about parking in the area. Parking operations are depicted on **Exhibit 2**. An existing public parking lot is located in the northeast corner of the proposed site and provides 10 parking stalls. On the day of the site visit, which was a weekday in January, it was observed that 2 of the approximate 10 available parking stalls in that lot were occupied. An additional public surface parking lot is located at the southeast corner of the intersection of Church Street and Dodge Avenue. As can be seen in Appendix A, this lot contains signage dedicating its use for local businesses only without the allowance of Evanston Township High School (ETHS) parking. On the day of the site visit, it was observed that 7 of the 52 available parking stalls in that lot were occupied.

Additionally, street parking is generally available throughout the study area. Each section of parking has specific guidelines/restrictions, which are displayed in detail Appendix A. It is worth noting that 8 parallel parking stalls are currently provided along the north side of Church Street, immediately south of the proposed development. These stalls currently allow for two-hour parking from 9AM-6PM, except for Sundays and holidays where this restriction is lifted. It is also worth noting that parking along the west side of Darrow Avenue, immediately east of the proposed development, is prohibited.

Existing Capacity Analysis

Capacity analysis for the existing and future conditions was performed using Synchro Version 11. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). LOS C is often considered for “design” purposes and LOS D is often considered as the lower threshold of providing acceptable traffic operations.

The LOS grades shown below, which are provided in the Transportation Research Board’s Highway Capacity Manual (HCM), quantify and categorize the driver’s discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.2**

Table 2.2 Level of Service Grading Descriptions¹

| Level of Service | Description |
|------------------|--|
| A | Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream. |
| B | Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream. |
| C | Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds. |
| D | Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease. |
| E | High control delay; average travel speed no more than 33 percent of free flow speed. |
| F | Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow. |

¹Highway Capacity Manual, 6th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.3**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2.3 Level of Service Grading Criteria¹

| Level of Service | Average Control Delay (s/veh) at: | |
|------------------|-----------------------------------|--------------------------|
| | Unsignalized Intersections | Signalized Intersections |
| A | 0 – 10 | 0 – 10 |
| B | > 10 – 15 | > 10 – 20 |
| C | > 15 – 25 | > 20 – 35 |
| D | > 25 – 35 | > 35 – 55 |
| E | > 35 – 50 | > 55 – 80 |
| F ² | > 50 | > 80 |

¹Highway Capacity Manual, 6th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. The results of capacity analysis for existing conditions are summarized in **Table 2.4**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results for the unsignalized study intersections are based on HCM 6th Edition capacity analysis, while results for the signalized intersection of Church Street / Dodge Avenue are based on Synchro Lanes, Volumes, Timings (LVT) results. Synchro LVT analysis was performed at this location due to limitations in HCM methodology preventing the analysis of intersections along roads with speed limits less than 25 MPH. The speed limit posted along Church Street through the study area is only 20 MPH. Signal timings at Church Street / Dodge Avenue were obtained from City of Evanston. Copies of the Synchro reports are provided in **Appendix D**.

Table 2.4 Existing (2022) Levels of Service

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | |
|---|----------------------|-----|----------------------|-----|
| | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| Church Street / Dodge Avenue * | | | | |
| Eastbound | 24 | C | 17 | B |
| Westbound | 21 | C | 18 | B |
| Northbound | 18 | B | 19 | B |
| Southbound | 29 | C | 26 | C |
| <i>Intersection</i> | 23 | C | 20- | B |
| Church Street / Darrow Avenue △ | | | | |
| Eastbound (Left) | 8 | A | 8 | A |
| Westbound (Left) | 9 | A | 8 | A |
| Northbound | 18 | C | 14 | B |
| Southbound | 18 | C | 14 | B |
| Dodge Avenue / Church Alley △ | | | | |
| Westbound | 12 | B | 13 | B |
| Southbound (Left) | 8 | A | 8 | A |
| Darrow Avenue / Church Alley / Private Access △ | | | | |
| Eastbound | 9 | A | 9 | A |
| Westbound | 9 | A | 9 | A |
| Northbound (Left) | 7 | A | 7 | A |
| Southbound (Left) | 7 | A | 7 | A |

△ - Minor-Leg Stop-Controlled Intersection

* - Signalized Intersection

All study intersections currently operate at LOS C or better during both morning and evening peak hours. The study intersections experience slightly more delay during the morning peak hour as students and parents travel to the nearby Evanston Township High School for the beginning of the school day. This same rush of traffic is not experienced during the evening peak hour due to the staggered arrival/departure of school-bound trips as more after-school activities take place. Significant pedestrian traffic is present in the area due to the proximity of this facility, which also attributes to any delay at the study intersections.

The 95th percentile queues for all stop-controlled movements during the morning and evening peak hours throughout the study area are one vehicle or less. The 95th percentile queues during both peak hours for the turning movements at the intersection of Church Street / Dodge Avenue are accommodated within the provided storage.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Proposed Site Plan

The proposed development would include one mixed-use building and one church. The first building contains retail/commercial space at ground level with low-income multi-family residences provided above from the second through fifth floors. The second building contains the two-story relocated Mt. Pisgah Ministry. A site plan prepared by Cordogan Clark dated April 21, 2022 for the mixed-use development and a site plan prepared by Suzuki+Kidd Architects dated April 22, 2022 for the church can be found in the **Appendix E**. Auto access to the five-story mixed-use building will be provided via a new drive to be located at the north end of the site which will be accessed off the Church Street Alley. Auto access to the relocated Mt. Pisgah Ministry is expected to be accommodated by existing parking options located near the site. The proposed development will include the following components:

- 44 affordable housing multi-family residential units
- 3,546 square feet of commercial retail space
- 208 seat church with accessory meeting and office space

Trip Generation

To calculate trips generated by the proposed development, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, Eleventh Edition. Copies of the ITE data sheets are provided in **Appendix F**.

To provide a conservative analysis scenario and estimate the number of trips generated by the affordable housing units, multiple land use codes (LUCs) were compared to determine a conservative fit that would appropriately model transportation demand. Because this residential development contains characteristics that align with multiple LUCs, **Tables 3.1 and 3.2** below display the differences in the predicted number of generated trips.

Table 3.1 ITE Trip Generation Data – Residential Land Use

| ITE Land Use | Unit | Weekday | | |
|--|----------------|----------------|---------------|---------------------------|
| | | Daily | AM Peak Hour | PM Peak Hour |
| Multi-Family Housing (Mid-Rise) – Not Close to Rail Transit ¹ - LUC 221 | Dwelling Units | 4.77X – 46.46 | 0.44X – 11.61 | 0.39X + 0.34 |
| Multi-Family Housing (Mid-Rise) – Close to Rail Transit ¹ - LUC 221 | Dwelling Units | 4.75X | 0.31X + 1.06 | 0.29X – 0.09 |
| Affordable Housing – LUC 223 | Dwelling Units | 3.73X + 139.35 | 0.21X + 17.21 | Ln(T) = 0.72 Ln(X) + 0.64 |

¹The subject site is located approximately 3,500 feet west of the Davis Street/Evanston Union-Pacific North rail line station and approximately 3,800 feet west of the Davis CTA Purple Line rail station. The intersection at Church Street/Dodge Avenue also provides bus stops for CTA Bus Routes 93 and 206 and Pace Bus Routes 208 and 213 “H”.

Table 3.2 ITE Trip Generation Comparison – Residential Land Use

| Land Use | Size | Daily | Weekday | | | | | |
|---|-------|-------|--------------|-----|-------|--------------|-----|-------|
| | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | In | Out | Total | In | Out | Total |
| Multi-Family Housing (Mid-Rise) – Not Close to Rail Transit | 44 DU | 163 | 2 | 6 | 8 | 11 | 7 | 18 |
| Multi-Family Housing (Mid-Rise) – Close to Rail Transit | 44 DU | 209 | 8 | 7 | 15 | 5 | 8 | 13 |
| Affordable Housing | 44 DU | 303 | 8 | 18 | 26 | 17 | 12 | 29 |

Based on a comparison of the difference in estimated site-generated trips arising from using various ITE Land Use Codes, it was determined to utilize Affordable Housing – LUC 223 to provide the most conservative estimate for the projected site-generated traffic volumes for this portion of the proposed development. **Table 3.3** displays trip generation data for the remaining land uses of the site, while including LUC 223 for the residential development. It should be noted that the data presented for Multi-Family Housing – Close to Rail Transit land use category seems counterintuitive, as generally vehicular trips decrease as access to transit increases. This irregularity is due to the lack of data that ITE poses for the “Close to Rail Transit” subcategory and does not impact the analysis due to the selection of Affordable Housing land use category.

Table 3.3 ITE Trip Generation Data – Overall Development

| Land Use | Size | Weekday | | |
|-------------------------------|----------------|-------------------|---|---|
| | | Daily | AM Peak Hour | PM Peak Hour |
| Strip Retail Plaza - LUC 822 | / 1000 SF GFA | $42.20X + 229.68$ | $\text{Ln}(T) = 0.66 \text{Ln}(X) + 1.84$ | $\text{Ln}(T) = 0.71 \text{Ln}(X) + 2.72$ |
| Affordable Housing – LUC 223 | Dwelling Units | $3.73X + 139.35$ | $0.21X + 17.21$ | $\text{Ln}(T) = 0.72 \text{Ln}(X) + 0.64$ |
| Church – LUC 560 ¹ | Seats | N/A | N/A | N/A |

¹The Mt. Pisgah Ministry holds nightly corporate prayer services from 6-7pm on Mondays-Fridays and weekly religious service at 11am on Sundays. These hours do not align with the AM and PM peak hours of the adjacent roadway facilities in which this analysis is based.

Note the absence of site-generated trips from the proposed relocation of the Mt. Pisgah Ministry. After a review of the church’s website and conversations with church representatives, it was determined that the peak hour of the facility does not align with the weekday peak hours of the other land uses proposed for this development. Site-generated traffic attributed to the proposed relocation of the Mt. Pisgah Ministry was therefore not included in this analysis. **Table 3.4** summarizes the daily, weekday morning, and weekday evening peak hour trip generations of the remaining proposed land uses of the development.

Table 3.4 Site-Generated Traffic Projections

| Land Use | Size | Daily | Weekday | | | | | |
|---------------------|---------------------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
| | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | In | Out | Total | In | Out | Total |
| Affordable Housing | 44 DU | 303 | 8 | 18 | 26 | 17 | 12 | 29 |
| Strip Retail Plaza | 3,546 SF | 379 | 9 | 6 | 15 | 19 | 18 | 37 |
| Church ¹ | 208 Seats | - | - | - | - | - | - | - |
| | Subtotals = | 682 | 17 | 24 | 41 | 36 | 30 | 66 |
| | Less Non-Auto Trips @ 40% | -273 | -7 | -9 | -16 | -15 | -12 | -27 |
| | Total New Trips = | 409 | 10 | 15 | 25 | 21 | 18 | 39 |

¹The Mt. Pisgah Ministry does not hold services during the AM and PM peak hours of the adjacent roadway facilities. Therefore, all site-generated trips from this land use are not considered in this analysis.

US census data indicates that an average of 40% of Evanston workers in the adjacent census tracts of the study area use alternate modes of transportation, as displayed in the **Appendix G**. Due to this finding and the existence of multiple non-auto transportation options in the area, a trip discount of 40% was applied to the site-generated traffic projections of the development. This discount is reflected in **Table 3.4**, as it is anticipated that the diverse, yet compatible array of uses in such a public transit-rich area will create many opportunities for non-auto trips.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease of motorist travel. The anticipated directional distribution is shown in **Table 3.5**. The total trip assignment is presented in **Exhibit 4** on the following page.

Table 3.5 Estimated Trip Distribution

| Traveling to/from | Estimated Trip Distribution |
|------------------------|-----------------------------|
| West on Church Street | 30% |
| East on Church Street | 25% |
| South on Dodge Avenue | 25% |
| North on Dodge Avenue | 15% |
| North on Darrow Avenue | 5% |
| Total | 100% |



| LEGEND | |
|-------------|------------------------------------|
| XX | Weekday AM Peak (7:45 – 8:45am) |
| (xx) | Weekday PM Peak (3:30 – 4:30pm) |
| | Existing Signalized Intersections |
| | Existing Stop Signs |
| | Proposed Stop Signs |
| | Crossing Pedestrians |
| | Zero Volume |

Parking Considerations

Before evaluating the total requirement of off-street parking spaces required for the development, the City of Evanston Code of Ordinances was referenced to determine if the development qualified for any reductions in parking due to its transit-oriented location. Areas in Evanston that qualify for such a reduction are limited to zoning districts D1, D2, D3, and D4 (as dictated in Title 6, Chapter 16-3-5 of the Code of Ordinances) in addition to City of Evanston defined TOD (Transit-Oriented Development) areas. The proposed development is not in one of the specified zoning districts and is not located in a TOD area, so any parking requirements dictated by the City code were not applied.

The City of Evanston Code of Ordinances Table 16-B – Schedule of Minimum Off Street Parking Requirements dictates the provision of 1 parking stall for every 10 seats in the main auditorium, assembly hall, or sanctuary of a religious institution. Considering the proposed 208-seat relocation of Mt. Pisgah Ministry, the resulting total church parking required is **21 total parking spaces**.

It is assumed that the 21 total parking spaces required for the facility will be available through nearby on-street parking options and existing public parking lots in the area. The existing public parking lot on the northeast corner of the site, which will be resurfaced for the development, will provide 7 public parking stalls (1 of which is ADA accessible) and is assumed to be open for church parking use. The existing public parking lot on the southeast corner of Dodge Avenue / Church Street additionally provides 52 parking stalls for local businesses and is located within 1,200 feet of the proposed church, which allows the spaces to be utilized to meet the zoning requirement as long as an agreement is reached between the church and the owner of the parking lot. Street parking along Darrow and Church Street will also allow for parking during church hours.

The City of Evanston Code of Ordinances 6-15-1-5 provides guidance for the calculation of off-street parking requirements for mixed use developments that receive the Inclusionary Housing Bonuses (IHO), such as the proposed five-story residential and retail building. The list below determines parking requirements for the proposed five-story mixed residential and commercial building.

- Multiple-family dwellings
 - Dwelling unit with 1 or fewer bedrooms: 0.75 parking spaces for each dwelling unit
 - Dwelling unit with 2 bedrooms: 1.25 parking spaces for each dwelling unit
 - Dwelling unit with 3 or more bedrooms: 1.5 spaces for each dwelling unit
 - Inclusionary Dwelling Unit: No parking required
- Retail Goods/Services Establishments and Food Stores
 - 1 parking space per 350 square feet of gross floor area

Based on the site plan provided in Appendix E, the proposed retail portions of the five-story building in the development will contain a combined 3,546 square feet of gross floor area. Using the rates provided above and removing 2,000 square feet that is exempt per City code, the resulting total retail parking required by the City of Evanston is roughly **4 total parking spaces**.

While the guidance provided in the City of Evanston Code of Ordinances helps determine the number of off-street parking stalls required for multiple-family dwellings, due to the nature of the low-income housing, it is anticipated that auto ownership of the eventual residents of the proposed development will be lower than market rate multi-family housing. The proposed residential development will contain 13 one-bedroom units (incl. 2 IHO), 20 two-bedroom units (incl. 4 IHO), and 11 three-bedroom units

(incl 3 IHO). Using the rates provided above, the resulting total residential parking required by the City of Evanston is roughly **41 total parking spaces**. However, the ITE Parking Generation Manual, Fifth Edition was further referenced to determine empirical parking demand for a residential development of this nature. As displayed in **Appendix H**, the peak parking demand on a typical weekday for LUC 223 – Affordable Housing is projected at **28 parking spaces**. Additionally, the peak parking demand on a typical Saturday is projected at 21 parking spaces.

The site plan indicates that 47 total parking spaces are to be provided, which exceeds the typical requirements of a development of this nature as defined in the ITE Parking Generation Manual, Fifth Edition, while also exceeding the City of Evanston code requirement of 45 spaces. Due to the site's proximity to numerous non-auto transit options and the typical parking requirements of similar developments, it is anticipated that the proposed parking supply of 47 parking spaces will adequately accommodate peak parking demand.

The site plan depicts the conversion of 2 of the 8 on-street parking stalls to a shared loading/drop-off zone that are currently provided along the north side of Church Street, immediately south of the development. A bump-out at the northwest quadrant of Church Street and Darrow Avenue is recommended to shorten crossing distance for pedestrians. The 6 remaining parking stalls along the north side of Church Street are recommended to remain to facilitate access to the proposed retail development.

4. FUTURE CONDITIONS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future projections for analysis.

Build Capacity Analysis

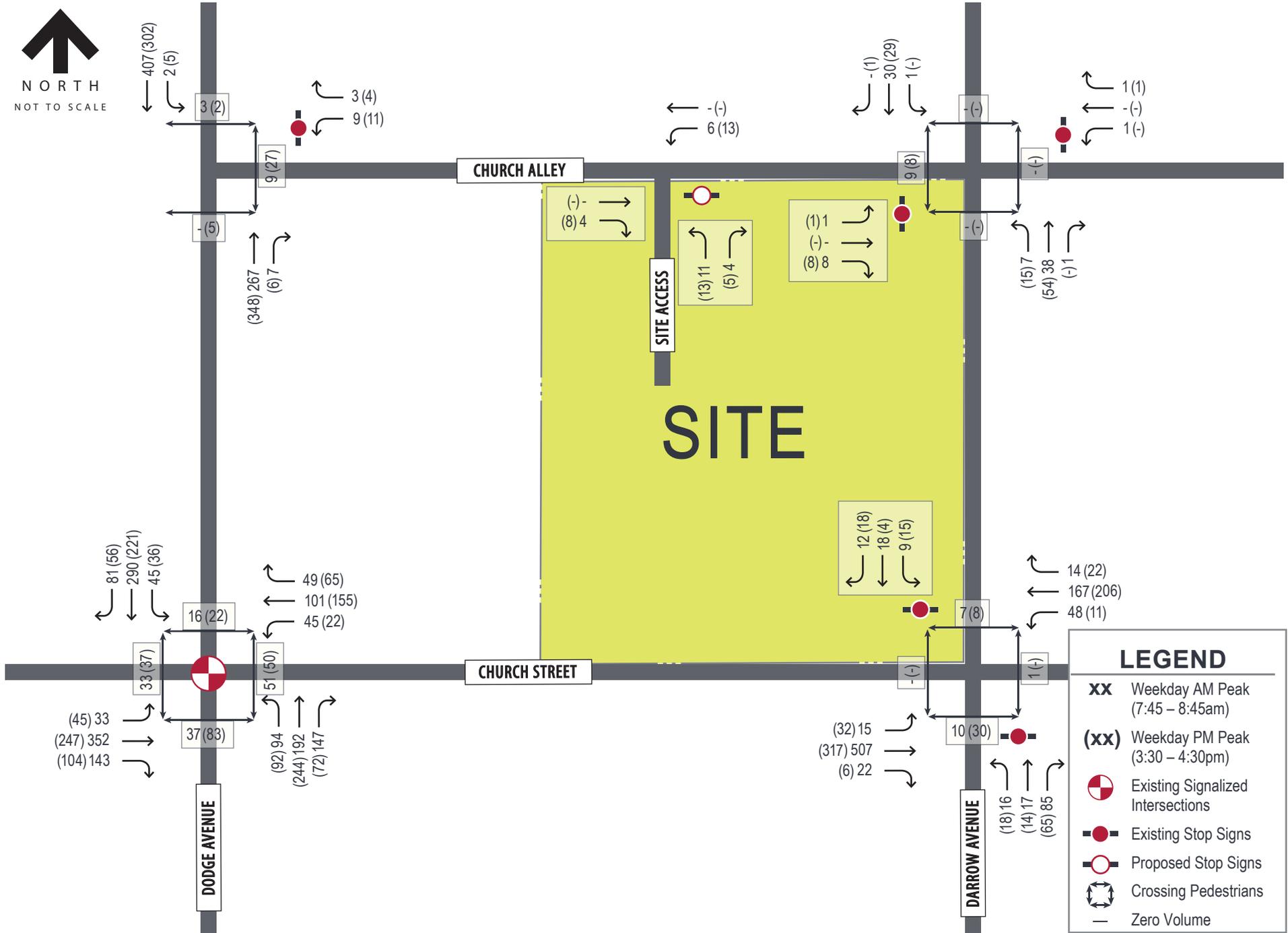
Build volumes, composed of background traffic (Exhibit 3) and the site trip assignment (Exhibit 4), are presented in **Exhibit 5**. Based on the volumes presented in Exhibit 5, capacity results were identified for the study intersections under Build conditions. The results of the capacity analysis are summarized in **Table 4.1**. Consistent with the Existing (2022) Conditions analysis, the results are based on Synchro’s HCM 6th Edition with the exception of the signalized intersection of Church Street / Dodge Avenue, which is based on Synchro LVT reporting due to the existing posted speed limit along Church Street. Copies of the Synchro reports are included in **Appendix I**.

Table 4.1 Build Levels of Service

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | |
|---|----------------------|-----|----------------------|-----|
| | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| Church Street / Dodge Avenue * | | | | |
| Eastbound | 24 | C | 18 | B |
| Westbound | 21 | C | 18 | B |
| Northbound | 18 | B | 18 | B |
| Southbound | 29 | C | 26 | C |
| Intersection | 23 | C | 20- | B |
| Church Street / Darrow Avenue △ | | | | |
| Eastbound (Left) | 8 | A | 8 | A |
| Westbound (Left) | 9 | A | 8 | A |
| Northbound | 18 | C | 14 | B |
| Southbound | 20+ | C | 15 | B |
| Dodge Avenue / Church Alley △ | | | | |
| Westbound | 14 | B | 14 | B |
| Southbound (Left) | 8 | A | 8 | A |
| Darrow Avenue / Church Alley / Private Access △ | | | | |
| Eastbound | 9 | A | 9 | A |
| Westbound | 9 | A | 9 | A |
| Northbound (Left) | 7 | A | 7 | A |
| Southbound (Left) | 7 | A | 7 | A |
| Church Alley / Site Access △ | | | | |
| Westbound (Left) | 7 | A | 7 | A |
| Northbound | 9 | A | 9 | A |

△ - Minor-Leg Stop-Controlled Intersection

* - Signalized Intersection



With the addition of site-generated traffic, delay is expected to slightly increase as compared to existing conditions. All study intersections are expected to continue operating at the same level of service in both morning and evening peak hours with the exception of the Church Street / Dodge Avenue. The westbound and northbound movements at this intersection are expected to operate at LOS C (as compared to LOS B under Existing conditions). No improvements are recommended as the LOS is well within acceptable operations.

The 95th percentile queues for all stop-controlled movements during the morning and evening peak hours throughout the study area are projected to remain at one vehicle or less. Furthermore, the 95th percentile queues during both peak hours for the turning movements at the intersection of Church Street / Dodge Avenue are projected to remain within the provided storage.

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the existing roadway network will readily accommodate the proposed development traffic. No major geometric improvements, such as adding turn lanes, are anticipated to be needed.

Thus, the following recommendations focus on site operations:

- Create a sidewalk bump-out at the northwest corner of the intersection of Church Street / Darrow Avenue. A striped crosswalk across Darrow Avenue at this location is also recommended and will help draw pedestrian trips and facilitate safe access to the proposed development.
- Maintain the existing parking stalls along the north side of Church Street between Dodge Avenue and Darrow Avenue.
- Replace any sidewalk that is displaced during development.
- Provide Stop control and a stop bar for northbound site traffic exiting onto the Church Street Alley at the new access drive.
- Bike storage / racks should be provided for both residents of the multi-family dwellings and the commercial uses to encourage use of the existing dedicated bike facilities along Church Street and Dodge Avenue.
- The project civil engineer should run AutoTurn to examine turning operations at the new access drive and throughout the study area.

TECHNICAL APPENDIX

- A. Photo Inventory
- B. Traffic Count Data
- C. IDOT Crash Data
- D. Existing (2022) Capacity Reports
- E. Conceptual Site Plan
- F. ITE Trip Generation Data
- G. Census Data
- H. ITE Parking Generation Data
- I. Build Capacity Reports

A. PHOTO INVENTORY



NORTHBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



SOUTHBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



EASTBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



WESTBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



NORTHBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



SOUTHBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



EASTBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



WESTBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



NORTHBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



SOUTHBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



WESTBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



NORTHBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



SOUTHBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



EASTBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



WESTBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



DODGE AVE EASTBOUND PACE BUS STOP



DODGE AVE & CHURCH ST DIVY BIKE STATION



DODGE AVE EASTBOUND BIKE PATH



DODGE AVE EASTBOUND PARKING SIGNAGE



DODGE AVE EASTBOUND PARKING SIGNAGE



DODGE AVE WESTBOUND PARKING SIGNAGE



DODGE AVE WESTBOUND PARKING SIGNAGE



DODGE AVE WESTBOUND PARKING SIGNAGE



NORTHBOUND DODGE AVE PARKING SIGNAGE



NORTHBOUND DODGE AVE CTA BUS STOP



SOUTHBOUND DODGE AVE CTA BUS STOP



NORTHBOUND DODGE AVE PARKING SIGNAGE



SIGNAGE AT PUBLIC PARKING LOT AT SOUTHEAST CORNER OF CHURCH ST/DODGE AVE INTERSECTION



PUBLIC PARKING LOT AT NORTHEAST CORNER OF PROPOSED DEVELOPMENT



WESTBOUND CHURCH ALLEY & PUBLIC PARKING LOT



NORTHBOUND DARROW AVENUE PARKING SIGNAGE

B. TRAFFIC COUNT DATA

Study Name 1_Church Street & Dodge Avenue
 Date Thursday, January 20, 2022

Report Summary

| Time Period | Class. | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | Crosswalk | | | |
|-------------------|--------------------|-----------|------|------|------|------|------|-----------|------|------|------|------|------|------------|------|------|------|------|------|------------|------|------|------|------|------|-----------|----|-------------|-------|
| | | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | Total | EB | Pedestrians | Total |
| AM Peak Period | Lights | 0 | 30 | 337 | 142 | 509 | 256 | 0 | 42 | 93 | 40 | 175 | 524 | 0 | 91 | 177 | 146 | 414 | 458 | 0 | 41 | 274 | 72 | 387 | 247 | 1485 | EB | 33 | 33 |
| Specified Period | % | 0% | 91% | 95% | 99% | 96% | 94% | 0% | 93% | 92% | 82% | 90% | 96% | 0% | 97% | 94% | 99% | 96% | 96% | 0% | 91% | 95% | 95% | 95% | 91% | 95% | | 100% | |
| 7:45 AM - 8:45 AM | Mediums | 0 | 3 | 12 | 1 | 16 | 12 | 0 | 3 | 7 | 9 | 19 | 17 | 0 | 2 | 10 | 1 | 13 | 17 | 0 | 4 | 13 | 3 | 20 | 22 | 68 | WB | 51 | 51 |
| One Hour Peak | % | 0% | 9% | 3% | 1% | 3% | 4% | 0% | 7% | 7% | 18% | 10% | 3% | 0% | 2% | 5% | 1% | 3% | 4% | 0% | 9% | 5% | 4% | 5% | 8% | 4% | | 100% | |
| 7:45 AM - 8:45 AM | Articulated Trucks | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 11 | NB | 37 | 37 |
| | % | 0% | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 1% | 0% | 1% | 1% | | 100% | |
| | Total | 0 | 33 | 354 | 143 | 530 | 271 | 0 | 45 | 101 | 49 | 195 | 546 | 0 | 94 | 189 | 147 | 430 | 476 | 0 | 45 | 288 | 76 | 409 | 271 | 1564 | | 137 | 137 |
| | PHF | 0 | 0.82 | 0.77 | 0.78 | 0.88 | 0.74 | 0 | 0.66 | 0.77 | 0.72 | 0.73 | 0.92 | 0 | 0.65 | 0.84 | 0.68 | 0.77 | 0.77 | 0 | 0.62 | 0.77 | 0.76 | 0.77 | 0.88 | 0.86 | | | |
| | HV % | 0% | 9% | 5% | 1% | 4% | 6% | 0% | 7% | 8% | 18% | 10% | 4% | 0% | 3% | 6% | 1% | 4% | 4% | 0% | 9% | 5% | 5% | 5% | 9% | 5% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 16 | 16 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| PM Peak Period | Lights | 0 | 42 | 232 | 101 | 375 | 296 | 0 | 22 | 153 | 61 | 236 | 334 | 0 | 92 | 231 | 71 | 394 | 334 | 0 | 31 | 211 | 51 | 293 | 334 | 1298 | EB | 37 | 37 |
| Specified Period | % | 0% | 93% | 98% | 97% | 97% | 98% | 0% | 100% | 96% | 94% | 96% | 97% | 0% | 100% | 96% | 99% | 97% | 97% | 0% | 86% | 96% | 100% | 96% | 95% | 97% | | 100% | |
| 3:30 PM - 4:30 PM | Mediums | 0 | 3 | 4 | 3 | 10 | 4 | 0 | 0 | 4 | 4 | 8 | 10 | 0 | 0 | 10 | 1 | 11 | 10 | 0 | 5 | 7 | 0 | 12 | 17 | 41 | WB | 50 | 50 |
| One Hour Peak | % | 0% | 7% | 2% | 3% | 3% | 1% | 0% | 0% | 3% | 6% | 3% | 3% | 0% | 0% | 4% | 1% | 3% | 3% | 0% | 14% | 3% | 0% | 4% | 5% | 3% | | 100% | |
| 3:30 PM - 4:30 PM | Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | NB | 83 | 83 |
| | % | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| | Total | 0 | 45 | 236 | 104 | 385 | 302 | 0 | 22 | 159 | 65 | 246 | 344 | 0 | 92 | 241 | 72 | 405 | 345 | 0 | 36 | 219 | 51 | 306 | 351 | 1342 | | 192 | 192 |
| | PHF | 0 | 0.75 | 0.79 | 0.74 | 0.78 | 0.91 | 0 | 0.92 | 0.71 | 0.54 | 0.89 | 0.69 | 0 | 0.68 | 0.81 | 0.49 | 0.7 | 0.89 | 0 | 0.75 | 0.87 | 0.64 | 0.96 | 0.74 | 0.82 | | | |
| | HV % | 0% | 7% | 2% | 3% | 3% | 2% | 0% | 0% | 4% | 6% | 4% | 3% | 0% | 0% | 4% | 1% | 3% | 3% | 0% | 14% | 4% | 0% | 4% | 5% | 3% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 22 | 22 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |

Study Name 2_Church Street & Darrow Avenue
 Date Thursday, January 20, 2022

Report Summary

| Time Period | Class. | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | Crosswalk | | | |
|-------------------|--------------------|-----------|------|------|------|------|------|-----------|------|------|------|------|------|------------|------|------|------|------|------|------------|------|------|------|------|------|-----------|-------------|-------|----|
| | | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | Total | Pedestrians | Total | |
| AM Peak Period | Lights | 0 | 12 | 481 | 22 | 515 | 174 | 0 | 47 | 149 | 11 | 207 | 570 | 0 | 16 | 18 | 85 | 119 | 87 | 0 | 4 | 18 | 9 | 31 | 41 | 872 | EB | 0 | 0 |
| Specified Period | % | 0% | 100% | 96% | 100% | 96% | 90% | 0% | 98% | 90% | 100% | 92% | 96% | 0% | 100% | 100% | 100% | 100% | 99% | 0% | 80% | 100% | 75% | 89% | 100% | 95% | | 0% | |
| 7:45 AM - 8:45 AM | Mediums | 0 | 0 | 16 | 0 | 16 | 19 | 0 | 1 | 16 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 4 | 0 | 37 | WB | 0 | 0 |
| One Hour Peak | % | 0% | 0% | 3% | 0% | 3% | 10% | 0% | 2% | 10% | 0% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 20% | 0% | 25% | 11% | 0% | 4% | | 0% | |
| 7:45 AM - 8:45 AM | Articulated Trucks | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | NB | 10 | 10 |
| | % | 0% | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | | 100% | |
| | Total | 0 | 12 | 502 | 22 | 536 | 194 | 0 | 48 | 166 | 11 | 225 | 592 | 0 | 16 | 18 | 85 | 119 | 88 | 0 | 5 | 18 | 12 | 35 | 41 | 915 | | 17 | 17 |
| | PHF | 0 | 0.5 | 0.9 | 0.55 | 0.92 | 0.71 | 0 | 0.46 | 0.75 | 0.69 | 0.66 | 0.85 | 0 | 0.5 | 0.64 | 0.52 | 0.53 | 0.46 | 0 | 0.42 | 0.38 | 0.6 | 0.51 | 0.64 | 0.75 | | | |
| | HV % | 0% | 0% | 4% | 0% | 4% | 10% | 0% | 2% | 10% | 0% | 8% | 4% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 20% | 0% | 25% | 11% | 0% | 5% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 7 | 7 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| PM Peak Period | Lights | 0 | 24 | 314 | 6 | 344 | 227 | 0 | 11 | 192 | 16 | 219 | 389 | 0 | 18 | 14 | 65 | 97 | 21 | 0 | 10 | 4 | 17 | 31 | 54 | 691 | EB | 0 | 0 |
| Specified Period | % | 0% | 96% | 97% | 100% | 97% | 96% | 0% | 100% | 96% | 100% | 96% | 98% | 0% | 100% | 100% | 100% | 100% | 100% | 0% | 100% | 100% | 94% | 97% | 98% | 97% | | 0% | |
| 3:30 PM - 4:30 PM | Mediums | 0 | 1 | 9 | 0 | 10 | 9 | 0 | 0 | 8 | 0 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 19 | WB | 1 | 1 |
| One Hour Peak | % | 0% | 4% | 3% | 0% | 3% | 4% | 0% | 0% | 4% | 0% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 3% | 2% | 3% | | 100% | |
| 3:30 PM - 4:30 PM | Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | NB | 30 | 30 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| | Total | 0 | 25 | 323 | 6 | 354 | 237 | 0 | 11 | 201 | 16 | 228 | 398 | 0 | 18 | 14 | 65 | 97 | 21 | 0 | 10 | 4 | 18 | 32 | 55 | 711 | | 39 | 39 |
| | PHF | 0 | 0.78 | 0.68 | 0.3 | 0.73 | 0.91 | 0 | 0.39 | 0.85 | 0.44 | 0.9 | 0.67 | 0 | 0.5 | 0.39 | 0.52 | 0.53 | 0.4 | 0 | 0.62 | 1 | 0.75 | 0.89 | 0.62 | 0.76 | | | |
| | HV % | 0% | 4% | 3% | 0% | 3% | 4% | 0% | 0% | 4% | 0% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 3% | 2% | 3% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 8 | 8 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |

Study Name 3_Dodge Avenue & Church Alley
 Date Thursday, January 20, 2022

Report Summary

| Time Period | Class. | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Crosswalk | |
|-------------------|--------------------|------------|------|------|------|------|------|-----------|----|------|------|------|------|------------|------|------|-------|-------------|-------|-----------|--|
| | | T | L | U | I | O | R | L | U | I | O | R | T | U | I | O | Total | Pedestrians | Total | | |
| AM Peak Period | Lights | 384 | 1 | 1 | 386 | 248 | 1 | 0 | 0 | 1 | 3 | 2 | 246 | 0 | 248 | 384 | 635 | SB | 3 | 3 | |
| Specified Period | % | 95% | 100% | 100% | 95% | 92% | 100% | 0% | 0% | 100% | 60% | 50% | 92% | 0% | 91% | 95% | 93% | | 100% | | |
| 7:00 AM - 9:15 AM | Mediums | 18 | 0 | 0 | 18 | 22 | 0 | 0 | 0 | 0 | 2 | 2 | 22 | 0 | 24 | 18 | 42 | WB | 9 | 9 | |
| One Hour Peak | % | 4% | 0% | 0% | 4% | 8% | 0% | 0% | 0% | 0% | 40% | 50% | 8% | 0% | 9% | 4% | 6% | | 100% | | |
| 7:45 AM - 8:45 AM | Articulated Trucks | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | NB | 0 | 0 | |
| | % | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | | 0% | | |
| | Total | 405 | 1 | 1 | 407 | 270 | 1 | 0 | 0 | 1 | 5 | 4 | 268 | 0 | 272 | 405 | 680 | | | | |
| | PHF | 0.79 | 0.25 | 0.25 | 0.79 | 0.85 | 0.25 | 0 | 0 | 0.25 | 0.62 | 1 | 0.84 | 0 | 0.84 | 0.79 | 0.84 | | | | |
| | HV % | 5% | 0% | 0% | 5% | 8% | 0% | 0% | 0% | 0% | 40% | 50% | 8% | 0% | 9% | 5% | 7% | | | | |
| | Bicycles on Road | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | | 12 | 12 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | |
| PM Peak Period | Lights | 285 | 2 | 0 | 287 | 330 | 1 | 1 | 0 | 2 | 3 | 1 | 329 | 1 | 331 | 287 | 620 | SB | 2 | 2 | |
| Specified Period | % | 96% | 100% | 0% | 96% | 95% | 100% | 100% | 0% | 100% | 100% | 100% | 95% | 100% | 95% | 96% | 95% | | 100% | | |
| 3:00 PM - 6:15 PM | Mediums | 12 | 0 | 0 | 12 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 12 | 28 | WB | 27 | 27 | |
| One Hour Peak | % | 4% | 0% | 0% | 4% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 5% | 4% | 4% | | 100% | | |
| 3:30 PM - 4:30 PM | Articulated Trucks | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | NB | 5 | 5 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | | |
| | Total | 298 | 2 | 0 | 300 | 347 | 1 | 1 | 0 | 2 | 3 | 1 | 346 | 1 | 348 | 300 | 650 | | | | |
| | PHF | 0.91 | 0.5 | 0 | 0.91 | 0.74 | 0.25 | 0.25 | 0 | 0.5 | 0.38 | 0.25 | 0.74 | 0.25 | 0.74 | 0.9 | 0.86 | | | | |
| | HV % | 4% | 0% | 0% | 4% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 5% | 4% | 4% | | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | 34 | 34 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | |

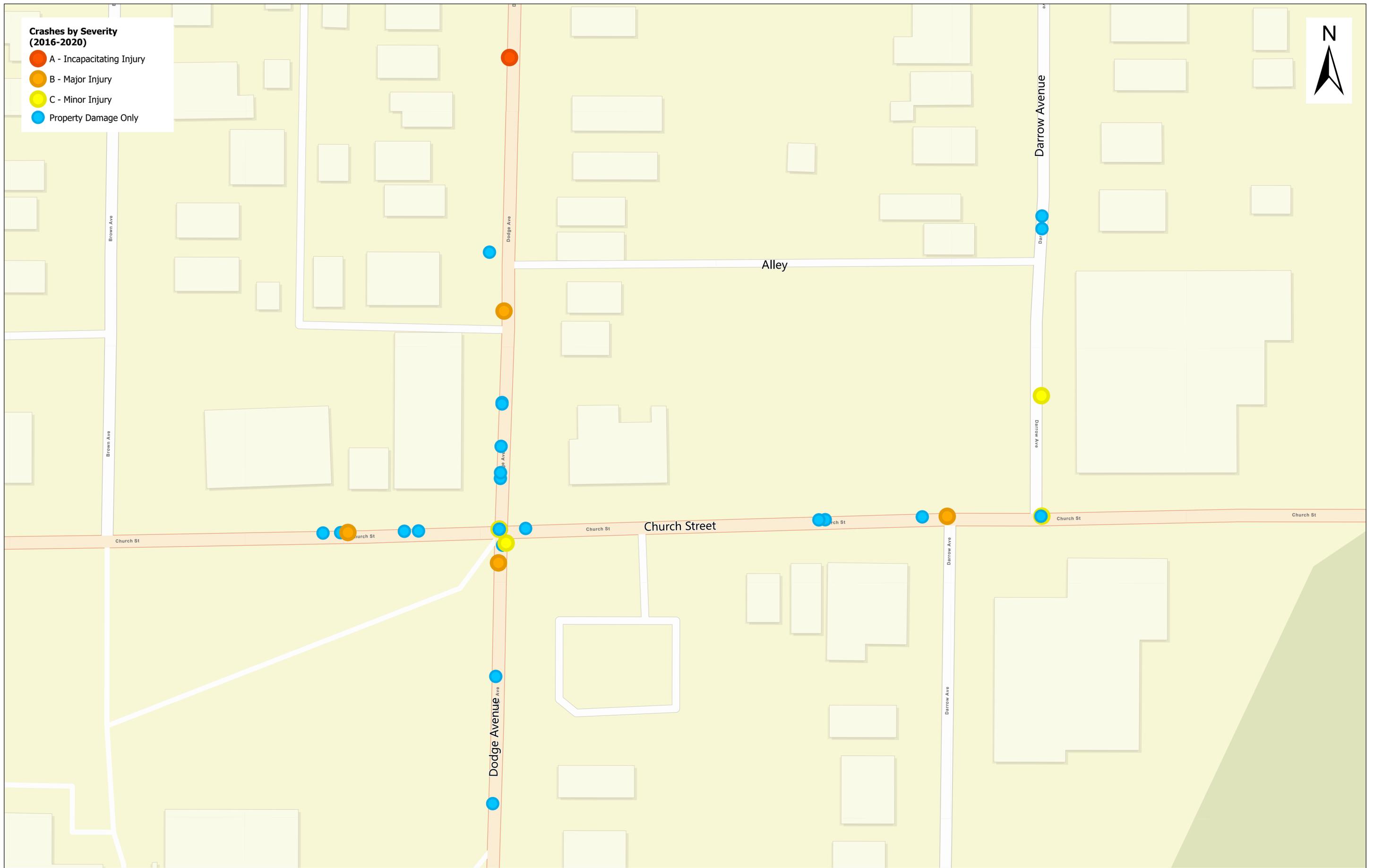
Study Name 4_Darrow Avenue & Church Alley
 Date Thursday, January 20, 2022

Report Summary

| Time Period | Class. | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Crosswalk | | | | | | | | | | | |
|---------------------------------|--------------------|-----------|------|----|------|-----------|------|----|------|------------|------|------|------|------------|------|------|------|-----------|-----|-------|-------------|-------|-----|------|------|------|----|------|---|
| | | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | Total | Pedestrians | Total | | | | | | | |
| AM Peak Period Specified Period | Lights | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 37 | 1 | 39 | 31 | 0 | 1 | 26 | 0 | 27 | 39 | 73 | EB | 9 | 9 |
| | % | 0% | 100% | 0% | 100% | 100% | 100% | 0% | 100% | 0% | 100% | 100% | 100% | 0% | 100% | 100% | 100% | 100% | 91% | 0% | 100% | 90% | 0% | 90% | 100% | 96% | | 100% | |
| 7:45 AM - 8:45 AM | Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | WB | 0 | 0 |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 10% | 0% | 10% | 0% | 4% | | 0% | |
| 7:45 AM - 8:45 AM | Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NB | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| | Total | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 37 | 1 | 39 | 34 | 0 | 1 | 29 | 0 | 30 | 39 | 76 | | 9 | 9 |
| | PHF | 0 | 0.25 | 0 | 0.5 | 0.62 | 0.25 | 0 | 0.25 | 0 | 0.25 | 0.5 | 0.5 | 0 | 0.25 | 0.58 | 0.25 | 0.57 | 0.5 | 0 | 0.25 | 0.48 | 0 | 0.47 | 0.61 | 0.63 | | | |
| | HV % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 10% | 0% | 10% | 0% | 4% | | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| PM Peak Period Specified Period | Lights | 0 | 1 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 51 | 0 | 54 | 31 | 0 | 0 | 28 | 0 | 28 | 53 | 87 | EB | 8 | 8 |
| | % | 0% | 100% | 0% | 100% | 100% | 100% | 0% | 0% | 0% | 100% | 100% | 0% | 0% | 100% | 94% | 0% | 95% | 97% | 0% | 0% | 97% | 0% | 97% | 95% | 96% | | 100% | |
| 3:30 PM - 4:30 PM | Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | WB | 0 | 0 |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 3% | 0% | 0% | 3% | 0% | 3% | 2% | 2% | | 0% | |
| 3:30 PM - 4:30 PM | Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NB | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| | Total | 0 | 1 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 54 | 0 | 57 | 32 | 0 | 0 | 29 | 0 | 29 | 56 | 91 | | 8 | 8 |
| | PHF | 0 | 0.25 | 0 | 0.38 | 0.5 | 0.38 | 0 | 0 | 0 | 0.25 | 0.25 | 0 | 0 | 0.38 | 0.61 | 0 | 0.59 | 0.8 | 0 | 0 | 0.72 | 0 | 0.72 | 0.64 | 0.76 | | | |
| | HV % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 3% | 0% | 0% | 3% | 0% | 3% | 2% | 2% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | SB | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 2% | | 0% | |

C. IDOT CRASH DATA

- Crashes by Severity (2016-2020)**
- A - Incapacitating Injury
 - B - Major Injury
 - C - Minor Injury
 - Property Damage Only



D. EXISTING (2022) CAPACITY REPORTS

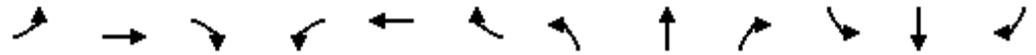
Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
AM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | |  | |  |  | |  |  | |
| Traffic Volume (vph) | 33 | 349 | 143 | 45 | 101 | 49 | 94 | 189 | 147 | 45 | 286 | 76 |
| Future Volume (vph) | 33 | 349 | 143 | 45 | 101 | 49 | 94 | 189 | 147 | 45 | 286 | 76 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 10 | 12 | 11 | 12 | 10 | 15 | 12 | 10 | 16 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 45 | | 0 | 50 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 60 | | | 85 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.91 | | 0.98 | | 0.95 | 0.96 | | 0.97 | 0.97 | |
| Frt | | | 0.850 | | 0.966 | | | 0.934 | | | 0.969 | |
| Flt Protected | | 0.996 | | | 0.989 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1450 | 1478 | 0 | 1358 | 0 | 1636 | 1802 | 0 | 1546 | 1675 | 0 |
| Flt Permitted | | 0.959 | | | 0.840 | | 0.319 | | | 0.473 | | |
| Satd. Flow (perm) | 0 | 1394 | 1340 | 0 | 1145 | 0 | 523 | 1802 | 0 | 744 | 1675 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 151 | | 22 | | | 50 | | | 17 | |
| Link Speed (mph) | | 20 | | | 20 | | | 20 | | | 20 | |
| Link Distance (ft) | | 957 | | | 414 | | | 841 | | | 197 | |
| Travel Time (s) | | 32.6 | | | 14.1 | | | 28.7 | | | 6.7 | |
| Confl. Peds. (#/hr) | 16 | | 37 | 37 | | 16 | 51 | | 33 | 33 | | 51 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 9% | 5% | 2% | 7% | 8% | 18% | 3% | 6% | 2% | 9% | 5% | 5% |
| Parking (#/hr) | | 7 | | | 7 | | | | | | 7 | |
| Adj. Flow (vph) | 35 | 367 | 151 | 47 | 106 | 52 | 99 | 199 | 155 | 47 | 301 | 80 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 402 | 151 | 0 | 205 | 0 | 99 | 354 | 0 | 47 | 381 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 10 | | | 10 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.31 | 1.09 | 1.00 | 1.25 | 1.00 | 1.09 | 0.88 | 1.00 | 1.09 | 1.03 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | Right | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
AM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 8.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 6.0 | 14.0 | | 6.0 | 14.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 35.0 | | 15.0 | 35.0 | |
| Total Split (%) | 41.2% | 41.2% | 41.2% | 41.2% | 41.2% | | 17.6% | 41.2% | | 17.6% | 41.2% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 12.0 | 29.0 | | 12.0 | 29.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 3.0 | 4.5 | | 3.0 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 14.0 | | | 14.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 29.7 | 29.7 | | 29.7 | | 34.2 | 26.0 | | 31.0 | 22.7 | |
| Actuated g/C Ratio | | 0.40 | 0.40 | | 0.40 | | 0.46 | 0.35 | | 0.42 | 0.31 | |
| v/c Ratio | | 0.72 | 0.24 | | 0.43 | | 0.27 | 0.53 | | 0.12 | 0.72 | |
| Control Delay | | 30.9 | 4.7 | | 20.7 | | 11.6 | 19.7 | | 10.2 | 30.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 30.9 | 4.7 | | 20.7 | | 11.6 | 19.7 | | 10.2 | 30.7 | |
| LOS | | C | A | | C | | B | B | | B | C | |
| Approach Delay | | 23.7 | | | 20.7 | | | 17.9 | | | 28.5 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Queue Length 50th (ft) | | 161 | 0 | | 63 | | 23 | 115 | | 11 | 151 | |
| Queue Length 95th (ft) | | #348 | 38 | | 141 | | 46 | 197 | | 26 | 254 | |
| Internal Link Dist (ft) | | 877 | | | 334 | | | 761 | | | 117 | |
| Turn Bay Length (ft) | | | | | | | 45 | | | 50 | | |
| Base Capacity (vph) | | 562 | 630 | | 474 | | 432 | 783 | | 481 | 685 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | 0.24 | | 0.43 | | 0.23 | 0.45 | | 0.10 | 0.56 | |

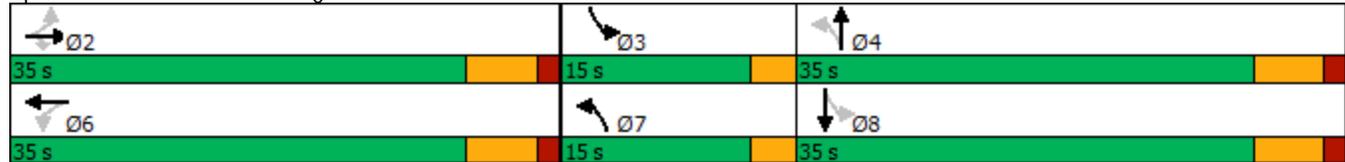
| Intersection Summary | |
|------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 85 |
| Actuated Cycle Length: | 73.6 |
| Natural Cycle: | 55 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.72 |

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
 AM Peak Hour

| | |
|---|------------------------|
| Intersection Signal Delay: 23.0 | Intersection LOS: C |
| Intersection Capacity Utilization 81.8% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 100: Dodge Avenue & Church Street



| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 507 | 22 | 48 | 167 | 11 | 16 | 17 | 85 | 5 | 18 | 12 |
| Future Vol, veh/h | 12 | 507 | 22 | 48 | 167 | 11 | 16 | 17 | 85 | 5 | 18 | 12 |
| Conflicting Peds, #/hr | 10 | 0 | 7 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 4 | 2 | 2 | 10 | 2 | 2 | 2 | 2 | 20 | 2 | 25 |
| Mvmt Flow | 13 | 534 | 23 | 51 | 176 | 12 | 17 | 18 | 89 | 5 | 19 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 198 | 0 | 0 | 564 | 0 | 0 | 879 | 879 | 553 | 919 | 884 | 192 |
| Stage 1 | - | - | - | - | - | - | 579 | 579 | - | 294 | 294 | - |
| Stage 2 | - | - | - | - | - | - | 300 | 300 | - | 625 | 590 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.3 | 6.52 | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.3 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.3 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.68 | 4.018 | 3.525 |
| Pot Cap-1 Maneuver | 1375 | - | - | 1008 | - | - | 268 | 286 | 533 | 234 | 284 | 794 |
| Stage 1 | - | - | - | - | - | - | 501 | 501 | - | 677 | 670 | - |
| Stage 2 | - | - | - | - | - | - | 709 | 666 | - | 443 | 495 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1361 | - | - | 1000 | - | - | 234 | 261 | 529 | 173 | 259 | 786 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 234 | 261 | - | 173 | 259 | - |
| Stage 1 | - | - | - | - | - | - | 490 | 490 | - | 661 | 626 | - |
| Stage 2 | - | - | - | - | - | - | 638 | 622 | - | 350 | 484 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 1.9 | | | 18 | | | 18.3 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 401 | 1361 | - | - | 1000 | - | - | 308 |
| HCM Lane V/C Ratio | 0.31 | 0.009 | - | - | 0.051 | - | - | 0.12 |
| HCM Control Delay (s) | 18 | 7.7 | 0 | - | 8.8 | 0 | - | 18.3 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.3 | 0 | - | - | 0.2 | - | - | 0.4 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 1 | 1 | 267 | 4 | 1 | 407 |
| Future Vol, veh/h | 1 | 1 | 267 | 4 | 1 | 407 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 9 | 9 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 8 | 50 | 2 | 5 |
| Mvmt Flow | 1 | 1 | 281 | 4 | 1 | 428 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 725 | 292 | 0 | 0 | 294 |
| Stage 1 | 292 | - | - | - | - |
| Stage 2 | 433 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 392 | 747 | - | - | 1268 |
| Stage 1 | 758 | - | - | - | - |
| Stage 2 | 654 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 387 | 741 | - | - | 1257 |
| Mov Cap-2 Maneuver | 387 | - | - | - | - |
| Stage 1 | 751 | - | - | - | - |
| Stage 2 | 651 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 12.1 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 508 | 1257 |
| HCM Lane V/C Ratio | - | - | 0.004 | 0.001 |
| HCM Control Delay (s) | - | - | 12.1 | 7.9 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

HCM 6th TWSC
400: Darrow Avenue & Church Alley/Private Access

Existing (2022) Traffic Volumes
AM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 38 | 1 | 1 | 30 | 1 |
| Future Vol, veh/h | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 38 | 1 | 1 | 30 | 1 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 9 | 9 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 10 | 2 |
| Mvmt Flow | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 40 | 1 | 1 | 32 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 82 | 87 | 33 | 89 | 87 | 53 | 33 | 0 | 0 | 50 | 0 | 0 |
| Stage 1 | 35 | 35 | - | 52 | 52 | - | - | - | - | - | - | - |
| Stage 2 | 47 | 52 | - | 37 | 35 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 905 | 803 | 1041 | 896 | 803 | 1014 | 1579 | - | - | 1557 | - | - |
| Stage 1 | 981 | 866 | - | 961 | 852 | - | - | - | - | - | - | - |
| Stage 2 | 967 | 852 | - | 978 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 900 | 794 | 1041 | 883 | 794 | 1002 | 1579 | - | - | 1544 | - | - |
| Mov Cap-2 Maneuver | 900 | 794 | - | 883 | 794 | - | - | - | - | - | - | - |
| Stage 1 | 980 | 865 | - | 951 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 961 | 843 | - | 972 | 865 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 8.8 | | 9.1 | | 0.2 | | 0.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1579 | - | - | 966 | 885 | 1544 | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.007 | 0.004 | 0.001 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.8 | 9.1 | 7.3 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
PM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | |  | |  |  | |  |  | |
| Traffic Volume (vph) | 45 | 241 | 104 | 22 | 155 | 65 | 92 | 239 | 72 | 36 | 216 | 51 |
| Future Volume (vph) | 45 | 241 | 104 | 22 | 155 | 65 | 92 | 239 | 72 | 36 | 216 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 10 | 12 | 11 | 12 | 10 | 15 | 12 | 10 | 16 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 45 | | 0 | 50 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 60 | | | 85 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.82 | | 0.97 | | 0.94 | 0.98 | | 0.96 | 0.98 | |
| Frt | | | 0.850 | | 0.964 | | | 0.965 | | | 0.971 | |
| Flt Protected | | 0.992 | | | 0.995 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1480 | 1463 | 0 | 1444 | 0 | 1652 | 1906 | 0 | 1478 | 1706 | 0 |
| Flt Permitted | | 0.916 | | | 0.955 | | 0.416 | | | 0.547 | | |
| Satd. Flow (perm) | 0 | 1361 | 1193 | 0 | 1374 | 0 | 679 | 1906 | 0 | 817 | 1706 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 109 | | 24 | | | 19 | | | 15 | |
| Link Speed (mph) | | 20 | | | 20 | | | 25 | | | 25 | |
| Link Distance (ft) | | 957 | | | 414 | | | 841 | | | 197 | |
| Travel Time (s) | | 32.6 | | | 14.1 | | | 22.9 | | | 5.4 | |
| Confl. Peds. (#/hr) | 22 | | 83 | 83 | | 22 | 50 | | 37 | 37 | | 50 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 7% | 2% | 3% | 2% | 3% | 6% | 2% | 4% | 2% | 14% | 4% | 2% |
| Parking (#/hr) | | 7 | | | 7 | | | | | | 7 | |
| Adj. Flow (vph) | 47 | 254 | 109 | 23 | 163 | 68 | 97 | 252 | 76 | 38 | 227 | 54 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 301 | 109 | 0 | 254 | 0 | 97 | 328 | 0 | 38 | 281 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 10 | | | 10 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.31 | 1.09 | 1.00 | 1.25 | 1.00 | 1.09 | 0.88 | 1.00 | 1.09 | 1.03 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | Right | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
PM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 8.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 6.0 | 14.0 | | 6.0 | 14.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 35.0 | | 15.0 | 35.0 | |
| Total Split (%) | 41.2% | 41.2% | 41.2% | 41.2% | 41.2% | | 17.6% | 41.2% | | 17.6% | 41.2% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 12.0 | 29.0 | | 12.0 | 29.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 3.0 | 4.5 | | 3.0 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 14.0 | | | 14.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 29.6 | 29.6 | | 29.6 | | 29.7 | 23.2 | | 26.2 | 18.0 | |
| Actuated g/C Ratio | | 0.43 | 0.43 | | 0.43 | | 0.43 | 0.34 | | 0.38 | 0.26 | |
| v/c Ratio | | 0.51 | 0.19 | | 0.42 | | 0.24 | 0.50 | | 0.10 | 0.61 | |
| Control Delay | | 21.1 | 4.8 | | 17.6 | | 11.9 | 20.5 | | 10.7 | 27.8 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 21.1 | 4.8 | | 17.6 | | 11.9 | 20.5 | | 10.7 | 27.8 | |
| LOS | | C | A | | B | | B | C | | B | C | |
| Approach Delay | | 16.8 | | | 17.6 | | | 18.5 | | | 25.8 | |
| Approach LOS | | B | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | 94 | 0 | | 68 | | 23 | 90 | | 9 | 102 | |
| Queue Length 95th (ft) | | 208 | 32 | | 158 | | 46 | 192 | | 23 | 179 | |
| Internal Link Dist (ft) | | 877 | | | 334 | | | 761 | | | 117 | |
| Turn Bay Length (ft) | | | | | | | 45 | | | 50 | | |
| Base Capacity (vph) | | 586 | 575 | | 605 | | 469 | 832 | | 471 | 743 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.51 | 0.19 | | 0.42 | | 0.21 | 0.39 | | 0.08 | 0.38 | |

| Intersection Summary | |
|------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 85 |
| Actuated Cycle Length: | 68.8 |
| Natural Cycle: | 50 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.61 |

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
 PM Peak Hour

| | |
|---|------------------------|
| Intersection Signal Delay: 19.5 | Intersection LOS: B |
| Intersection Capacity Utilization 67.2% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 100: Dodge Avenue & Church Street



HCM 6th TWSC
 200: Darrow Avenue & Church Street

Existing (2022) Traffic Volumes
 PM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 26 | 317 | 6 | 11 | 206 | 16 | 18 | 14 | 65 | 10 | 4 | 18 |
| Future Vol, veh/h | 26 | 317 | 6 | 11 | 206 | 16 | 18 | 14 | 65 | 10 | 4 | 18 |
| Conflicting Peds, #/hr | 30 | 0 | 8 | 8 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 4 | 3 | 2 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 2 | 6 |
| Mvmt Flow | 27 | 334 | 6 | 12 | 217 | 17 | 19 | 15 | 68 | 11 | 4 | 19 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 264 | 0 | 0 | 348 | 0 | 0 | 661 | 687 | 345 | 713 | 682 | 257 |
| Stage 1 | - | - | - | - | - | - | 399 | 399 | - | 280 | 280 | - |
| Stage 2 | - | - | - | - | - | - | 262 | 288 | - | 433 | 402 | - |
| Critical Hdwy | 4.14 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.236 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.354 |
| Pot Cap-1 Maneuver | 1289 | - | - | 1211 | - | - | 376 | 370 | 698 | 347 | 372 | 772 |
| Stage 1 | - | - | - | - | - | - | 627 | 602 | - | 727 | 679 | - |
| Stage 2 | - | - | - | - | - | - | 743 | 674 | - | 601 | 600 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1249 | - | - | 1200 | - | - | 349 | 342 | 692 | 285 | 343 | 747 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 349 | 342 | - | 285 | 343 | - |
| Stage 1 | - | - | - | - | - | - | 604 | 580 | - | 686 | 650 | - |
| Stage 2 | - | - | - | - | - | - | 710 | 645 | - | 514 | 578 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 0.6 | | 0.4 | | 13.6 | | 13.6 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 520 | 1249 | - | - | 1200 | - | - | 452 |
| HCM Lane V/C Ratio | 0.196 | 0.022 | - | - | 0.01 | - | - | 0.075 |
| HCM Control Delay (s) | 13.6 | 7.9 | 0 | - | 8 | 0 | - | 13.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.7 | 0.1 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 1 | 1 | 348 | 1 | 2 | 302 |
| Future Vol, veh/h | 1 | 1 | 348 | 1 | 2 | 302 |
| Conflicting Peds, #/hr | 2 | 5 | 0 | 27 | 27 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 5 | 2 | 2 | 4 |
| Mvmt Flow | 1 | 1 | 366 | 1 | 2 | 318 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 718 | 399 | 0 | 0 | 394 | 0 |
| Stage 1 | 394 | - | - | - | - | - |
| Stage 2 | 324 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 396 | 651 | - | - | 1165 | - |
| Stage 1 | 681 | - | - | - | - | - |
| Stage 2 | 733 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 384 | 631 | - | - | 1135 | - |
| Mov Cap-2 Maneuver | 384 | - | - | - | - | - |
| Stage 1 | 663 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 12.6 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 477 | 1135 |
| HCM Lane V/C Ratio | - | - | 0.004 | 0.002 |
| HCM Control Delay (s) | - | - | 12.6 | 8.2 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

HCM 6th TWSC
400: Darrow Avenue & Church Alley/Private Access

Existing (2022) Traffic Volumes
PM Peak Hour

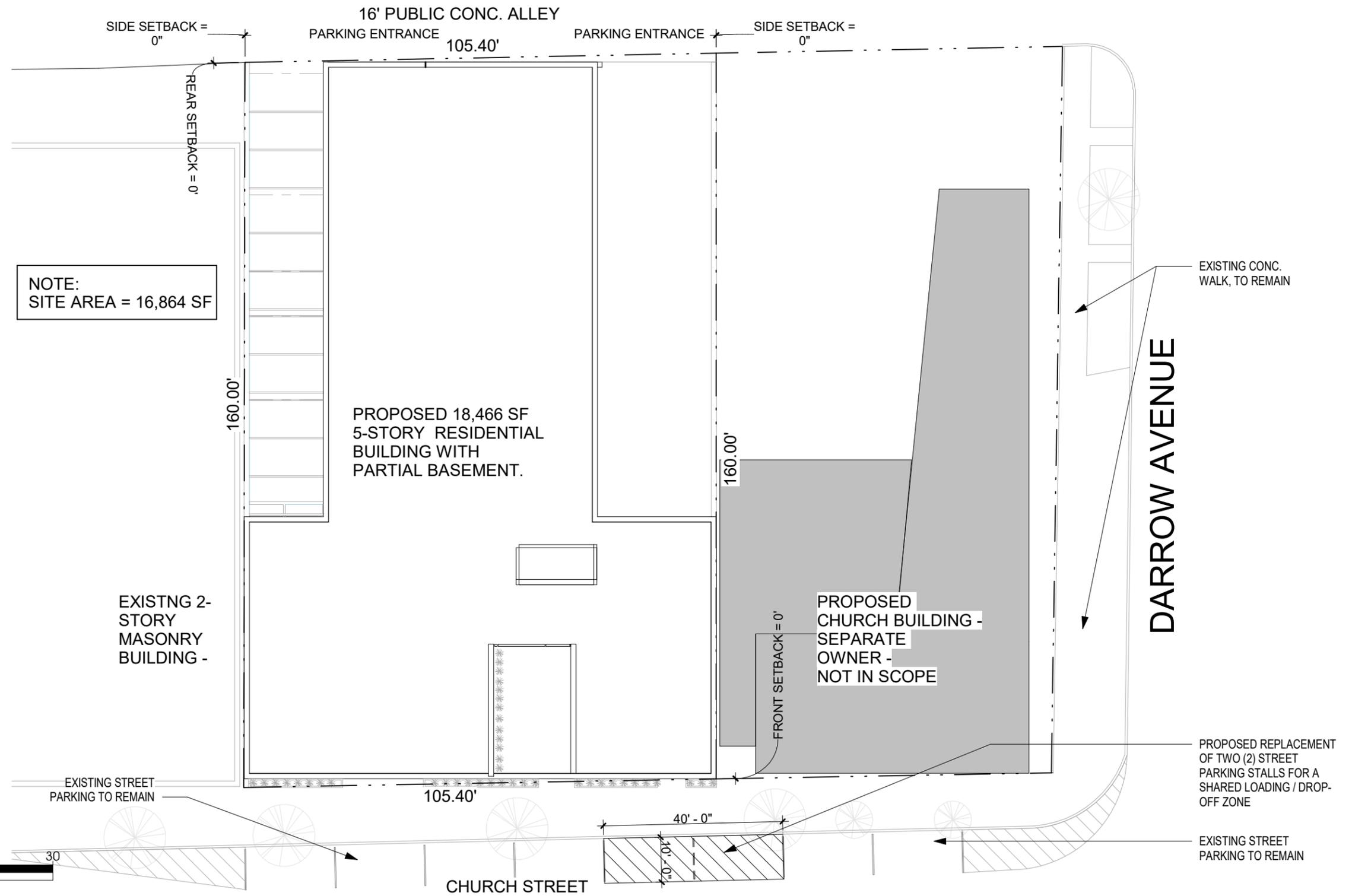
| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 54 | 1 | 1 | 29 | 1 |
| Future Vol, veh/h | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 54 | 1 | 1 | 29 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 |
| Mvmt Flow | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 57 | 1 | 1 | 31 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 99 | 106 | 32 | 108 | 106 | 66 | 32 | 0 | 0 | 66 | 0 | 0 |
| Stage 1 | 34 | 34 | - | 72 | 72 | - | - | - | - | - | - | - |
| Stage 2 | 65 | 72 | - | 36 | 34 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 883 | 784 | 1042 | 871 | 784 | 998 | 1580 | - | - | 1536 | - | - |
| Stage 1 | 982 | 867 | - | 938 | 835 | - | - | - | - | - | - | - |
| Stage 2 | 946 | 835 | - | 980 | 867 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 879 | 775 | 1042 | 859 | 775 | 990 | 1580 | - | - | 1524 | - | - |
| Mov Cap-2 Maneuver | 879 | 775 | - | 859 | 775 | - | - | - | - | - | - | - |
| Stage 1 | 980 | 866 | - | 929 | 827 | - | - | - | - | - | - | - |
| Stage 2 | 942 | 827 | - | 975 | 866 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 8.8 | | 9.2 | | 0.4 | | 0.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1580 | - | - | 942 | 866 | 1524 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.006 | 0.004 | 0.001 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.8 | 9.2 | 7.4 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - |

E. CONCEPTUAL SITE PLAN



3/64" = 1'-0"



MT. PISGAH APARTMENTS

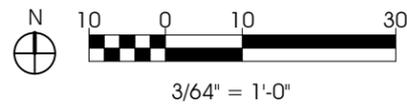
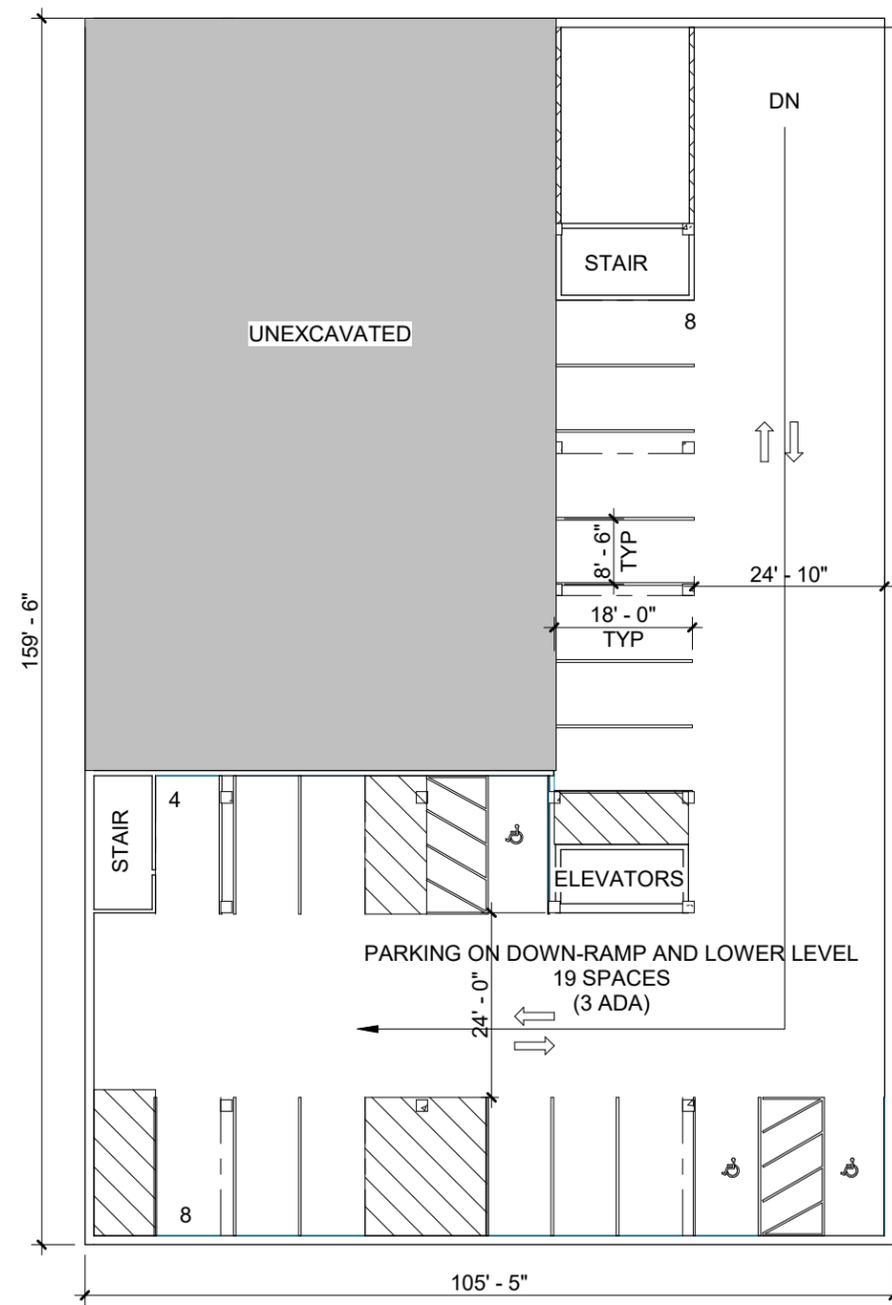
1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

SITE PLAN



A1.0

04.21.2022



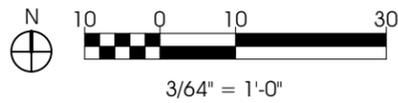
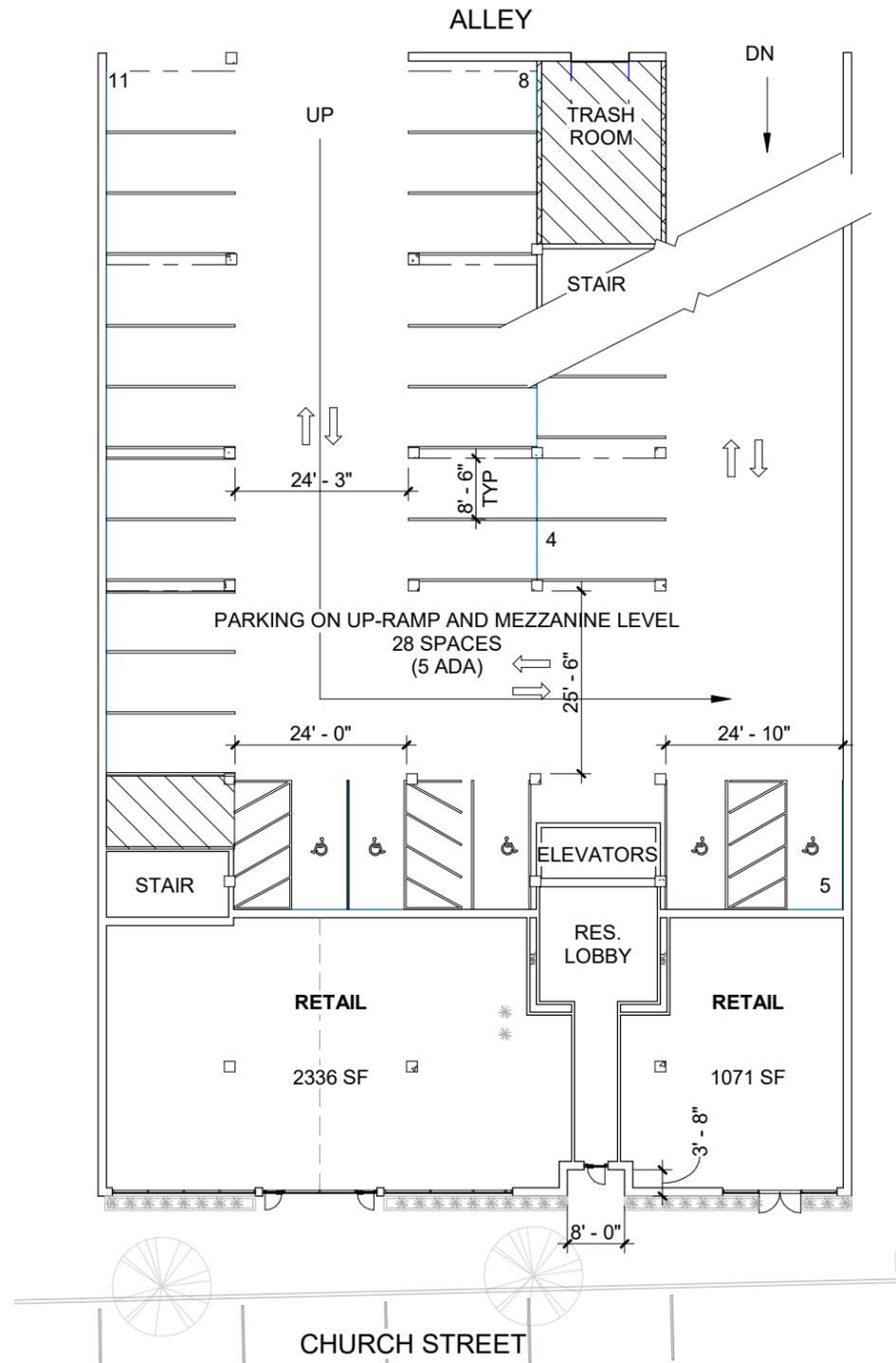
MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

LOWER LEVEL PLAN (PARKING)



A2.0
04.21.2022



MT. PISGAH APARTMENTS

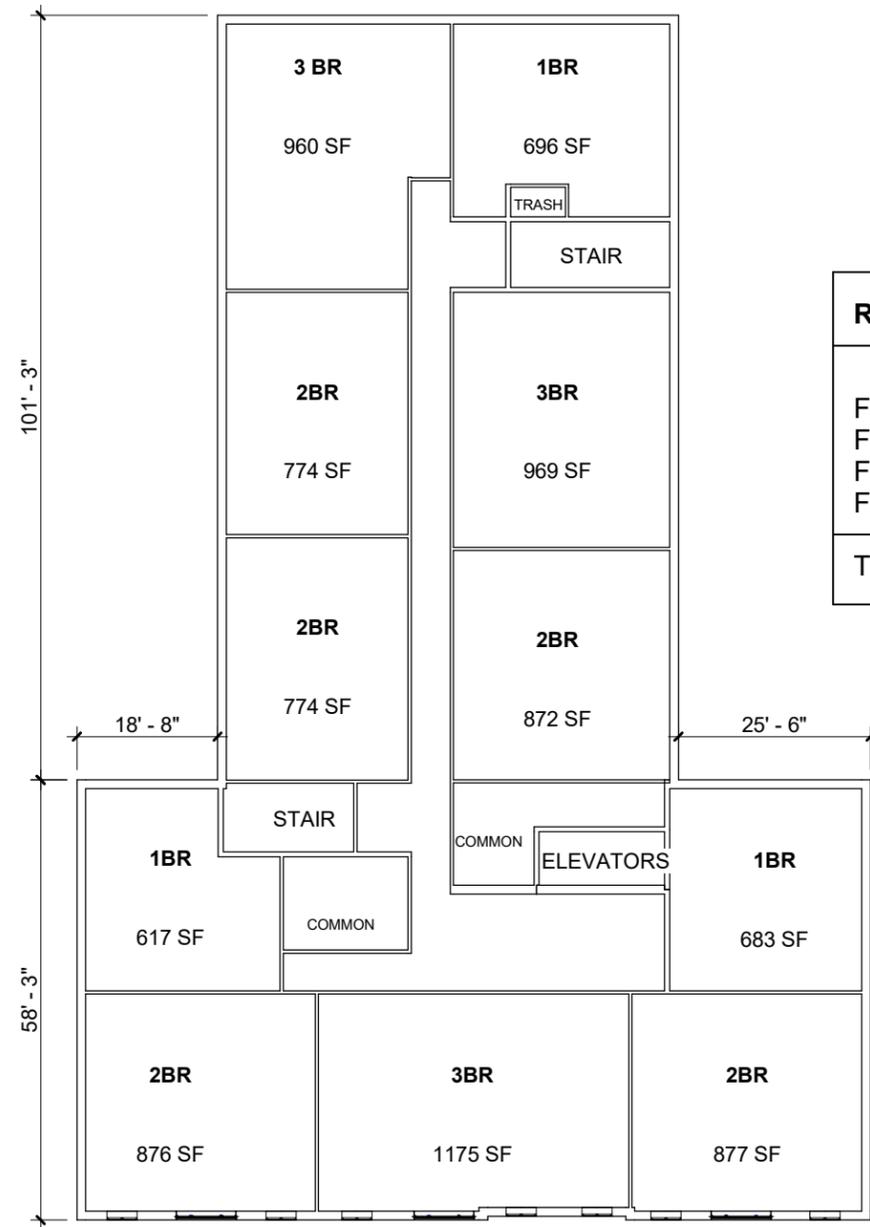
1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

1ST FLOOR PLAN (RETAIL AND PARKING)



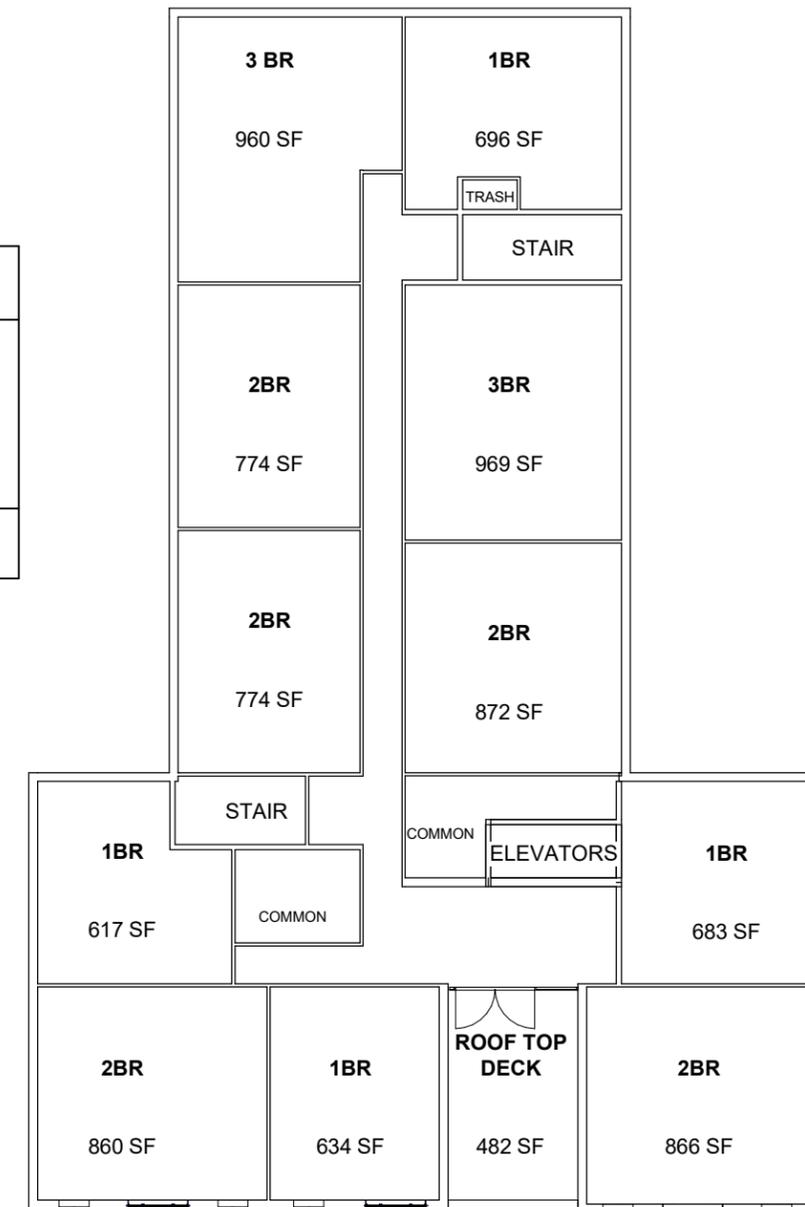
A2.1

04.21.2022

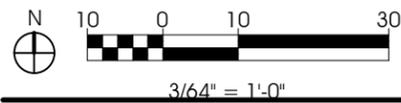


TYPICAL FLOOR PLAN (FLOORS 2-4)

| RESIDENTIAL UNIT COUNT | | | | |
|------------------------|------|------|------|-------|
| | 1BRS | 2BRS | 3BRS | TOTAL |
| FLOOR 2 | 3 | 5 | 3 | 11 |
| FLOOR 3 | 3 | 5 | 3 | 11 |
| FLOOR 4 | 3 | 5 | 3 | 11 |
| FLOOR 5 | 4 | 5 | 2 | 11 |
| TOTAL | 13 | 20 | 11 | 44 |



5TH FLOOR PLAN



MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

TYP RESIDENTIAL FLOOR PLAN (FLRS 2-5)



A2.3

04.21.2022

MT. PISGAH

EVANSTON, IL

DUMPSTER ENCLOSURE
BUXACEAE WINTERGREEN
BOXWOOD HEDGE

PERVIOUS PAVERS
BUXACEAE WINTERGREEN
BOXWOOD HEDGE

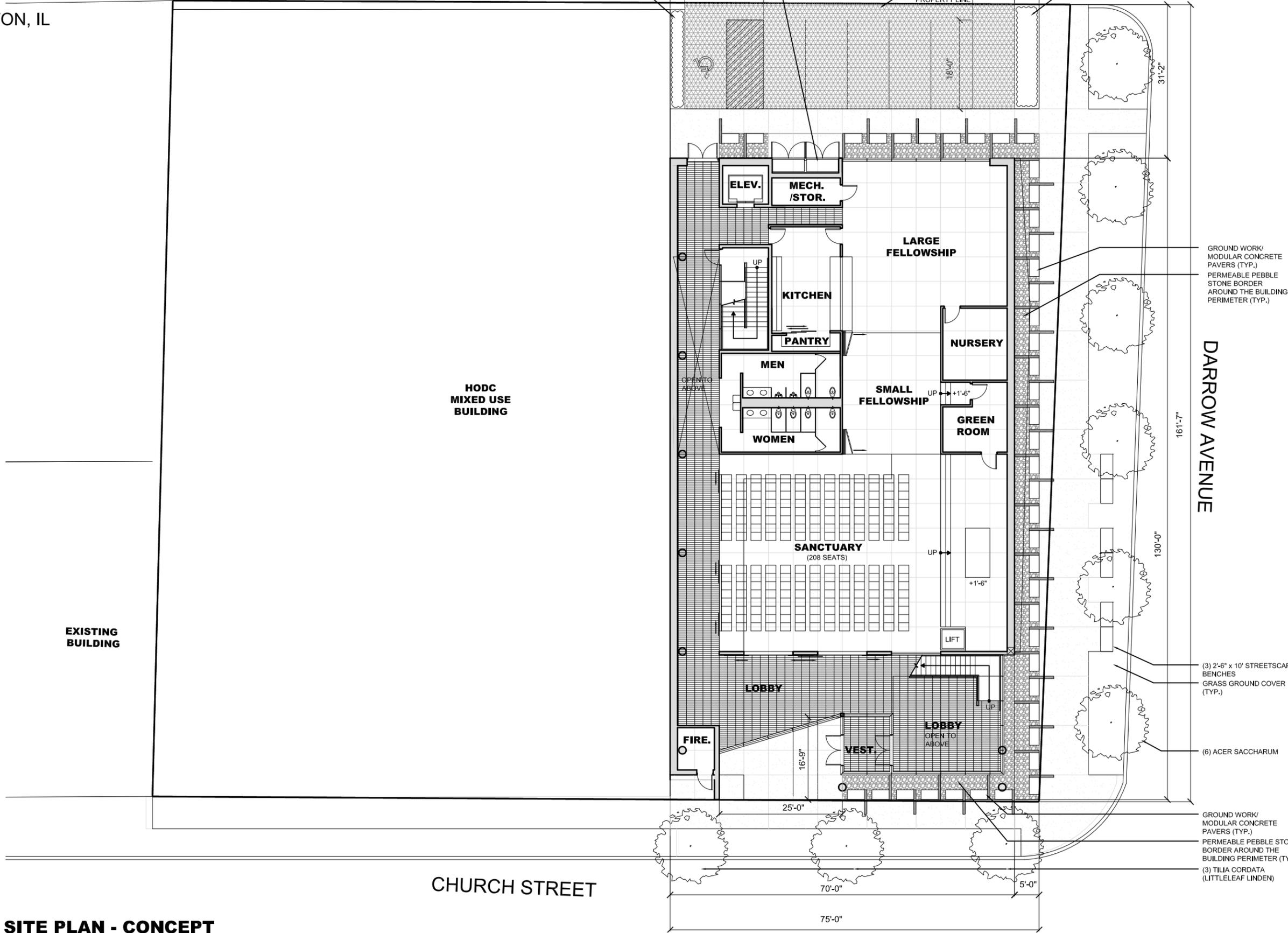
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ARCHITECTS - DESIGNERS - URBANISTS

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Professional Design Firm # 184.008075-0001001

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HODC
MIXED USE
BUILDING

EXISTING
BUILDING

CHURCH STREET

DARROW AVENUE

(3) 2'-6" x 10' STREETScape
BENCHES
GRASS GROUND COVER
(TYP.)

(6) ACER SACCHARUM

GROUND WORK/
MODULAR CONCRETE
PAVERS (TYP.)
PERMEABLE PEBBLE STONE
BORDER AROUND THE
BUILDING PERIMETER (TYP.)
(3) TILIA CORDATA
(LITTLELEAF LINDEN)

A1

SITE PLAN - CONCEPT
SCALE: 1:20



Project Number: 19001
Issue Date: 04.22.2022

SD101

F. ITE TRIP GENERATION DATA

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

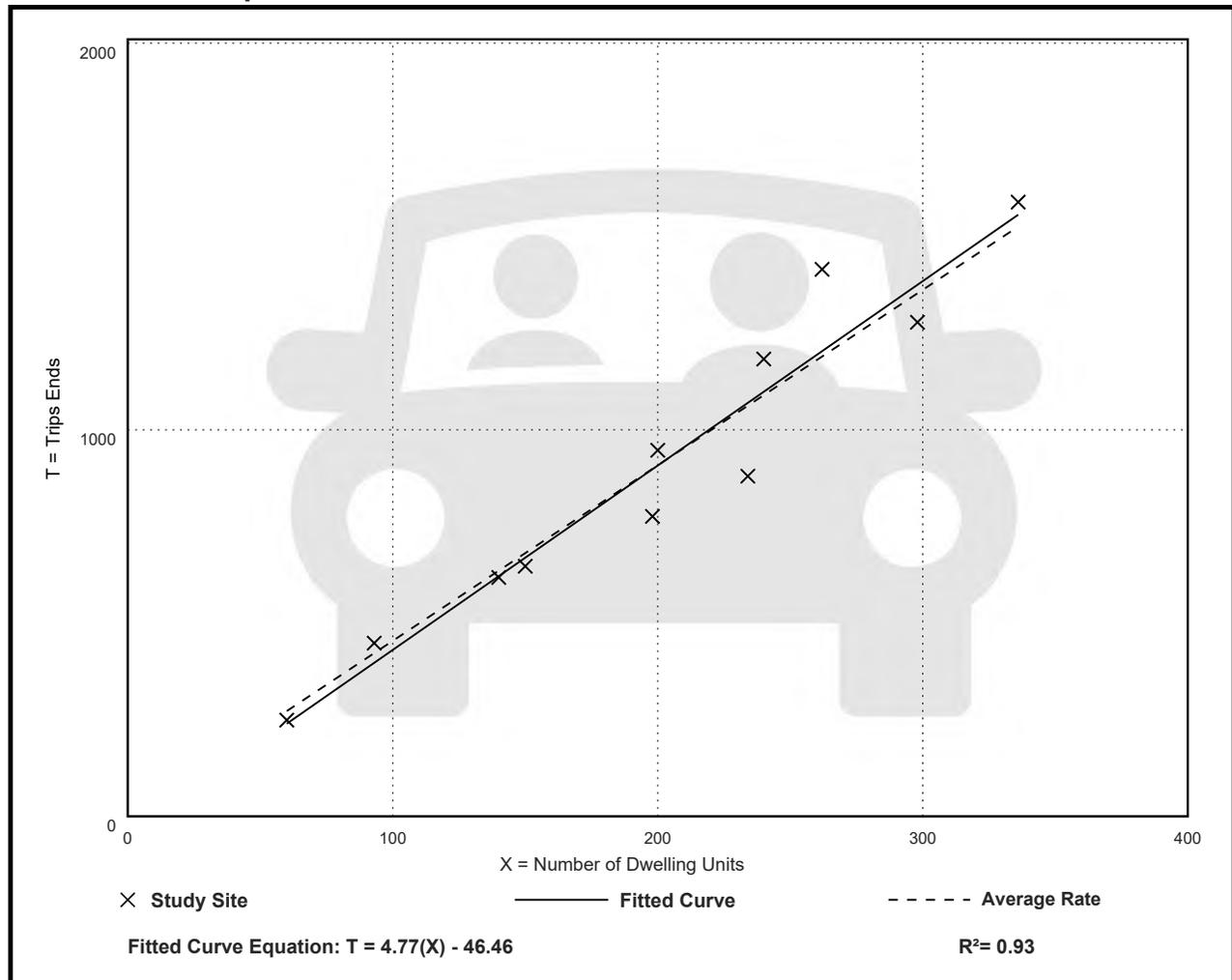
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.54 | 3.76 - 5.40 | 0.51 |

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

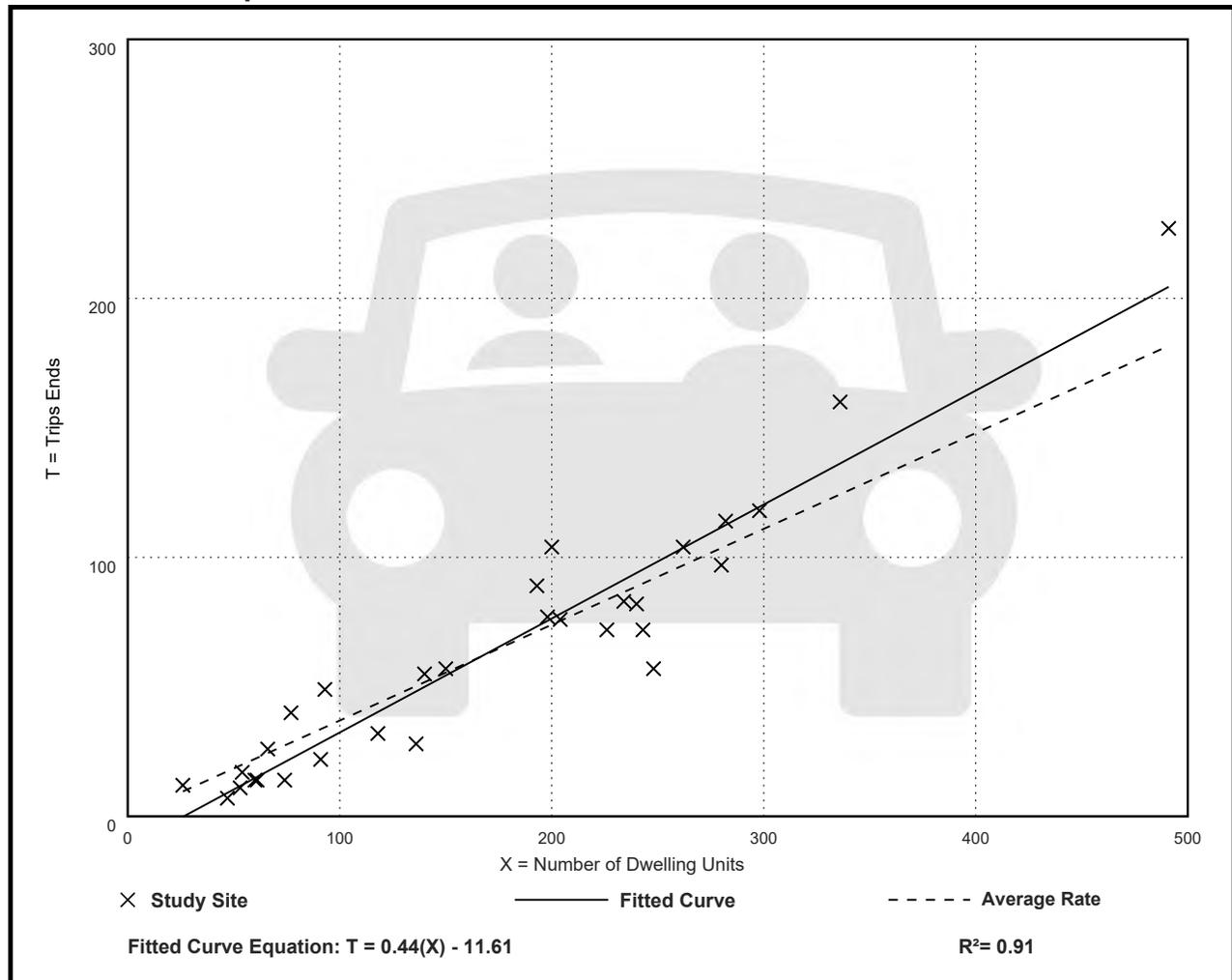
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.37 | 0.15 - 0.53 | 0.09 |

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

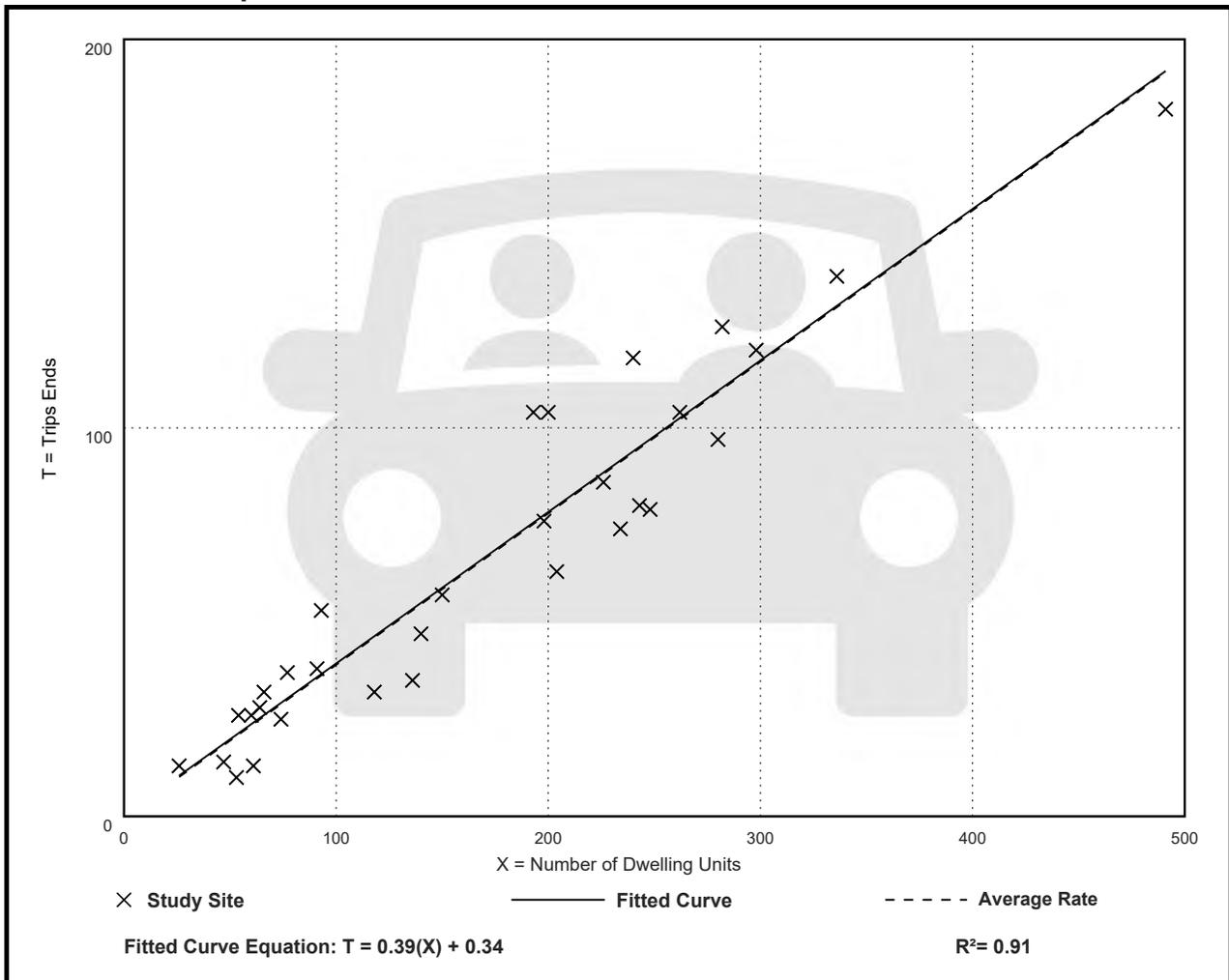
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.39 | 0.19 - 0.57 | 0.08 |

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 393

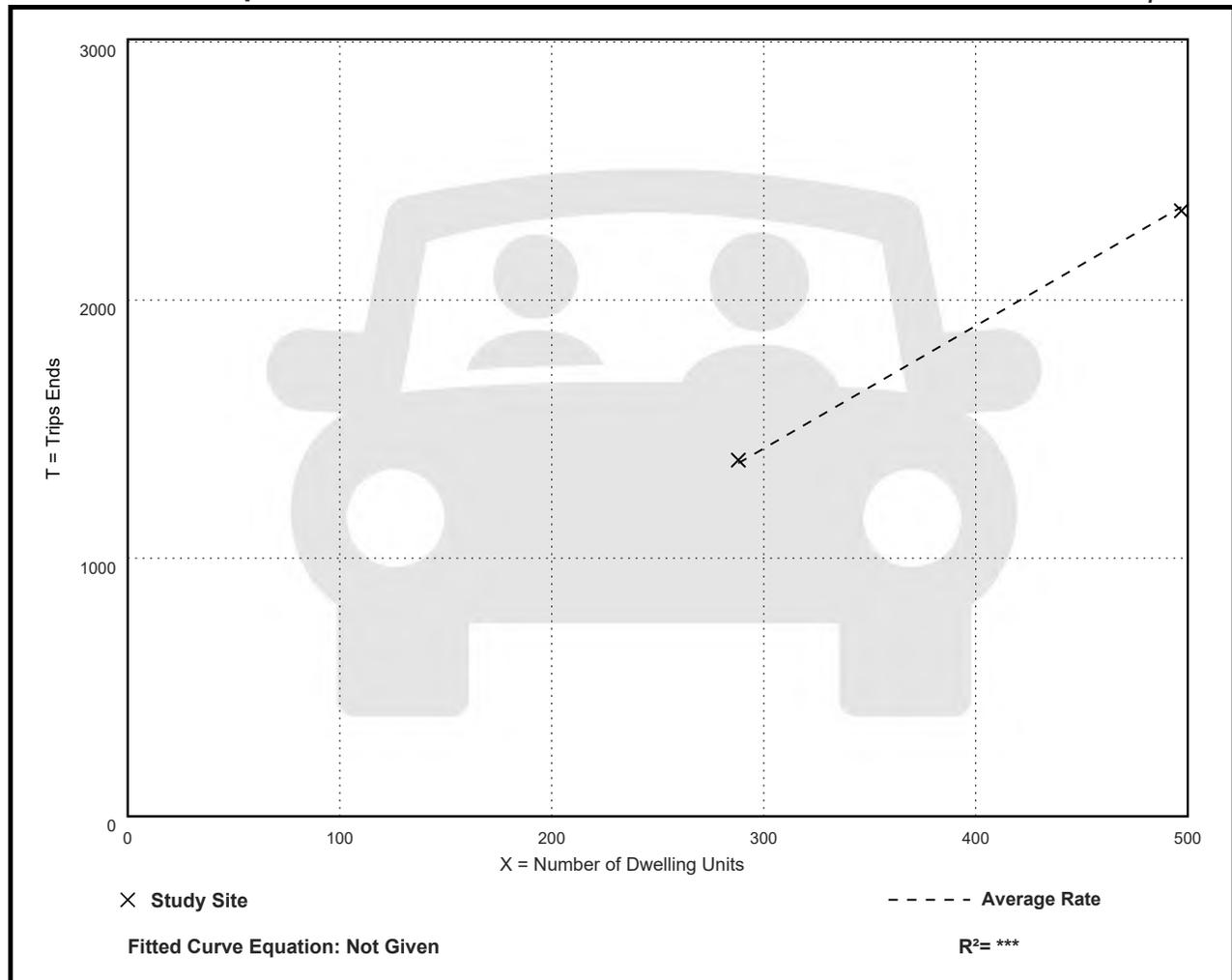
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.75 | 4.72 - 4.79 | *** |

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

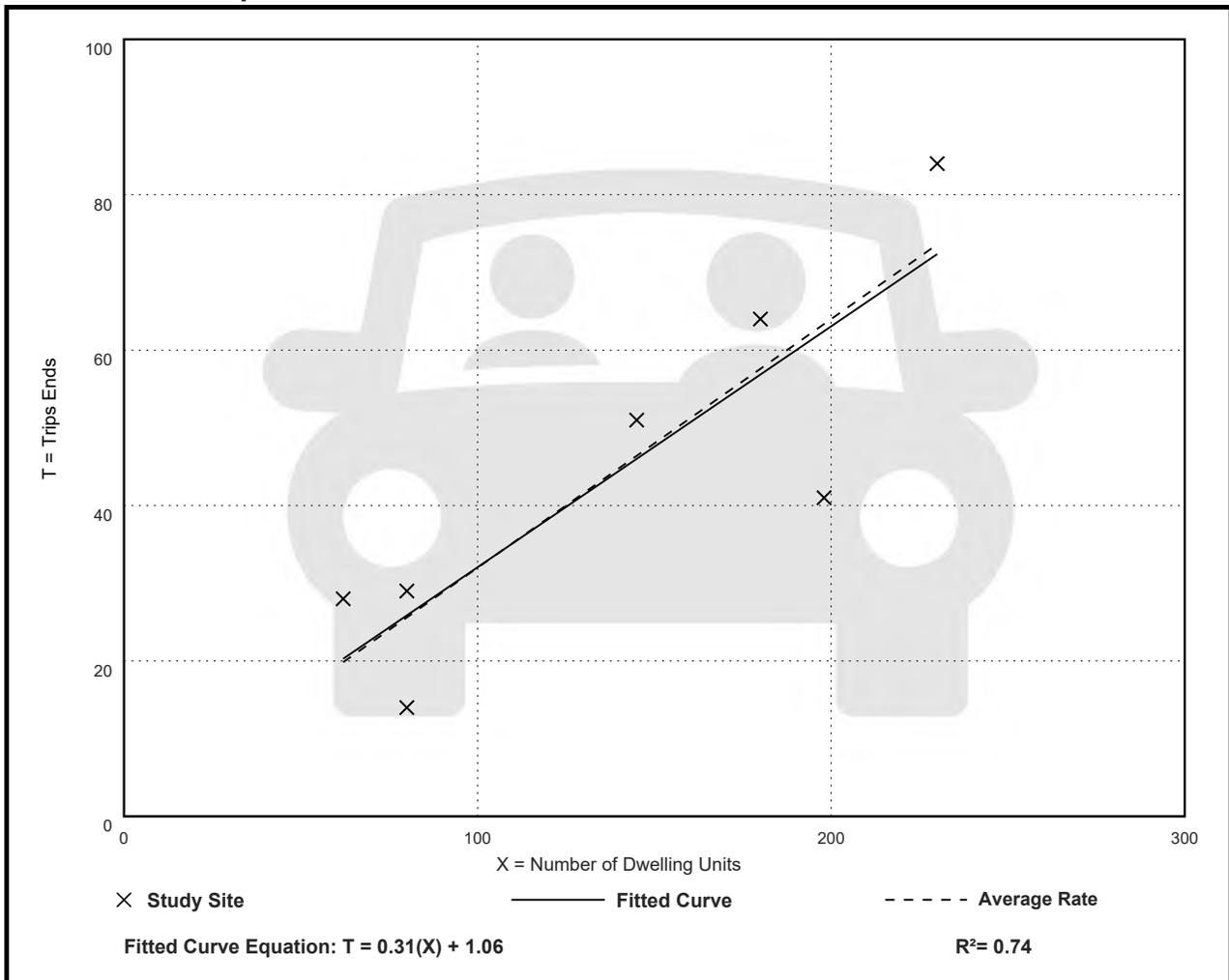
Avg. Num. of Dwelling Units: 139

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32 | 0.18 - 0.45 | 0.09 |

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

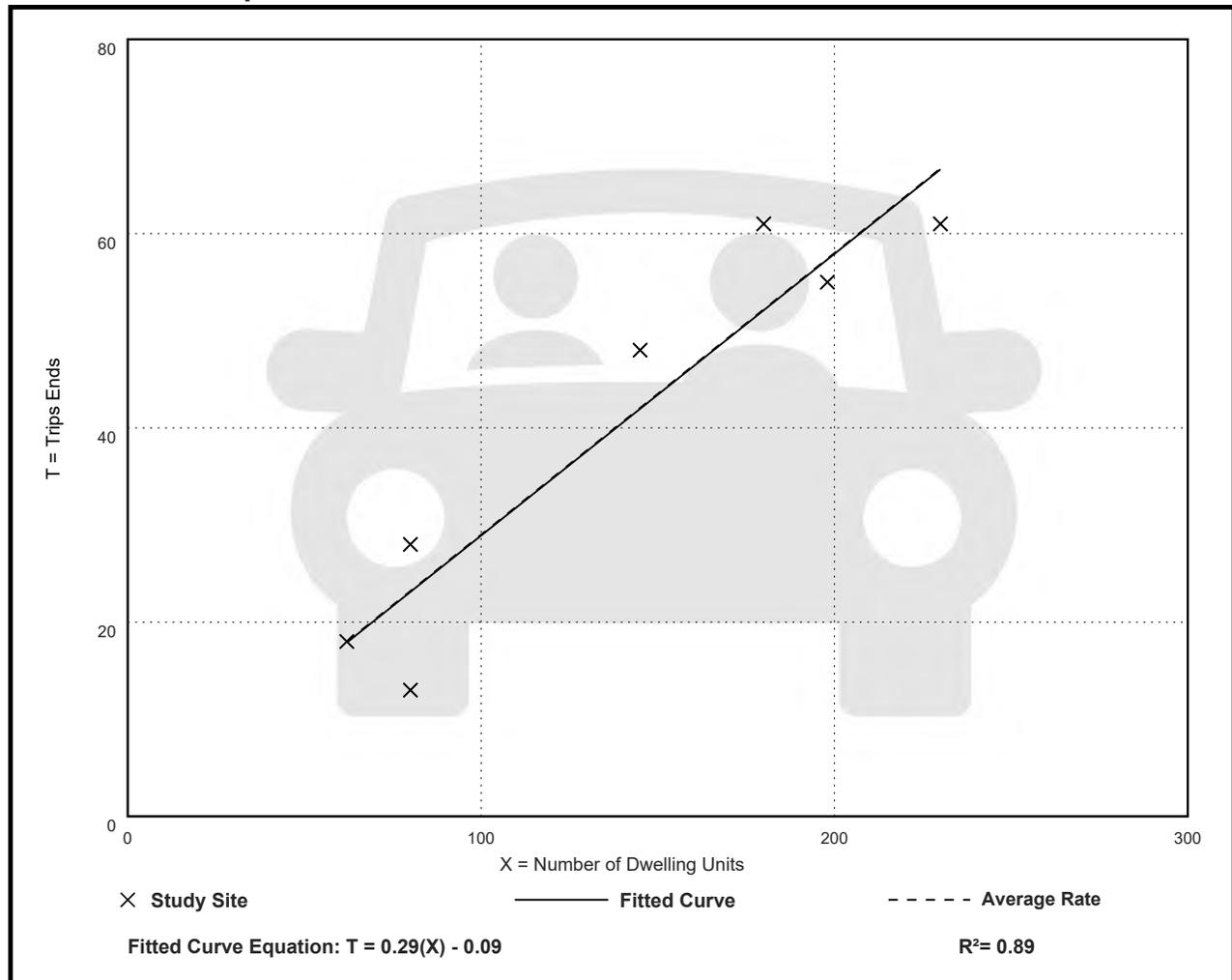
Avg. Num. of Dwelling Units: 139

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.29 | 0.16 - 0.35 | 0.05 |

Data Plot and Equation



Land Use: 223

Affordable Housing

Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

Land Use Subcategory

Data are presented for three subcategories for this land use: (1) sites with income limitations for its tenants (denoted as income limits in the data plots), (2) sites with both minimum age thresholds and income limitations for its tenants (denoted as senior in the data plots), and (3) sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting.

Additional Data

For most study sites contained in this land use, all dwelling units in the development are classified as affordable units. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s and 2010s in California, Ontario (CAN), and New Jersey.

Source Numbers

237, 918, 1003, 1004, 1046, 1057

Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

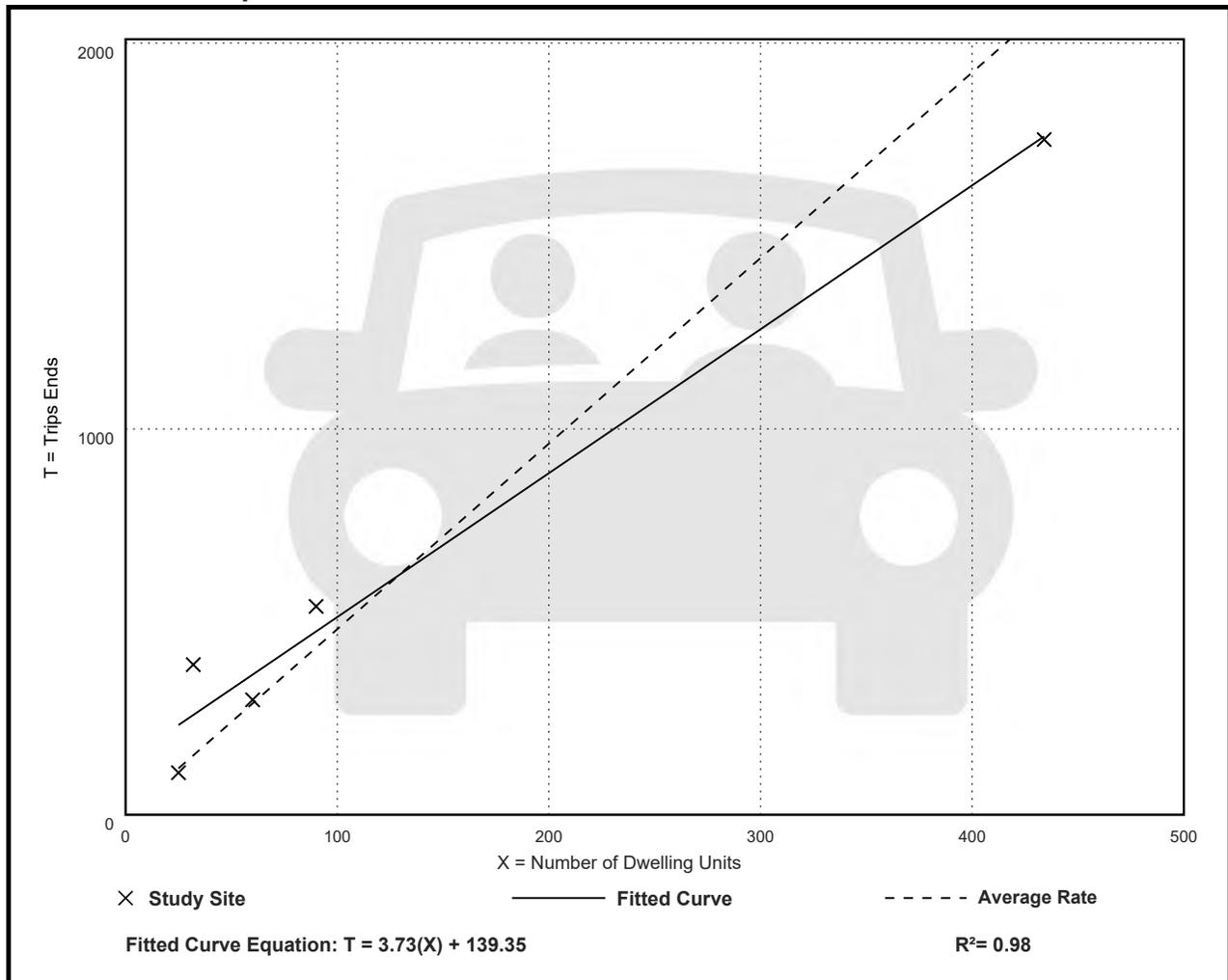
Avg. Num. of Dwelling Units: 128

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.81 | 4.03 - 12.16 | 2.03 |

Data Plot and Equation



Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

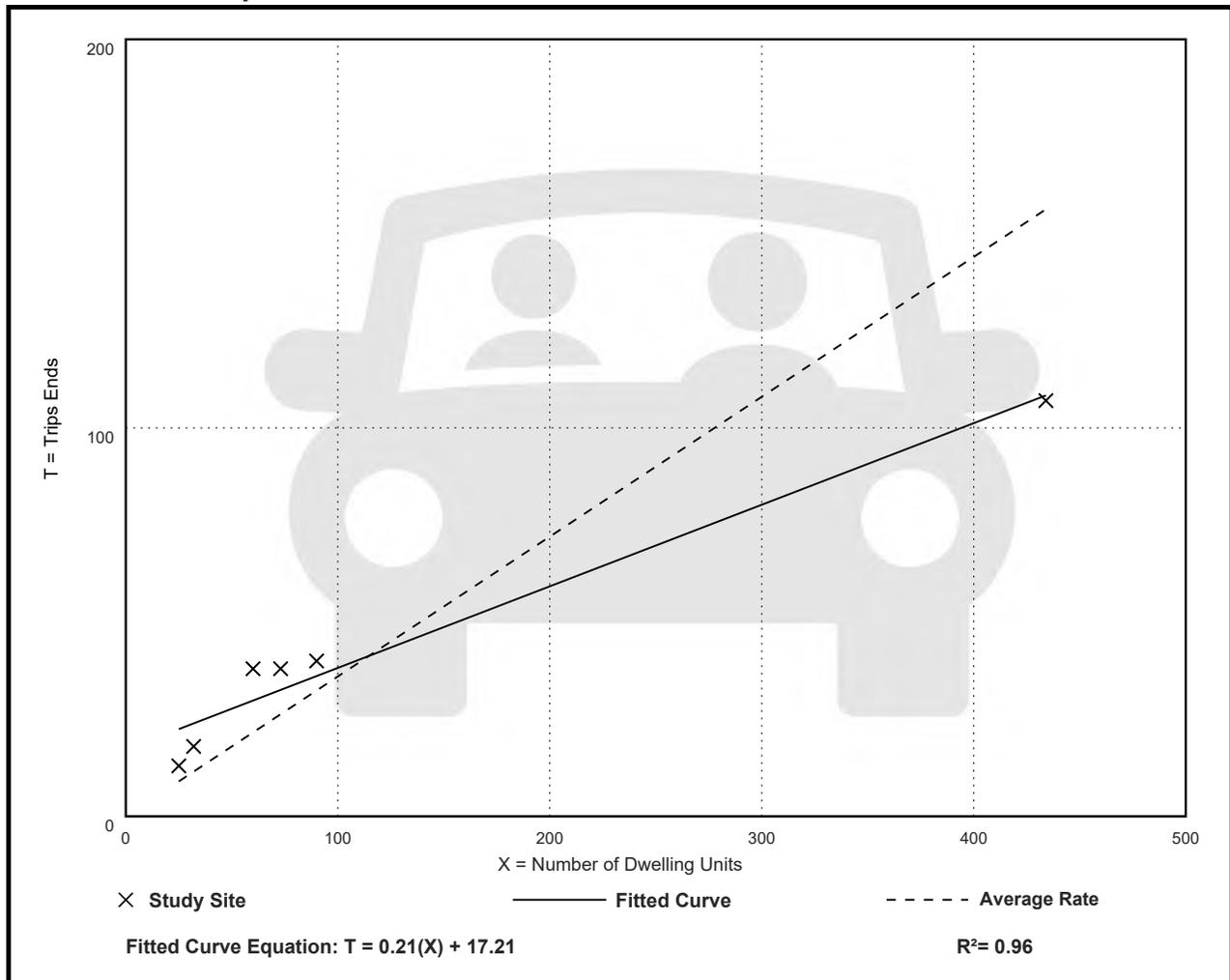
Avg. Num. of Dwelling Units: 119

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.36 | 0.25 - 0.63 | 0.16 |

Data Plot and Equation



Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

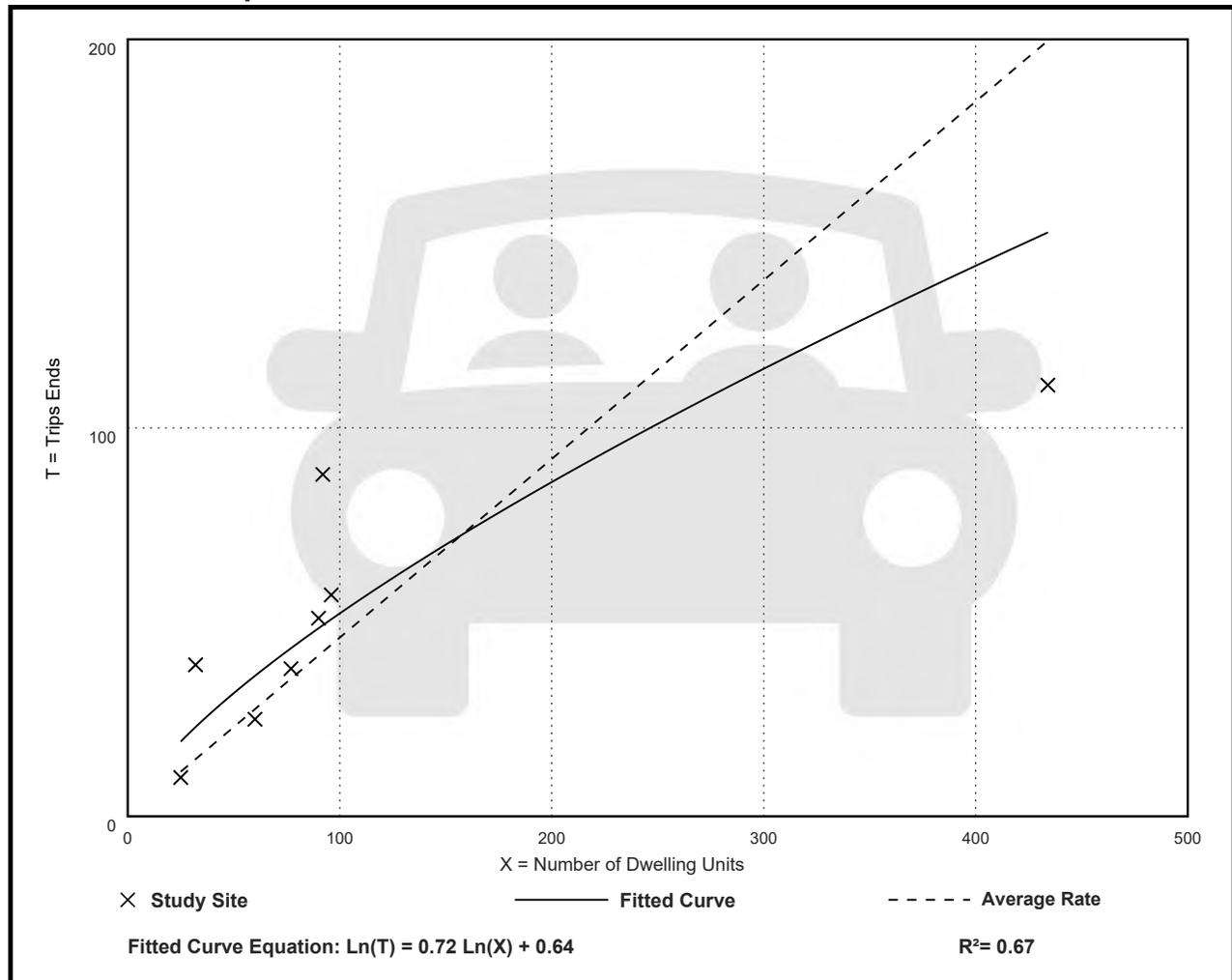
Avg. Num. of Dwelling Units: 113

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.46 | 0.26 - 1.22 | 0.28 |

Data Plot and Equation



G. CENSUS DATA

Table: ACSDT5Y2019.B08301

| Label | Census Tract 8092, Cook County, Illinois | Census Tract 8095, Cook County, Illinois | Census Tract 8096, Cook County, Illinois | TOTAL | % | Selected Discount |
|---|---|---|---|-------|-----|----------------------|
| | Estimate | Estimate | Estimate | | | |
| Total: | 1,819 | 2,106 | 1,483 | 5408 | | 40% |
| Car, truck, or van: | 1,191 | 946 | 1,051 | 3188 | 59% | |
| Public transportation (excluding taxicab): | 206 | 355 | 227 | 788 | 15% | |
| Taxicab | 0 | 0 | 0 | 0 | 0% | |
| Motorcycle | 0 | 0 | 0 | 0 | 0% | |
| Bicycle | 62 | 126 | 67 | 255 | 5% | |
| Walked | 136 | 433 | 49 | 618 | 11% | |
| Other means | 22 | 9 | 16 | 47 | 1% | |
| Worked from home | 202 | 237 | 73 | 512 | 9% | |

H. ITE PARKING GENERATION DATA

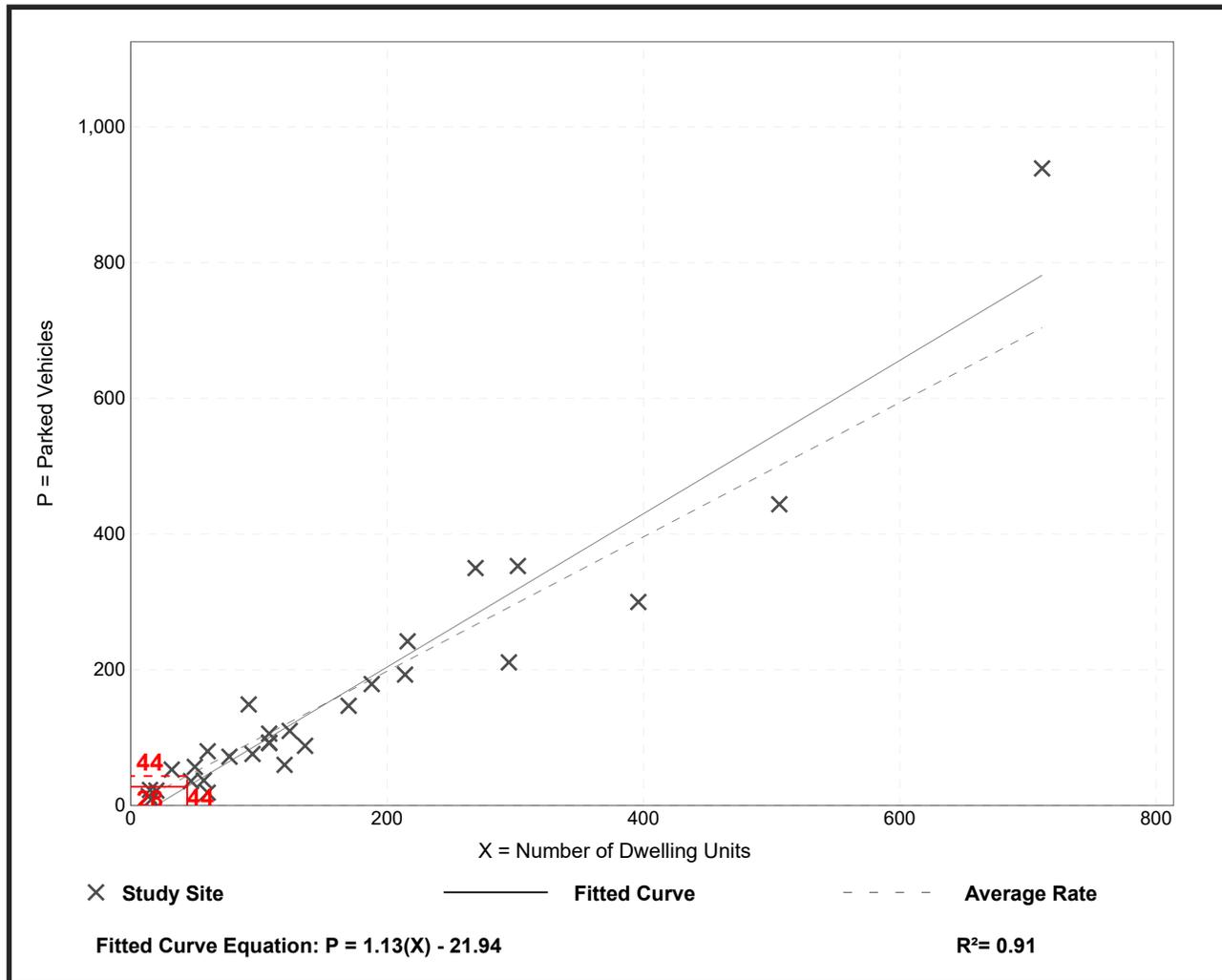
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 29
 Avg. Num. of Dwelling Units: 159

Peak Period Parking Demand per Dwelling Unit

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 0.99 | 0.32 - 1.66 | 0.85 / 1.33 | 0.89 - 1.09 | 0.27 (27%) |

Data Plot and Equation



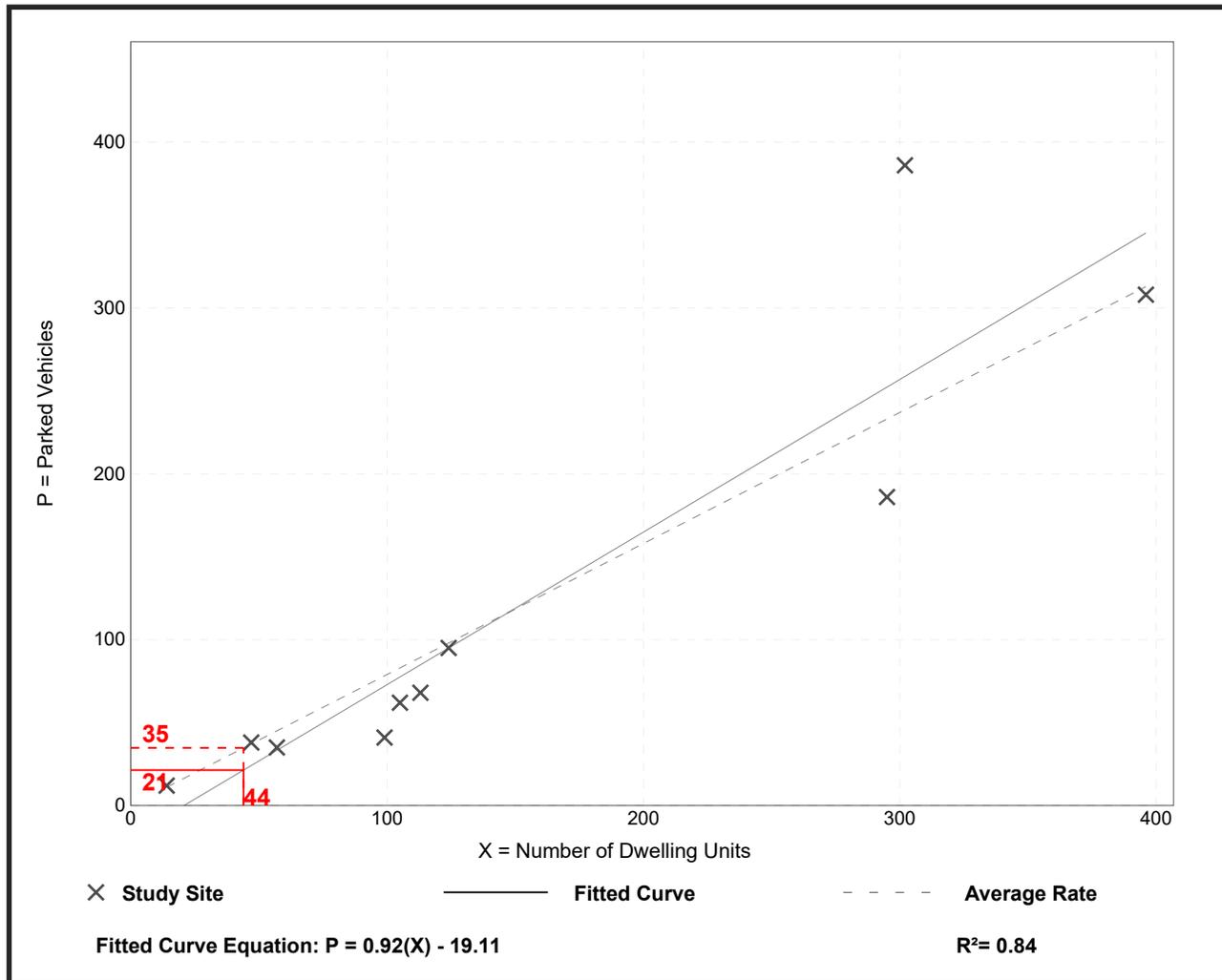
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.
 Number of Studies: 10
 Avg. Num. of Dwelling Units: 155

Peak Period Parking Demand per Dwelling Unit

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 0.79 | 0.41 - 1.28 | 0.61 / 1.00 | *** | 0.27 (34%) |

Data Plot and Equation



I. BUILD CAPACITY REPORTS

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

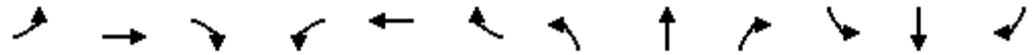
Build (2022) Traffic Projections
AM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Volume (vph) | 33 | 352 | 143 | 45 | 101 | 49 | 94 | 192 | 147 | 45 | 290 | 81 |
| Future Volume (vph) | 33 | 352 | 143 | 45 | 101 | 49 | 94 | 192 | 147 | 45 | 290 | 81 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 10 | 12 | 11 | 12 | 10 | 15 | 12 | 10 | 16 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 45 | | 0 | 50 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 60 | | | 85 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.91 | | 0.98 | | 0.95 | 0.96 | | 0.97 | 0.97 | |
| Frt | | | 0.850 | | 0.966 | | | 0.935 | | | 0.967 | |
| Flt Protected | | 0.996 | | | 0.989 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1450 | 1478 | 0 | 1358 | 0 | 1636 | 1805 | 0 | 1546 | 1670 | 0 |
| Flt Permitted | | 0.959 | | | 0.832 | | 0.311 | | | 0.470 | | |
| Satd. Flow (perm) | 0 | 1394 | 1340 | 0 | 1134 | 0 | 511 | 1805 | 0 | 739 | 1670 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 151 | | 22 | | | 49 | | | 18 | |
| Link Speed (mph) | | 20 | | | 20 | | | 20 | | | 20 | |
| Link Distance (ft) | | 957 | | | 414 | | | 841 | | | 197 | |
| Travel Time (s) | | 32.6 | | | 14.1 | | | 28.7 | | | 6.7 | |
| Confl. Peds. (#/hr) | 16 | | 37 | 37 | | 16 | 51 | | 33 | 33 | | 51 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 9% | 5% | 2% | 7% | 8% | 18% | 3% | 6% | 2% | 9% | 5% | 5% |
| Parking (#/hr) | | 7 | | | 7 | | | | | | 7 | |
| Adj. Flow (vph) | 35 | 371 | 151 | 47 | 106 | 52 | 99 | 202 | 155 | 47 | 305 | 85 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 406 | 151 | 0 | 205 | 0 | 99 | 357 | 0 | 47 | 390 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 10 | | | 10 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.31 | 1.09 | 1.00 | 1.25 | 1.00 | 1.09 | 0.88 | 1.00 | 1.09 | 1.03 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | Right | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
AM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 8.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 6.0 | 14.0 | | 6.0 | 14.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 35.0 | | 15.0 | 35.0 | |
| Total Split (%) | 41.2% | 41.2% | 41.2% | 41.2% | 41.2% | | 17.6% | 41.2% | | 17.6% | 41.2% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 12.0 | 29.0 | | 12.0 | 29.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 3.0 | 4.5 | | 3.0 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 14.0 | | | 14.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 29.7 | 29.7 | | 29.7 | | 34.5 | 26.2 | | 31.3 | 22.9 | |
| Actuated g/C Ratio | | 0.40 | 0.40 | | 0.40 | | 0.47 | 0.35 | | 0.42 | 0.31 | |
| v/c Ratio | | 0.72 | 0.24 | | 0.44 | | 0.27 | 0.53 | | 0.12 | 0.74 | |
| Control Delay | | 31.5 | 4.7 | | 21.0 | | 11.6 | 19.7 | | 10.2 | 31.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 31.5 | 4.7 | | 21.0 | | 11.6 | 19.7 | | 10.2 | 31.2 | |
| LOS | | C | A | | C | | B | B | | B | C | |
| Approach Delay | | 24.2 | | | 21.0 | | | 18.0 | | | 29.0 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Queue Length 50th (ft) | | 166 | 0 | | 64 | | 23 | 116 | | 11 | 156 | |
| Queue Length 95th (ft) | | #354 | 38 | | 141 | | 46 | 201 | | 26 | 261 | |
| Internal Link Dist (ft) | | 877 | | | 334 | | | 761 | | | 117 | |
| Turn Bay Length (ft) | | | | | | | 45 | | | 50 | | |
| Base Capacity (vph) | | 560 | 628 | | 468 | | 429 | 784 | | 480 | 681 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | 0.24 | | 0.44 | | 0.23 | 0.46 | | 0.10 | 0.57 | |

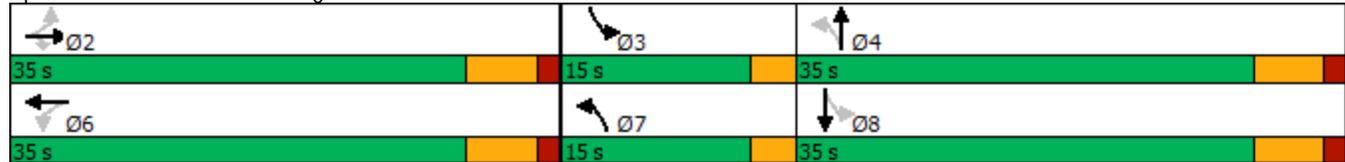
| Intersection Summary | |
|------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 85 |
| Actuated Cycle Length: | 73.9 |
| Natural Cycle: | 55 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.74 |

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
 AM Peak Hour

| | |
|---|------------------------|
| Intersection Signal Delay: 23.4 | Intersection LOS: C |
| Intersection Capacity Utilization 82.5% | ICU Level of Service E |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 100: Dodge Avenue & Church Street



| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 15 | 507 | 22 | 48 | 167 | 14 | 16 | 17 | 85 | 9 | 18 | 12 |
| Future Vol, veh/h | 15 | 507 | 22 | 48 | 167 | 14 | 16 | 17 | 85 | 9 | 18 | 12 |
| Conflicting Peds, #/hr | 10 | 0 | 7 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 4 | 2 | 2 | 10 | 2 | 2 | 2 | 2 | 20 | 2 | 25 |
| Mvmt Flow | 16 | 534 | 23 | 51 | 176 | 15 | 17 | 18 | 89 | 9 | 19 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|------|-------|-------|
| Conflicting Flow All | 201 | 0 | 0 | 564 | 0 | 0 | 887 | 888 | 553 | 927 | 892 | 194 |
| Stage 1 | - | - | - | - | - | - | 585 | 585 | - | 296 | 296 | - |
| Stage 2 | - | - | - | - | - | - | 302 | 303 | - | 631 | 596 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.3 | 6.52 | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.3 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.3 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.68 | 4.018 | 3.525 |
| Pot Cap-1 Maneuver | 1371 | - | - | 1008 | - | - | 265 | 283 | 533 | 231 | 281 | 792 |
| Stage 1 | - | - | - | - | - | - | 497 | 498 | - | 675 | 668 | - |
| Stage 2 | - | - | - | - | - | - | 707 | 664 | - | 440 | 492 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1357 | - | - | 1000 | - | - | 231 | 258 | 529 | 170 | 256 | 784 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 231 | 258 | - | 170 | 256 | - |
| Stage 1 | - | - | - | - | - | - | 485 | 486 | - | 657 | 624 | - |
| Stage 2 | - | - | - | - | - | - | 636 | 620 | - | 346 | 480 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|----|--|----|--|
| HCM Control Delay, s | 0.2 | | 1.8 | | 18 | | 20 | |
| HCM LOS | | | | | C | | C | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 399 | 1357 | - | - | 1000 | - | - | 281 |
| HCM Lane V/C Ratio | 0.311 | 0.012 | - | - | 0.051 | - | - | 0.146 |
| HCM Control Delay (s) | 18 | 7.7 | 0 | - | 8.8 | 0 | - | 20 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.3 | 0 | - | - | 0.2 | - | - | 0.5 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 3 | 267 | 7 | 2 | 407 |
| Future Vol, veh/h | 9 | 3 | 267 | 7 | 2 | 407 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 9 | 9 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 8 | 50 | 2 | 5 |
| Mvmt Flow | 9 | 3 | 281 | 7 | 2 | 428 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 729 | 294 | 0 | 0 | 297 |
| Stage 1 | 294 | - | - | - | - |
| Stage 2 | 435 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 390 | 745 | - | - | 1264 |
| Stage 1 | 756 | - | - | - | - |
| Stage 2 | 653 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 385 | 739 | - | - | 1253 |
| Mov Cap-2 Maneuver | 385 | - | - | - | - |
| Stage 1 | 749 | - | - | - | - |
| Stage 2 | 650 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.5 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 437 | 1253 |
| HCM Lane V/C Ratio | - | - | 0.029 | 0.002 |
| HCM Control Delay (s) | - | - | 13.5 | 7.9 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 8 | 1 | 1 | 1 | 7 | 38 | 1 | 1 | 30 | 1 |
| Future Vol, veh/h | 1 | 1 | 8 | 1 | 1 | 1 | 7 | 38 | 1 | 1 | 30 | 1 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 9 | 9 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 10 | 2 |
| Mvmt Flow | 1 | 1 | 8 | 1 | 1 | 1 | 7 | 40 | 1 | 1 | 32 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 94 | 99 | 33 | 103 | 99 | 53 | 33 | 0 | 0 | 50 | 0 | 0 |
| Stage 1 | 35 | 35 | - | 64 | 64 | - | - | - | - | - | - | - |
| Stage 2 | 59 | 64 | - | 39 | 35 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 889 | 791 | 1041 | 877 | 791 | 1014 | 1579 | - | - | 1557 | - | - |
| Stage 1 | 981 | 866 | - | 947 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 953 | 842 | - | 976 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 881 | 779 | 1041 | 858 | 779 | 1002 | 1579 | - | - | 1544 | - | - |
| Mov Cap-2 Maneuver | 881 | 779 | - | 858 | 779 | - | - | - | - | - | - | - |
| Stage 1 | 976 | 865 | - | 934 | 830 | - | - | - | - | - | - | - |
| Stage 2 | 943 | 830 | - | 966 | 865 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 8.7 | | 9.2 | | 1.1 | | 0.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1579 | - | - | 990 | 870 | 1544 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.011 | 0.004 | 0.001 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.7 | 9.2 | 7.3 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 4 | 6 | 1 | 11 | 4 |
| Future Vol, veh/h | 1 | 4 | 6 | 1 | 11 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 4 | 6 | 1 | 12 | 4 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 5 | 0 | 16 |
| Stage 1 | - | - | - | - | 3 |
| Stage 2 | - | - | - | - | 13 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1616 | - | 1002 |
| Stage 1 | - | - | - | - | 1020 |
| Stage 2 | - | - | - | - | 1010 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1616 | - | 998 |
| Mov Cap-2 Maneuver | - | - | - | - | 998 |
| Stage 1 | - | - | - | - | 1020 |
| Stage 2 | - | - | - | - | 1006 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 6.2 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 1019 | - | - | 1616 | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.004 | - |
| HCM Control Delay (s) | 8.6 | - | - | 7.2 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

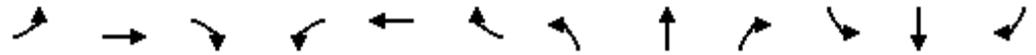
Build (2022) Traffic Projections
PM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 45 | 247 | 104 | 22 | 155 | 65 | 92 | 244 | 72 | 36 | 221 | 56 |
| Future Volume (vph) | 45 | 247 | 104 | 22 | 155 | 65 | 92 | 244 | 72 | 36 | 221 | 56 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 10 | 12 | 11 | 12 | 10 | 15 | 12 | 10 | 16 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 45 | | 0 | 50 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 60 | | | 85 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.82 | | 0.97 | | 0.94 | 0.98 | | 0.96 | 0.98 | |
| Frt | | | 0.850 | | 0.964 | | | 0.966 | | | 0.970 | |
| Flt Protected | | 0.992 | | | 0.995 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1481 | 1463 | 0 | 1444 | 0 | 1652 | 1908 | 0 | 1478 | 1702 | 0 |
| Flt Permitted | | 0.917 | | | 0.954 | | 0.405 | | | 0.539 | | |
| Satd. Flow (perm) | 0 | 1363 | 1193 | 0 | 1373 | 0 | 662 | 1908 | 0 | 805 | 1702 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 109 | | 24 | | | 19 | | | 16 | |
| Link Speed (mph) | | 20 | | | 20 | | | 25 | | | 25 | |
| Link Distance (ft) | | 957 | | | 414 | | | 841 | | | 197 | |
| Travel Time (s) | | 32.6 | | | 14.1 | | | 22.9 | | | 5.4 | |
| Confl. Peds. (#/hr) | 22 | | 83 | 83 | | 22 | 50 | | 37 | 37 | | 50 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 7% | 2% | 3% | 2% | 3% | 6% | 2% | 4% | 2% | 14% | 4% | 2% |
| Parking (#/hr) | | 7 | | | 7 | | | | | | 7 | |
| Adj. Flow (vph) | 47 | 260 | 109 | 23 | 163 | 68 | 97 | 257 | 76 | 38 | 233 | 59 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 307 | 109 | 0 | 254 | 0 | 97 | 333 | 0 | 38 | 292 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 10 | | | 10 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.31 | 1.09 | 1.00 | 1.25 | 1.00 | 1.09 | 0.88 | 1.00 | 1.09 | 1.03 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | Right | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
PM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 8.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 6.0 | 14.0 | | 6.0 | 14.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 35.0 | | 15.0 | 35.0 | |
| Total Split (%) | 41.2% | 41.2% | 41.2% | 41.2% | 41.2% | | 17.6% | 41.2% | | 17.6% | 41.2% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 12.0 | 29.0 | | 12.0 | 29.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 3.0 | 4.5 | | 3.0 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 14.0 | | | 14.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 29.7 | 29.7 | | 29.7 | | 30.4 | 23.9 | | 26.8 | 18.6 | |
| Actuated g/C Ratio | | 0.43 | 0.43 | | 0.43 | | 0.44 | 0.34 | | 0.39 | 0.27 | |
| v/c Ratio | | 0.53 | 0.19 | | 0.42 | | 0.24 | 0.50 | | 0.10 | 0.62 | |
| Control Delay | | 22.0 | 5.0 | | 18.2 | | 11.8 | 20.2 | | 10.6 | 27.8 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 22.0 | 5.0 | | 18.2 | | 11.8 | 20.2 | | 10.6 | 27.8 | |
| LOS | | C | A | | B | | B | C | | B | C | |
| Approach Delay | | 17.6 | | | 18.2 | | | 18.3 | | | 25.8 | |
| Approach LOS | | B | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | 98 | 0 | | 69 | | 23 | 92 | | 9 | 107 | |
| Queue Length 95th (ft) | | 221 | 33 | | 164 | | 46 | 194 | | 23 | 185 | |
| Internal Link Dist (ft) | | 877 | | | 334 | | | 761 | | | 117 | |
| Turn Bay Length (ft) | | | | | | | 45 | | | 50 | | |
| Base Capacity (vph) | | 581 | 571 | | 599 | | 466 | 836 | | 470 | 735 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.53 | 0.19 | | 0.42 | | 0.21 | 0.40 | | 0.08 | 0.40 | |

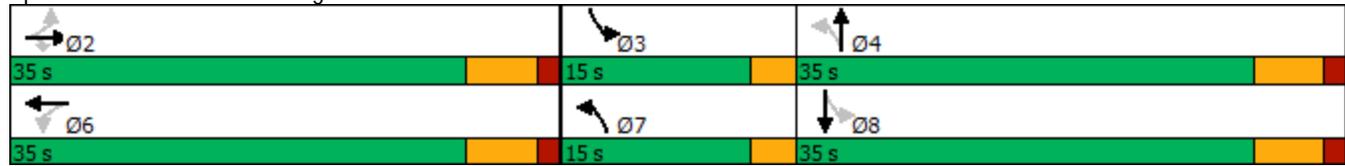
| Intersection Summary | |
|------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 85 |
| Actuated Cycle Length: | 69.5 |
| Natural Cycle: | 50 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.62 |

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
 PM Peak Hour

| | |
|---|------------------------|
| Intersection Signal Delay: 19.8 | Intersection LOS: B |
| Intersection Capacity Utilization 67.3% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 100: Dodge Avenue & Church Street



| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 32 | 317 | 6 | 11 | 206 | 22 | 18 | 14 | 65 | 15 | 4 | 18 |
| Future Vol, veh/h | 32 | 317 | 6 | 11 | 206 | 22 | 18 | 14 | 65 | 15 | 4 | 18 |
| Conflicting Peds, #/hr | 30 | 0 | 8 | 8 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 4 | 3 | 2 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 2 | 6 |
| Mvmt Flow | 34 | 334 | 6 | 12 | 217 | 23 | 19 | 15 | 68 | 16 | 4 | 19 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 270 | 0 | 0 | 348 | 0 | 0 | 678 | 707 | 345 | 730 | 699 | 260 |
| Stage 1 | - | - | - | - | - | - | 413 | 413 | - | 283 | 283 | - |
| Stage 2 | - | - | - | - | - | - | 265 | 294 | - | 447 | 416 | - |
| Critical Hdwy | 4.14 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.236 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.354 |
| Pot Cap-1 Maneuver | 1282 | - | - | 1211 | - | - | 366 | 360 | 698 | 338 | 364 | 769 |
| Stage 1 | - | - | - | - | - | - | 616 | 594 | - | 724 | 677 | - |
| Stage 2 | - | - | - | - | - | - | 740 | 670 | - | 591 | 592 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1242 | - | - | 1200 | - | - | 338 | 330 | 692 | 275 | 333 | 745 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 338 | 330 | - | 275 | 333 | - |
| Stage 1 | - | - | - | - | - | - | 590 | 568 | - | 678 | 648 | - |
| Stage 2 | - | - | - | - | - | - | 707 | 641 | - | 501 | 567 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.7 | | | 0.4 | | | 13.8 | | | 14.8 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 512 | 1242 | - | - | 1200 | - | - | 408 |
| HCM Lane V/C Ratio | 0.199 | 0.027 | - | - | 0.01 | - | - | 0.095 |
| HCM Control Delay (s) | 13.8 | 8 | 0 | - | 8 | 0 | - | 14.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.7 | 0.1 | - | - | 0 | - | - | 0.3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 11 | 4 | 348 | 6 | 5 | 302 |
| Future Vol, veh/h | 11 | 4 | 348 | 6 | 5 | 302 |
| Conflicting Peds, #/hr | 2 | 5 | 0 | 27 | 27 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 5 | 2 | 2 | 4 |
| Mvmt Flow | 12 | 4 | 366 | 6 | 5 | 318 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 726 | 401 | 0 | 0 | 399 |
| Stage 1 | 396 | - | - | - | - |
| Stage 2 | 330 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 391 | 649 | - | - | 1160 |
| Stage 1 | 680 | - | - | - | - |
| Stage 2 | 728 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 378 | 630 | - | - | 1130 |
| Mov Cap-2 Maneuver | 378 | - | - | - | - |
| Stage 1 | 662 | - | - | - | - |
| Stage 2 | 723 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 13.8 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 423 | 1130 |
| HCM Lane V/C Ratio | - | - | 0.037 | 0.005 |
| HCM Control Delay (s) | - | - | 13.8 | 8.2 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 8 | 1 | 1 | 1 | 15 | 54 | 1 | 1 | 29 | 1 |
| Future Vol, veh/h | 1 | 1 | 8 | 1 | 1 | 1 | 15 | 54 | 1 | 1 | 29 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 |
| Mvmt Flow | 1 | 1 | 8 | 1 | 1 | 1 | 16 | 57 | 1 | 1 | 31 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 125 | 132 | 32 | 136 | 132 | 66 | 32 | 0 | 0 | 66 | 0 | 0 |
| Stage 1 | 34 | 34 | - | 98 | 98 | - | - | - | - | - | - | - |
| Stage 2 | 91 | 98 | - | 38 | 34 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 849 | 759 | 1042 | 835 | 759 | 998 | 1580 | - | - | 1536 | - | - |
| Stage 1 | 982 | 867 | - | 908 | 814 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 814 | - | 977 | 867 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 840 | 745 | 1042 | 814 | 745 | 990 | 1580 | - | - | 1524 | - | - |
| Mov Cap-2 Maneuver | 840 | 745 | - | 814 | 745 | - | - | - | - | - | - | - |
| Stage 1 | 972 | 866 | - | 892 | 799 | - | - | - | - | - | - | - |
| Stage 2 | 905 | 799 | - | 967 | 866 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 8.7 | | 9.3 | | 1.6 | | 0.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1580 | - | - | 979 | 838 | 1524 | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.011 | 0.004 | 0.001 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.7 | 9.3 | 7.4 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 8 | 13 | 1 | 13 | 5 |
| Future Vol, veh/h | 1 | 8 | 13 | 1 | 13 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 8 | 14 | 1 | 14 | 5 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 9 | 0 | 34 |
| Stage 1 | - | - | - | - | 5 |
| Stage 2 | - | - | - | - | 29 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1611 | - | 979 |
| Stage 1 | - | - | - | - | 1018 |
| Stage 2 | - | - | - | - | 994 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1611 | - | 970 |
| Mov Cap-2 Maneuver | - | - | - | - | 970 |
| Stage 1 | - | - | - | - | 1018 |
| Stage 2 | - | - | - | - | 985 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 6.7 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 998 | - | - | 1611 | - |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.008 | - |
| HCM Control Delay (s) | 8.7 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |



Kimley»»Horn

4201 Winfield Road | Suite 600 | Warrenville, IL 60555
630-487-5550



**Zoning Analysis
Summary**

01-05-23 MJP
UPDATED: ~~12-06-22~~

| | |
|--|-----------------------------------|
| Case Number: | Case Status/Determination: |
| 22ZONA-0018 – 1801-1805 CHURCH STREET MT. PISGAH CHURCH | NON-COMPLIANT |

Plan Dated: 10-13-22

| | |
|--|------------------------|
| Proposal: | By: SUZUKI+KIDD |
| CONSTRUCT NEW 3-STORY RELIGIOUS INSTITUTION FOR MT. PISGAH WITH OFF-SITE LEASED PARKING SPACES | |

| Zoning Section: | Comments: |
|----------------------------------|---|
| | The proposed development site includes the following PINs and includes the proposed development at 1811-1815 Church Street: 10-13-220-031-0000 10-13-220-032-0000 10-13-220-040-0000 10-13-220-041-0000 10-13-220-035-0000 |
| 6-15-15-II-E.7 6-15-15-IV-A.9 | Development site is located within the B2 Business District, oWE West Evanston Overlay District, and WE7 District in the West Evanston Zoning Overlay for Redevelopment Areas, at the northwest corner of Church Street and Darrow Avenue. WE7 District allows for the development of iconic buildings. Iconic building type is meant to allow for the unique building styles typically associated with neighborhood-scale churches, synagogues, religious assembly, community or cultural uses, libraries, and civic or governmental uses. Iconic building type may only occur on corner parcels with two intersecting street frontages; site is a corner parcel. |
| Subdivision | As proposed, a plat of subdivision is required to establish new lot/property lines related to the proposed development to the west (1811-1815 Church Street – new Mt. Pisgah Apartments – HODC). East Lot: 12,036 Φ Lot size, proposed: 12,000 sf Lot width, proposed: 75.0' |

| | |
|---|--|
| | West Lot: 16,914 ϕ Lot size, proposed: 16,864 sf Lot width, proposed: 105.4' |
| 6-15-15-II.A.1 | Though not a Planned Development per the oWE West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required. |
| 6-15-15-XVII-B.4, 6-15-15-XVII-B.6 | Permitted Uses: Special Use approval required (see note below) Standard: Churches, synagogues, religious assembly, community or cultural uses, libraries, and government or civic uses. Proposed: Church, religious assembly. Use is approximately 16,013 square feet. Special Use approval is required for a use with B2 base zoning between 10,000-40,000 square feet. |
| 6-15-15-IV, Table IV.A | No minimum lot size requirement. No maximum Floor Area Ratio (FAR) requirement. No maximum building coverage requirement. |
| 6-15-15-IV, Table IV-A, 6-15-15-XVII-A.10 | Lot width: Compliant Standard: 50.0' Proposed: 75.0' |
| 6-15-15-XVII-A.2 | Front yard build to zone: Non-compliant Standard: 5'-25' Proposed: 5' at the 1 st floor but 0' setback for upper floors. Front building façade required to be constructed within Build-to Zones located between 5'-25' from the property line. |
| 6-15-15-XVII-A.2 | Corner side yard build to zone: Compliant Standard: 5'-25' Proposed: 5.0' |
| 6-15-15-XVII-A-6 | Interior side yard setback: Non-compliant Standard: 5.0' Proposed: 0.0' setback from west interior side property line |
| 6-15-15-XVII-A.7 | Rear yard setback: Compliant Standard: 5.0' Proposed: 5.0'+ |
| 6-15-15-XVII-A.8, 6-15-15-XVII-A.9 | Impervious surface coverage: Non-compliant Standard: 60% of lot area (7,200sf) + 20% semi-pervious surface area (2,400sf) Proposed: 90.3%, 10,840sf Since a tub/cap is under the pebble border area, these areas count 100% of measured area towards impervious surface coverage. |

| | |
|--|---|
| 6-15-15-XVII-B.1 | Building height: Non-compliant |
| | Standard: 2 stories or 30' Proposed: 3 stories at 44.0' to parapet. |
| | Mezzanine counts as a story. |
| | Clarify shading canopy/trellis, whether an open or solid roof. If open, then compliant. If solid, increases the building height relief required. |
| 6-15-15-XVII-C.5, 6-15-15-XVII-C.6 | Exterior building materials: Compliant |
| | Standard: Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over 3" in height, and EIFS are not permitted. |
| | Proposed: <ul style="list-style-type: none"> ▪ MTL. panel/fiber cement/G.F.R.C. cladding or equivalent ▪ Wood siding or equivalent, ▪ Prefab concrete panel or G.F.R.C. equivalent, ▪ Glazing system, ▪ Metal/PVC or G.F.R.C screen, ▪ Translucent glass shading device (fins) (Sheet A202 notes glass, fabric or equivalent industrial material), ▪ Wood fabric or equivalent industrial material with steel frame support (roof trellis), trellis, ▪ Glass, wire, or metal guardrail ▪ Metal trellis (east building elevation) |
| 6-15-15-IV, Table IV.A 6-15-15-V-C.4 | Building base: Non-compliant |
| | Standard: Stoop base type required. Ground story elevation required to be located a maximum of 2.5' above the sidewalk or with a visible occupied basement a maximum of 4.5' above the sidewalk, entry off a stoop (open platform) at least 3' deep and 4' wide. Proposed: Storefront base type. Ground story is at grade. |
| 6-15-15-IV, Table IV.A 6-15-15—VI-A.3 | Building cap: Non-compliant |
| | Standard: Parapet, pitch, spire, and tower; proposed building cap most similar to a parapet, occupied space behind parapet not permitted. Standard: Parapet with occupied space behind. |
| 6-16-2, Table 16-B, 6-16-2-1 | Parking: Compliant |
| | Standard: 21 Proposed: 21 |
| | 1 parking space per 10 seats in main auditorium, assembly hall or sanctuary. 208 seats in sanctuary $208/10 = 20.8 = 21$ spaces |
| | 7 on-site parking spaces provided + 14 off-site spaces at ETHS parking lot located within 550' from church site (high school does not operate its principal use on Sundays). |

| | |
|--------------------|--|
| | Obtain written approval from the property owner for use of the off-site parking spaces to confirm zoning compliance. |
| 6-16-5, Table 16-E | <p>Loading berth: Non-compliant</p> <p>Standard: 1 short loading berth/dock, minimum 10'x35' with a minimum vertical clearance of 14'. Proposed: None</p> |
| 6-4-1-9-B.1 | <p>Yard Obstructions: Non-compliant</p> <p>Standard: 10% obstruction into required setback, 6" into the required 5' corner side yard setback. Proposed: 40% obstruction into required 5' corner side yard setback, 2' obstruction.</p> <p>Exterior fins and shading trellis are considered Yard Obstructions and are permitted to obstruct up to 10% into a required setback.</p> <p>Please dimension how far the shading trellis extends out from the building.</p> |
| 6-15-15-XVIII.B.5 | <p>Parking lot frontage buffer: Non-compliant</p> <p>Standard: Minimum 3'-4' tall steel or PVC picket fence required around parking area. Proposed: No fence</p> |
| 6-4-6-7 | <p>Site triangle:</p> <p>Standard: Extends 20' back where the street curb and alley interact, along both lines. Consider low growth vegetation within site triangle, ie, far northern edge of the proposed hedge along the east side of parking area.</p> |
| 6-15-15-XXII | <p>Street trees: Non-compliant</p> <p>Standard: See attached Proposed: Street trees noted on the landscape plan are not approved. Recommend revising the landscape plan to show approved street trees per the West Evanston Zoning Overlay for Redevelopment Area.</p> |
| 6-15-15-XXII | <p>Street tree spacing: Dimension</p> <p>Standard: 1 tree/60' of frontage, minimum 35' from intersecting curb. Proposed: Please dimension</p> <p>Additional comments may be provided as the review/zoning entitlement process moves forward.</p> <p>When submitting revisions, please provide a complete set of plans with revision dates noted.</p> |



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 • (217) 782-3397

BRUCE RAUNER, GOVERNOR

ALEC MESSINA, DIRECTOR

217/524-3300

November 6, 2017

CERTIFIED MAIL

7014 2120 0002 3285 4791

E-Town Community Ventures, LLC
Attn: Daniel Chefetz
1338 Warrington Drive
Deerfield, Illinois 60015

Re: 0310815369/Cook County
Evanston/E-Town Community Ventures LLC
Site Remediation Program/Technical Reports
No Further Remediation Letter

Dear Mr. Chefetz:

The *Remedial Action Completion Report* (received August 3, 2017/Log No. 17-65218), as prepared by Environmental Consulting Group (ECG), Inc. for the above referenced Remediation Site, has been reviewed and approved by the Illinois Environmental Protection Agency ("Illinois EPA"). This Report demonstrates the remediation objectives approved for the site, in accordance with 35 Illinois Administrative Code Part 742 including the indoor inhalation pathway, are above the existing concentrations of regulated substances and the remedial action was completed in accordance with the *Remedial Action Plan* (received March 9, 2016/Log No. 16-61659) and 35 Illinois Administrative Code Part 740.

The Remediation Site, consisting of 0.26 acres, is located at 1801-1805 Church Street, Evanston, Illinois. Pursuant to Section 58.10 of the Illinois Environmental Protection Act ("Act") (415 ILCS 5/1 et seq.), your request for a no further remediation determination is granted under the conditions and terms specified in this letter. The Remediation Applicant, as identified on the Illinois EPA's Site Remediation Program DRM-1 Form (received November 10, 2015/Log No. 15-60815), is E-Town Community Ventures, LLC.

4302 N. Main St., Rockford, IL 61103 (815)987-7760
595 S. State, Egin, IL 60123 (847)608-3131
2125 S. First St., Champaign, IL 61820 (217)278-5800
2009 Mall St., Collinsville, IL 62234 (618)346-5120

9511 Harrison St., Des Plaines, IL 60016 (847)294-4000
412 SW Washington St., Suite D, Peoria, IL 61602 (309)671-3022
2309 W. Main St., Suite 116, Marion, IL 62959 (618)993-7200
100 W. Randolph, Suite 10-300, Chicago, IL 60601

This focused No Further Remediation Letter (“Letter”) signifies a release from further responsibilities under the Act for the performance of the approved remedial action. This Letter shall be considered prima facie evidence that the Remediation Site described in the attached Illinois EPA Site Remediation Program Environmental Notice and shown in the attached Site Base Map does not constitute a threat to human health and the environment for the specified recognized environmental conditions so long as the Site is utilized in accordance with the terms of this Letter.

Conditions and Terms of Approval

Level of Remediation and Land Use Limitations

- 1) The recognized environmental conditions characterized by the focused site investigation and successfully addressed, consist of the contaminants of concern identified in the attached Table A.
- 2) The Remediation Site is restricted to industrial/commercial land use.
- 3) The land use specified in this Letter may be revised if:
 - a) Further investigation or remedial action has been conducted that documents the attainment of objectives appropriate for the new land use; and
 - b) A new Letter is obtained and recorded in accordance with Title XVII of the Act and regulations adopted thereunder.

Preventive, Engineering, and Institutional Controls

The implementation and maintenance of the following controls are required as part of the approval of the remediation objectives for this Remediation Site.

Preventive Controls:

- 4) At a minimum, a safety plan should be developed to address possible worker exposure in the event that any future excavation and construction activities may occur within the contaminated soil. Any excavation within the contaminated soil will require implementation of a safety plan consistent with NIOSH Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities, OSHA regulations (particularly in 29 CFR 1910 and 1926), state and local regulations, and other USEPA guidance. Soil excavated below asphalt pavement must be returned to the same depth from which it was excavated or properly managed or disposed in accordance with applicable state and federal regulations.

Engineering Controls:

- 5) The asphalt barrier, as shown on the attached Site Base Map, must remain over the contaminated soils. This asphalt barrier must be properly maintained as an engineered barrier to inhibit inhalation of the contaminated media.

Institutional Controls

- 6) Any future buildings constructed on the site must contain a full concrete slab-on-grade floor or full concrete basement floor and walls with no sump(s) other than in the area described in paragraph 7.
- 7) No building shall be occupied within the area depicted on the attached Site Base Map unless a Building Control Technology (“BCT”) meeting the requirements of 35 Illinois Administrative Code Part 742 Subpart L is operational prior to human occupancy. This BCT must be properly maintained to address the indoor inhalation pathway. If the BCT becomes inoperable, the site owner/operator shall notify building occupants and workers to implement protective measures. In addition, any sump located within the building with the BCT shall be sealed with an approved cap and vent system. A caution label must be affixed to the vent pipe indicating that the system cannot be dismantled without proper consultation. A vacuum pressure gauge must be installed on the system to provide a clear indication of when the system is operating properly and when maintenance is required. The sump cover must be resealed if it is ever removed for sump pump inspection, replacement, maintenance or for any other reason. The vent system must also be correctly maintained under such circumstances. Failure to maintain the BCT or the sealed sump shall be grounds for voidance of this No Further Remediation letter.
- 8) No person shall construct, install, maintain, or operate a well at the Remediation Site. All water supplies and water services for the Remediation Site must be obtained from a public water supply system. The provisions of this institutional control shall be applicable to all water usage (e.g., domestic, industrial/commercial uses and outdoor watering).

Other Terms

- 9) Pursuant to Section 57.10 of the Act (415 ILCS 5/57.10), all statutory and regulatory corrective action requirements applicable to the occurrence involving Leaking UST Incident Number 20150678 have been completed. This Letter constitutes the Illinois EPA’s final decision regarding the above-referenced Leaking UST incident.
- 10) Where the Remediation Applicant is not the sole owner of the Remediation Site, the Remediation Applicant shall complete the attached *Property Owner Certification of the No Further Remediation Letter under the Site Remediation Program* Form. This certification, by original signature of each property owner, or the authorized agent of the owner(s), of the Remediation Site or any portion thereof who is not a Remediation Applicant shall be recorded along with this Letter.
- 11) Further information regarding this Remediation Site can be obtained through a written request under the Freedom of Information Act (5 ILCS 140) to:

Illinois Environmental Protection Agency
Attn: Freedom of Information Act Officer
Division of Records Management #16
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276

- 12) Pursuant to Section 58.10(f) of the Act (415 ILCS 5/58.10(f)), should the Illinois EPA seek to void this Letter, the Illinois EPA shall provide notice to the current title holder and to the Remediation Applicant at the last known address. The notice shall specify the cause for the avoidance, explain the provisions for appeal, and describe the facts in support of this cause. Specific acts or omissions that may result in the avoidance of the Letter under Sections 58.10(e)(1)-(7) of the Act (415 ILCS 5/58.10(e)(1)-(7)) include, but shall not be limited to:
- a) Any violation of institutional controls or the designated land use restrictions;
 - b) The failure to operate and maintain preventive or engineering controls or to comply with any applicable groundwater monitoring plan;
 - c) The disturbance or removal of contamination that has been left in-place in accordance with the Remedial Action Plan. Access to soil contamination may be allowed if, during and after any access, public health and the environment are protected consistent with the Remedial Action Plan;
 - d) The failure to comply with the recording requirements for this Letter;
 - e) Obtaining the Letter by fraud or misrepresentation;
 - f) Subsequent discovery of contaminants, not identified as part of the investigative or remedial activities upon which the issuance of the Letter was based, that pose a threat to human health or the environment;
 - g) The failure to pay the No Further Remediation Assessment Fee within forty-five (45) days after receiving a request for payment from the Illinois EPA;
 - h) The failure to pay in full the applicable fees under the Review and Evaluation Services Agreement within forty-five (45) days after receiving a request for payment from the Illinois EPA.
- 13) Pursuant to Section 58.10(d) of the Act, this Letter shall apply in favor of the following persons:
- a) E-Town Community Ventures, LLC;
 - b) The owner and operator of the Remediation Site;
 - c) Any parent corporation or subsidiary of the owner of the Remediation Site;

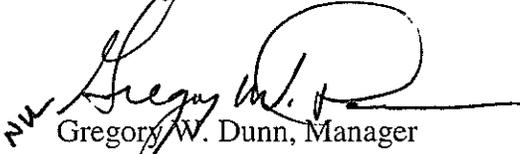
- d) Any co-owner, either by joint-tenancy, right of survivorship, or any other party sharing a relationship with the owner of the Remediation Site;
 - e) Any holder of a beneficial interest of a land trust or inter vivos trust, whether revocable or irrevocable, involving the Remediation Site;
 - f) Any mortgagee or trustee of a deed of trust of the owner of the Remediation Site or any assignee, transferee, or any successor-in-interest thereto;
 - g) Any successor-in-interest of the owner of the Remediation Site;
 - h) Any transferee of the owner of the Remediation Site whether the transfer was by sale, bankruptcy proceeding, partition, dissolution of marriage, settlement or adjudication of any civil action, charitable gift, or bequest;
 - i) Any heir or devisee of the owner of the Remediation Site;
 - j) Any financial institution, as that term is defined in Section 2 of the Illinois Banking Act and to include the Illinois Housing Development Authority, that has acquired the ownership, operation, management, or control of the Remediation Site through foreclosure or under the terms of a security interest held by the financial institution, under the terms of an extension of credit made by the financial institution, or any successor-in-interest thereto; or
 - k) In the case of a fiduciary (other than a land trustee), the estate, trust estate, or other interest in property held in a fiduciary capacity, and a trustee, executor, administrator, guardian, receiver, conservator, or other person who holds the remediated site in a fiduciary capacity, or a transferee of such party.
- 14) This letter, including all attachments, must be recorded as a single instrument within forty-five (45) days of receipt with the Office of the Recorder of Cook County. For recording purposes, the Illinois EPA Site Remediation Program Environmental Notice attached to this Letter should be the first page of the instrument filed. This Letter shall not be effective until officially recorded by the Office of the Recorder of Cook County in accordance with Illinois law so that it forms a permanent part of the chain of title for the E-Town Community Ventures, LLC property.
- 15) Within thirty (30) days of this Letter being recorded by the Office of the Recorder of Cook County, a certified copy of this Letter, as recorded, shall be obtained and submitted to the Illinois EPA to:

Mr. Jim Scott
Illinois Environmental Protection Agency
Bureau of Land/RPMS #24
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276

16) In accordance with Section 58.10(g) of the Act, a No Further Remediation Assessment Fee based on the costs incurred for the Remediation Site by the Illinois EPA for review and evaluation services will be applied in addition to the fees applicable under the Review and Evaluation Services Agreement. Request for payment of the No Further Remediation Assessment Fee will be included with the billing statement.

If you have any questions regarding the E-Town Community Ventures, LLC property, you may contact the Illinois EPA project manager, Tammy Smith at 217-525-7207.

Sincerely,


Gregory W. Dunn, Manager
Remedial Project Management Section
Division of Remediation Management
Bureau of Land

Attachments: Illinois EPA Site Remediation Program Environmental Notice
Site Base Map
Table A: Regulated Substances of Concern
Property Owner Certification of No Further Remediation Letter under the Site
Remediation Program Form
Instructions for Filing the NFR Letter

cc: Robert Johnson
Environmental Consulting Group
rjohnson@envcg.com

Bureau of Land File

Mr. Jim Scott

Mr. Dennis Marino
Assistant Director of Planning
2100 Ridge Avenue
Evanston, Illinois 60201

PREPARED BY:

Name: Daniel Chefetz
E-Town Community Ventures, LLC

Address: 1338 Warrington Drive
Deerfield, IL 60015

RETURN TO:

Name: Daniel Chefetz
E-Town Community Ventures, LLC

Address: 1338 Warrington Drive
Deerfield, IL 60015

THE ABOVE SPACE FOR RECORDER'S OFFICE

This Environmental No Further Remediation Letter must be submitted by the remediation applicant within 45 days of its receipt, to the Office of the Recorder of Cook County.

Illinois State EPA Number: 0310815369

E-Town Community Ventures, LLC., the Remediation Applicant, whose address is 1338 Warrington Drive, Deerfield, Illinois, 60015 has performed investigative and/or remedial activities for the remediation site depicted on the attached Site Base Map and identified by the following:

1. Legal description or Reference to a Plat Showing the Boundaries:

The South 160.00 feet of Lots 9 and 10 in Block 3 in Merrill Ladd's Second Addition to Evanston, said addition being a subdivision of the West ½ of the Southwest ¼ of the Northeast ¼ of Section 13, Township 41 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois.

2. Common Address: 1801-1805 Church Street, Evanston, Illinois 60201

3. Real Estate Tax Index/Parcel Index Number: 10-13-220-035-0000

4. Remediation Site Owner: E-Town Community Ventures, LLC

5. Land Use: Industrial/Commercial

6. Site Investigation: Focused

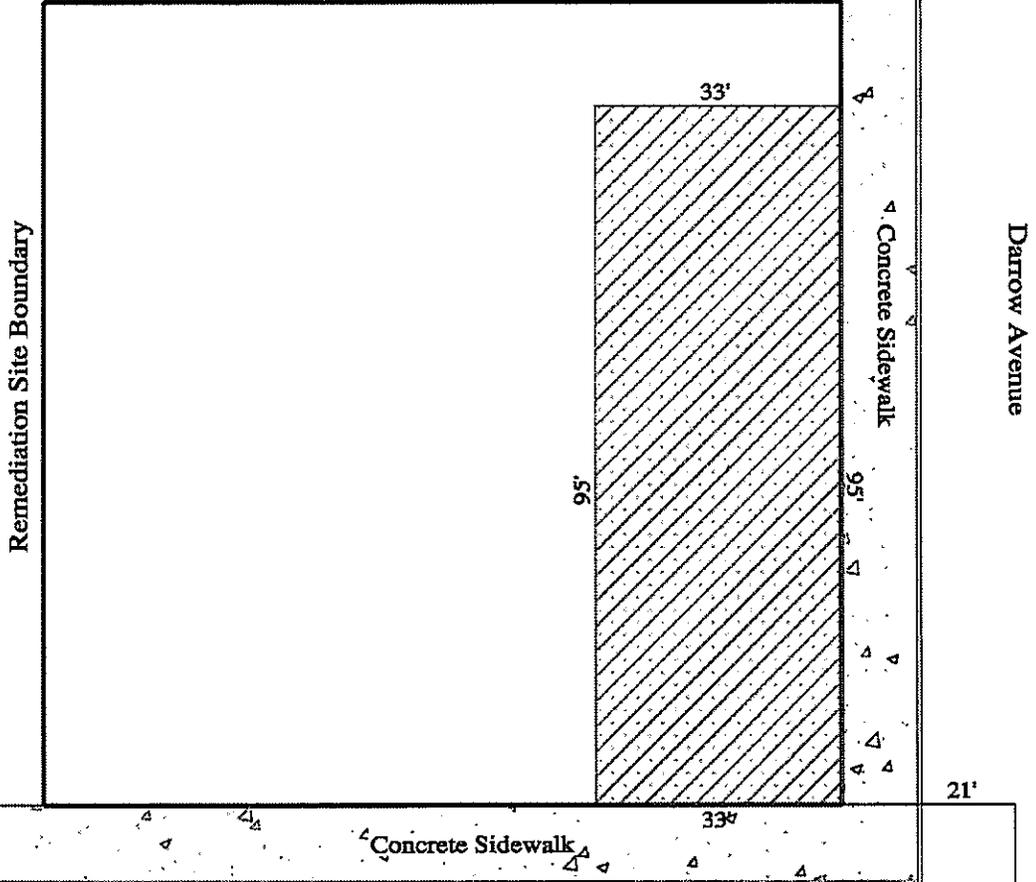
See NFR letter for other terms.

(Illinois EPA Site Remediation Program Environmental Notice)

Site Base Map
 LPC #0310815369/Cook County
 Evanston/E-Town Community Venture, LLC
 SRP/Technical Reports



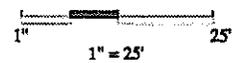
Remediation Site Boundary



Legend:

= Limits of Engineered Barrier (Asphalt Cover) and Defined Area needing BCT if Building Constructed

Church Street



Environmental Consulting Group, Inc.
 105 S. York Road, Suite 250
 Elmhurst, Illinois 60126
 www.ecgmidwest.com

Site Base Map
 Project Location: 1801-1805 Church Street, Evanston
 Project Number: E171696-698

Completed on 9/19/17
 Drawn by RAJ

TABLE A: Regulated Substances of Concern

**0310815369--Cook County
Evanston/E-Town Community Ventures, LLC
Site Remediation Program**

| Volatile Organic Compounds (VOCs) | |
|--|----------------------------|
| CAS No. | Compound Name |
| 67-64-1 | Acetone |
| 71-43-2 | Benzene |
| 75-27-4 | Bromodichloromethane |
| 75-25-2 | Bromoform |
| 74-83-9 | Bromomethane |
| 78-93-3 | 2-Butanone |
| 75-15-0 | Carbon Disulfide |
| 56-23-5 | Carbon Tetrachloride |
| 108-90-7 | Chlorobenzene |
| 75-00-3 | Chloroethane |
| 67-66-3 | Chloroform |
| 74-87-3 | Chloromethane |
| 124-48-1 | Dibromochloromethane |
| 75-34-3 | 1,1-Dichloroethane |
| 107-06-2 | 1,2-Dichloroethane |
| 75-35-4 | 1,1-Dichloroethene |
| 540-59-0 | 1,2-Dichloroethene (total) |
| 156-59-2 | cis-1,2-Dichloroethene |
| 156-60-5 | trans-1,2-Dichloroethene |
| 78-87-5 | 1,2-Dichloropropane |
| 10061-02-6 | trans-1,3-Dichloropropene |
| 10061-01-5 | cis-1,3-Dichloropropene |
| 100-41-4 | Ethylbenzene |
| 591-78-6 | 2-Hexanone |
| 75-09-2 | Methylene Chloride |
| 108-10-1 | 4-Methyl-2-Pentanone |
| 1634-04-4 | Methyl tert-butyl ether |
| 100-42-5 | Styrene |
| 79-34-5 | 1,1,2,2-Tetrachloroethane |
| 127-18-4 | Tetrachloroethene |
| 71-55-6 | 1,1,1-Trichloroethane |
| 79-00-5 | 1,1,2-Trichloroethane |
| 79-01-6 | Trichloroethene |
| 108-88-3 | Toluene |
| 108-05-4 | Vinyl Acetate |
| 75-01-4 | Vinyl Chloride |
| 1330-20-7 | Xylenes (total) |

| Semivolatile Organic Compounds (SVOCs) | |
|---|-----------------------------|
| CAS No. | Compound Name |
| 208-96-8 | Acenaphthalene |
| 83-32-9 | Acenaphthene |
| 120-12-7 | Anthracene |
| 92-87-5 | Benzidine |
| 56-55-3 | Benzo(a)anthracene |
| 205-99-2 | Benzo(b)fluoranthene |
| 207-08-9 | Benzo(k)fluoranthene |
| 191-24-2 | Benzo(g,h,i)perylene |
| 50-32-8 | Benzo(a)pyrene |
| 65-85-0 | Benzoic acid |
| 100-51-6 | Benzyl alcohol |
| 111-91-1 | bis(2-Chloroethoxy)methane |
| 111-44-4 | bis(2-Chloroethyl)ether |
| 108-60-1 | bis(2-Chloroisopropyl)ether |
| 117-81-7 | bis(2-Ethylhexyl)phthalate |
| 101-55-3 | 4-Bromophenyl-phenyl ether |
| 85-68-7 | Butylbenzylphthalate |
| 86-74-8 | Carbazole |
| 106-47-8 | 4-Chloroaniline |
| 59-50-7 | 4-Chloro-3-methylphenol |
| 91-58-7 | 2-Chloronaphthalene |
| 95-57-8 | 2-Chlorophenol |
| 7005-72-3 | 4-Chlorophenyl-phenyl ether |
| 218-01-9 | Chrysene |
| 53-70-3 | Dibenzo(a,h)anthracene |
| 132-64-9 | Dibenzofuran |
| 95-50-1 | 1,2-Dichlorobenzene |
| 541-73-1 | 1,3-Dichlorobenzene |
| 106-46-7 | 1,4-Dichlorobenzene |
| 91-94-1 | 3,3'-Dichlorobenzidine |
| 120-83-2 | 2,4-Dichlorophenol |
| 84-66-2 | Diethylphthalate |
| 105-67-9 | 2,4-Dimethylphenol |
| 131-11-3 | Dimethylphthalate |
| 534-52-1 | 4,6-Dinitro-2-methylphenol |
| 51-28-5 | 2,4-Dinitrophenol |
| 121-14-2 | 2,4-Dinitrotoluene |
| 606-20-2 | 2,6-Dinitrotoluene |
| 84-74-2 | Di-n-butylphthalate |
| 117-84-0 | Di-n-octylphthalate |

| | |
|----------|----------------------------|
| 206-44-0 | Fluoranthene |
| 86-73-7 | Fluorene |
| 118-74-1 | Hexachlorobenzene |
| 87-68-3 | Hexachlorobutadiene |
| 77-47-4 | Hexachlorocyclopentadiene |
| 67-72-1 | Hexachloroethane |
| 193-39-5 | Indeno(1,2,3-cd)pyrene |
| 78-59-1 | Isophorone |
| 91-57-6 | 2-Methylnaphthalene |
| 95-48-7 | 2-Methylphenol |
| 108-39-4 | 3-Methylphenol |
| 106-44-5 | 4-Methylphenol |
| 91-20-3 | Naphthalene |
| 88-74-4 | 2-Nitroaniline |
| 99-09-2 | 3-Nitroaniline |
| 100-01-6 | 4-Nitroaniline |
| 98-95-3 | Nitrobenzene |
| 88-75-5 | 2-Nitrophenol |
| 100-02-7 | 4-Nitrophenol |
| 621-64-7 | N-Nitroso-di-n-propylamine |
| 86-30-6 | N-Nitrosodiphenylamine |
| 62-75-9 | N-Nitrosodimethylamine |
| 87-86-5 | Pentachlorophenol |
| 85-01-8 | Phenanthrene |
| 108-95-2 | Phenol |
| 129-00-0 | Pyrene |
| 110-86-1 | Pyridine |
| 120-82-1 | 1,2,4-Trichlorobenzene |
| 95-96-4 | 2,4,5-Trichlorophenol |
| 88-06-2 | 2,4,6-Trichlorophenol |

| Inorganics | |
|-------------------|----------------------|
| CAS No. | Compound Name |
| 7440-38-2 | Arsenic |
| 7440-39-3 | Barium |
| 7440-43-9 | Cadmium |
| 7440-47-3 | Chromium |
| 7439-97-6 | Mercury |
| 7782-49-2 | Selenium |
| 7440-22-4 | Silver |

| Aroclors | |
|-----------------|----------------------|
| CAS No. | Compound Name |
| 12674-11-2 | Aroclor - 1016 |
| 11104-28-2 | Aroclor - 1221 |
| 11141-16-5 | Aroclor - 1232 |
| 53469-21-9 | Aroclor - 1242 |
| 12672-29-6 | Aroclor - 1248 |
| 11097-69-1 | Aroclor - 1254 |
| 111096-82-5 | Aroclor - 1260 |

**PROPERTY OWNER CERTIFICATION OF THE NFR LETTER
UNDER THE SITE REMEDIATION PROGRAM**

Where the Remediation Applicant (RA) is not the sole owner of the remediation site, the RA shall obtain the certification by original signature of each owner, or authorized agent of the owner(s), of the remediation site or any portion thereof who is not an RA. The property owner(s), or the duly authorized agent of the owner(s) must certify, by original signature, the statement appearing below. This certification shall be recorded in accordance with Illinois Administrative Code 740.620.

Include the full legal name, title, the company, the street address, the city, the state, the ZIP code, and the telephone number of all other property owners. Include the site name, street address, city, ZIP code, county, Illinois inventory identification number and real estate tax index/parcel index number.

A duly authorized agent means a person who is authorized by written consent or by law to act on behalf of a property owner including, but not limited to:

1. For corporations, a principal executive officer of at least the level of vice-president;
2. For a sole proprietorship or partnership, the proprietor or a general partner, respectively; and
3. For a municipality, state or other public agency, the head of the agency or ranking elected official.

For multiple property owners, attach additional sheets containing the information described above, along with a signed, dated certification for each. All property owner certifications must be recorded along with the attached NFR letter.

| |
|---|
| Property Owner Information |
| Owner's Name: _____ Title: _____ Company: _____ Street Address: _____ City: _____ State: _____ Zip Code: _____ Phone: _____ |
| Site Information |
| Site Name: _____ Site Address: _____ City: _____ State: _____ Zip Code: _____ County: _____ Illinois inventory identification number: _____ Real Estate Tax Index/Parcel Index No. _____ |
| I hereby certify that I have reviewed the attached No Further Remediation Letter and that I accept the terms and conditions and any land use limitations set forth in the letter. Owner's Signature: _____ Date: _____ SUBSCRIBED AND SWORN TO BEFORE ME this _____ day of _____, 20__ _____ Notary Public |

The Illinois EPA is authorized to require this information under Sections 415 ILCS 5/58 - 58.12 of the Environmental Protection Act and regulations promulgated thereunder. If the Remediation Applicant is not also the sole owner of the remediation site, this form must be completed by all owners of the remediation site and recorded with the NFR Letter. Failure to do so may void the NFR Letter. This form has been approved by the Forms Management Center. All information submitted to the Site Remediation Program is available to the public except when specifically designated by the Remediation Applicant to be treated confidentially as a trade secret or secret process in accordance with the Illinois Compiled Statutes, Section 7(a) of the Environmental Protection Act, applicable Rules and Regulations of the Illinois Pollution Control Board and applicable Illinois EPA rules and guidelines.

Notice to Remediation Applicant

Please follow these instructions when filing the NFR letter with the County Recorder's Office

Instructions for Filing the NFR Letter

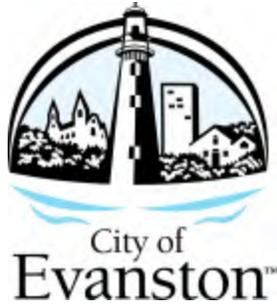
The following documents must be filed:

- A. Body of the NFR Letter (contains appropriate terms and conditions, tables, etc.)
 - B. Attachments to NFR letter
 - Illinois EPA Site Remediation Program Environmental Notice (Legal Description and PIN of property)
 - Maps of the site
 - Table A: Regulated Substances of Concern (if applicable.)
 - Property Owner Certification
 - C. A copy of the ordinance, if applicable, used to address groundwater contamination
1. Place the Illinois EPA Site Remediation Program Environmental Notice on top of the NFR prior to giving it to the Recorder.
 2. If you are not the owner (record title holder) of the property on the date of filing of this NFR, you must attach a **completed** owner's certification form signed by the owner of the property at the time of filing (e.g., if the property recently sold, the new owner must sign).
 3. If any of the terms and conditions of the NFR letter references a groundwater ordinance, you must record a copy of the groundwater ordinance with the NFR letter.
 4. If any of the terms and conditions of the NFR letter references a highway agreement, you must record the highway agreement if specifically required by the municipality granting the agreement, the County or the Illinois Department of Transportation.
 5. Within thirty (30) days of this NFR Letter being recorded by the Office of the Recorder of the County in which the property is located, a certified copy of this Letter, as recorded, shall be obtained and submitted to the Illinois EPA to:

Jim Scott
Illinois Environmental Protection Agency
Bureau of Land/RPMS
1021 North Grand Avenue East
Post Office Box 19276
Springfield, IL 62794-9276

6. **Remove this page from the NFR letter, prior to recording.**

If you have any questions call (217) 524-6940 and speak with the "project manager on-call" in the Site Remediation Program.



AGENDA

Planning & Development Committee

Monday, October 24, 2022

Lorraine H. Morton Civic Center, James C. Lytle City Council Chambers, Room 2800
6:15 PM

Those wishing to make public comments at the Administrative & Public Works Committee, Planning & Development Committee or City Council meetings may submit written comments in advance or sign up to provide public comment by phone or video during the meeting by completing the City Clerk's Office's online form at www.cityofevanston.org/government/city-clerk/public-comment-sign-up or by calling/texting 847-448-4311.

Join Zoom Meeting

<https://us06web.zoom.us/j/86310981739?pwd=czhWT1pkZllySW42YUFCWjF6eXRTUT09>

Meeting ID: 863 1098 1739

Passcode: 876506

Community members may watch the City Council meeting online at www.cityofevanston.org/channel16 or on Cable Channel 16.

Page

(I) CALL TO ORDER - COUNCILMEMBER REID

(II) APPROVAL OF MINUTES

PM1. **Approval of the Minutes of the Regular Planning & Development Committee meeting of October 10, 2022** 3 - 5

Staff recommends approval of the Minutes of the Regular Planning & Development Committee meeting of October 10, 2022.

For Action

(III) PUBLIC COMMENT

(IV) ITEMS FOR CONSIDERATION

(V) ITEMS FOR DISCUSSION

- D1. **Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development** 6 - 9

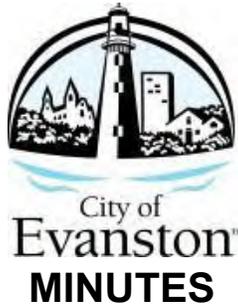
Staff requests the Planning & Development Committee discuss the intent and policies of the West Evanston Master Plan and the corresponding zoning regulations of the oWE West Evanston Overlay District, and establish an appropriate path forward for future development in the western portion of Evanston and corresponding Five-Fifths TIF area. The existing plan and zoning regulations are proving problematic to anticipated and encouraged redevelopment such as the Mt. Pisgah site at Church & Darrow.

For Discussion

[Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development - Attachment - Pdf](#)

(VI) ITEMS FOR COMMUNICATION

(VII) ADJOURNMENT



Planning & Development Committee

Monday, October 10, 2022 @ 6:00 PM

Lorraine H. Morton Civic Center, James C. Lytle City Council Chambers, Room 2800

COMMITTEE MEMBER PRESENT:

Juan Geracaris, Councilmember, Jonathan Nieuwsma, Councilmember, Eleanor Revelle, Councilmember, Clare Kelly, Councilmember, Devon Reid, Chair, and Bobby Burns, Councilmember

COMMITTEE MEMBER ABSENT:

Melissa Wynne, Councilmember

STAFF PRESENT:

Sarah Flax, Interim Director of Community Development and Elizabeth Williams, Planning and Zoning Manager

(I) CALL TO ORDER - COUNCILMEMBER REID

A quorum being present Councilmember Reid called the meeting to order at 6:40 p.m.

(II) APPROVAL OF MINUTES

PM1. **Approval of the Minutes of the Regular Planning & Development Committee meeting of September 27, 2022**

Staff recommends approval of the Minutes of the Regular Planning & Development Committee meeting of September 27, 2022.

Moved by Councilmember Jonathan Nieuwsma

Seconded by Councilmember Bobby Burns

Ayes:

Councilmember Juan Geracaris, Councilmember Jonathan Nieuwsma, Councilmember Bobby Burns, Councilmember Eleanor Revelle, Councilmember Clare Kelly, and Councilmember Devon Reid

Carried 6-0 on a recorded vote

(III) PUBLIC COMMENT

Comments on D1:

Betty Ester asked for clarification and community involvement on what components of the plan were for discussion.

Trisha Connolly desires more community engagement and a written plan on how that will be conducted.

Tina Paden noted that items in the plan including a new school, affordable housing, and money for small landlords have not occurred. She also expressed the need for more community involvement.

Carlis Sutton stated need for public input.

Sam Vaghani noted that the Evanston's LEED for Cities and Communities certification in 2018 demonstrated leadership and would like to see neighboring communities also involved.

Priscilla Chiles would like more community input.

Janet Alexander asked for confirmation that this item was only for discussion and that there would be time for more community meetings. Councilmember Reid confirmed that was correct.

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(IV) ITEMS FOR CONSIDERATION

(V) ITEMS FOR DISCUSSION

D1. Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development

Motion to table the D1 discussion of the West Evanston Plan & Overlay Area and its impact on current and future development.

Moved by Councilmember Juan Geracaris

Seconded by Councilmember Jonathan Nieuwsma.

Ayes: Councilmember Eleanor Revelle, Councilmember Clare Kelly, Councilmember Juan Geracaris, Councilmember Jonathan Nieuwsma, Councilmember Devon Reid and Councilmember Bobby Burns

Carried 6-0 on a recorded vote

(VI) ITEMS FOR COMMUNICATION

(VII) ADJOURNMENT

Councilmember Burns adjourned the meeting at 6:56 p.m.

Respectfully submitted,
Amy Ahner, Planning Consultant
Meagan Jones, Neighborhood & Land Use Planner



Memorandum

To: Members of the Planning and Development Committee
From: Melissa Klotz, Zoning Administrator
CC: Sarah Flax, Interim Community Development Director; Elizabeth Williams, Planning Manager
Subject: Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development
Date: October 24, 2022

Recommended Action:

Staff requests the Planning & Development Committee discuss the intent and policies of the West Evanston Master Plan and the corresponding zoning regulations of the oWE West Evanston Overlay District, and establish an appropriate path forward for future development in the western portion of Evanston and corresponding Five-Fifths TIF area. The existing plan and zoning regulations are proving problematic to anticipated and encouraged redevelopment such as the Mt. Pisgah site at Church & Darrow.

Committee Action:

For Discussion

Summary:

For decades, Evanston has been considered a top-tier municipality and leader in the Planning and Land Use arena. Throughout the 1990s and early 2000s, the Evanston community, City Planners, and contracted consulting firms engaged in thoughtful meetings, design charrettes, and public hearings to establish appropriate redevelopment plans and codified zoning requirements for certain areas of the city. These plans include extremely specific redevelopment details that must be followed and are codified in the oWE West Evanston Overlay District, and made sense prior to the 2007-2008 housing market crash and subsequent market reset. In conjunction with technological advancement (the internet, electric vehicles, transit oriented development), a focus on equity, and the post-pandemic future, some aspects of the West Evanston Master Plan and corresponding oWE West Evanston Overlay District are outdated, ineffective, and now create substantial barriers to the community revitalization they are supposed to encourage.

West Evanston Master Plan

Adopted in May 2007, the West Evanston Master Plan was established to create a coherent redevelopment plan for the West Evanston TIF area that is in effect through 2028 (primarily the

old Mayfair train line and adjacent industrial properties) to ensure complete streets and appropriate residential infill occurs over time. The general planning goals and objectives of the plan reflect past policy of the City and the community. The Plan was created via significant community involvement and included many meetings and charrettes where input was gathered from 2nd and 5th ward residents. While many of the goals and objectives of the West Evanston Master Plan remain true today, they may not prioritize the most significant challenges that Evanston now faces.

The plan called for sub-areas classified by general redevelopment guidelines, or with detailed form-based planning including exact redevelopment plans and zoning regulations. The sub-areas selected for form-based planning regulate exact housing types, building styles, building locations, new street layouts, height and bulk, uses, etc. This form-based code was established in the oWE West Evanston Overlay District that was adopted in January 2009 and is regulated within Sections 6-15-15 and 6-15-16 of the Zoning Ordinance.

oWE West Evanston Overlay District

The oWE West Evanston Overlay District is the zoning area that features the additional set of zoning regulations contemplated in the West Evanston Master Plan. Notably, these zoning regulations include redevelopment requirements for street extensions that include extensive storm water detention, curbs, sidewalks, street lights, etc. and dedication of that land back to the City. While the street extensions are ideal for linking existing blocks and fulfilling complete-streets with multimodal access, doing so is cost prohibitive, may increase vehicular traffic in existing neighborhoods, and removes private property from the property tax base once dedicated back to the City. Additionally, once constructed, the new streets, sidewalks, storm water, and other infrastructure requires life-long maintenance by the City.

Most of the street extensions required extend over multiple properties that are not currently held in common ownership. When the plan and overlay were originally enacted, the housing boom made it economically feasible for contiguous property owners to sell their properties together at once for one new large development opportunity; many property owners would sell if top-dollar were commanded. When the market crashed and property values fell, contiguous land sales (and redevelopment opportunities) no longer seemed feasible. Today, there are properties within the oWE Overlay District that are currently vacant or underutilized but are unable to redevelop because required street extensions straddle property lines and parcels that are not available for sale at this time.

Additionally, the oWE Overlay District requires rezoning of existing industrial properties as they redevelop. These properties typically exist in I1 Industrial/Office District, I2 General Industrial District, and MXE Mixed-Use Employment District, and are slated with WE1 West Evanston Transitional Overlay zoning. While the regulations do not include a sunset clause to require the closure of any existing industrial business/facility in operation, the Overlay does place additional industrial use restrictions to ensure all currently-zoning industrial properties in the Overlay become less-intense over time (ie. no use shall be more intense than any previously existing use at a subject property in the WE1 sub-area). This means some properties in the WE1 are currently restricted to office use only unless the existing structure(s) are demolished for residential redevelopment. While additional housing is needed in Evanston, so are industrial properties, which have greatly diminished in recent years. Industrial properties pay a portion of the property tax base and provide local blue-collar jobs.

Examples:

- National Awards Building (1611 Church) – This property is located within the oWE Overlay District with WE1 sub-area zoning, which is specified by the overlay as previously industrial property that will redevelop as multifamily residential. WE1 specifies existing structures cannot ever have a more intense use than the last use at the property. The last use in the 13,000 square foot building on a 46,000 square foot lot with a large surface parking lot was a miniature dollhouse furniture maker with approximately 3 employees. The overlay and WE1 mean the property is basically unusable and has now sat mostly vacant for years. If the existing industrial building is torn down for redevelopment, the property must redevelop as multifamily residential, which is appropriate. However, no redevelopment can occur unless the private developer also incorporates a street extension (street, storm water detention, curbs, sidewalks, street lights, etc.) of Florence Avenue, which dead ends at the intersection just south of the property. The street cannot be extended unless the property to the east (Cahill Plumbing) also redevelops at the same time. Even then, the plan and overlay require almost half of each of the two properties to be utilized for a public street. The remaining land for multifamily residential is not enough to cover the cost of the development, especially when considering the exact requirements for the multifamily residences as well (townhomes, private alley access, etc.). Furthermore, the properties likely could still not redevelop unless a third property that is immediately north is incorporated in, to further extend Florence Avenue north to a connecting street. There is a building on the third property in the way of where the street extension is required. The development/zoning problems of this property have been apparent to staff for a decade.
- ComEd Substation (1919 Church) – This property is located on the corner of Church and Brown, right next to the Y.O.U. building. The Substation was upgraded in 2016 to reduce brownouts and power outages in parts of Evanston. The overlay required a Special Use and variations to reduce the screening (fencing and landscaping) at the substation. The screening and extremely detailed landscaping requirement (which dictates plant spacing to the inch) was reduced for visual safety, ComEd equipment safety, future plant growth, and vision clearance. The overlay requirements were inappropriate and unduly burdensome for an existing utility station.
- Windy City Garden Center (2000 Green Bay Road) - Windy City Garden Center, a retail landscaping/plant nursery, proposed improvements to the parking lot to pave existing gravel parking areas. The proposal was required to comply with the landscaping requirements of the overlay. Windy City Garden Center, a landscaping/plant nursery, could not feasibly comply with the landscaping requirements of the oWE Overlay District and was granted exceptions by the Design & Project Review Committee to reduce plantings.
- Y.O.U. (1911 Church) – The new Y.O.U. building is the ONLY new construction that complies with the overlay. This took extensive detailed work by the owner's architect and many discussions with staff. However, the building is only considered compliant because staff determined the property could be considered a corner lot given the true corner (immediately west) is occupied by the ComEd Substation. As a corner lot, Y.O.U. had the option to construct an "iconic" building instead of a "mixed-use building". A "mixed-use building," as defined by the overlay, would have triggered many variations or been infeasible for the project.

- 2044 Wesley – This undeveloped property just south of the public storage facility at Simpson and Green Bay is appropriately slated for multifamily residential as well as a street extension of Jackson from Foster to Simpson. It is not economically feasible to follow the exact requirements of the overlay unless the public storage facility is torn down and redeveloped as well, therefore the property owner requested a map amendment to remove the property from the overlay in late 2019. The map amendment was recommended for denial by the Land Use Commission (since there was not an accompanying development proposal showing exactly what would be proposed at the site), but was approved by the City Council. The property owner then proceeded with a Planned Development for townhomes and one modest multifamily residential building, but later withdrew the request due to economic constraints. The property owner is now considering a higher-density proposal. Although not yet officially submitted to the City, staff is aware higher density may be appropriate but is not what the West Evanston Master Plan calls for at the site. The development/zoning problems with this property have been apparent to staff for over 5 years, and continues to be a problem even following removal of the property from the overlay district.

Conclusion: A new plan is needed that addresses the specific concerns of the West Evanston area and the future redevelopment of and/or preservation of industrial sites, the old Mayfair properties, and appropriate residential infill. Complete streets that increase land value and drive up housing costs may not be appropriate. Instead, additional bicycle and pedestrian paths may improve mobility while encouraging moderate housing costs for new construction. This plan should be part of the larger Comprehensive Plan that addresses the intersectionality of West Evanston to the rest of the city while understanding the past and current needs of the area and community.

Legislative History:

[West Evanston Planning Area Map](#)

[West Evanston Master Plan Subarea 1 & 2](#)

[West Evanston Master Plan Subarea 3](#)

[oWE West Evanston Overlay Regulations](#) (6-15-15 & 6-15-16)

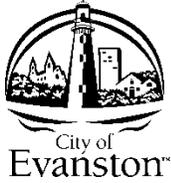
[TIF Information & Maps](#)

This item was tabled to the next meeting at the October 10, 2022 P&D Committee meeting.

Land Use Commission

1811-1815 Church Street
Major Variations
22ZMJV-0092

Determining Body



Memorandum

To: Chair and Members of the Land Use Commission

From: Michael Griffith, Planner

CC: Sarah Flax, Interim Director of Community Development
Elizabeth Williams, Planning Manager

Subject: Major Variations
1811-1815 Church Street, 22ZMJV-0092

Date: January 5, 2023

Request

The applicant applies for the following Major Variations from the Evanston Zoning Code:

1. Reduce the required front yard build to zone from 5'-10' to 0',
2. Reduce the required west and east interior side yard setbacks from 5' to 0',
3. Reduce the required rear yard setback from 5' to 0',
4. Increase the maximum permitted impervious surface coverage from 90% + 5% semi-pervious surface area to 99.7% of lot area,
5. Increase the maximum permitted building height from 3 stories and 47' to 5 stories and 57.7',
6. Eliminate the required 8' ziggurat setback at the 3rd story, and
7. Eliminate the required one short loading berth.

The Land Use Commission is the determining body for this case in accordance with Zoning Code Section 6-3-8-2, and Ordinance 92-O-21.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on December 22, 2022.

General Information

Applicant: Richard Koenig, Executive Director
Housing Opportunity Development Corporation (HODC)
5340 Lincoln Avenue
Skokie, IL 60077

Owner(s): Mt. Pisgah Ministry, Inc.
1813 Church Street
Evanston, IL 60201

City of Evanston
2100 Ridge Road
Evanston, IL 60201

Existing Zoning: B2 Business District
oWE West Evanston Overlay District

Existing Land Use: 2-story building at west end and open parking at northeast corner of development site

Property Size: Development site: 28,950 square feet (0.66 acres)
HODC site: 16,914 square feet (0.39 acres)

PINs: 10-13-220-031-0000, 10-13-220-032-0000,
10-13-220-040-0000, 10-13-220-041-0000,
10-13-220-035-0000

| Surrounding Zoning and Land Uses | Zoning | Land Use |
|---|--|--|
| North | R4 General Residential District | Dwelling - Single-family detached |
| South | B2/oWE Business District/West Evanston Overlay District and R4/oWE General Residential District/West Evanston Overlay District | Industrial, Office, Religious Institution, Dwelling - Multiple-family |
| East | MXE Mixed-Use Employment | Commercial |
| West | B2/oWE Business District/West Evanston Overlay District | Office/commercial, and Dwelling - Multiple-family (above ground floor) |

Analysis

The development site, 1801-1815 Church Street and 1708-1710 Darrow Avenue, located at the northwest corner of Church Street and Darrow Avenue, includes two separate proposed developments and includes parcels owned by the City of Evanston and Mt. Pisgah Ministry, Inc.:

- 1801-1805 Church Street: Located at the east side of the site at the corner, Mt. Pisgah project.
- 1811-1815 Church Street: Located at the west side of the site, HODC project.

The majority of the development site is vacant, except for a 2-story building at 1813-1815 Church Street which currently houses Mt. Pisgah Ministry and open parking at the northeast area of the site. Property lines need to be adjusted to accommodate both projects. A plat of subdivision is proposed creating two lots, the east lot will contain the proposed Mt. Pisgah project and the west lot will accommodate the proposed HODC project. Both lots are zoning compliant regarding lot size and lot width. A plat of subdivision requires City Council approval (does not require Land Use Commission review).

Below is an image with the development site marked by a solid orange line, the dashed orange line is the approximate location of the new property line with the HODC project site on the west side:



This memo focuses on the proposed development of a new 5-story mixed-use building with ground floor retail, 44 dwelling units above, 46 on-site vehicle parking and 26 bike spaces at 1811-1815 Church Street, the HODC project.



South building elevation/rendering - 1811-1815 Church Street - HODC

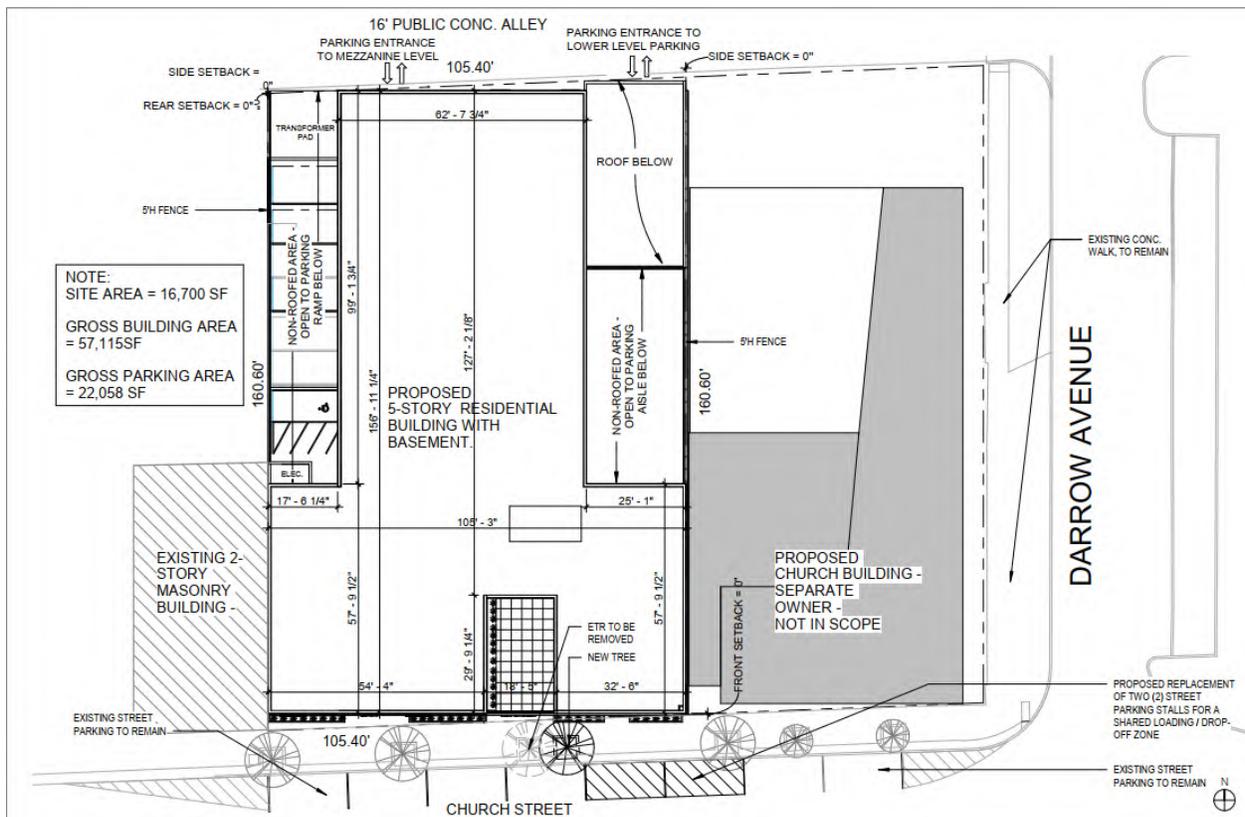
The site is located within the B2 Business District, oWE West Evanston Overlay District, and WE7 District within the West Evanston Zoning Overlay for Redevelopment Areas. The WE7 District allows for the development of mixed-use building types to include ground floor retail and residential on upper floors.

Where conflicts exist between the B2 district and the oWE district regulations, the oWE regulations shall control. All variations from the oWE regulations follow the procedures and standards for variations provided for in Section 6-3-8 - Variations.

Existing land uses within the vicinity of the site include a mix of single-family detached and multiple-family dwellings, office (including dental/medical), retail services, religious institutions, a community cultural center (Gibbs-Morton Cultural Center), light industry, and Evanston Township High School. Existing nearby buildings range between 1 to 2-½ stories in height.

The ground floor of the proposed building occupies the entire site with the upper floors forming an upside down “T” shape setback from west and east interior side property lines.

The lower level provides parking, bike and storage rooms. The ground floor includes approximately 3,398 square feet of retail space, the residential entry and lobby, trash room, and parking. Floors 2-5 are residential and common areas, including: office, laundry, library and a lounge space. The trash room provides space for recycling and composting service. Trash chutes on the residential floors are for refuse only. Tenants will need to take their recycling and composting materials down to the trash room.



Site plan - 1811-1815 Church Street - HODC

The new building provides 44 dwelling units with the following dwelling unit mix:

| | |
|----------------------|-----------|
| 1-bedroom dwellings: | 12 |
| 2-bedroom dwellings: | 20 |
| 3-bedroom dwellings: | 12 |
| Total: | 40 |

All dwelling units are intended to be affordable and comply with the City's Inclusionary Housing Ordinance.

Forty-six off-street parking spaces (including 9 ADA accessible spaces) are proposed where 44 spaces are required (2 ADA spaces required). Parking is accessed off the alley. The bike room located on the lower level provides space to store/park 26 bikes.

One off-street loading berth is required; however, the applicant is requesting a variation to eliminate this requirement. The applicant proposes converting 2 of the 8 existing on-street parking spaces along Church Street into an on-street loading/drop-off zone to be shared with HODC. If the variation is granted, the on-street loading zone details require Parking Services and Public Works Agency approval.

The attached zoning analysis report shows how parking and loading requirements were determined.

Within the oWE overlay district, there are no minimum lot size and width, no maximum density, Floor Area Ratio (FAR) and building lot coverage requirements.

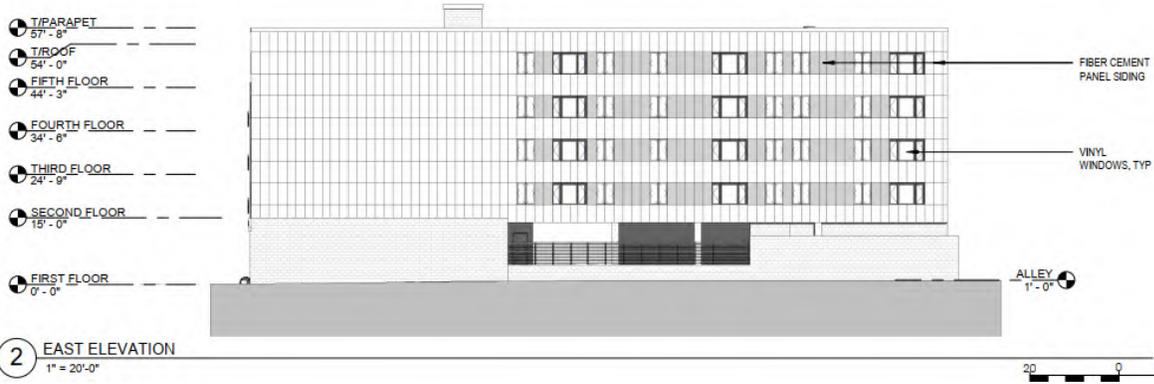
Permitted building height is 3 stories or a maximum of 47 feet for buildings along Church Street within 100 feet of Darrow Avenue (the location is within 100' of Darrow Avenue). An 8-foot ziggurat setback is required at the 3rd story. The proposed building is 5 stories at 57.7 feet to the top of the parapet (54 feet to the top of the roof) and does not provide an 8-foot ziggurat setback; the applicant is requesting a variation for the proposed building height and elimination of the ziggurat setback.

Landscaping includes retaining two existing street trees and replacing one existing tree in a new location away from the building entrance along Church Avenue. The proposal also includes 1-foot tall granite planters along the Church Street facade and a rooftop deck with a planter.

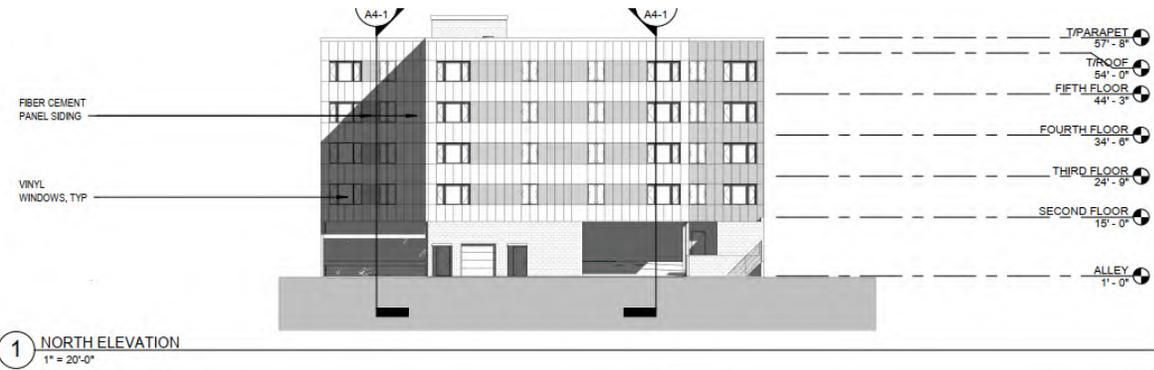
Proposed exterior building materials include:

- Vinyl windows
- Fiber cement lap and panel siding
- Aluminum storefront system
- Brick

In September 2022, the City adopted Bird Friendly Measures and this project is required to comply with bird friendly measures and will be evaluated at the time of building permit review.



South and East elevations - 1811-1815 Church Street - HODC



North and West elevations - 1811-1815 Church Street - HODC

Mechanical equipment is to be located on the roof centered and away from the roof edge. Given the proposed building height, parapet height, and centered location within the roof area, the equipment should not be visible from the public street. The maximum permitted sound level at the property line must be complied with.

A photometric plan will be reviewed at the building permit stage to confirm any exterior lighting does not glare or spill over onto any adjacent properties.

Stormwater management will be provided by an underground vault per the applicant. Stormwater management details are reviewed at the building permit stage.

The applicant submitted a Traffic Impact Study prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn), dated June 2022. The study considered both the HODC and Mt. Pisgah projects. Traffic data was collected in January 2022 with traffic counts on a typical week day between 7:00 a.m. - 9:00 a.m. and between 3:00 p.m. - 6:00 p.m. The peak weekday traffic volumes occur between 7:45 a.m. - 8:45 a.m. and between 3:30 p.m. - 4.30 p.m. Peak traffic volume does not include traffic generated by the proposed Mt. Pisgah project as their peak activity times do not align with the weekday peak hours of the other land uses for the site.

Currently there are 8 on-street parking spaces along the development site and a 52-space parking lot to the southwest of the site located at the southeast corner of Church Street and Dodge Avenue (parking lot not available to Evanston Township High School). On the study day 7 of the 52 spaces within the parking lot were occupied.

A total of 53 parking spaces are provided by both the HODC and Mt. Pisgah project and converting 2 on-street parking spaces for a shared loading/drop-off zone.

Church Street runs east-west and is classified as a Major Street by the Evanston Comprehensive Plan and as a Major Collector by the Illinois Department of Transportation (IDOT). One travel lane is provided in each direction. The signalized intersection at Church Street and Doge Avenue, within proximity to the site, provides a dedicated right-turn lane and a shared through-left lane on the west leg of the intersection, on the east leg of the intersection dedicated turn lanes are not provided. A No Turn On Red between 7:00 a.m. to 6:00 p.m. signs are posted at all approaches to the intersection. There are no dedicated turn lanes at either the west and east legs of the Church Street and Darrow intersection. The posted speed limit is 25 mph along Church Street.

Darrow Avenue runs north-south and is classified as a Local Street by the Evanston Comprehensive Plan. One travel lane is provided in each direction along the frontage of the site. There are no dedicated turn lanes at the unsignalized intersection at Church Street and Darrow Avenue. The posted speed limit is 25 mph along Darrow Avenue.

Dodge Avenue runs north-south west of the site and is classified as a Major Street by the Evanston Comprehensive Plan and by IDOT. One travel lane is provided in each direction. Dedicated left-turn lanes are provided at both north and south legs of the

Church Street and Dodge Avenue intersection. The posted speed limit is 25 mph along Dodge Avenue.

All roadways adjacent and within proximity to the site are under the jurisdiction of the City of Evanston.

CTA Bus Routes 93 and 206, accessible at bus stops at Church Street and Dodge Avenue, provide connections to the CTA's Kimball Brown Line, Davis Purple Line, and Howard Red/Purple/Yellow Line Stations, and Metra's UP-N Davis Street and Central Street Stations.

Pace Bus Routes 208 and 213 "H", accessible at bus stops at Church Street and Dodge Avenue, provide connections to the CTA's Davis Purple Line and Howard Red/Purple/Yellow Line Stations, Metra's UP-N Davis Street, Wilmette, Winnetka, Hubbard Woods, Glencoe, Braeside, and Highland Park Stations, and to Pace's Northwest Transportation Center in Schaumburg.

Both the CTA Purple rail line and Metra's UP-N rail line are accessible via the Davis Street Station located less than 1 mile from the site.

A dedicated east-west bike lane runs along the south side of Church Street through the study area. There is a Divvy bike sharing station along the south of Church Street.

Public sidewalks are provided along area roadways; high visibility "ladder" style crosswalks are provided on all legs of the Church Street and Dodge Avenue signalized intersection.

The traffic study concludes the Church Street and Dodge Avenue intersection currently functions at Level of Service C or better during both the morning and evening peak hours. The intersection experiences more delay during the morning peak due to traffic generated by the nearby high school, the same delay is not experienced during the evening peak due to staggered departure of the high school generated traffic due to school bus trip schedules and after school activities.

The traffic impact study indicates the existing roadways will be able to accommodate the traffic generated by the proposed developments. The study recommends the following:

- Create a sidewalk bump-out at the northwest corner of the Church Street and Darrow Avenue intersection and a striped crosswalk across Darrow Avenue to help draw pedestrian trips and facilitate safe access to the proposed developments.
- Maintain existing on-street parking stalls along Church Street.
- Replace any sidewalk displaced during construction.
- Provide Stop control and stop bar at the access drives for northbound site traffic exiting onto the alley along the north side of the development site.

- Provide bike storage/racks for both residents and commercial uses in the HODC project.
- Run an AutoTurn to examine turning operations at the new access drive.

At the time of a building permit submittal, Public Works staff will review the need for a sidewalk bump-out at Church Street and Dodge Avenue and whether a striped crosswalk across Darrow Avenue is needed.

Major Variations

Several of the variations triggered and requested by the applicant are due to the West Evanston Overlay District regulations, including:

- Reduce the required front yard build to zone from 5'-10' to 0',
- Reduce the required west and east interior side yard setbacks from 5' to 0',
- Increase the maximum permitted impervious surface coverage from 90% + 5% semi-pervious surface area to 99.7% of lot area, and
- Eliminate the required 8' ziggurat setback at the 3rd story.

The B2 base zoning regulations do not require a front yard build to zone, interior side yard setbacks, maximum impervious surface coverage, or a ziggurat setback. Regardless of impervious surface coverage, stormwater management is required.

The following variations are triggered even if the West Evanston Overlay District did not apply:

- Reduce the required rear yard setback from 5' to 0',
- Increase the maximum permitted building height from 3 stories and 47' to 5 stories and 57.7', and
- Eliminate the required one short loading berth.

Instead of providing an on-site loading berth, the applicant is proposing an on-street loading zone to be shared with the adjacent HODC project; this needs further review by Parking Services and Public Works Agency.

The requested variations facilitate the viability of the proposed development of 44 affordable dwelling units to meet the City's goal of addressing housing affordability, a public benefit.

A staff memo to the City Council's Planning & Development Committee, dated October 24, 2022, is attached describing the problems implementing the West Evanston Master Plan and corresponding oWE West Evanston Overlay District regulations.

Design and Project Review (DAPR) Discussion

The Design and Project Review Committee (DAPR) reviewed this project on November 15, 2022. Staff comments and concerns raised included:

- Green Building Ordinance, Bird Friendly, and rental registration all apply.

- Building foundations at a zero lot line is a concern, the applicant proposes an off-set foundation. Foundation details will be reviewed at the building permit stage.
- Stormwater management (storage) will be provided by an underground vault with stormwater released to the alley.
- Grade change between the front and rear of the property is a concern. Applicant proposes addressing the grade change by the parking ramp and stairs/elevators. Elevators will have both front and rear doors depending on the floor level. These details will be reviewed at the building permit stage.
- Snow is not permitted to be plowed to the alley.

Department Recommendation

Staff recommends approval with the following conditions for consideration by the Land Use Commission:

- Approval of a plat of subdivision establishing new property lines.
- Compliance with Green Building and Bird Friendly Ordinances.
- Compliance with rental registration requirements.
- Rooftop mechanical equipment to comply with maximum permitted sound level at the property line. Applicant is encouraged to use equipment that does not need sound attenuation modifications.
- If exterior lighting is proposed, a photometric plan is required at the time of building permit submittal showing light levels at the property line. Exterior lighting is not to glare or spill over onto adjacent properties.
- Parking Services and Public Works Agency approval for the on-street loading zone.
- Replace any sidewalk displaced during construction.
- Provide Stop control and stop bar at the access drives for northbound site traffic exiting onto the alley along the north side of the development site.
- Provide bike storage/racks for both residents and commercial uses in the HODC project.
- Run an AutoTurn to examine turning operations at the new access drive.

Standards for Approval

The proposed development must follow the Standards for Major Variations (Section 6-3-8-12.E).

For major variations, the LUC must find:

- 1. The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties.**
- 2. The requested variation is in keeping with the intent of the zoning ordinance.**
- 3. The alleged hardship or practical difficulty is peculiar to the property.**

4. **The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.**
5.
 - a. **The purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or**
 - b. **While the grant of a variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Land Use Commission or the City Council, depending on final jurisdiction under Section 6-3-8-2, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to, any of the standards of Section 6-3-6-3 - Public Benefits (see below).**
6. **The alleged difficulty or hardship has not been created by any person having an interest in the property.**
7. **The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Land Use Commission issues its decision or recommendation to the City Council regarding said variation.**

Section 6-3-6-3 - Public Benefits:

- A. Preservation and enhancement of desirable site characteristics and open space.
- B. A pattern of development which preserves natural vegetation, topographic and geologic features.
- C. Preservation and enhancement of historic and natural resources that significantly contribute to the character of the City.
- D. Use of design, landscape, or architectural features to create a pleasing environment or other special development features.
- E. Provision of a variety of housing types in accordance with the City's housing goals.
- F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation.
- G. Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base.
- H. The efficient use of the land resulting in more economic networks of utilities, streets, schools, public grounds, buildings, and other facilities.
- I. The substantial incorporation of generally recognized sustainable design practices and/or building materials to promote energy conservation and improve environmental quality, such as level silver or higher LEED (leadership in energy and environmental design) certification.

Action by the Commission

After making findings of fact as to whether or not the requested major variations meet or do not meet the aforementioned standards, the Land Use Commission may make individual motions for each of the variations, or one motion for covering all requested zoning relief to approve, approve with conditions, or deny the variations as requested.

The Land Use Commission is the determining body for this case in accordance with Zoning Code Section 6-3-8-2, and Ordinance 92-O-21.

Attachments

Applications

1811-1815 Church Street plan, latest revision dated December 19, 2022

Traffic Impact Study, dated June 2022

Zoning Analysis, latest revision dated January 5, 2023

Memo to the City Council's Planning & Development Committee, dated October 24, 2022

Public comments received – no public comments received at the time the memo was prepared



MAJOR VARIATION APPLICATION

CASE #: 22ZONA-0019

zoning office use only

1. PROPERTY

Address 1811-1815 Church St.

Permanent Identification Number(s):

PIN 1: 10-13-220-032-0000 PIN 2: 10-13-220-031-0000

(Note: An accurate plat of survey for all properties that are subject to this application must be submitted with the application.)

2. APPLICANT

Name: Richard Koenig, Executive Director

Organization: Housing Opportunity Development Corporation

Address: 5340 Lincoln Avenue

City, State, Zip: Skokie IL 60077

Phone: Work: 847-564-2900 Home: Cell/Other: 847-508-0418

Fax: Work: Home:

E-mail: rkoenig@hodc.org

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- same
- architect
- officer of board of directors
- builder/contractor
- attorney
- other: donee
- contract purchaser
- lessee
- potential lessee
- real estate agent

3. PROPERTY OWNER (Required if different than applicant. All property owners must be listed and must sign below.)

Name(s) or Organization: Mt. Pisgah Ministry Inc.

Address: 1813 Church Street

City, State, Zip: Evanston IL 60201

Phone: Work: 847-328-6808 Home: Cell/Other: 847-875-3224

Fax: Work: Home:

E-mail: cwilson@mtpisgahministry.org

Please circle the primary means of contact.

"By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing."

Property Owner(s) Signature(s) -- REQUIRED

07/14/2022

Date

4. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

Applicant Signature -- REQUIRED

7/15/2022

Date

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- | | | |
|-------------------------------------|--|---|
| <input checked="" type="checkbox"/> | (This) Completed and Signed Application Form | |
| <input checked="" type="checkbox"/> | Plat of Survey | Date of Survey: <u>7/8/2022</u> |
| <input checked="" type="checkbox"/> | Project Site Plan | Date of Drawings: <u>4/21/2022</u> |
| <input checked="" type="checkbox"/> | Plan or Graphic Drawings of Proposal (If needed, see notes) | |
| <input checked="" type="checkbox"/> | Non-Compliant Zoning Analysis | |
| <input checked="" type="checkbox"/> | Proof of Ownership | Document Submitted: <u>Agreement</u> |
| <input checked="" type="checkbox"/> | Application Fee (see zoning fees) | Amount \$ _____ plus Deposit Fee <u>\$150</u> |

Note: Incomplete applications will not be accepted. Although some of these materials may be on file with another City application, individual City applications must be complete with their own required documents.

Plat of Survey

(1) One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

Site Plan

(1) One copy of site plan, drawn to scale, showing all dimensions.

Plan or Graphic Drawings of Proposal

A Major Variance application requires graphic representations for any elevated proposal-- garages, home additions, roofed porches, etc. Applications for a/c units, driveways, concrete walks do not need graphic drawings; their proposed locations on the submitted site plan will suffice.

Proof of Ownership

Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).

- **Tax bill will not be accepted as Proof of Ownership.**

Non-Compliant Zoning Analysis

This document informed you that the proposed project is non-compliant with the Zoning Code and is eligible to apply for a major variance.

Application Fee

*** IMPORTANT NOTE: Except for owner-occupied residents in districts R1, R2 & R3, a separate application fee will be assessed for each variation requested.**

The fee application fee depends on your zoning district (see zoning fees). Acceptable forms of payment are: Cash, Check, or Credit Card.

6. PROPOSED PROJECT

A. Briefly describe the proposed project:

Demolish existing religious institution and construct 5-story mixed use building with 2 ground floor retail spaces and 44 DUs on upper floors. Enclosed ground floor and underground parking with 47 spaces.

B. Have you applied for a Building Permit for this project? **NO** **YES**

(Date Applied: _____ Building Permit Application #: _____)

REQUESTED VARIATIONS

What specific variations are you requesting? For each variation, indicate (A) the specific section of the Zoning Ordinance that identifies the requirement, (B) the requirement (minimum or maximum) from which you seek relief, and (C) the amount of the exception to this requirement you request the City to grant. (See the Zoning Analysis Summary Sheet for your project's information)

| (A) Section (ex. "6-8-3-4") | (B) Requirement to be Varied (ex. "requires a minimum front yard setback of 27 feet") | (C) Requested Variation (ex. "a front yard setback of 25.25 feet") |
|--------------------------------|--|---|
| 1 | | |
| _____ | See attached Exhibit A _____ _____ _____ | _____ _____ _____ |

* For multiple variations, see "IMPORTANT NOTE" under "Application Fee & Transcript Deposit" on Page 2.

| | | |
|----------|-------------------------|-------------------------|
| 2 | | |
| _____ | _____ _____ _____ | _____ _____ _____ |
| 3 | | |
| _____ | _____ _____ _____ | _____ _____ _____ |

- B.** A variation's purpose is to provide relief from specified provisions of the zoning ordinance that may unduly impact property due to the property's particular peculiarity and special characteristics. What characteristics of your property prevent compliance with the Zoning Ordinance requirements?

The property consists of vacant lots on a developed block. Compliance would not allow the new building to fit into the neighborhood or provide amenities necessary to create an attractive structure.

1. The requested variation will not have a substantial adverse impact on the use, enjoyment, or property values of adjoining (touching or joining at any point, line, or boundary) properties.

The requested variances will not have a substantial adverse impact on the use, enjoyment or property values of any adjoining properties because the new building will create a positive environment and serve the community by offering affordable housing and neighborhood retail that serves the community. Variances such as setback relief is consistent with existing buildings, height relief will not block air and light from adjoining properties due to its shape, and increased impervious surface coverage will still control storm water. There will be adequate parking. The variance requests are minor compared to other developments and yet will improve a long-vacant lot. The new building will otherwise be constructed in accordance with applicable City ordinances.

2. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.

It would not be feasible to construct the new building if the regulations were followed. The City's Consolidated Plan describes the extensive need for affordable housing and compliance would reduce the number of units making the project infeasible and reducing the positive impact to reach the City's goal of more affordable units. The proposed building includes new retail space to serve the community. The residential portion includes community space, storage, on-site management, laundry, a roof deck and other amenities for building residents. The building would not be able to function and serve its community if the building were to be constructed in strict conformance with Zoning Ordinance requirements since there would not be adequate space for these features.

3. Either...

- (a) the purpose of the variation is not based exclusively upon a desire to extract income from the property, or
- (b) while the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Zoning Board of Appeals or the City Council, depending upon final jurisdiction under §6-3-8-2, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to any of the standards of §6-3-6-3.

The purpose of the variation is not based exclusively upon a desire to extract income from the property. The development will provide affordable housing for low income households and neighborhood retail. The rents will be below market so there will be no financial benefit to allowing the variances. The new building will create benefits to the community that will be realized if the variations are granted such as new retail space and sales taxes, real estate taxes, community space, management office, ADA-compliant units, adequate parking, and building security.

4. The alleged difficulty or hardship has not been self-created, if so, please explain.

Building new affordable housing with retail on a nearly vacant lot will enhance the overall community as well as this block. The hardship is created by the limitations of the parcel itself which is located in a built-out community and part of a larger redevelopment effort to improve the neighborhood.

5. Have other alternatives been considered, and if so, why would they not work?

The design team has considered many alternatives and the variances requested create the best possible project for the area.



City of Evanston DISCLOSURE STATEMENT FOR ZONING HEARINGS

(This form is required for all Major Variances and Special Use Applications)

The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or special uses, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made:
Does not apply.

2. *If a person or organization owns or controls the proposed land user*, list the name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number _____ above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.) N/A

3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number _____ above, or indicated below. N/A

4. List the name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number _____ above, or indicated below.
N/A

If Applicant or Proposed Land User is a Corporation

Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.

- a. Names and addresses of all officers and directors.

See attached the board of directors.

- b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.

Applicant is a charitable nonprofit organization and has no shareholders.

If Applicant or Proposed Land User is not a Corporation

Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

Applicant is a charitable nonprofit organization.

HODC FY2022 Board of Directors

| |
|---|
| William A. Sholten III, <i>President</i> 1041 Ridge Rd, #318 Wilmette, IL 60091 |
| Kathleen Cortez, <i>Vice President</i> 141 S Fremont St. Palatine, IL 60067 |
| Michael Cornell, <i>Vice President</i> 211 5th Street Wilmette, IL 60091 |
| Robert J. Rodriguez, <i>Treasurer</i> 740 Carriage Way Deerfield, IL 60015 |
| Kristin A. Berg, <i>Secretary</i> 510 N. Aldine Avenue Park Ridge, IL 60068 |
| Otis Gatlin 467 Hummingbird Lane Bolingbrook, IL 60440 |
| Nancy A Geary 77 E. Garden Avenue Palatine, IL 60067 |
| Kierra Harris 1925 Wilmette Avenue Wilmette IL 60091 |
| Deana Haynes 195 N. Harbor Dr. #1307 Chicago, IL 60601 |
| Alan Heichman 812 Saratoga Lane Buffalo Grove IL 60089 |
| Jack Kaplan 1331 Church Street Northbrook, IL 60062 |
| Chealon Ann Shears 1431 West Greenleaf Avenue, #1S Chicago, IL 60626 |
| Jon Teuber 2244 Glenview Rd Glenview IL 60025 |
| Catalina J Vielma 2738 Central Park Avenue Evanston IL 60201 |
| Sydney Zimelis 1120 South Blvd Evanston, IL 60202 |

Plat of Survey

EDWARD J. MOLLOY & ASSOCIATES

A DIVISION OF THOMAS A. MOLLOY, LTD. — PROFESSIONAL LAND SURVEYING
 1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2600 Fax (630) 595-4700
 e-mail: tmolloy@ejmolloy.com

PLAT OF SURVEY

OF

PARCEL 1: THE NORTH 26.60 FEET OF LOTS 9 AND 10 IN BLOCK 3 IN MERRILL LADD'S 2ND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

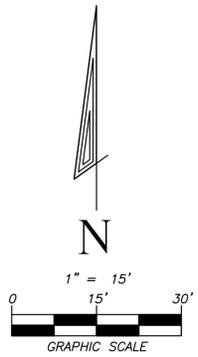
PARCEL 2: THE SOUTH 27.4 FEET OF THE NORTH 28 FEET OF THE SOUTH 134 FEET OF LOTS 9 AND 10 (EXCEPT THE WEST 13 FEET OF THE NORTH 15 FEET OF THE SOUTH 121 FEET) OF SAID LOT 10 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3: THE SOUTH 106.00 FEET OF LOTS 9 AND 10 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

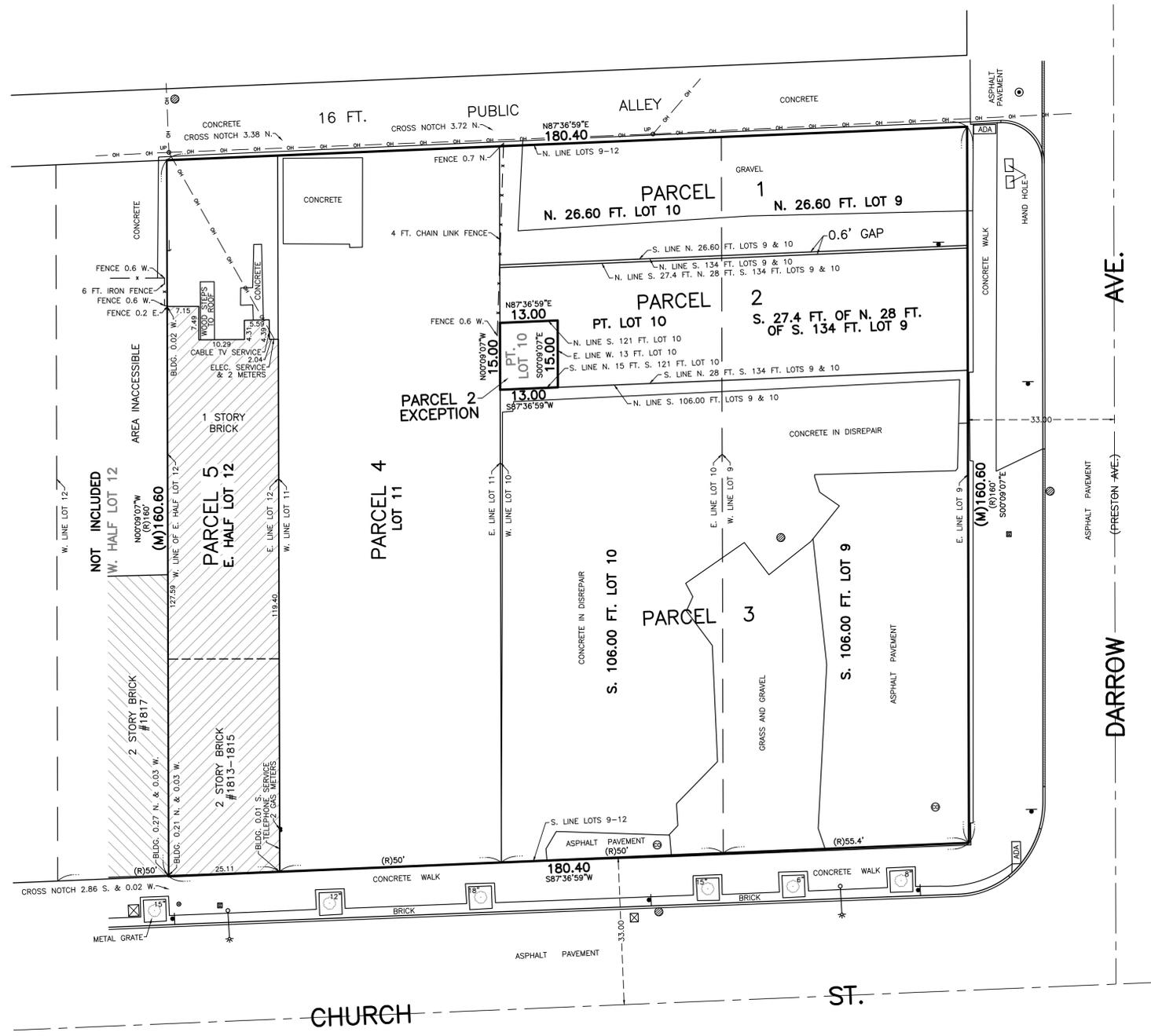
PARCEL 4: LOT 11 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5: THE EAST HALF OF LOT 12, BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1805-1815 CHURCH STREET AND 1708-1710 DARROW AVENUE, EVANSTON, ILLINOIS



- LEGEND:**
- ⊙ Storm Manhole
 - ⊙ Storm Catch Basin/Inlet
 - B-Box
 - ⊙ Light Pole W/Arm
 - OH — Utility Pole W/Overhead Wire
 - ⊙ Anchor for Power Pole
 - ⊙ Traffic Sign
 - ⊙ Electric Vault
 - ⊙ Gas Valve
 - ⊙ Cleanout
 - ⊙ Tree W/Trunk Diameter
 - Depressed Curb
 - (M) Measured
 - (R) Record
 - ADA ADA Tactile Dome



TAX PERMANENT INDEX NUMBER:
 10-13-220-031-0000
 10-13-220-032-0000
 10-13-220-035-0000
 10-13-220-040-0000
 10-13-220-041-0000

TOTAL AREA OF TRACT SURVEYED:
 29,149 SQ. FT. OR 0.6691 ACRES

BASIS OF BEARINGS:
 THE BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED DATUM AND DO NOT REFLECT ANY RECORD DRAWINGS.

COMPARE LEGAL DESCRIPTION AND MONUMENTS WITH THIS PLAT AND REPORT ANY DISCREPANCIES YOU MAY FIND TO THIS SURVEYOR AT ONCE.

BUILDING DIMENSIONS AND TIES ARE TO CORNERS OF BRICK UNLESS OTHERWISE NOTED.

NO DIMENSIONS TO BE ASSUMED FROM SCALING.

NO TITLE COMMITMENT PROVIDED TO THIS SURVEYOR TO AID IN THE PREPARATION OF THIS SURVEY. REFER TO TITLE POLICY FOR ITEMS OF RECORD, IF ANY, NOT SHOWN HEREON.

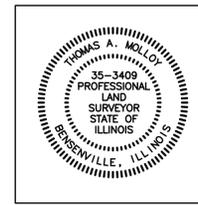
STATE OF ILLINOIS }
 COUNTY OF DUPAGE }

I, THOMAS A. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE UNDER MY DIRECTION OF THE PROPERTY LEGALLY DESCRIBED HEREON AND THAT THE PLAT HERON DRAWN IS A REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. THIS PROFESSIONAL SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE OF LAST FIELD WORK: JULY 1, 2022.

SIGNED AT BENSENVILLE, ILLINOIS THIS 8TH DAY OF JULY, A.D. 2022

EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD.
 AN ILLINOIS PROFESSIONAL DESIGN FIRM — LICENSE NO. 184-004840

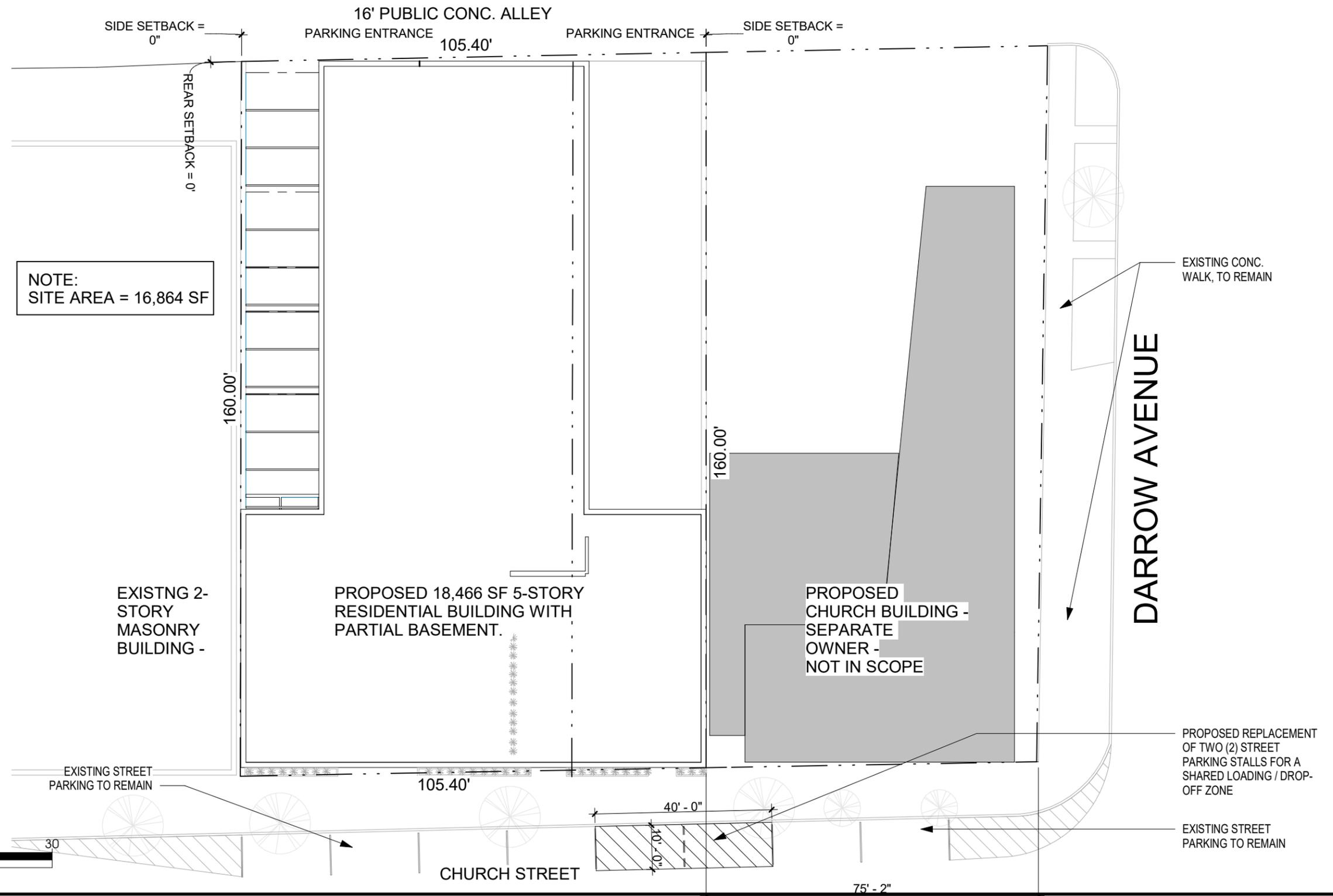


THOMAS A. MOLLOY
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3409
 VALID ONLY WITH EMBOSSED SEAL (EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)

| | | | |
|-----------------------------|-----------|-----------------|--|
| DRAFTED BY: BJE | | | |
| PAGE: 1 OF 1 | | | |
| ORDER NO.: 220075 | | | |
| FILE: 13-41-13 | | | |
| PROJECT NO.: 2185TAM | | | |
| JULY 8, 2022 | 220075 | BOUNDARY SURVEY | |
| REVISION DATE | ORDER NO. | REVISION | |

CLIENT: HOUSING DEVELOPMENT CORPORATION

Project Site Plan



MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

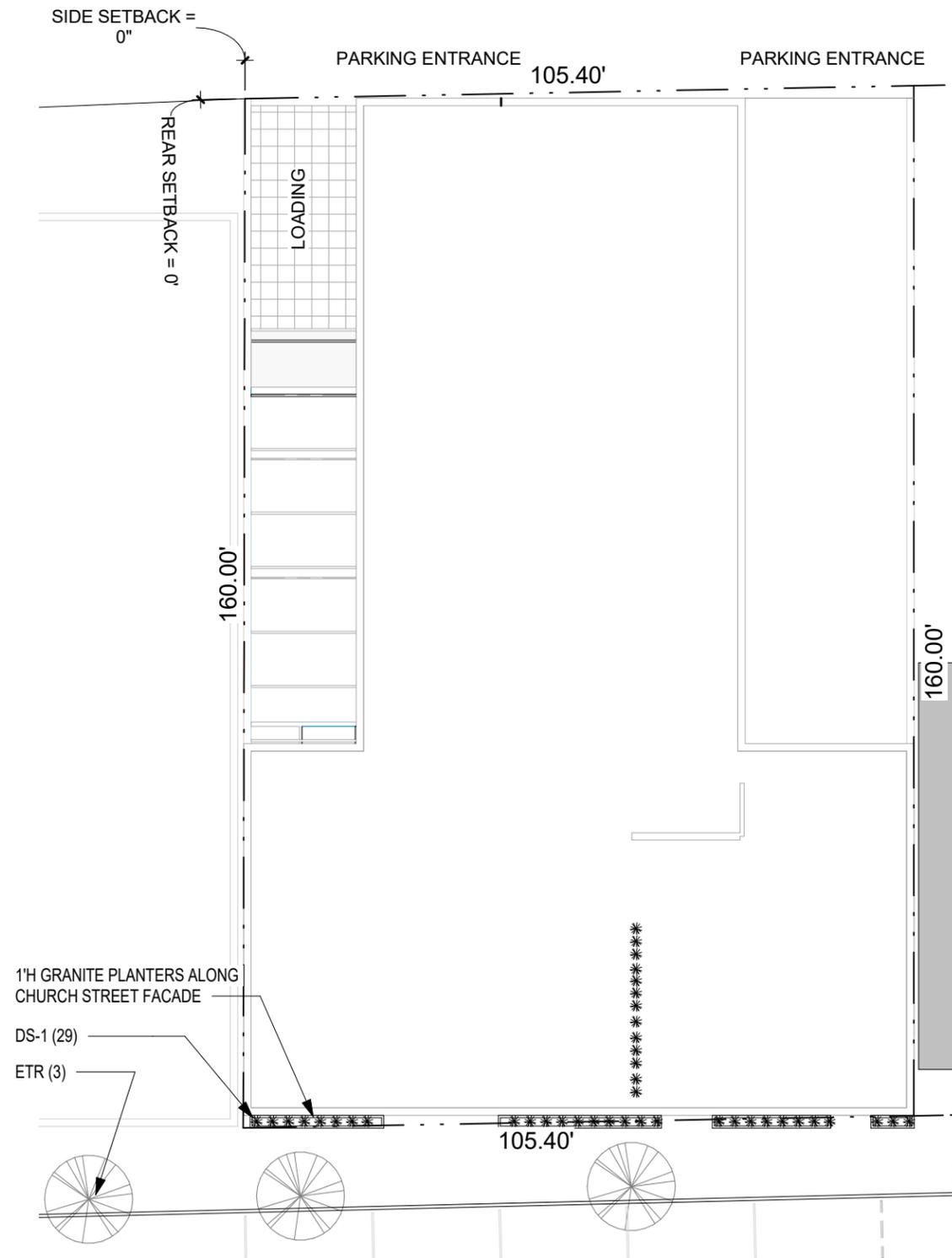
SITE PLAN



A1.0

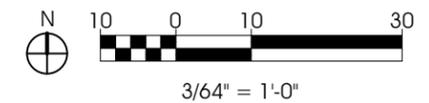
02.21.2022

Plan or Graphic Drawings of Proposal



LANDSCAPE DATA TABLE: PLANT LIST

| | QTY | SYM | BOTANICAL NAME | COMMON NAME | SIZE |
|------------------------|-----------|------|---------------------------------------|--------------------------|--------------------|
| EXISTING PARKWAY TREES | 3 | ETR | VARIES | VARIES | EXISTING TO REMAIN |
| TOTAL | 3 | | | | |
| DECIDUOUS SHRUBS | 29 | DS-1 | HYDRANGEACEAE HYDRANGEA QUECIFOLIA | OAKLEAF HYDRANGEA | |
| | | | H. HYDRANGEA ARBORESCENS | ANNABEL HYDRANGEA | |
| | | | CORNACEAE CORNUS SERICEA | YELLOW TWIG DOGWOOD | |
| | | | ADOXACEAE VIBURNUM CARLESII | KOREAN SPICE VIBURNUM | |
| TOTAL | 29 | | | | |
| EVERGREEN SHRUBS | | ES-1 | TAXACEAE TAXUS MEDIA | HICK'S YEWE | |
| | | | KALLAY'S COMPACT | KALLAY JUNIPER | |
| | | | PINUS MUGO | MUGO PINE | |
| TOTAL | | | | | |



MT. PISGAH APARTMENTS

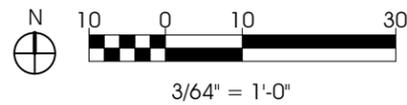
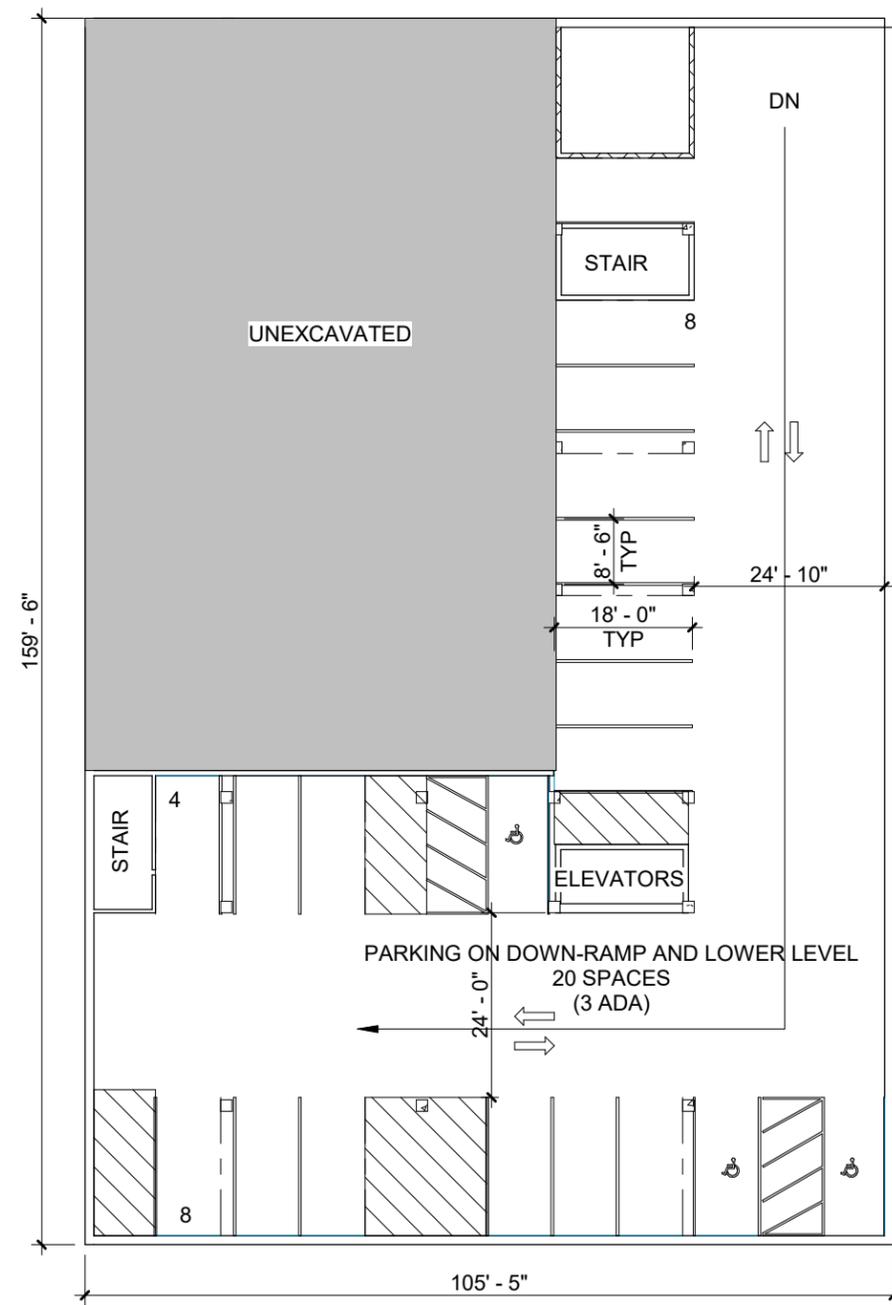
1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

LANDSCAPE PLAN



A1.1

02.21.2022



MT. PISGAH APARTMENTS

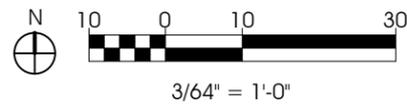
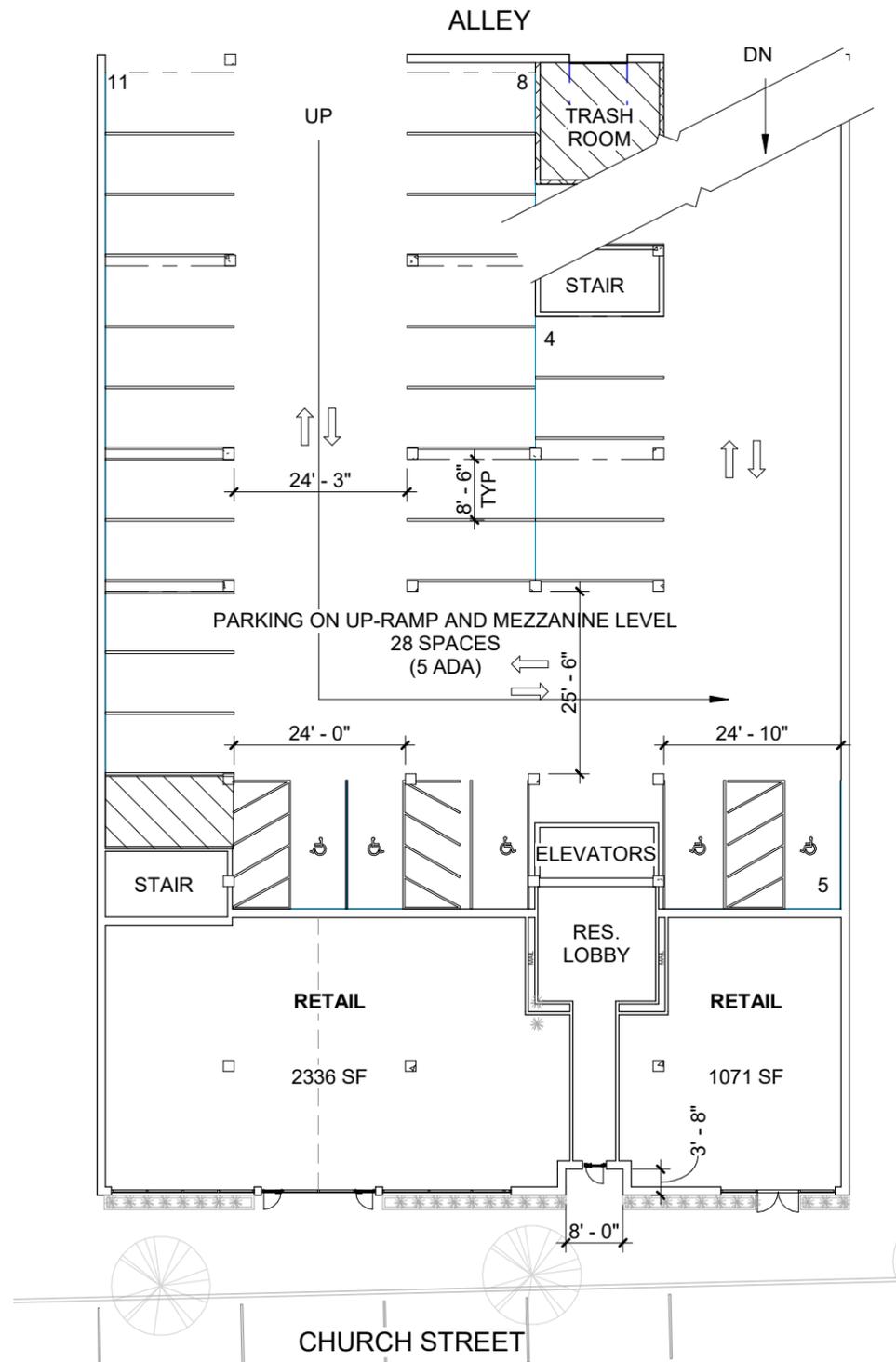
1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

LOWER LEVEL PLAN (PARKING)



A2.0

02.21.2022



MT. PISGAH APARTMENTS

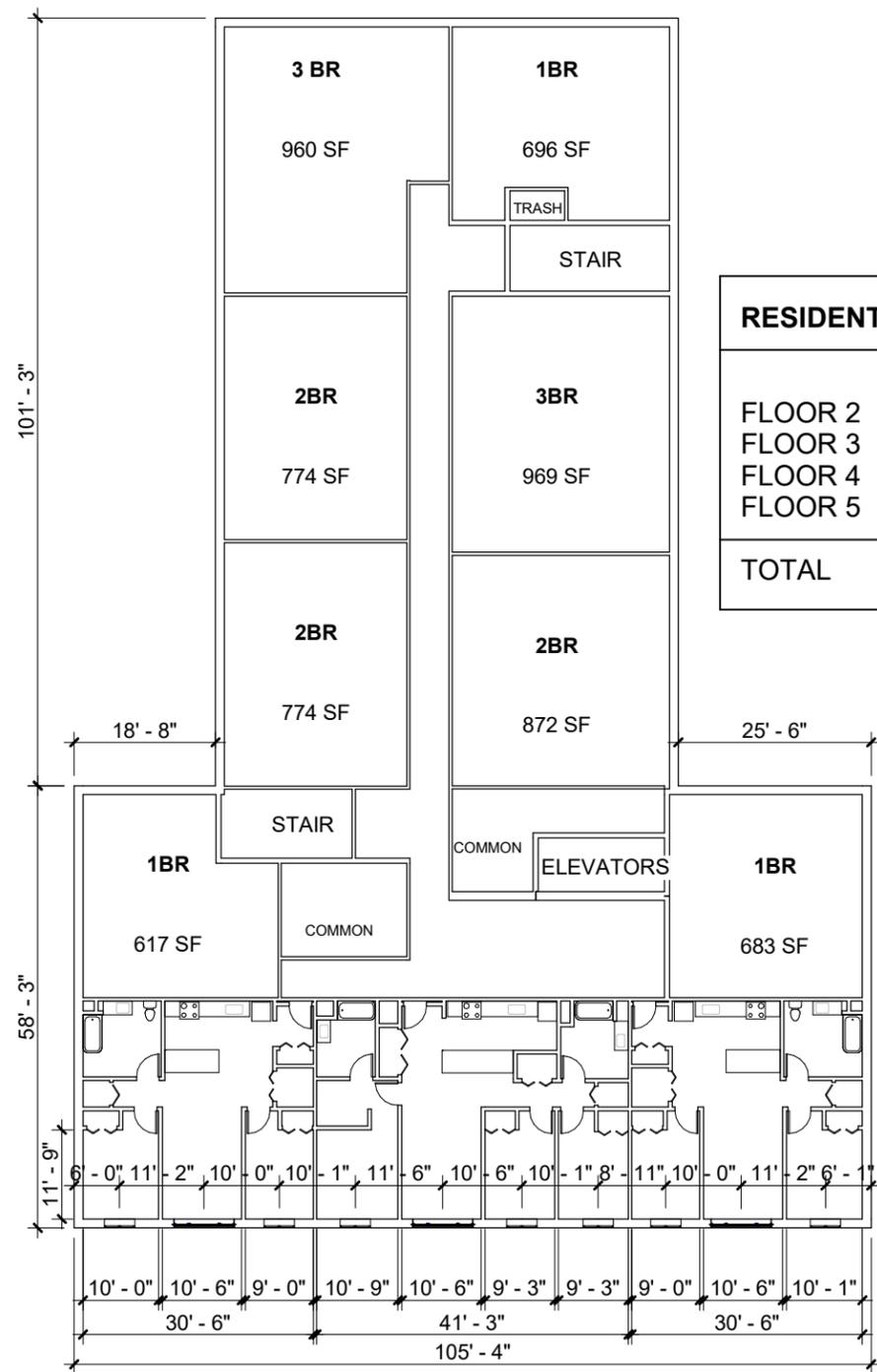
1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

1ST FLOOR PLAN (RETAIL AND PARKING)

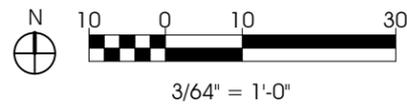


A2.1

02.21.2022



| RESIDENTIAL UNIT COUNT | | | | |
|------------------------|-----------|-----------|-----------|-----------|
| | 1BRS | 2BRS | 3BRS | TOTAL |
| FLOOR 2 | 3 | 5 | 3 | 11 |
| FLOOR 3 | 3 | 5 | 3 | 11 |
| FLOOR 4 | 3 | 5 | 3 | 11 |
| FLOOR 5 | 3 | 5 | 3 | 11 |
| TOTAL | 12 | 20 | 12 | 44 |



MT. PISGAH APARTMENTS

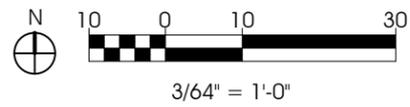
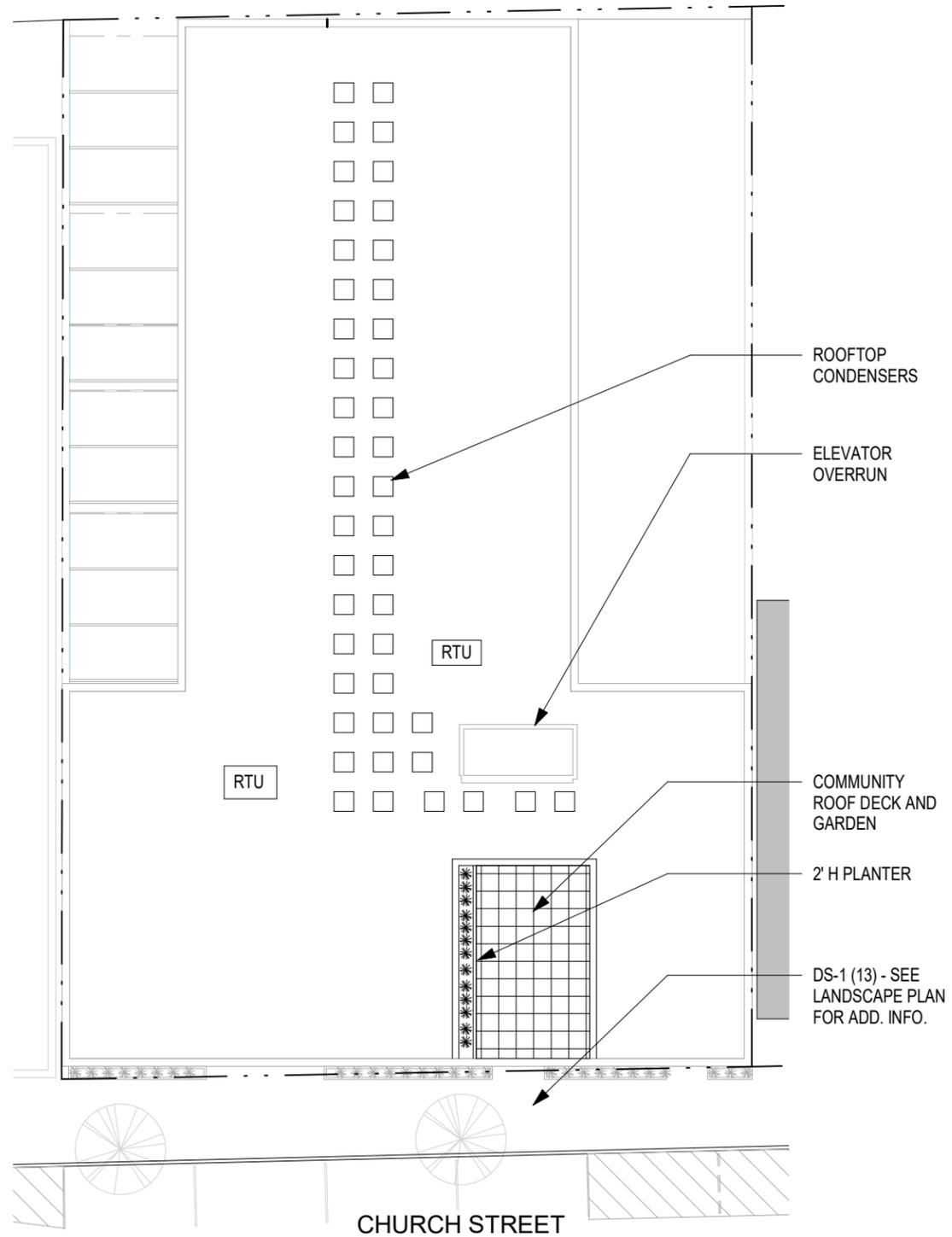
1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

TYP RESIDENTIAL FLOOR PLAN (FLOORS 2-5)



A2.3

02.21.2022



MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

ROOF PLAN



A2.4

02.21.2022



RETAIL

1811 CHURCH

RETAIL

Proof of Ownership

1811-1815 and 1805 CHURCH STREET DEVELOPMENT AGREEMENT

This **Development Agreement** is made as of June 30, 2021 to articulate the working relationship between Mt. Pisgah Ministry Inc., an Illinois not-for-profit religious organization hereafter referred to as “**MT. PISGAH**” and Housing Opportunity Development Corporation, an Illinois not-for-profit corporation hereafter referred to as “**HODC**” (jointly hereafter referred to as the “**Team**”) to develop the properties at 1811-1815 and 1805 Church Street in Evanston, Illinois, hereafter referred to as **the “Sites”**. The parties understanding is as follows:

1. **The Project.** The Team will work together to create a new mixed-use project on the Sites to include affordable housing, retail space, parking and **MT. PISGAH’s** new house of worship (all hereafter referred to as the “**Master Project**”) as defined below.
2. **Project Progression.** In February 2020, the City of Evanston (hereafter referred to as “**COE**”) issued a Request for Qualifications to develop the COE-owned vacant lot at 1805 Church Street. In order to develop the **Master Project** it will be necessary to secure zoning approval from the COE as well as financing approvals from various funders. **MT. PISGAH** previously retained an architect who drafted preliminary plans. **HODC** previously prepared plans for affordable housing. The previous alderman for the 5th ward, Robin Rue-Simmons, expressed support for the project. The **COE** City Council has voted to allow **COE** staff to negotiate the transfer of 1805 Church to **MT. PISGAH**.
 - a. As of the date of this Agreement, no plans for **the Master Project** have been finalized and the complete scope of **the Master Project** needs to be determined.
 - b. The **Team** submitted individual organization responses and subsequently agreed to partner to develop **the Master Project** and signed a Memorandum of Understanding in December 2020 to pursue site control of 1805 Church Street.
 - c. The Team agreed to work with the **COE** to secure site control of 1805 Church Street.
 - d. **MT. PISGAH** currently owns the property at 1811-1815 Church Street which will be used with 1805 Church for **the Master Project**.
3. **Project Scope.** **The Master Project** will require securing site control for 1805 Church St from the City of Evanston as well as zoning approval from the City of Evanston. There will be three primary components of **the Master Project**:
 - a. A stand-alone house of worship building;
 - b. Affordable housing; and
 - c. Retail space (“Retail Project”).
 - d. **MT. PISGAH** and **HODC** will cooperate on all aspects of **the Master Project**. The land at 1805 Church owned by the **COE** which will be transferred to **MT. PISGAH** and the land at 1811-15 owned by **MT. PISGAH** will be combined and included in **the Master Project**.
 - e. The **MT. PISGAH** House of Worship (**Worship Project**) will be owned and operated by **MT. PISGAH**.
 - f. The affordable housing component (**Housing Project**) will serve low income residents and will be owned and managed by an entity of **HODC**.

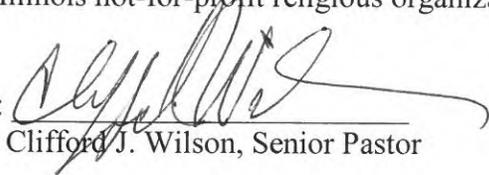
all Federal, State and local laws, with 30 calendar days allowance for either party to respond in writing to each other as required by applicable law.

7. **Termination.** This entire Agreement is contingent on COE releasing 1805 Church Street to **MT. PISGAH.**

This Agreement is executed by the parties as of the date of signatures of both parties.

Mt. Pisgah Ministry Inc.,
an Illinois not-for-profit religious organization

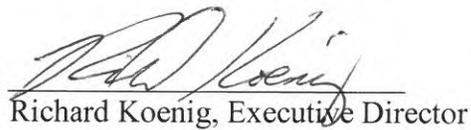
By:



Clifford J. Wilson, Senior Pastor

Housing Opportunity Development Corporation,
an Illinois not-for-profit Corporation

By:



Richard Koenig, Executive Director

Non-Compliant Zoning Analysis

Zoning Analysis Summary

1811-1815 Church St.
Revisions 04.21.2022

Case Number:

Case Status/Determination:

22ZONA-0019

Noncompliant 05.25.2022

Proposal:

Demolish existing religious institution and construct 5-story mixed use building with 2 ground floor retail spaces and 44 DUs on upper floors. Enclosed ground floor and underground parking with 47 spaces.

Zoning Section:

Comments:

| | |
|---|---|
| Review by DAPR & LUC for public comment | Though not a Planned Development per 6-15-15-II-A-1 of the Zoning Ordinance and West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required. |
| Subdivision | As proposed, a new property line is established to make the interior lot larger and corner lot smaller. Both new lot sizes comply with zoning. |
| 6-15-15-IX- A.3 | Front yard build to zone of 5-10' is required. 0' front yard setback proposed. Variation required. |
| 6-15-15-IX-A.5 | Minimum 5' interior side yard setbacks required. 0' east and west interior side yard setbacks proposed. Variation required. |
| 6-15-15-IX-A.6 | Minimum 5' rear yard setback required. 0' rear yard setback proposed. Variation required. |
| 6-15-15-IX-A.7 | Maximum impervious surface coverage allowed is 90% plus 5% semi-pervious. 99.7% is proposed. Variation required. |
| 6-15-15-IX-B.1 | Maximum building height allowed of 3 stories or 47' for buildings within 100' of Church/Darrow and with a required 8' ziggurat setback for the 3 rd floor. Propose 5 stories and 57.8' to the top of the parapet, with a partial ziggurat setback at the 5 th floor and above for an area 30' deep by 16' width of street frontage. Variation required. |
| 6-16-5-Table 16-E | One short loading berth required. Proposed shared loading berth on the street for use by Mt. Pisgah and HODC. On-street loading requires approval by the Public Works Agency and does not count as an on-site loading berth per the Zoning Ordinance. Variation required. |
| 6-15-15-XVII-C.5 & 6-15-15-XVII-C.6 | Building Materials: "Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over three inches in height, and EIFS are not permitted." State how materials meet this requirement, or variation required. |

Comments:

- Parking: Not a TOD property; the IHO parking applies: .75 spaces per studio or 1-BR, 1.25 spaces per 2-BR, 1.5 spaces per 3-BR. 20% of units have no parking requirement per the IHO zoning bonus. Assume 11 market rate 1 BR (and 2 IHO), 16 market rate 2 BR (and 4 IHO), and 8 market rate 3 BR (and 3 IHO) to achieve 20% IHO used for zoning bonuses...= 8.25 + 20 + 12 = 40.25 spaces required (no

requirement for IHO units) for residential uses. Retail 3,407 sq ft – 2k exempt = 1,407 / 350 retail requirement = 4.02 spaces required. Total 40.25 + 4.02 = 44.27 = 45 parking spaces required (2 of which must be ADA). 47 parking spaces proposed including 8 ADA spaces. Parking is compliant for this lot.

- Evanston’s Green Building Ordinance applies and requires: For all commercial and multifamily buildings ten thousand (10,000) square feet to twenty thousand (20,000) square feet: LEED Silver Rating or higher, or employ eight (8) or more ESBMNC measures from at least five (5) of the ESBMNC categories. Consider a partial green roof to achieve this.
- Clarify first floor roofed vs. unroofed areas and explain storm water control within an unroofed parking garage with walls. There is potential for people to drop things from windows onto parked cars. First floor roof is a good opportunity for amenity space and/or a green roof.

June 22, 2022

Evanston Planning and Zoning Division
Re: 1811-1815 Church St.
2100 Ridge Avenue
Evanston, IL 60201

Case Number: 22ZONA-0019

Dear Ms. Klotz,

Thank you for your zoning analysis for our proposed project at 1811-1815 Church St. Please see below for our responses to your comments, in **bold**.

| Zoning Section: | Comments: | CCA RESPONSES |
|---|---|---|
| Review by DAPR & LUC for public comment | Though not a Planned Development per 6-15-15-II-A-1 of the Zoning Ordinance and West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required. | Noted |
| Subdivision | As proposed, a new property line is established to make the interior lot larger and corner lot smaller. Both new lot sizes comply with zoning. | Noted |
| 6-15-15-IX- A.3 | Front yard build to zone of 5-10' is required. 0' front yard setback proposed. Variation required. | We will be requesting a zoning variance for the Front Yard Setback |
| 6-15-15-IX-A.5 | Minimum 5' interior side yard setbacks required. 0' east and west interior side yard setbacks proposed. Variation required. | We will be requesting a zoning variance for the Side Yard Setbacks |
| 6-15-15-IX-A.6 | Minimum 5' rear yard setback required. 0' rear yard setback proposed. Variation required. | We will be requesting a zoning variance for the Rear Yard Setback |
| 6-15-15-IX-A.7 | Maximum impervious surface coverage allowed is 90% plus 5% semi-pervious. 99.7% is proposed. Variation required. | We will be requesting a zoning variance for the allowed impervious surface coverage. |
| 6-15-15-IX-B.1 | Maximum building height allowed of 3 stories or 47' for buildings within 100' of Church/Darrow and with a required 8' ziggurat setback for the 3 rd floor. Propose 5 stories and 57.8' to the top of the parapet, with a partial ziggurat setback at the 5 th floor and above for an area 30' deep by 16' width of street frontage. Variation required. | We will be requesting a zoning variance for the building height and ziggurat setback requirements. We have instead proposed setting part of the 5th floor back 30' for a balcony / Roof Top Deck space. |
| 6-16-5-Table 16-E | One short loading berth required. Proposed shared loading berth on the street for use by Mt. Pisgah and HODC. On-street loading requires approval by the Public Works Agency and does not count as an on-site loading berth per the Zoning Ordinance. Variation required. | We will be requesting a zoning variance for the on-site loading berth and requesting approval from the Public Works Agency to replace two street parking spaces with one shared loading berth. A loading berth on the street is the best location since the parking structure in the rear of the building ramps both up and down and will be difficult for a truck to maneuver |

| | | |
|--|--|---|
| <p>6-15-15-XVII-C.5 & 6-15-15-XVII-C.6</p> | <p>Building Materials: "Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over three inches in height, and EIFS are not permitted." State how materials meet this requirement, or variation required.</p> | <p>We propose using a combination of actual brick masonry (not thin brick or veneer, and 3" or less in height) and fiber cement panels and siding.</p> <p>Brick is an extremely durable material made of clay.</p> <p>Fiber cement siding and panels are made from cement and wood fibers to create a strong and durable cladding material that is resistant to rot, warping and fire.</p> |
|--|--|---|

Comments:

- Parking: Not a TOD property; the IHO parking applies: .75 spaces per studio or 1-BR, 1.25 spaces per 2-BR, 1.5 spaces per 3-BR. 20% of units have no parking requirement per the IHO zoning bonus. Assume 11 market rate 1 BR (and 2 IHO), 16 market rate 2 BR (and 4 IHO), and 8 market rate 3 BR (and 3 IHO) to achieve 20% IHO used for zoning bonuses...= $8.25 + 20 + 12 = 40.25$ spaces required (no requirement for IHO units) for residential uses. Retail 3,407 sq ft – 2k exempt = $1,407 / 350$ retail requirement = 4.02 spaces required. Total $40.25 + 4.02 = 44.27 = 45$ parking spaces required (2 of which must be ADA). 47 parking spaces proposed including 8 ADA spaces. Parking is compliant for this lot
 - **CCA RESPONSE: Noted**

- Evanston’s Green Building Ordinance applies and requires: For all commercial and multifamily buildings ten thousand (10,000) square feet to twenty thousand (20,000) square feet: LEED Silver Rating or higher, or employ eight (8) or more ESBMNC measures from at least five (5) of the ESBMNC categories. Consider a partial green roof to achieve this.
 - **CCA RESPONSE: We will employ eight (8) or more ESBMNC measures from at least five (5) ESBMNC categories.**

- Clarify first floor roofed vs. unroofed areas and explain storm water control within an unroofed parking garage with walls. There is potential for people to drop things from windows onto parked cars. First floor roof is a good opportunity for amenity space and/or a green roof.
 - **CCA RESPONSE: The site plan and roof plans have been modified to clarify roofed vs unroofed areas. The graphics have also been modified to make more clear that there will not be full height walls flanking the ramped parking at the upper level. Instead, there will be a fence. Trench drains and area drains will be provided in the parking structure, along with an ejector pump if required.**

EDWARD J. MOLLOY & ASSOCIATES

A DIVISION OF THOMAS A. MOLLOY, LTD. — PROFESSIONAL LAND SURVEYING
 1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2600 Fax (630) 595-4700
 e-mail: tmolloy@ejmolloy.com

PLAT OF SURVEY

OF

PARCEL 1: THE NORTH 26.60 FEET OF LOTS 9 AND 10 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2: THE SOUTH 27.4 FEET OF THE NORTH 28 FEET OF THE SOUTH 134 FEET OF LOTS 9 AND 10 (EXCEPT THE WEST 13 FEET OF THE NORTH 15 FEET OF THE SOUTH 121 FEET) OF SAID LOT 10 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3: THE SOUTH 106.00 FEET OF LOTS 9 AND 10 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4: LOT 11 IN BLOCK 3, IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5: THE EAST 1/2 OF LOT 12 IN BLOCK 3 IN MERRILL LADD'S SECOND ADDITION TO EVANSTON, SAID ADDITION BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1805-1815 CHURCH STREET AND 1708-1710 DARROW AVENUE, EVANSTON, ILLINOIS

TOTAL AREA OF TRACT SURVEYED: ±28,950 SQ. FT. OR 0.6646 ACRES (INCLUDING ±195 SQ. FT. OR 0.0045 ACRES FALLING WITHIN THE AREA NOTED AS "PARCEL 2 EXCEPTION")

 = AREA NOT INCLUDED IN DEEDS

TAX PERMANENT INDEX NUMBER:
 10-13-220-031-0000
 10-13-220-032-0000
 10-13-220-035-0000
 10-13-220-040-0000
 10-13-220-041-0000

BASIS OF BEARINGS:
 THE BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED DATUM AND DO NOT REFLECT ANY RECORD DRAWINGS.

COMPARE LEGAL DESCRIPTION AND MONUMENTS WITH THIS PLAT AND REPORT ANY DISCREPANCIES YOU MAY FIND TO THIS SURVEYOR AT ONCE.

BUILDING DIMENSIONS AND TIES ARE TO CORNERS OF BRICK UNLESS OTHERWISE NOTED.

NO DIMENSIONS TO BE ASSUMED FROM SCALING.

NO TITLE COMMITMENT PROVIDED TO THIS SURVEYOR TO AID IN THE PREPARATION OF THIS SURVEY. REFER TO TITLE POLICY FOR ITEMS OF RECORD, IF ANY, NOT SHOWN HEREON.

STATE OF ILLINOIS }
 COUNTY OF DUPAGE }

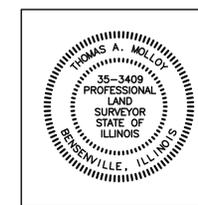
I, THOMAS A. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE UNDER MY DIRECTION OF THE PROPERTY LEGALLY DESCRIBED HEREON AND THAT THE PLAT HEREON DRAWN IS A REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. THIS PROFESSIONAL SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE OF LAST FIELD WORK: JULY 1, 2022.

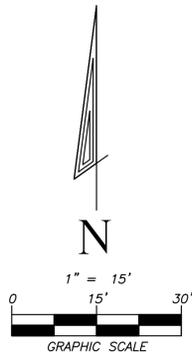
SIGNED AT BENSENVILLE, ILLINOIS THIS 8TH DAY OF JULY, A.D. 2022

EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD.
 AN ILLINOIS PROFESSIONAL DESIGN FIRM — LICENSE NO. 184-004840


 THOMAS A. MOLLOY
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3309
 (EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)

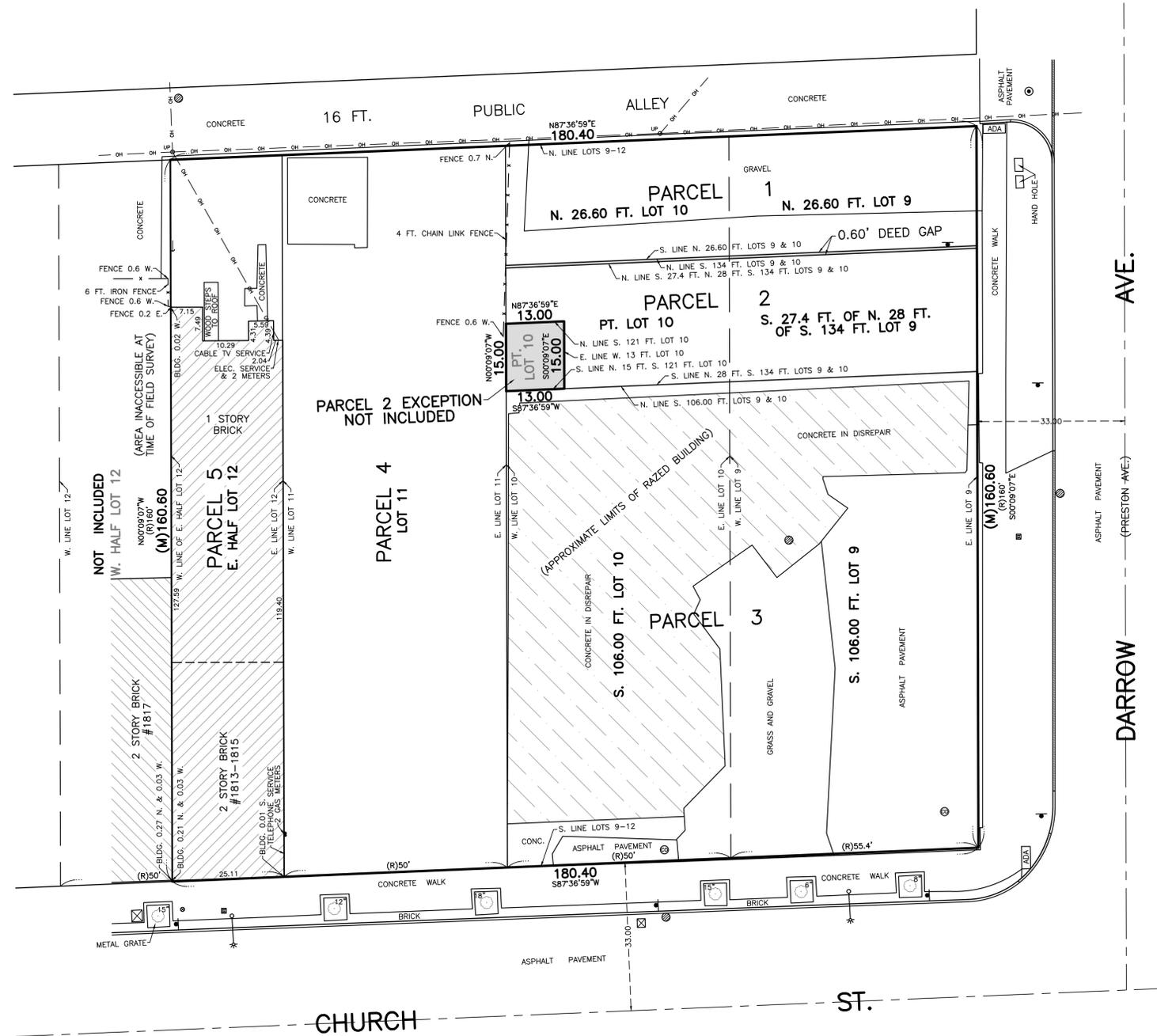


VALID ONLY WITH EMBOSSED SEAL



LEGEND:

-  Storm Manhole
-  Storm Catch Basin/Inlet
-  B-Box
-  Light Pole W/Arm
-  Utility Pole W/Overhead Wire
-  Anchor for Power Pole
-  Traffic Sign
-  Electric Vault
-  Gas Valve
-  Cleanout
-  Tree W/Trunk Diameter
-  Depressed Curb
-  Measured
-  Record
-  ADA Tactile Dome



| | | | |
|---|-----------|-----------------|--|
| DRAFTED BY: BJE | | | |
| PAGE: 1 OF 1 | | | |
| ORDER NO.: 220075 | | | |
| FILE: 13-41-13 | | | |
| PROJECT NO.: 2185TAM | | | |
| CLIENT: HOUSING DEVELOPMENT CORPORATION | | | |
| AUG. 17, 2022 | 220075 | IN HOUSE REVIEW | |
| JULY 8, 2022 | 220075 | BOUNDARY SURVEY | |
| REVISION DATE | ORDER NO. | REVISION | |

16' PUBLIC CONC. ALLEY

PARKING ENTRANCE TO MEZZANINE LEVEL

PARKING ENTRANCE TO LOWER LEVEL PARKING

SIDE SETBACK = 0"

SIDE SETBACK = 0"

REAR SETBACK = 0"

105.40'

62' - 7 3/4"

TRANSFORMER PAD

ROOF BELOW

5'H FENCE

NON-ROOFED AREA - OPEN TO PARKING RAMP BELOW

99' - 1 3/4"

127' - 2 1/8"

PROPOSED 5-STORY RESIDENTIAL BUILDING WITH BASEMENT.

NON-ROOFED AREA - OPEN TO PARKING AISLE BELOW

5'H FENCE

160.60'

EXISTING CONC. WALK, TO REMAIN

DARROW AVENUE

NOTE:
SITE AREA = 16,700 SF

GROSS BUILDING AREA = 57,115SF

GROSS PARKING AREA = 22,058 SF

160.60'

ELEC.

17' - 6 1/4"

25' - 1"

PROPOSED CHURCH BUILDING - SEPARATE OWNER - NOT IN SCOPE

EXISTING 2-STORY MASONRY BUILDING -

105' - 3"

57' - 9 1/2"

57' - 9 1/2"

ETR TO BE REMOVED
NEW TREE

FRONT SETBACK = 0"

29' - 9 1/4"

18' - 5"

32' - 6"

PROPOSED REPLACEMENT OF TWO (2) STREET PARKING STALLS FOR A SHARED LOADING / DROP-OFF ZONE

EXISTING STREET PARKING TO REMAIN

105.40'

EXISTING STREET PARKING TO REMAIN

CHURCH STREET



3/64" = 1'-0"



1811 CHURCH STREET APARTMENT

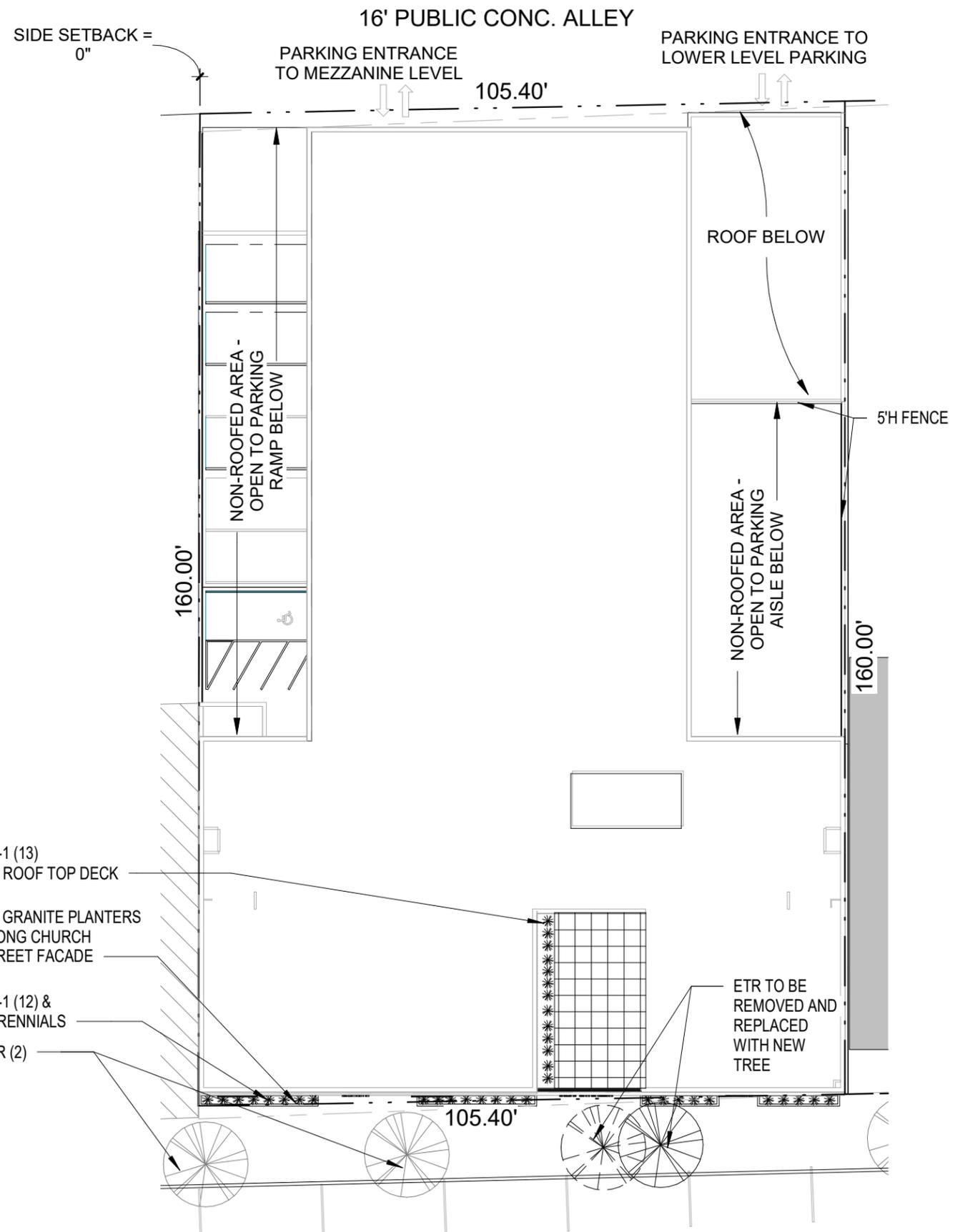
1823 W AURORA ST

SITE PLAN



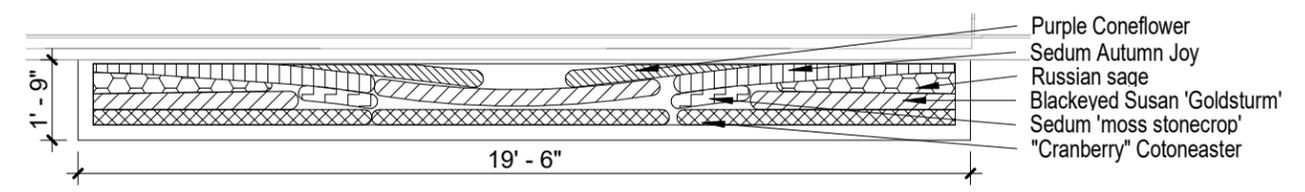
A1-0

12.19.2022

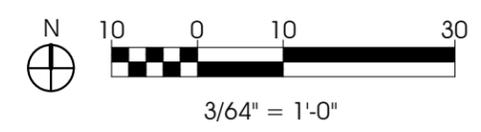


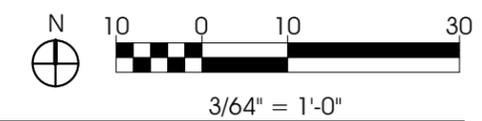
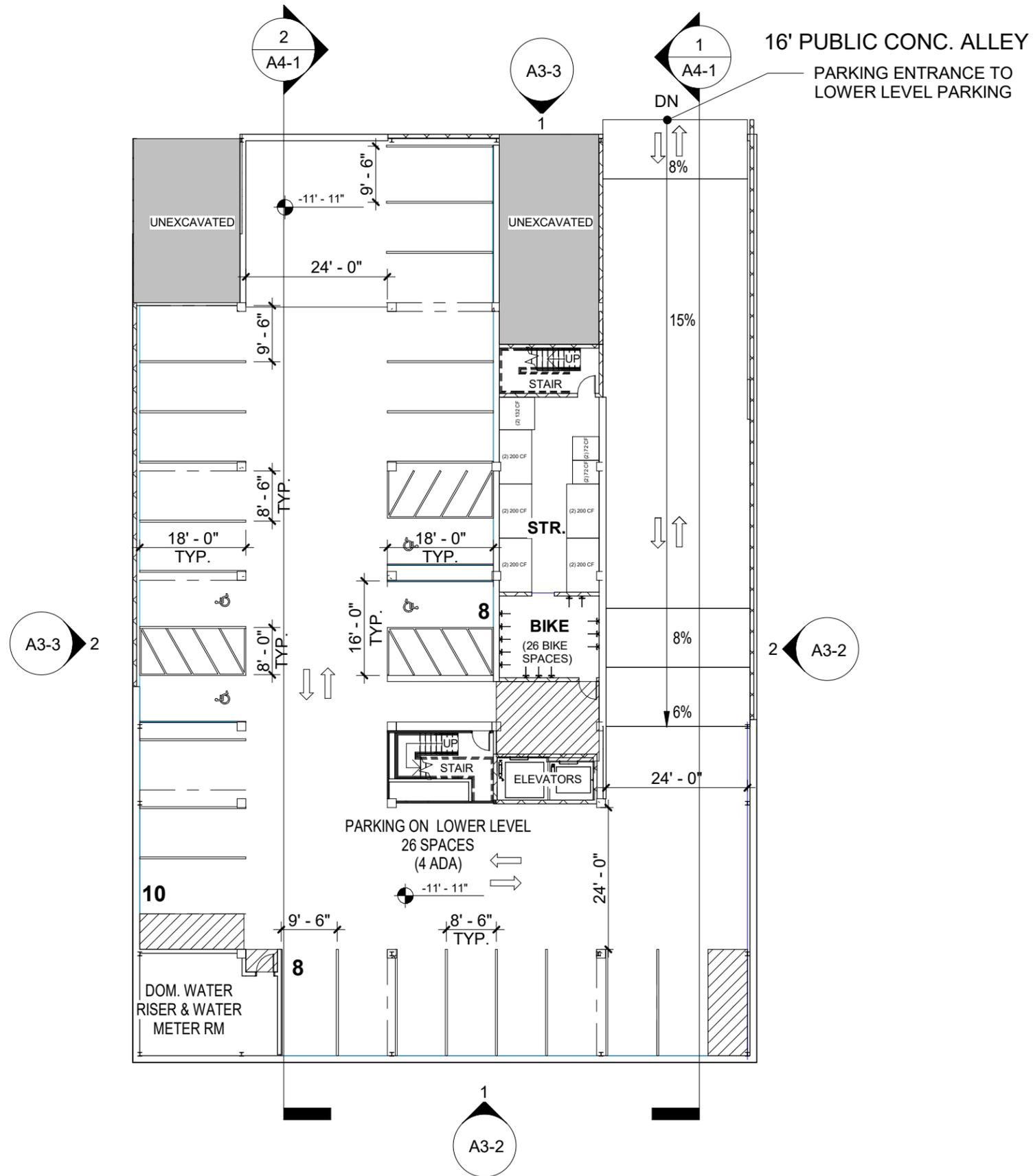
LANDSCAPE DATA TABLE: PLANT LIST

| | QTY | SYM | BOTANICAL NAME | COMMON NAME | SIZE | |
|------------------------|------------|------|---------------------------------------|----------------------------------|--------------------|--|
| EXISTING PARKWAY TREES | 2 | ETR | VARIES | VARIES | EXISTING TO REMAIN | |
| NEW PARKWAY TREES | 1 | | TBD | TBD | | |
| TOTAL | 3 | | | | | |
| DECIDUOUS SHRUBS | 4 | DS-1 | HYDRANGEACEAE HYDRANGEA QUECIFOLIA | OAKLEAF HYDRANGEA | 3' BB | |
| | 4 | | H. HYDRANGEA ARBORESCENS | ANNABEL HYDRANGEA | 3' BB | |
| | 5 | | CORNACEAE CORNUS SERICEA | YELLOW TWIG DOGWOOD | 3' BB | |
| | 12 | | "CRANBERRY" COTONEASTER | COTONEASTER APICULATUS | 3' BB | |
| TOTAL | 25 | | | | | |
| PERENNIALS | 24 | | PURPLE CONEFLOWER | ECHINACEA PURPURA | 6" POT | |
| | 20 | | SEDUM 'MOSS STONECROP' | SEDUM ACRE | 6" POT | |
| | 40 | | SEDUM AUTUMN JOY | HYLOTELEPHIUM 'HERBSTFREUDE' | 6" POT | |
| | 20 | | RUSSIAN SAGE | PEROVSKIA ATRIPLICIFOLIA | 6" POT | |
| | 24 | | BLACKEYED SUSAN 'GOLDSTURM' | RUDBECKIA FULGIDA 'GOLDSTURM' | 6" POT | |
| TOTAL | 128 | | | | | |



TYPICAL ENLARGED PLANTER LANDSCAPE





1811 CHURCH STREET APARTMENT

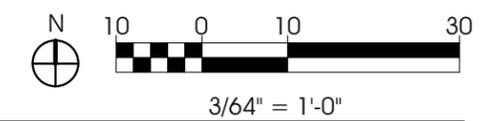
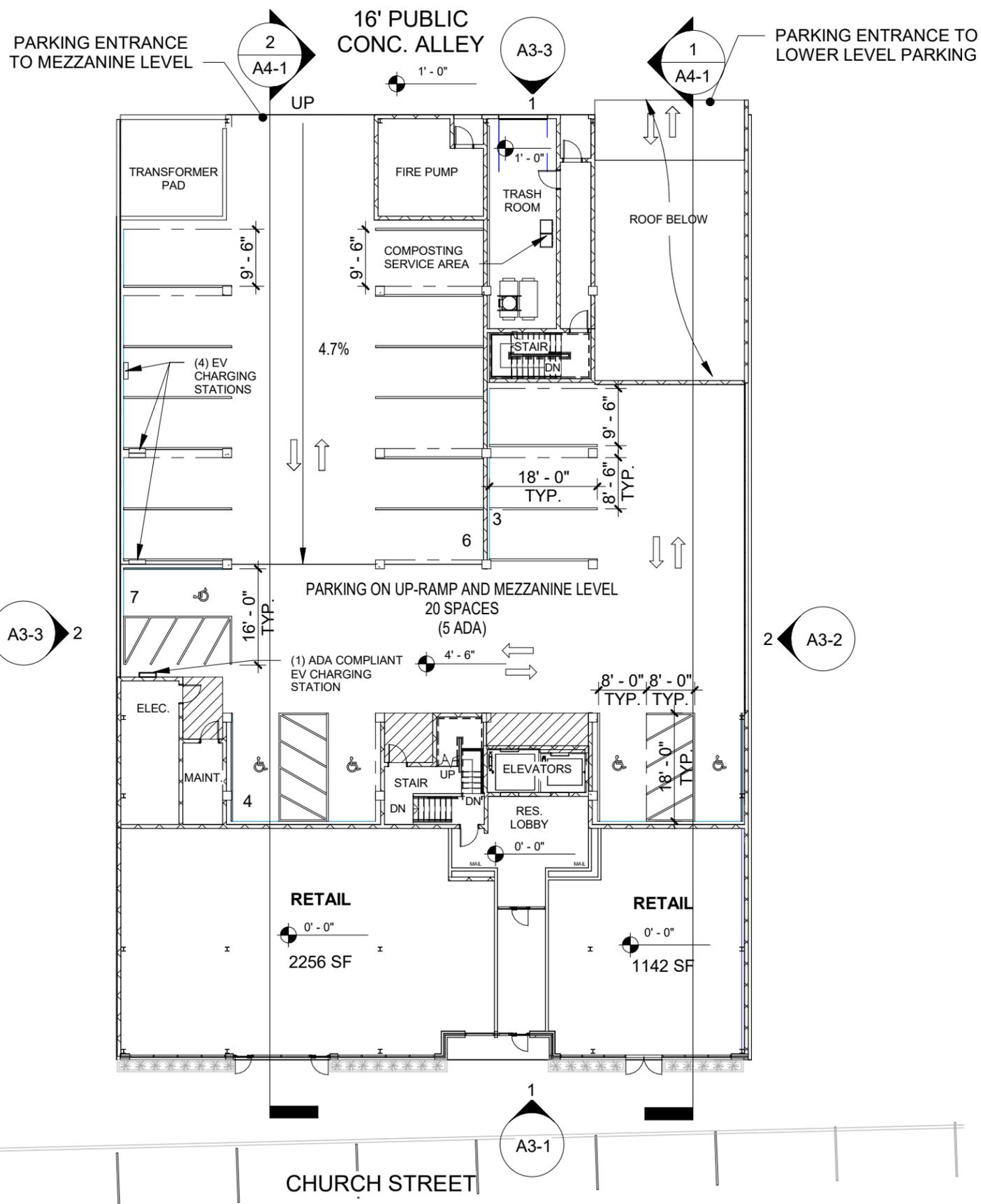
1823 W AURORA ST

LOWER LEVEL PLAN (PARKING)



A2-0

12.19.2022



1811 CHURCH STREET APARTMENT

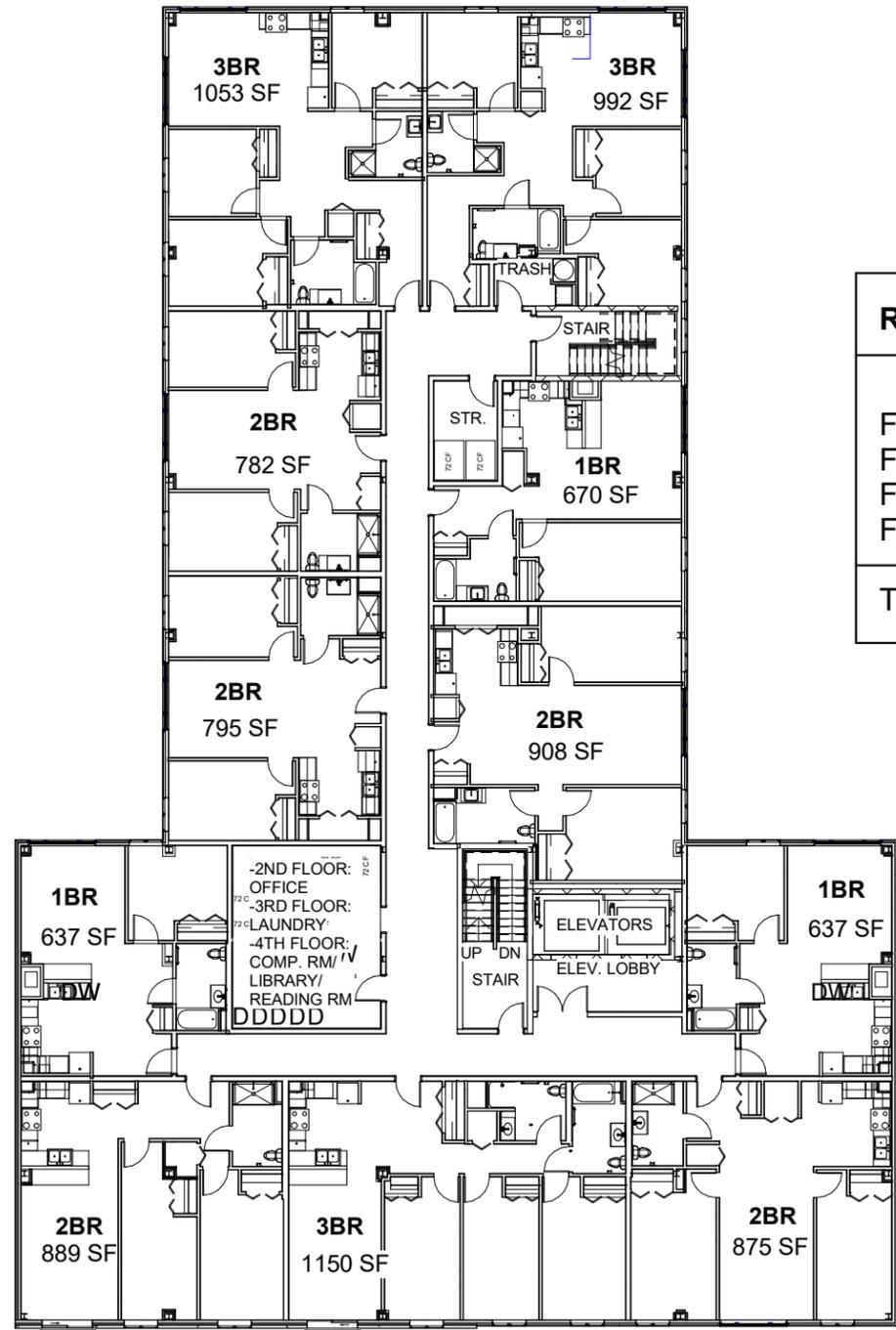
1823 W AURORA ST

1ST FLOOR PLAN (RETAIL AND PARKING)



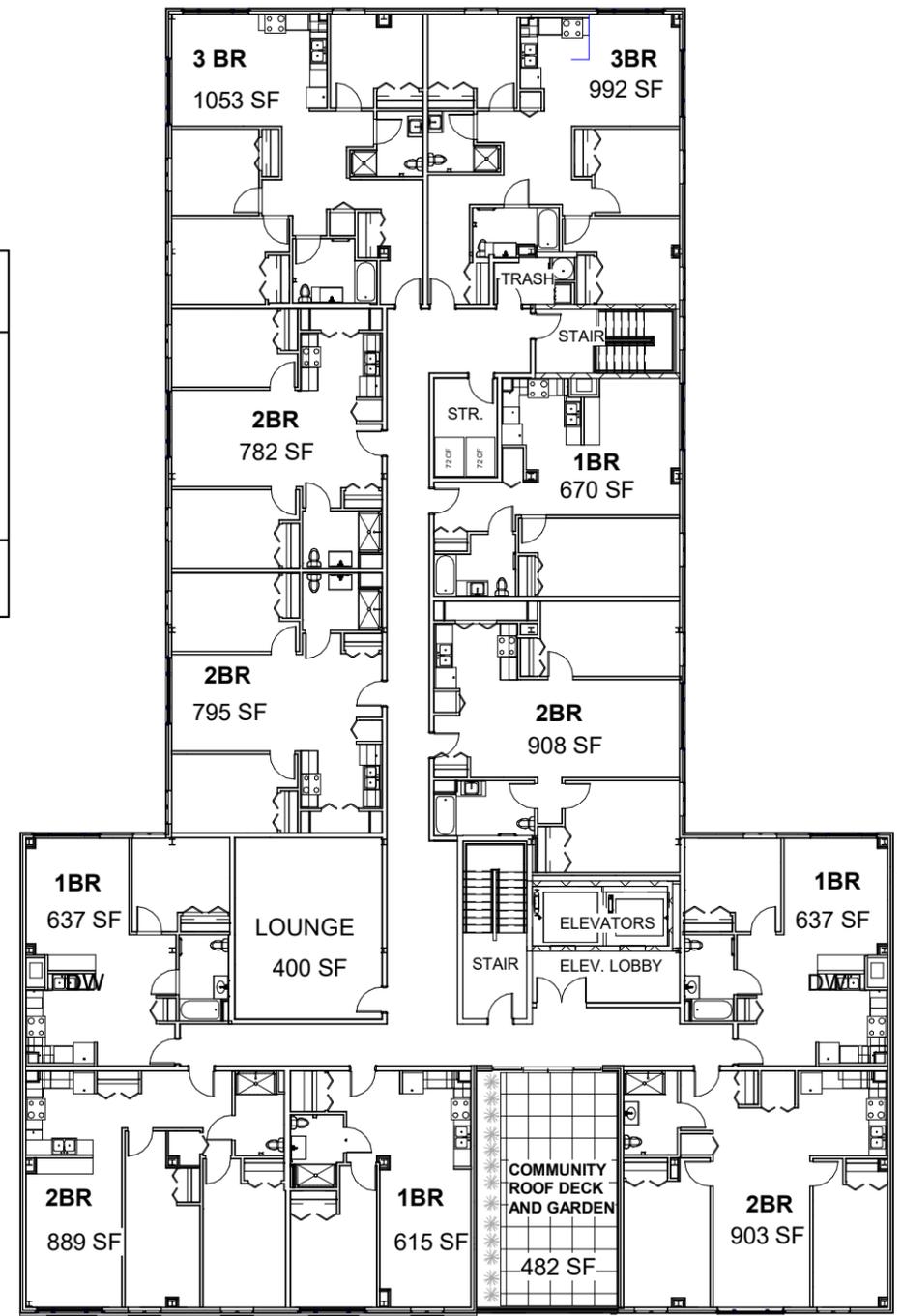
A2-1

12.19.2022

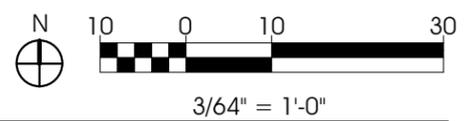


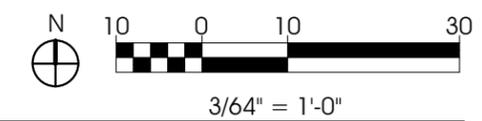
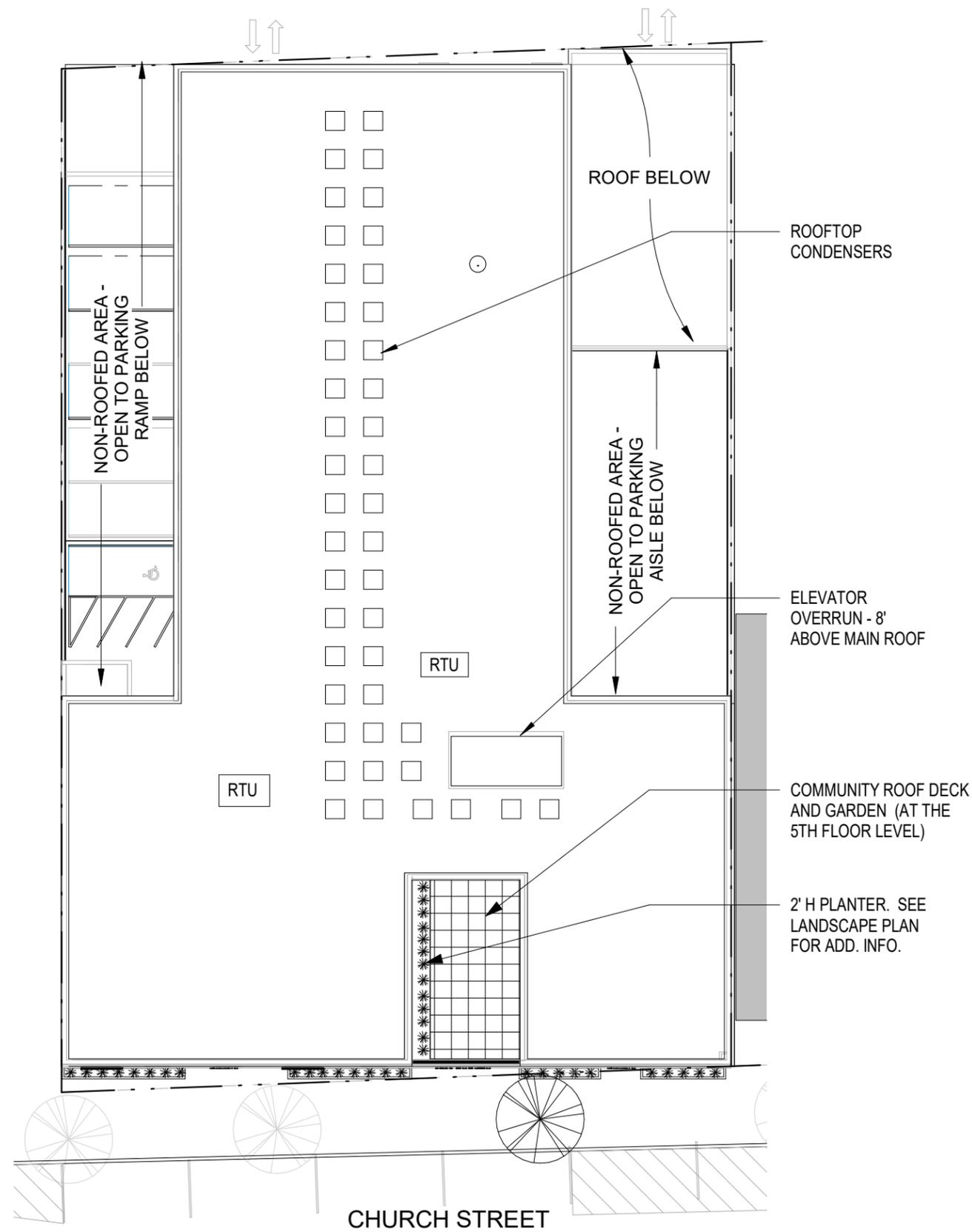
TYPICAL FLOOR PLAN (FLOORS 2-4)

| RESIDENTIAL UNIT COUNT | | | | |
|------------------------|------|------|------|-------|
| | 1BRS | 2BRS | 3BRS | TOTAL |
| FLOOR 2 | 3 | 5 | 3 | 11 |
| FLOOR 3 | 3 | 5 | 3 | 11 |
| FLOOR 4 | 3 | 5 | 3 | 11 |
| FLOOR 5 | 4 | 5 | 2 | 11 |
| TOTAL | 13 | 20 | 11 | 44 |



5TH FLOOR PLAN





1811 CHURCH STREET APARTMENT

1823 W AURORA ST

ROOF PLAN



A2-4

12.19.2022

T/PARAPET
57' - 8"

T/ROOF
54' - 0"

FIFTH FLOOR
44' - 3"

FOURTH FLOOR
34' - 6"

THIRD FLOOR
24' - 9"

SECOND FLOOR
15' - 0"

FIRST FLOOR
0' - 0"

VINYL
WINDOWS, TYP

FIBER CEMENT
LAP SIDING

FIBER CEMENT
PANEL SIDING

BRICK

JULIET BALCONIES

ALUMINUM
STOREFRONT
SYSTEM

RENAISSANCE
STONE

12"H PLANTERS,
TYP.

RETAIL

1811 CHURCH

RETAIL



1811 CHURCH STREET APARTMENT

1823 W AURORA ST

BUILDING ELEVATION



A3-1

12.19.2022

- T/PARAPET
57' - 8"
- T/ROOF
54' - 0"
- FIFTH FLOOR
44' - 3"
- FOURTH FLOOR
34' - 6"
- THIRD FLOOR
24' - 9"
- SECOND FLOOR
15' - 0"
- FIRST FLOOR
0' - 0"

- BRICK
- SLIDING WINDOW WITH JULIET BALCONY
- RENAISSANCE STONE



- FIBER CEMENT PANEL SIDING
- FIBER CEMENT LAP SIDING
- VINYL WINDOWS, TYP
- ALUMINUM STOREFRONT SYSTEM
- 12" H PLANTERS TYP.

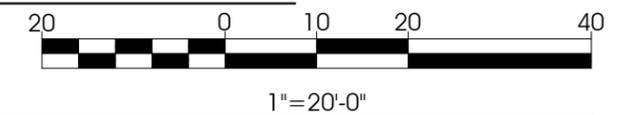
1 SOUTH ELEVATION
1" = 20'-0"

- T/PARAPET
57' - 8"
- T/ROOF
54' - 0"
- FIFTH FLOOR
44' - 3"
- FOURTH FLOOR
34' - 6"
- THIRD FLOOR
24' - 9"
- SECOND FLOOR
15' - 0"
- FIRST FLOOR
0' - 0"



- FIBER CEMENT PANEL SIDING
- VINYL WINDOWS, TYP
- ALLEY
1' - 0"

2 EAST ELEVATION
1" = 20'-0"



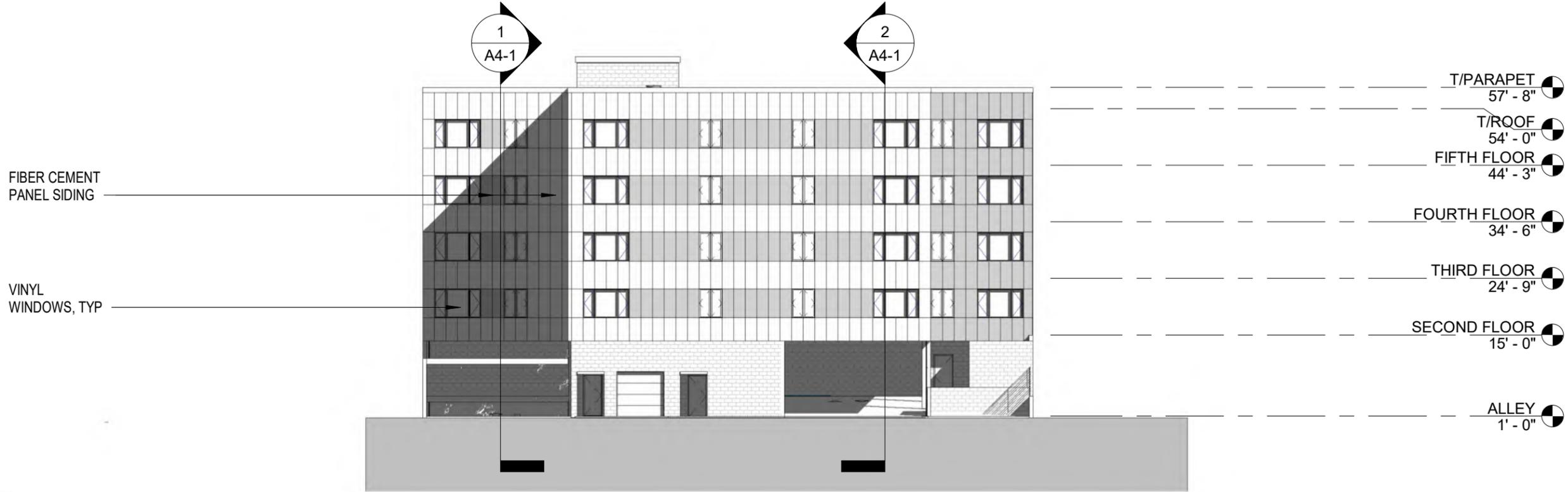
1811 CHURCH STREET APARTMENT

1823 W AURORA ST

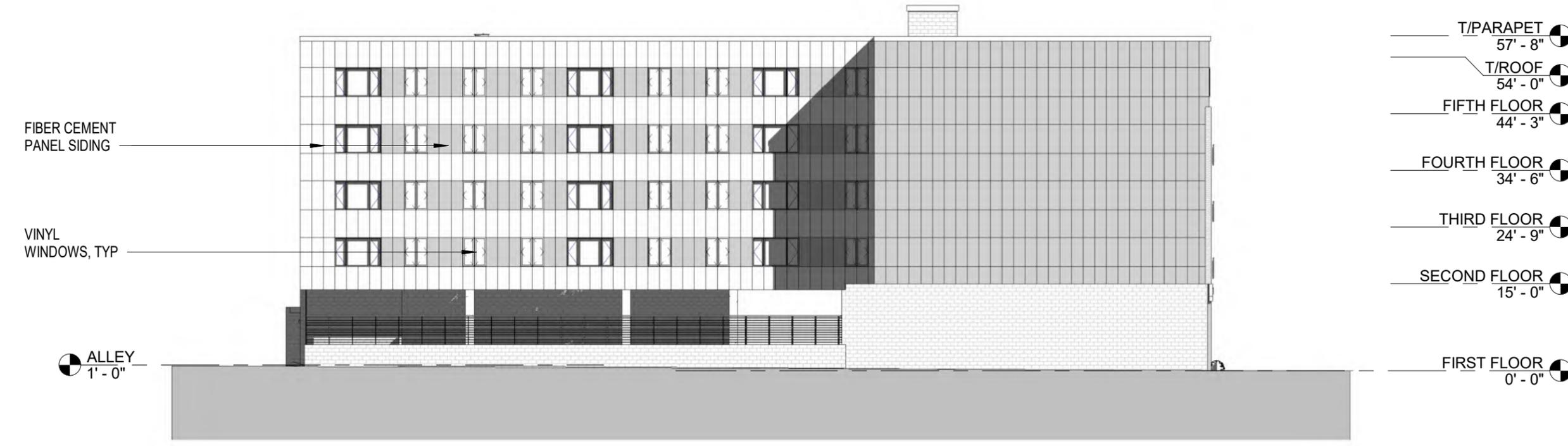
BUILDING ELEVATIONS SOUTH AND EAST



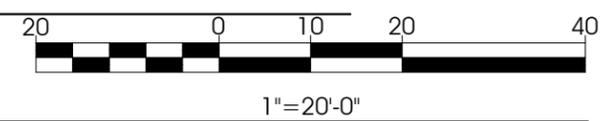
A3-2
12.19.2022

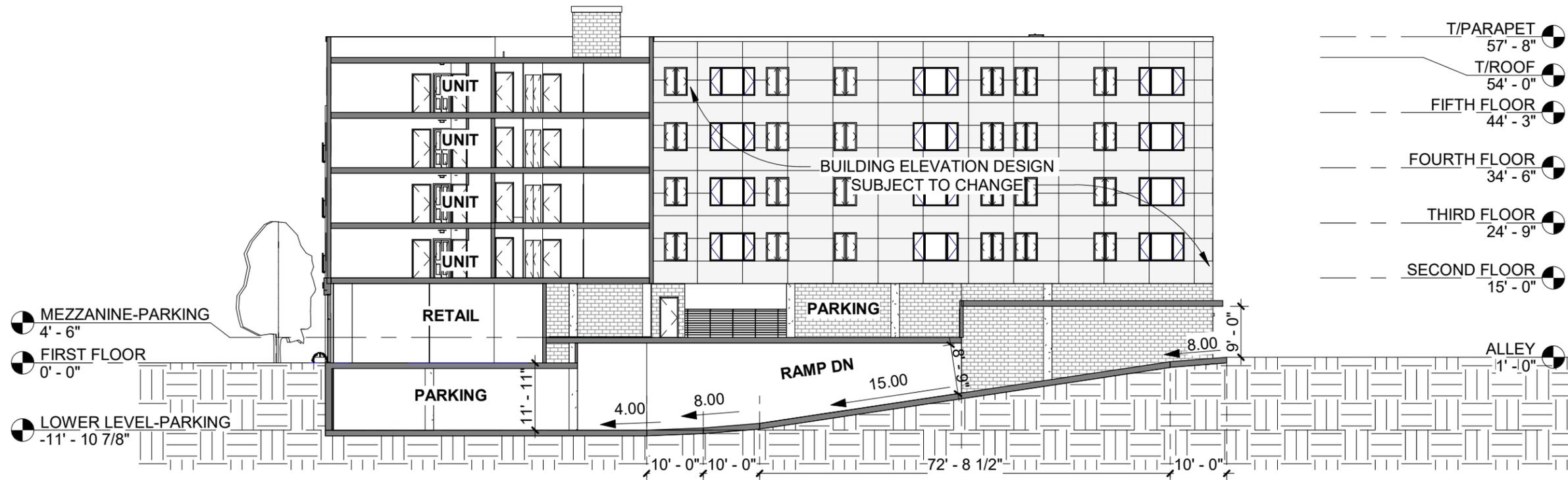


1 NORTH ELEVATION
1" = 20'-0"

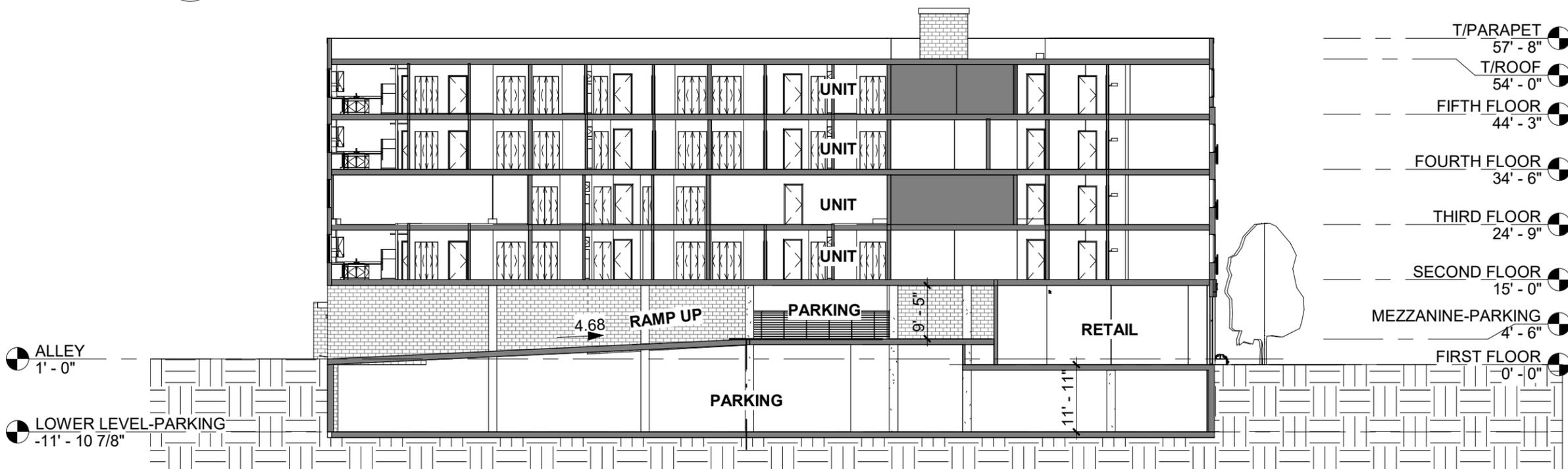


2 WEST ELEVATION
1" = 20'-0"

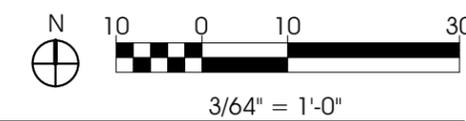




1 BUILDING SECTION 1
3/64" = 1'-0"



2 BUILDING SECTION 2
3/64" = 1'-0"



1811 CHURCH STREET APARTMENT

1823 W AURORA ST

BUILDING SECTION



A4-1
12.19.2022

EVANSTON RESIDENCES 1805-1815 CHURCH ST

Traffic Impact Study

Evanston, Illinois

June 2022

Prepared for:

**Housing Opportunity
Development Corporation (HODC)**

Kimley»»Horn



TABLE OF CONTENTS

| | | |
|----|-------------------------------------|----|
| 1. | Introduction | 2 |
| 2. | Existing Conditions | 4 |
| 3. | Development Characteristics | 13 |
| 4. | Future Conditions | 19 |
| 5. | Recommendations & Conclusions | 21 |
| | Technical Appendix..... | 22 |

LIST OF TABLES

| | | |
|-------------|---|----|
| Table 2.2.1 | Crash Analysis Summary (2016-2020) | 9 |
| Table 2.2 | Level of Service Grading Descriptions | 11 |
| Table 2.3 | Level of Service Grading Criteria..... | 11 |
| Table 2.4 | Existing (2022) Levels of Service | 12 |
| Table 3.1 | ITE Trip Generation Data – Residential Land Use | 13 |
| Table 3.2 | ITE Trip Generation Comparison – Residential Land Use | 14 |
| Table 3.3 | ITE Trip Generation Data – Overall Development..... | 14 |
| Table 3.4 | Site-Generated Traffic Projections..... | 15 |
| Table 3.5 | Estimated Trip Distribution | 15 |
| Table 4.1 | Build Levels of Service..... | 19 |

EXHIBITS

| | | |
|-------------|---|----|
| Exhibit 1 – | Site Location Map | 3 |
| Exhibit 2 – | Existing Traffic and Parking Operations | 7 |
| Exhibit 3 – | Existing (2022) Traffic Volumes | 8 |
| Exhibit 4 – | Site Trip Assignment | 16 |
| Exhibit 5 – | Build Traffic Projections..... | 20 |

1. INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by the Housing Opportunity Development Corporation (HODC) and Mt. Pisgah to conduct a traffic planning and parking study for a proposed mixed-use development to be located on the northwest quadrant of the intersection at Darrow Avenue / Church Street. The subject site currently contains the Mt. Pisgah Ministry, an unmaintained parking lot, and undeveloped land. The development would include two separate buildings. The first, a five-story building, will contain ground floor retail space and affordable housing units on the upper floors. The second, a two-story building, will house the relocated Mt. Pisgah Ministry. It can be anticipated that many trips will be made without the use of an automobile, which will help minimize the number of trips generated, and therefore, will minimize the traffic impacts on the nearby streets.

Auto access to the mixed-use building will be facilitated via a new full-access driveway on the northern boundary of the site along the existing Church Street Alley. This proposed alley driveway is located approximately 150 feet west of Darrow Avenue. No access drives will serve the relocated Mt. Pisgah Ministry. An aerial view of the study location and the surrounding roadway network is illustrated in **Exhibit 1**.

As part of this traffic planning study, site trip generation characteristics were established for the mixed-use development and added to the background traffic volumes to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.

As part of this parking planning study, parking requirements based on City of Evanston code were reviewed and compared to the projected demand based on published information from the Institute of Transportation Engineers (ITE). This data was summarized and evaluated against the development's site plan to understand future projected parking demand.



2. EXISTING CONDITIONS

Kimley-Horn conducted a field review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, crash history, and parking operations. This section of the report details information on the existing conditions. **Exhibit 2** summarizes the existing traffic and parking operations, which are discussed below. **Appendix A** provides a photo inventory.

Area Land Uses

The subject site is partially developed with the existing Mt. Pisgah Ministry and an existing unmaintained parking lot. The site is located directly south of the Church Street Alley on the northwest quadrant of the intersection of Church Street and Darrow Avenue. The site is bounded by Darrow Avenue to the east, Church Street to the south, the Church Street Alley to the north, and a commercial development to the west. It should also be noted there is an existing public parking lot on the northeast corner of the site which provides approximately 10 parking spaces.

Evanston Township High School (ETHS) is located in the southwest quadrant of the Church Street / Dodge Avenue intersection. Commercial uses are located along Church Street near and at Dodge Avenue. Single family neighborhoods are located to the north. Additionally, a City owned parking lot is located in the southeast quadrant of the Church Street / Dodge Avenue intersection that is available for use by area businesses.

Existing Roadway Characteristics

A field investigation was conducted within the study area. As a result of this visit, the following information was obtained about the existing roadway network.

Church Street is an east-west street that runs along the southern frontage of the site. The Illinois Department of Transportation (IDOT) classifies Church Street as a Major Collector. Through the study area, one travel lane is provided in each direction without a dedicated median. At the signalized intersection of Church Street and Dodge Avenue, Church Street provides a dedicated right-turn lane and a shared through-left lane on the west leg. On the east leg of the intersection, Church Street does not provide dedicated turn-lanes. No turn on red signage between 7:00 AM to 6:00 PM is posted on all approaches of the Church Street / Dodge Avenue intersection. At the unsignalized intersection of Church Street and Darrow Avenue, Church Street does not provide dedicated turn lanes on both west and east legs of the intersection. A speed limit of 20 miles per hour (mph) is posted along Church Street through the study area. Church Street is under the jurisdiction of the City of Evanston.

Dodge Avenue is a north-south street located west of the site. IDOT classifies Dodge Avenue as a Major Collector. Through the study area, one travel lane is provided in each direction without a dedicated median. At its unsignalized intersection with the Church Street Alley, no dedicated turn lanes are provided. At its signalized intersection with Church Street, Dodge Avenue provides dedicated left-turn lanes on both north and south legs of the intersection. A speed limit of 25 miles per hour (mph) is posted on Dodge Avenue through the study area. Dodge Avenue is under the jurisdiction of the City of Evanston.

Darrow Avenue is a local north-south street that runs along the eastern frontage of the site. Through the study area, one travel lane is provided in each direction. At its unsignalized intersection with the Church Street Alley and Church Street, no dedicated turn lanes are provided. A speed limit of 25 miles per hour (mph) is posted on Darrow Avenue through the study area. Darrow Avenue is under the jurisdiction of the City of Evanston.

Church Street Alley is an east-west public alley that runs along the northern frontage of the site. A speed limit of 15 miles per hour (mph) is posted along the facility. The Church Street Alley does not provide dedicated turn lanes at its unsignalized intersections with Dodge Avenue or Darrow Avenue.

Non-Auto Accommodations

Non-Auto Accommodations are plentiful in the site area (see **Exhibit 2**) and include:

- CTA Bus Routes 93 and 206, which are accessible via bus stops at the intersection of Church Street / Dodge Avenue. Route 93 connects with the CTA “El” Kimball Brown Line Station, Davis Purple Line Station, and Metra’s (UP-N) Davis Street/Evanston Station. Route 206 connects with the CTA Howard Red/Purple/Yellow Station, as well as Metra’s (UP-N) Central St. Station.
- Pace Bus Routes 208 and 213 “H” which are accessible via bus stops at the intersection of Church Street / Dodge Avenue. Route 208 connects with the CTA “El” Davis Purple Line Station and Metra’s (UP-N) Davis Street/Evanston Station. This route also connects to Pace’s Northwest Transportation Center in Schaumburg. Route 213 connects with the CTA Davis Purple Line Station and Howard Red/Purple/Yellow Station, as well as Metra’s (UP-N) Davis St., Wilmette, Winnetka, Hubbard Woods, Glencoe, Braeside, and Highland Park Stations.
- Dedicated east-west cycle track located along the south side of Church Street which currently runs from Dodge Avenue east through the study area. There are plans to extend similar bicycle accommodations west from Dodge Avenue to McCormick Boulevard.
- Divvy bike sharing station along the south side of Church Street.
- Sidewalks which are provided along all study roadways, except the Church Street Alley.
- High visibility “ladder” style crosswalks, which are provided on all legs of the signalized intersection of Church Street/Dodge Avenue. A standard crosswalk is also provided on the south leg of the unsignalized intersection of Church Street/Darrow Avenue.
- The (UP-N) rail line which is accessible via the Davis Street/Evanston Station located approximately 3,500 feet east of the site.
- The CTA “L” Purple rail line, which is accessible via the Davis Station located approximately 3,800 feet east of the site.

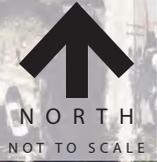
Traffic Count Data

Turning movement count data was collected in January 2022 at the intersections listed below. The counts were conducted on a typical weekday from 7:00 to 9:00AM and 3:00 to 6:00PM. These time periods coincide with the typical peak traffic periods of the surrounding street system.

- Church Street and Dodge Avenue
- Church Street and Darrow Avenue
- Darrow Avenue and Church Street Alley

- Dodge Avenue and Church Street Alley

The weekday peak traffic volumes occur within the study area from 7:45 to 8:45AM and 3:30 to 4:30PM. For purposes of this analysis, the peak hour traffic volumes were balanced between intersections. Existing peak hour traffic volumes are presented in **Exhibit 3**. A summary of the traffic count data is provided in **Appendix B**.

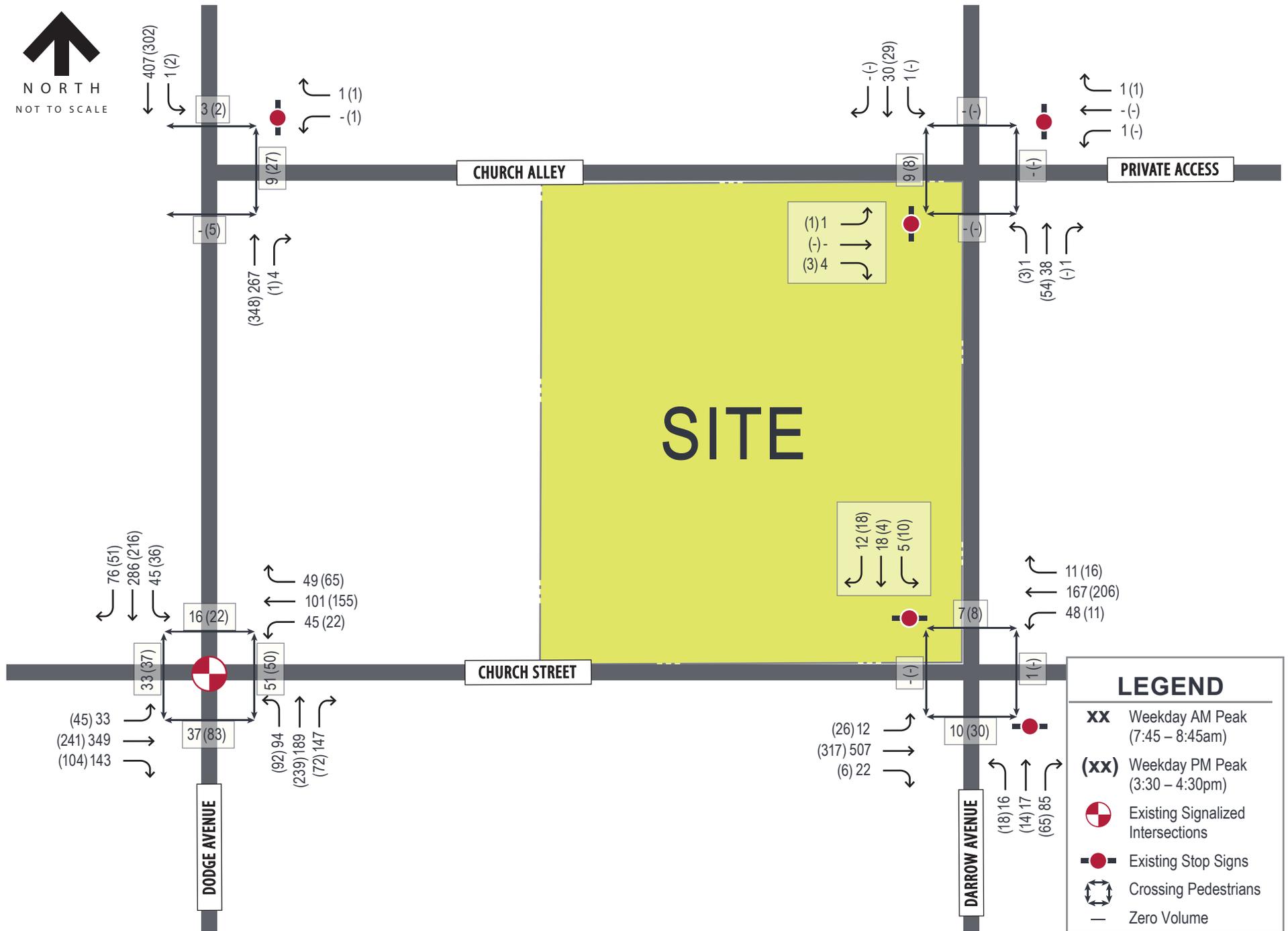


LEGEND

- Existing Travel Lane
- Existing Stop Sign
- Existing Signalized Intersection
- Existing PACE Bus Stop
- Existing CTA Bus Stop
- Existing DIVY Bike Station
- Existing Pedestrian Crossing

PARKING DESIGNATIONS

- NP** No Parking
- PP** Permit Parking
- 1Hr P** Free Parking



Crash Analysis

Kimley-Horn obtained crash data from IDOT Division of Safety for the most recent available five years (2016-2020) throughout the study area. A total of 40 crashes occurred within the study area over the five-year data collection period. Approximately two-thirds (28 of 40) of these crashed resulted in property damage only. Five crashes resulted in at least one minor injury, while a further six resulted in at least one serious injury. One crash, on Dodge Avenue, resulted in an incapacitating injury. No crashes resulted in fatalities.

More than half (24 of 40) of the crashes reviewed occurred at intersections. Two-thirds of the intersection crashes occurred at Church Street / Dodge Avenue, the remaining crashes split between the Church Street / Darrow Avenue and Dodge Avenue / Alley intersections. No intersection-related crashes were recorded at the Darrow Avenue / Alley intersection.

A total of four pedestrian and cyclist related crashes occurred. Details for each of these events are summarized below:

- One cyclist was struck by a driver at the Church Street / Dodge Avenue intersection, resulting in a serious injury. The crash occurred during the day.
- One pedestrian was struck by a driver at the Church Street / Dodge Avenue intersection, resulting in a serious injury. The crash occurred during the day.
- One pedestrian was struck by a driver performing a left-turn at the Church Street / Darrow Avenue Street intersection, resulting in a serious injury. The crash occurred after dark.
- One pedestrian was struck by a driver along Dodge Avenue, resulting in a minor injury. The crash occurred after dark.

Crash types by intersection and segment are summarized in **Table 2.1**, and an exhibit of crash locations is provided in **Appendix C**.

Table 2.2.1 Crash Analysis Summary (2016-2020)

| Crash Type | Intersection | | | Segment | | | Total |
|----------------------------|------------------------------|-------------------------------|----------------------|---------------|--------------|---------------|-----------|
| | Church Street / Dodge Avenue | Church Street / Darrow Avenue | Dodge Avenue / Alley | Church Street | Dodge Avenue | Darrow Avenue | |
| Angle | - | - | - | - | 1 | 1 | 2 |
| Fixed Object | 3 | 1 | - | - | - | - | 4 |
| Front to Front | - | - | - | - | - | 1 | 1 |
| Front to Rear | 6 | 1 | 1 | 1 | 1 | - | 10 |
| Parked Motor Vehicle | 3 | 1 | 1 | 2 | 4 | 1 | 12 |
| Pedestrian / Cyclist | 2 | 1 | - | - | 1 | - | 4 |
| Sideswipe – Same Direction | 1 | - | - | 1 | 1 | - | 3 |
| Turning | 1 | 2 | - | 1 | - | - | 4 |
| Total | 16 | 6 | 2 | 5 | 8 | 3 | 40 |

Parking Availability

During the site field visit conducted, Kimley-Horn also collected information about parking in the area. Parking operations are depicted on **Exhibit 2**. An existing public parking lot is located in the northeast corner of the proposed site and provides 10 parking stalls. On the day of the site visit, which was a weekday in January, it was observed that 2 of the approximate 10 available parking stalls in that lot were occupied. An additional public surface parking lot is located at the southeast corner of the intersection of Church Street and Dodge Avenue. As can be seen in Appendix A, this lot contains signage dedicating its use for local businesses only without the allowance of Evanston Township High School (ETHS) parking. On the day of the site visit, it was observed that 7 of the 52 available parking stalls in that lot were occupied.

Additionally, street parking is generally available throughout the study area. Each section of parking has specific guidelines/restrictions, which are displayed in detail Appendix A. It is worth noting that 8 parallel parking stalls are currently provided along the north side of Church Street, immediately south of the proposed development. These stalls currently allow for two-hour parking from 9AM-6PM, except for Sundays and holidays where this restriction is lifted. It is also worth noting that parking along the west side of Darrow Avenue, immediately east of the proposed development, is prohibited.

Existing Capacity Analysis

Capacity analysis for the existing and future conditions was performed using Synchro Version 11. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). LOS C is often considered for “design” purposes and LOS D is often considered as the lower threshold of providing acceptable traffic operations.

The LOS grades shown below, which are provided in the Transportation Research Board’s Highway Capacity Manual (HCM), quantify and categorize the driver’s discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.2**

Table 2.2 Level of Service Grading Descriptions¹

| Level of Service | Description |
|------------------|--|
| A | Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream. |
| B | Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream. |
| C | Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds. |
| D | Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease. |
| E | High control delay; average travel speed no more than 33 percent of free flow speed. |
| F | Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow. |

¹Highway Capacity Manual, 6th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.3**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2.3 Level of Service Grading Criteria¹

| Level of Service | Average Control Delay (s/veh) at: | |
|------------------|-----------------------------------|--------------------------|
| | Unsignalized Intersections | Signalized Intersections |
| A | 0 – 10 | 0 – 10 |
| B | > 10 – 15 | > 10 – 20 |
| C | > 15 – 25 | > 20 – 35 |
| D | > 25 – 35 | > 35 – 55 |
| E | > 35 – 50 | > 55 – 80 |
| F ² | > 50 | > 80 |

¹Highway Capacity Manual, 6th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. The results of capacity analysis for existing conditions are summarized in **Table 2.4**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results for the unsignalized study intersections are based on HCM 6th Edition capacity analysis, while results for the signalized intersection of Church Street / Dodge Avenue are based on Synchro Lanes, Volumes, Timings (LVT) results. Synchro LVT analysis was performed at this location due to limitations in HCM methodology preventing the analysis of intersections along roads with speed limits less than 25 MPH. The speed limit posted along Church Street through the study area is only 20 MPH. Signal timings at Church Street / Dodge Avenue were obtained from City of Evanston. Copies of the Synchro reports are provided in **Appendix D**.

Table 2.4 Existing (2022) Levels of Service

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | |
|---|----------------------|-----|----------------------|-----|
| | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| Church Street / Dodge Avenue * | | | | |
| Eastbound | 24 | C | 17 | B |
| Westbound | 21 | C | 18 | B |
| Northbound | 18 | B | 19 | B |
| Southbound | 29 | C | 26 | C |
| <i>Intersection</i> | 23 | C | 20- | B |
| Church Street / Darrow Avenue △ | | | | |
| Eastbound (Left) | 8 | A | 8 | A |
| Westbound (Left) | 9 | A | 8 | A |
| Northbound | 18 | C | 14 | B |
| Southbound | 18 | C | 14 | B |
| Dodge Avenue / Church Alley △ | | | | |
| Westbound | 12 | B | 13 | B |
| Southbound (Left) | 8 | A | 8 | A |
| Darrow Avenue / Church Alley / Private Access △ | | | | |
| Eastbound | 9 | A | 9 | A |
| Westbound | 9 | A | 9 | A |
| Northbound (Left) | 7 | A | 7 | A |
| Southbound (Left) | 7 | A | 7 | A |

△ - Minor-Leg Stop-Controlled Intersection

* - Signalized Intersection

All study intersections currently operate at LOS C or better during both morning and evening peak hours. The study intersections experience slightly more delay during the morning peak hour as students and parents travel to the nearby Evanston Township High School for the beginning of the school day. This same rush of traffic is not experienced during the evening peak hour due to the staggered arrival/departure of school-bound trips as more after-school activities take place. Significant pedestrian traffic is present in the area due to the proximity of this facility, which also attributes to any delay at the study intersections.

The 95th percentile queues for all stop-controlled movements during the morning and evening peak hours throughout the study area are one vehicle or less. The 95th percentile queues during both peak hours for the turning movements at the intersection of Church Street / Dodge Avenue are accommodated within the provided storage.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Proposed Site Plan

The proposed development would include one mixed-use building and one church. The first building contains retail/commercial space at ground level with low-income multi-family residences provided above from the second through fifth floors. The second building contains the two-story relocated Mt. Pisgah Ministry. A site plan prepared by Cordogan Clark dated April 21, 2022 for the mixed-use development and a site plan prepared by Suzuki+Kidd Architects dated April 22, 2022 for the church can be found in the **Appendix E**. Auto access to the five-story mixed-use building will be provided via a new drive to be located at the north end of the site which will be accessed off the Church Street Alley. Auto access to the relocated Mt. Pisgah Ministry is expected to be accommodated by existing parking options located near the site. The proposed development will include the following components:

- 44 affordable housing multi-family residential units
- 3,546 square feet of commercial retail space
- 208 seat church with accessory meeting and office space

Trip Generation

To calculate trips generated by the proposed development, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, Eleventh Edition. Copies of the ITE data sheets are provided in **Appendix F**.

To provide a conservative analysis scenario and estimate the number of trips generated by the affordable housing units, multiple land use codes (LUCs) were compared to determine a conservative fit that would appropriately model transportation demand. Because this residential development contains characteristics that align with multiple LUCs, **Tables 3.1 and 3.2** below display the differences in the predicted number of generated trips.

Table 3.1 ITE Trip Generation Data – Residential Land Use

| ITE Land Use | Unit | Weekday | | |
|--|----------------|----------------|---------------|---------------------------|
| | | Daily | AM Peak Hour | PM Peak Hour |
| Multi-Family Housing (Mid-Rise) – Not Close to Rail Transit ¹ - LUC 221 | Dwelling Units | 4.77X – 46.46 | 0.44X – 11.61 | 0.39X + 0.34 |
| Multi-Family Housing (Mid-Rise) – Close to Rail Transit ¹ - LUC 221 | Dwelling Units | 4.75X | 0.31X + 1.06 | 0.29X – 0.09 |
| Affordable Housing – LUC 223 | Dwelling Units | 3.73X + 139.35 | 0.21X + 17.21 | Ln(T) = 0.72 Ln(X) + 0.64 |

¹The subject site is located approximately 3,500 feet west of the Davis Street/Evanston Union-Pacific North rail line station and approximately 3,800 feet west of the Davis CTA Purple Line rail station. The intersection at Church Street/Dodge Avenue also provides bus stops for CTA Bus Routes 93 and 206 and Pace Bus Routes 208 and 213 “H”.

Table 3.2 ITE Trip Generation Comparison – Residential Land Use

| Land Use | Size | Daily | Weekday | | | | | |
|---|-------|-------|--------------|-----|-------|--------------|-----|-------|
| | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | In | Out | Total | In | Out | Total |
| Multi-Family Housing (Mid-Rise) – Not Close to Rail Transit | 44 DU | 163 | 2 | 6 | 8 | 11 | 7 | 18 |
| Multi-Family Housing (Mid-Rise) – Close to Rail Transit | 44 DU | 209 | 8 | 7 | 15 | 5 | 8 | 13 |
| Affordable Housing | 44 DU | 303 | 8 | 18 | 26 | 17 | 12 | 29 |

Based on a comparison of the difference in estimated site-generated trips arising from using various ITE Land Use Codes, it was determined to utilize Affordable Housing – LUC 223 to provide the most conservative estimate for the projected site-generated traffic volumes for this portion of the proposed development. **Table 3.3** displays trip generation data for the remaining land uses of the site, while including LUC 223 for the residential development. It should be noted that the data presented for Multi-Family Housing – Close to Rail Transit land use category seems counterintuitive, as generally vehicular trips decrease as access to transit increases. This irregularity is due to the lack of data that ITE poses for the “Close to Rail Transit” subcategory and does not impact the analysis due to the selection of Affordable Housing land use category.

Table 3.3 ITE Trip Generation Data – Overall Development

| Land Use | Size | Weekday | | |
|-------------------------------|----------------|-------------------|---|---|
| | | Daily | AM Peak Hour | PM Peak Hour |
| Strip Retail Plaza - LUC 822 | / 1000 SF GFA | $42.20X + 229.68$ | $\text{Ln}(T) = 0.66 \text{Ln}(X) + 1.84$ | $\text{Ln}(T) = 0.71 \text{Ln}(X) + 2.72$ |
| Affordable Housing – LUC 223 | Dwelling Units | $3.73X + 139.35$ | $0.21X + 17.21$ | $\text{Ln}(T) = 0.72 \text{Ln}(X) + 0.64$ |
| Church – LUC 560 ¹ | Seats | N/A | N/A | N/A |

¹The Mt. Pisgah Ministry holds nightly corporate prayer services from 6-7pm on Mondays-Fridays and weekly religious service at 11am on Sundays. These hours do not align with the AM and PM peak hours of the adjacent roadway facilities in which this analysis is based.

Note the absence of site-generated trips from the proposed relocation of the Mt. Pisgah Ministry. After a review of the church’s website and conversations with church representatives, it was determined that the peak hour of the facility does not align with the weekday peak hours of the other land uses proposed for this development. Site-generated traffic attributed to the proposed relocation of the Mt. Pisgah Ministry was therefore not included in this analysis. **Table 3.4** summarizes the daily, weekday morning, and weekday evening peak hour trip generations of the remaining proposed land uses of the development.

Table 3.4 Site-Generated Traffic Projections

| Land Use | Size | Daily | Weekday | | | | | |
|---------------------|---------------------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
| | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | In | Out | Total | In | Out | Total |
| Affordable Housing | 44 DU | 303 | 8 | 18 | 26 | 17 | 12 | 29 |
| Strip Retail Plaza | 3,546 SF | 379 | 9 | 6 | 15 | 19 | 18 | 37 |
| Church ¹ | 208 Seats | - | - | - | - | - | - | - |
| | Subtotals = | 682 | 17 | 24 | 41 | 36 | 30 | 66 |
| | Less Non-Auto Trips @ 40% | -273 | -7 | -9 | -16 | -15 | -12 | -27 |
| | Total New Trips = | 409 | 10 | 15 | 25 | 21 | 18 | 39 |

¹The Mt. Pisgah Ministry does not hold services during the AM and PM peak hours of the adjacent roadway facilities. Therefore, all site-generated trips from this land use are not considered in this analysis.

US census data indicates that an average of 40% of Evanston workers in the adjacent census tracts of the study area use alternate modes of transportation, as displayed in the **Appendix G**. Due to this finding and the existence of multiple non-auto transportation options in the area, a trip discount of 40% was applied to the site-generated traffic projections of the development. This discount is reflected in **Table 3.4**, as it is anticipated that the diverse, yet compatible array of uses in such a public transit-rich area will create many opportunities for non-auto trips.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease of motorist travel. The anticipated directional distribution is shown in **Table 3.5**. The total trip assignment is presented in **Exhibit 4** on the following page.

Table 3.5 Estimated Trip Distribution

| Traveling to/from | Estimated Trip Distribution |
|------------------------|-----------------------------|
| West on Church Street | 30% |
| East on Church Street | 25% |
| South on Dodge Avenue | 25% |
| North on Dodge Avenue | 15% |
| North on Darrow Avenue | 5% |
| Total | 100% |



| LEGEND | |
|-------------|------------------------------------|
| XX | Weekday AM Peak (7:45 – 8:45am) |
| (xx) | Weekday PM Peak (3:30 – 4:30pm) |
| | Existing Signalized Intersections |
| | Existing Stop Signs |
| | Proposed Stop Signs |
| | Crossing Pedestrians |
| | Zero Volume |

Parking Considerations

Before evaluating the total requirement of off-street parking spaces required for the development, the City of Evanston Code of Ordinances was referenced to determine if the development qualified for any reductions in parking due to its transit-oriented location. Areas in Evanston that qualify for such a reduction are limited to zoning districts D1, D2, D3, and D4 (as dictated in Title 6, Chapter 16-3-5 of the Code of Ordinances) in addition to City of Evanston defined TOD (Transit-Oriented Development) areas. The proposed development is not in one of the specified zoning districts and is not located in a TOD area, so any parking requirements dictated by the City code were not applied.

The City of Evanston Code of Ordinances Table 16-B – Schedule of Minimum Off Street Parking Requirements dictates the provision of 1 parking stall for every 10 seats in the main auditorium, assembly hall, or sanctuary of a religious institution. Considering the proposed 208-seat relocation of Mt. Pisgah Ministry, the resulting total church parking required is **21 total parking spaces**.

It is assumed that the 21 total parking spaces required for the facility will be available through nearby on-street parking options and existing public parking lots in the area. The existing public parking lot on the northeast corner of the site, which will be resurfaced for the development, will provide 7 public parking stalls (1 of which is ADA accessible) and is assumed to be open for church parking use. The existing public parking lot on the southeast corner of Dodge Avenue / Church Street additionally provides 52 parking stalls for local businesses and is located within 1,200 feet of the proposed church, which allows the spaces to be utilized to meet the zoning requirement as long as an agreement is reached between the church and the owner of the parking lot. Street parking along Darrow and Church Street will also allow for parking during church hours.

The City of Evanston Code of Ordinances 6-15-1-5 provides guidance for the calculation of off-street parking requirements for mixed use developments that receive the Inclusionary Housing Bonuses (IHO), such as the proposed five-story residential and retail building. The list below determines parking requirements for the proposed five-story mixed residential and commercial building.

- Multiple-family dwellings
 - Dwelling unit with 1 or fewer bedrooms: 0.75 parking spaces for each dwelling unit
 - Dwelling unit with 2 bedrooms: 1.25 parking spaces for each dwelling unit
 - Dwelling unit with 3 or more bedrooms: 1.5 spaces for each dwelling unit
 - Inclusionary Dwelling Unit: No parking required
- Retail Goods/Services Establishments and Food Stores
 - 1 parking space per 350 square feet of gross floor area

Based on the site plan provided in Appendix E, the proposed retail portions of the five-story building in the development will contain a combined 3,546 square feet of gross floor area. Using the rates provided above and removing 2,000 square feet that is exempt per City code, the resulting total retail parking required by the City of Evanston is roughly **4 total parking spaces**.

While the guidance provided in the City of Evanston Code of Ordinances helps determine the number of off-street parking stalls required for multiple-family dwellings, due to the nature of the low-income housing, it is anticipated that auto ownership of the eventual residents of the proposed development will be lower than market rate multi-family housing. The proposed residential development will contain 13 one-bedroom units (incl. 2 IHO), 20 two-bedroom units (incl. 4 IHO), and 11 three-bedroom units

(incl 3 IHO). Using the rates provided above, the resulting total residential parking required by the City of Evanston is roughly **41 total parking spaces**. However, the ITE Parking Generation Manual, Fifth Edition was further referenced to determine empirical parking demand for a residential development of this nature. As displayed in **Appendix H**, the peak parking demand on a typical weekday for LUC 223 – Affordable Housing is projected at **28 parking spaces**. Additionally, the peak parking demand on a typical Saturday is projected at 21 parking spaces.

The site plan indicates that 47 total parking spaces are to be provided, which exceeds the typical requirements of a development of this nature as defined in the ITE Parking Generation Manual, Fifth Edition, while also exceeding the City of Evanston code requirement of 45 spaces. Due to the site's proximity to numerous non-auto transit options and the typical parking requirements of similar developments, it is anticipated that the proposed parking supply of 47 parking spaces will adequately accommodate peak parking demand.

The site plan depicts the conversion of 2 of the 8 on-street parking stalls to a shared loading/drop-off zone that are currently provided along the north side of Church Street, immediately south of the development. A bump-out at the northwest quadrant of Church Street and Darrow Avenue is recommended to shorten crossing distance for pedestrians. The 6 remaining parking stalls along the north side of Church Street are recommended to remain to facilitate access to the proposed retail development.

4. FUTURE CONDITIONS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future projections for analysis.

Build Capacity Analysis

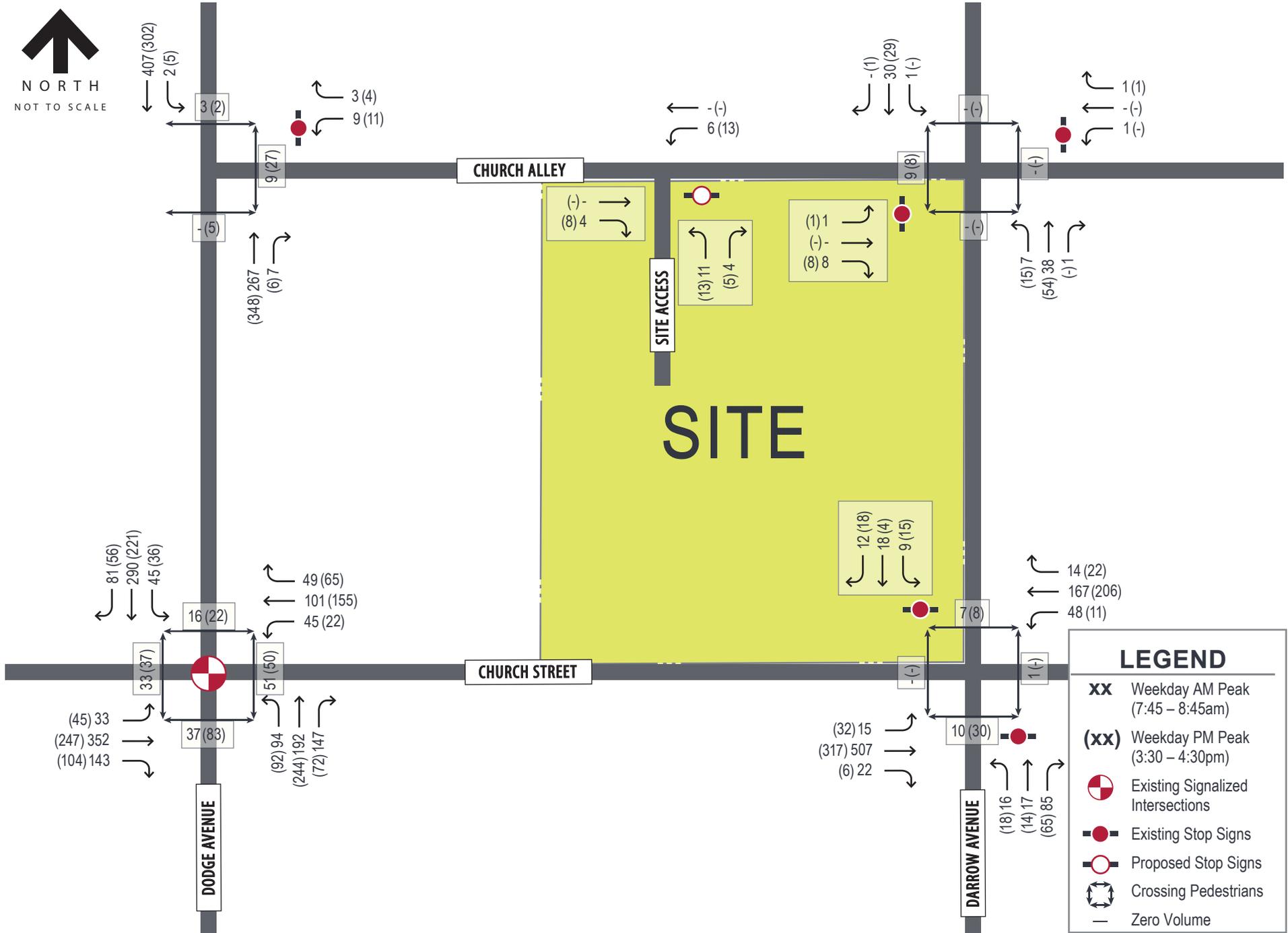
Build volumes, composed of background traffic (Exhibit 3) and the site trip assignment (Exhibit 4), are presented in **Exhibit 5**. Based on the volumes presented in Exhibit 5, capacity results were identified for the study intersections under Build conditions. The results of the capacity analysis are summarized in **Table 4.1**. Consistent with the Existing (2022) Conditions analysis, the results are based on Synchro’s HCM 6th Edition with the exception of the signalized intersection of Church Street / Dodge Avenue, which is based on Synchro LVT reporting due to the existing posted speed limit along Church Street. Copies of the Synchro reports are included in **Appendix I**.

Table 4.1 Build Levels of Service

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | |
|---|----------------------|-----|----------------------|-----|
| | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| Church Street / Dodge Avenue * | | | | |
| Eastbound | 24 | C | 18 | B |
| Westbound | 21 | C | 18 | B |
| Northbound | 18 | B | 18 | B |
| Southbound | 29 | C | 26 | C |
| Intersection | 23 | C | 20- | B |
| Church Street / Darrow Avenue △ | | | | |
| Eastbound (Left) | 8 | A | 8 | A |
| Westbound (Left) | 9 | A | 8 | A |
| Northbound | 18 | C | 14 | B |
| Southbound | 20+ | C | 15 | B |
| Dodge Avenue / Church Alley △ | | | | |
| Westbound | 14 | B | 14 | B |
| Southbound (Left) | 8 | A | 8 | A |
| Darrow Avenue / Church Alley / Private Access △ | | | | |
| Eastbound | 9 | A | 9 | A |
| Westbound | 9 | A | 9 | A |
| Northbound (Left) | 7 | A | 7 | A |
| Southbound (Left) | 7 | A | 7 | A |
| Church Alley / Site Access △ | | | | |
| Westbound (Left) | 7 | A | 7 | A |
| Northbound | 9 | A | 9 | A |

△ - Minor-Leg Stop-Controlled Intersection

* - Signalized Intersection



LEGEND

- xx** Weekday AM Peak (7:45 – 8:45am)
- (xx)** Weekday PM Peak (3:30 – 4:30pm)
- Existing Signalized Intersections
- Existing Stop Signs
- Proposed Stop Signs
- Crossing Pedestrians
- Zero Volume

With the addition of site-generated traffic, delay is expected to slightly increase as compared to existing conditions. All study intersections are expected to continue operating at the same level of service in both morning and evening peak hours with the exception of the Church Street / Dodge Avenue. The westbound and northbound movements at this intersection are expected to operate at LOS C (as compared to LOS B under Existing conditions). No improvements are recommended as the LOS is well within acceptable operations.

The 95th percentile queues for all stop-controlled movements during the morning and evening peak hours throughout the study area are projected to remain at one vehicle or less. Furthermore, the 95th percentile queues during both peak hours for the turning movements at the intersection of Church Street / Dodge Avenue are projected to remain within the provided storage.

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the existing roadway network will readily accommodate the proposed development traffic. No major geometric improvements, such as adding turn lanes, are anticipated to be needed.

Thus, the following recommendations focus on site operations:

- Create a sidewalk bump-out at the northwest corner of the intersection of Church Street / Darrow Avenue. A striped crosswalk across Darrow Avenue at this location is also recommended and will help draw pedestrian trips and facilitate safe access to the proposed development.
- Maintain the existing parking stalls along the north side of Church Street between Dodge Avenue and Darrow Avenue.
- Replace any sidewalk that is displaced during development.
- Provide Stop control and a stop bar for northbound site traffic exiting onto the Church Street Alley at the new access drive.
- Bike storage / racks should be provided for both residents of the multi-family dwellings and the commercial uses to encourage use of the existing dedicated bike facilities along Church Street and Dodge Avenue.
- The project civil engineer should run AutoTurn to examine turning operations at the new access drive and throughout the study area.

TECHNICAL APPENDIX

- A. Photo Inventory
- B. Traffic Count Data
- C. IDOT Crash Data
- D. Existing (2022) Capacity Reports
- E. Conceptual Site Plan
- F. ITE Trip Generation Data
- G. Census Data
- H. ITE Parking Generation Data
- I. Build Capacity Reports

A. PHOTO INVENTORY



NORTHBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



SOUTHBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



EASTBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



WESTBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



NORTHBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



SOUTHBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



EASTBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



WESTBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



NORTHBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



SOUTHBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



WESTBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



NORTHBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



SOUTHBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



EASTBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



WESTBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



DODGE AVE EASTBOUND PACE BUS STOP



DODGE AVE & CHURCH ST DIVY BIKE STATION



DODGE AVE EASTBOUND BIKE PATH



DODGE AVE EASTBOUND PARKING SIGNAGE



DODGE AVE EASTBOUND PARKING SIGNAGE



DODGE AVE WESTBOUND PARKING SIGNAGE



DODGE AVE WESTBOUND PARKING SIGNAGE



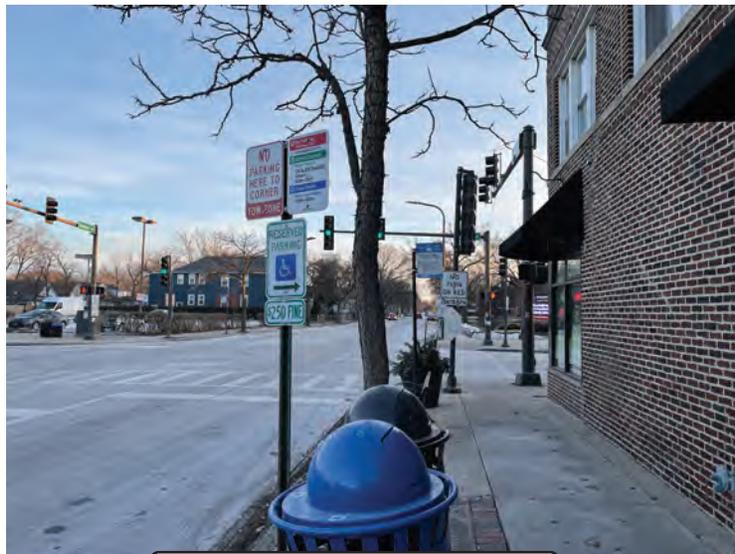
DODGE AVE WESTBOUND PARKING SIGNAGE



NORTHBOUND DODGE AVE PARKING SIGNAGE



NORTHBOUND DODGE AVE CTA BUS STOP



SOUTHBOUND DODGE AVE CTA BUS STOP



NORTHBOUND DODGE AVE PARKING SIGNAGE



SIGNAGE AT PUBLIC PARKING LOT AT SOUTHEAST CORNER OF CHURCH ST/DODGE AVE INTERSECTION



PUBLIC PARKING LOT AT NORTHEAST CORNER OF PROPOSED DEVELOPMENT



WESTBOUND CHURCH ALLEY & PUBLIC PARKING LOT



NORTHBOUND DARROW AVENUE PARKING SIGNAGE

B. TRAFFIC COUNT DATA

Study Name 1_Church Street & Dodge Avenue
 Date Thursday, January 20, 2022

Report Summary

| Time Period | Class. | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | Crosswalk | | | |
|-------------------|--------------------|-----------|------|------|------|------|------|-----------|------|------|------|------|------|------------|------|------|------|------|------|------------|------|------|------|------|------|-----------|-------------|-------|-----|
| | | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | Total | Pedestrians | Total | |
| AM Peak Period | Lights | 0 | 30 | 337 | 142 | 509 | 256 | 0 | 42 | 93 | 40 | 175 | 524 | 0 | 91 | 177 | 146 | 414 | 458 | 0 | 41 | 274 | 72 | 387 | 247 | 1485 | EB | 33 | 33 |
| Specified Period | % | 0% | 91% | 95% | 99% | 96% | 94% | 0% | 93% | 92% | 82% | 90% | 96% | 0% | 97% | 94% | 99% | 96% | 96% | 0% | 91% | 95% | 95% | 95% | 91% | 95% | | 100% | |
| 7:45 AM - 8:45 AM | Mediums | 0 | 3 | 12 | 1 | 16 | 12 | 0 | 3 | 7 | 9 | 19 | 17 | 0 | 2 | 10 | 1 | 13 | 17 | 0 | 4 | 13 | 3 | 20 | 22 | 68 | WB | 51 | 51 |
| One Hour Peak | % | 0% | 9% | 3% | 1% | 3% | 4% | 0% | 7% | 7% | 18% | 10% | 3% | 0% | 2% | 5% | 1% | 3% | 4% | 0% | 9% | 5% | 4% | 5% | 8% | 4% | | 100% | |
| 7:45 AM - 8:45 AM | Articulated Trucks | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 11 | NB | 37 | 37 |
| | % | 0% | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 1% | 0% | 1% | 1% | | 100% | |
| | Total | 0 | 33 | 354 | 143 | 530 | 271 | 0 | 45 | 101 | 49 | 195 | 546 | 0 | 94 | 189 | 147 | 430 | 476 | 0 | 45 | 288 | 76 | 409 | 271 | 1564 | | 137 | 137 |
| | PHF | 0 | 0.82 | 0.77 | 0.78 | 0.88 | 0.74 | 0 | 0.66 | 0.77 | 0.72 | 0.73 | 0.92 | 0 | 0.65 | 0.84 | 0.68 | 0.77 | 0.77 | 0 | 0.62 | 0.77 | 0.76 | 0.77 | 0.88 | 0.86 | | | |
| | HV % | 0% | 9% | 5% | 1% | 4% | 6% | 0% | 7% | 8% | 18% | 10% | 4% | 0% | 3% | 6% | 1% | 4% | 4% | 0% | 9% | 5% | 5% | 5% | 9% | 5% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 16 | 16 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| PM Peak Period | Lights | 0 | 42 | 232 | 101 | 375 | 296 | 0 | 22 | 153 | 61 | 236 | 334 | 0 | 92 | 231 | 71 | 394 | 334 | 0 | 31 | 211 | 51 | 293 | 334 | 1298 | EB | 37 | 37 |
| Specified Period | % | 0% | 93% | 98% | 97% | 97% | 98% | 0% | 100% | 96% | 94% | 96% | 97% | 0% | 100% | 96% | 99% | 97% | 97% | 0% | 86% | 96% | 100% | 96% | 95% | 97% | | 100% | |
| 3:30 PM - 4:30 PM | Mediums | 0 | 3 | 4 | 3 | 10 | 4 | 0 | 0 | 4 | 4 | 8 | 10 | 0 | 0 | 10 | 1 | 11 | 10 | 0 | 5 | 7 | 0 | 12 | 17 | 41 | WB | 50 | 50 |
| One Hour Peak | % | 0% | 7% | 2% | 3% | 3% | 1% | 0% | 0% | 3% | 6% | 3% | 3% | 0% | 0% | 4% | 1% | 3% | 3% | 0% | 14% | 3% | 0% | 4% | 5% | 3% | | 100% | |
| 3:30 PM - 4:30 PM | Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | NB | 83 | 83 |
| | % | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| | Total | 0 | 45 | 236 | 104 | 385 | 302 | 0 | 22 | 159 | 65 | 246 | 344 | 0 | 92 | 241 | 72 | 405 | 345 | 0 | 36 | 219 | 51 | 306 | 351 | 1342 | | 192 | 192 |
| | PHF | 0 | 0.75 | 0.79 | 0.74 | 0.78 | 0.91 | 0 | 0.92 | 0.71 | 0.54 | 0.89 | 0.69 | 0 | 0.68 | 0.81 | 0.49 | 0.7 | 0.89 | 0 | 0.75 | 0.87 | 0.64 | 0.96 | 0.74 | 0.82 | | | |
| | HV % | 0% | 7% | 2% | 3% | 3% | 2% | 0% | 0% | 4% | 6% | 4% | 3% | 0% | 0% | 4% | 1% | 3% | 3% | 0% | 14% | 4% | 0% | 4% | 5% | 3% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 22 | 22 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |

Study Name 2_Church Street & Darrow Avenue
 Date Thursday, January 20, 2022

Report Summary

| Time Period | Class. | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | Crosswalk | | | |
|-------------------|--------------------|-----------|------|------|------|------|------|-----------|------|------|------|------|------|------------|------|------|------|------|------|------------|------|------|------|------|------|-----------|-------------|-------|----|
| | | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | Total | Pedestrians | Total | |
| AM Peak Period | Lights | 0 | 12 | 481 | 22 | 515 | 174 | 0 | 47 | 149 | 11 | 207 | 570 | 0 | 16 | 18 | 85 | 119 | 87 | 0 | 4 | 18 | 9 | 31 | 41 | 872 | EB | 0 | 0 |
| Specified Period | % | 0% | 100% | 96% | 100% | 96% | 90% | 0% | 98% | 90% | 100% | 92% | 96% | 0% | 100% | 100% | 100% | 100% | 99% | 0% | 80% | 100% | 75% | 89% | 100% | 95% | | 0% | |
| 7:45 AM - 8:45 AM | Mediums | 0 | 0 | 16 | 0 | 16 | 19 | 0 | 1 | 16 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 4 | 0 | 37 | WB | 0 | 0 |
| One Hour Peak | % | 0% | 0% | 3% | 0% | 3% | 10% | 0% | 2% | 10% | 0% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 20% | 0% | 25% | 11% | 0% | 4% | | 0% | |
| 7:45 AM - 8:45 AM | Articulated Trucks | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | NB | 10 | 10 |
| | % | 0% | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | | 100% | |
| | Total | 0 | 12 | 502 | 22 | 536 | 194 | 0 | 48 | 166 | 11 | 225 | 592 | 0 | 16 | 18 | 85 | 119 | 88 | 0 | 5 | 18 | 12 | 35 | 41 | 915 | | 17 | 17 |
| | PHF | 0 | 0.5 | 0.9 | 0.55 | 0.92 | 0.71 | 0 | 0.46 | 0.75 | 0.69 | 0.66 | 0.85 | 0 | 0.5 | 0.64 | 0.52 | 0.53 | 0.46 | 0 | 0.42 | 0.38 | 0.6 | 0.51 | 0.64 | 0.75 | | | |
| | HV % | 0% | 0% | 4% | 0% | 4% | 10% | 0% | 2% | 10% | 0% | 8% | 4% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 20% | 0% | 25% | 11% | 0% | 5% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 7 | 7 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| PM Peak Period | Lights | 0 | 24 | 314 | 6 | 344 | 227 | 0 | 11 | 192 | 16 | 219 | 389 | 0 | 18 | 14 | 65 | 97 | 21 | 0 | 10 | 4 | 17 | 31 | 54 | 691 | EB | 0 | 0 |
| Specified Period | % | 0% | 96% | 97% | 100% | 97% | 96% | 0% | 100% | 96% | 100% | 96% | 98% | 0% | 100% | 100% | 100% | 100% | 100% | 0% | 100% | 100% | 94% | 97% | 98% | 97% | | 0% | |
| 3:30 PM - 4:30 PM | Mediums | 0 | 1 | 9 | 0 | 10 | 9 | 0 | 0 | 8 | 0 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 19 | WB | 1 | 1 |
| One Hour Peak | % | 0% | 4% | 3% | 0% | 3% | 4% | 0% | 0% | 4% | 0% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 3% | 2% | 3% | | 100% | |
| 3:30 PM - 4:30 PM | Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | NB | 30 | 30 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| | Total | 0 | 25 | 323 | 6 | 354 | 237 | 0 | 11 | 201 | 16 | 228 | 398 | 0 | 18 | 14 | 65 | 97 | 21 | 0 | 10 | 4 | 18 | 32 | 55 | 711 | | 39 | 39 |
| | PHF | 0 | 0.78 | 0.68 | 0.3 | 0.73 | 0.91 | 0 | 0.39 | 0.85 | 0.44 | 0.9 | 0.67 | 0 | 0.5 | 0.39 | 0.52 | 0.53 | 0.4 | 0 | 0.62 | 1 | 0.75 | 0.89 | 0.62 | 0.76 | | | |
| | HV % | 0% | 4% | 3% | 0% | 3% | 4% | 0% | 0% | 4% | 0% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 3% | 2% | 3% | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 8 | 8 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |

Study Name 3_Dodge Avenue & Church Alley
 Date Thursday, January 20, 2022

Report Summary

| Time Period | Class. | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Crosswalk | |
|-------------------|--------------------|------------|------|------|------|------|------|-----------|----|------|------|------|------|------------|------|------|-------|-------------|-------|-----------|--|
| | | T | L | U | I | O | R | L | U | I | O | R | T | U | I | O | Total | Pedestrians | Total | | |
| AM Peak Period | Lights | 384 | 1 | 1 | 386 | 248 | 1 | 0 | 0 | 1 | 3 | 2 | 246 | 0 | 248 | 384 | 635 | SB | 3 | 3 | |
| Specified Period | % | 95% | 100% | 100% | 95% | 92% | 100% | 0% | 0% | 100% | 60% | 50% | 92% | 0% | 91% | 95% | 93% | | 100% | | |
| 7:00 AM - 9:15 AM | Mediums | 18 | 0 | 0 | 18 | 22 | 0 | 0 | 0 | 0 | 2 | 2 | 22 | 0 | 24 | 18 | 42 | WB | 9 | 9 | |
| One Hour Peak | % | 4% | 0% | 0% | 4% | 8% | 0% | 0% | 0% | 0% | 40% | 50% | 8% | 0% | 9% | 4% | 6% | | 100% | | |
| 7:45 AM - 8:45 AM | Articulated Trucks | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | NB | 0 | 0 | |
| | % | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | | 0% | | |
| | Total | 405 | 1 | 1 | 407 | 270 | 1 | 0 | 0 | 1 | 5 | 4 | 268 | 0 | 272 | 405 | 680 | | | | |
| | PHF | 0.79 | 0.25 | 0.25 | 0.79 | 0.85 | 0.25 | 0 | 0 | 0.25 | 0.62 | 1 | 0.84 | 0 | 0.84 | 0.79 | 0.84 | | | | |
| | HV % | 5% | 0% | 0% | 5% | 8% | 0% | 0% | 0% | 0% | 40% | 50% | 8% | 0% | 9% | 5% | 7% | | | | |
| | Bicycles on Road | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | | 12 | 12 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | |
| PM Peak Period | Lights | 285 | 2 | 0 | 287 | 330 | 1 | 1 | 0 | 2 | 3 | 1 | 329 | 1 | 331 | 287 | 620 | SB | 2 | 2 | |
| Specified Period | % | 96% | 100% | 0% | 96% | 95% | 100% | 100% | 0% | 100% | 100% | 100% | 95% | 100% | 95% | 96% | 95% | | 100% | | |
| 3:00 PM - 6:15 PM | Mediums | 12 | 0 | 0 | 12 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 12 | 28 | WB | 27 | 27 | |
| One Hour Peak | % | 4% | 0% | 0% | 4% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 5% | 4% | 4% | | 100% | | |
| 3:30 PM - 4:30 PM | Articulated Trucks | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | NB | 5 | 5 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | | |
| | Total | 298 | 2 | 0 | 300 | 347 | 1 | 1 | 0 | 2 | 3 | 1 | 346 | 1 | 348 | 300 | 650 | | | | |
| | PHF | 0.91 | 0.5 | 0 | 0.91 | 0.74 | 0.25 | 0.25 | 0 | 0.5 | 0.38 | 0.25 | 0.74 | 0.25 | 0.74 | 0.9 | 0.86 | | | | |
| | HV % | 4% | 0% | 0% | 4% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 5% | 4% | 4% | | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | 34 | 34 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | |

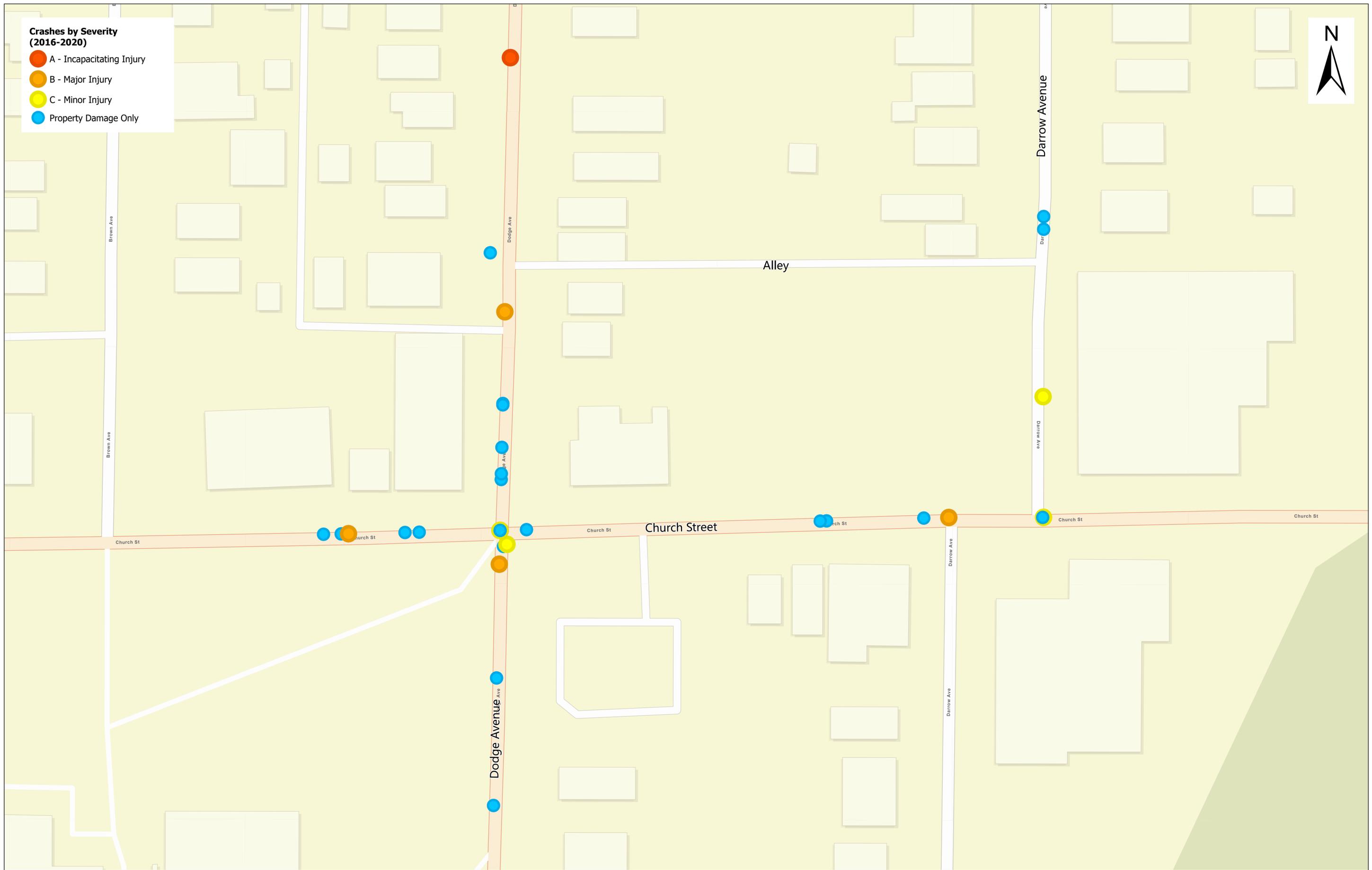
Study Name 4_Darrow Avenue & Church Alley
 Date Thursday, January 20, 2022

Report Summary

| Time Period | Class. | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Crosswalk | | | | | | | | | | | | |
|---------------------------------|--------------------|-----------|------|----|------|-----------|------|----|------|------------|------|------|------|------------|------|------|------|-----------|-----|-------|-------------|-------|----|------|------|------|------|---|---|--|
| | | U | L | T | R | I | O | U | L | T | R | I | O | U | L | T | R | I | O | Total | Pedestrians | Total | | | | | | | | |
| AM Peak Period Specified Period | Lights | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 37 | 1 | 39 | 31 | 0 | 1 | 26 | 0 | 27 | 39 | 73 | EB | 9 | 9 | |
| | % | 0% | 100% | 0% | 100% | 100% | 100% | 0% | 100% | 0% | 100% | 100% | 100% | 0% | 100% | 100% | 100% | 100% | 91% | 0% | 100% | 90% | 0% | 90% | 100% | 96% | 100% | | | |
| 7:45 AM - 8:45 AM | Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | WB | 0 | 0 | |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 10% | 0% | 10% | 0% | 4% | 0% | | | |
| 7:45 AM - 8:45 AM | Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NB | 0 | 0 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | Total | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 37 | 1 | 39 | 34 | 0 | 1 | 29 | 0 | 30 | 39 | 76 | | 9 | 9 | |
| | PHF | 0 | 0.25 | 0 | 0.5 | 0.62 | 0.25 | 0 | 0.25 | 0 | 0.25 | 0.5 | 0.5 | 0 | 0.25 | 0.58 | 0.25 | 0.57 | 0.5 | 0 | 0.25 | 0.48 | 0 | 0.47 | 0.61 | 0.63 | | | | |
| | HV % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 10% | 0% | 10% | 0% | 4% | | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | SB | 0 | 0 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| PM Peak Period Specified Period | Lights | 0 | 1 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 51 | 0 | 54 | 31 | 0 | 0 | 28 | 0 | 28 | 53 | 87 | EB | 8 | 8 | |
| | % | 0% | 100% | 0% | 100% | 100% | 100% | 0% | 0% | 0% | 100% | 100% | 0% | 0% | 100% | 94% | 0% | 95% | 97% | 0% | 0% | 97% | 0% | 97% | 95% | 96% | 100% | | | |
| 3:30 PM - 4:30 PM | Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | WB | 0 | 0 | |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 3% | 0% | 0% | 3% | 0% | 3% | 2% | 2% | 0% | | | |
| 3:30 PM - 4:30 PM | Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NB | 0 | 0 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | Total | 0 | 1 | 0 | 3 | 4 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 54 | 0 | 57 | 32 | 0 | 0 | 29 | 0 | 29 | 56 | 91 | | 8 | 8 | |
| | PHF | 0 | 0.25 | 0 | 0.38 | 0.5 | 0.38 | 0 | 0 | 0 | 0.25 | 0.25 | 0 | 0 | 0.38 | 0.61 | 0 | 0.59 | 0.8 | 0 | 0 | 0.72 | 0 | 0.72 | 0.64 | 0.76 | | | | |
| | HV % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 3% | 0% | 0% | 3% | 0% | 3% | 2% | 2% | | | | |
| | Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | SB | 0 | 0 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 2% | 0% | | | |

C. IDOT CRASH DATA

- Crashes by Severity (2016-2020)**
- A - Incapacitating Injury
 - B - Major Injury
 - C - Minor Injury
 - Property Damage Only



D. EXISTING (2022) CAPACITY REPORTS

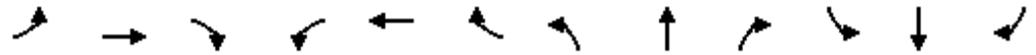
Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
AM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | |  | |  |  | |  |  | |
| Traffic Volume (vph) | 33 | 349 | 143 | 45 | 101 | 49 | 94 | 189 | 147 | 45 | 286 | 76 |
| Future Volume (vph) | 33 | 349 | 143 | 45 | 101 | 49 | 94 | 189 | 147 | 45 | 286 | 76 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 10 | 12 | 11 | 12 | 10 | 15 | 12 | 10 | 16 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 45 | | 0 | 50 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 60 | | | 85 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.91 | | 0.98 | | 0.95 | 0.96 | | 0.97 | 0.97 | |
| Frt | | | 0.850 | | 0.966 | | | 0.934 | | | 0.969 | |
| Flt Protected | | 0.996 | | | 0.989 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1450 | 1478 | 0 | 1358 | 0 | 1636 | 1802 | 0 | 1546 | 1675 | 0 |
| Flt Permitted | | 0.959 | | | 0.840 | | 0.319 | | | 0.473 | | |
| Satd. Flow (perm) | 0 | 1394 | 1340 | 0 | 1145 | 0 | 523 | 1802 | 0 | 744 | 1675 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 151 | | 22 | | | 50 | | | 17 | |
| Link Speed (mph) | | 20 | | | 20 | | | 20 | | | 20 | |
| Link Distance (ft) | | 957 | | | 414 | | | 841 | | | 197 | |
| Travel Time (s) | | 32.6 | | | 14.1 | | | 28.7 | | | 6.7 | |
| Confl. Peds. (#/hr) | 16 | | 37 | 37 | | 16 | 51 | | 33 | 33 | | 51 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 9% | 5% | 2% | 7% | 8% | 18% | 3% | 6% | 2% | 9% | 5% | 5% |
| Parking (#/hr) | | 7 | | | 7 | | | | | | 7 | |
| Adj. Flow (vph) | 35 | 367 | 151 | 47 | 106 | 52 | 99 | 199 | 155 | 47 | 301 | 80 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 402 | 151 | 0 | 205 | 0 | 99 | 354 | 0 | 47 | 381 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 10 | | | 10 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.31 | 1.09 | 1.00 | 1.25 | 1.00 | 1.09 | 0.88 | 1.00 | 1.09 | 1.03 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | Right | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
AM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 8.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 6.0 | 14.0 | | 6.0 | 14.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 35.0 | | 15.0 | 35.0 | |
| Total Split (%) | 41.2% | 41.2% | 41.2% | 41.2% | 41.2% | | 17.6% | 41.2% | | 17.6% | 41.2% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 12.0 | 29.0 | | 12.0 | 29.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 3.0 | 4.5 | | 3.0 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 14.0 | | | 14.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 29.7 | 29.7 | | 29.7 | | 34.2 | 26.0 | | 31.0 | 22.7 | |
| Actuated g/C Ratio | | 0.40 | 0.40 | | 0.40 | | 0.46 | 0.35 | | 0.42 | 0.31 | |
| v/c Ratio | | 0.72 | 0.24 | | 0.43 | | 0.27 | 0.53 | | 0.12 | 0.72 | |
| Control Delay | | 30.9 | 4.7 | | 20.7 | | 11.6 | 19.7 | | 10.2 | 30.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 30.9 | 4.7 | | 20.7 | | 11.6 | 19.7 | | 10.2 | 30.7 | |
| LOS | | C | A | | C | | B | B | | B | C | |
| Approach Delay | | 23.7 | | | 20.7 | | | 17.9 | | | 28.5 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Queue Length 50th (ft) | | 161 | 0 | | 63 | | 23 | 115 | | 11 | 151 | |
| Queue Length 95th (ft) | | #348 | 38 | | 141 | | 46 | 197 | | 26 | 254 | |
| Internal Link Dist (ft) | | 877 | | | 334 | | | 761 | | | 117 | |
| Turn Bay Length (ft) | | | | | | | 45 | | | 50 | | |
| Base Capacity (vph) | | 562 | 630 | | 474 | | 432 | 783 | | 481 | 685 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | 0.24 | | 0.43 | | 0.23 | 0.45 | | 0.10 | 0.56 | |

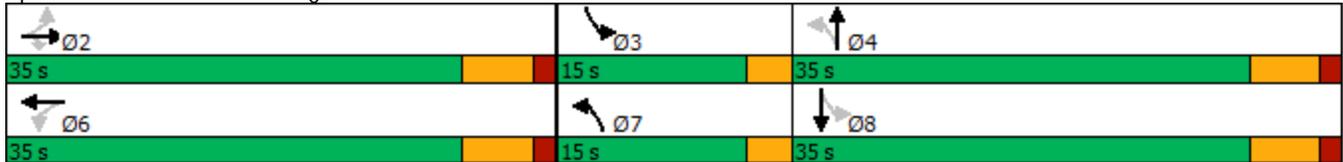
| Intersection Summary | |
|------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 85 |
| Actuated Cycle Length: | 73.6 |
| Natural Cycle: | 55 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.72 |

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
 AM Peak Hour

| | |
|---|------------------------|
| Intersection Signal Delay: 23.0 | Intersection LOS: C |
| Intersection Capacity Utilization 81.8% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 100: Dodge Avenue & Church Street



| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 507 | 22 | 48 | 167 | 11 | 16 | 17 | 85 | 5 | 18 | 12 |
| Future Vol, veh/h | 12 | 507 | 22 | 48 | 167 | 11 | 16 | 17 | 85 | 5 | 18 | 12 |
| Conflicting Peds, #/hr | 10 | 0 | 7 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 4 | 2 | 2 | 10 | 2 | 2 | 2 | 2 | 20 | 2 | 25 |
| Mvmt Flow | 13 | 534 | 23 | 51 | 176 | 12 | 17 | 18 | 89 | 5 | 19 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 198 | 0 | 0 | 564 | 0 | 0 | 879 | 879 | 553 | 919 | 884 | 192 |
| Stage 1 | - | - | - | - | - | - | 579 | 579 | - | 294 | 294 | - |
| Stage 2 | - | - | - | - | - | - | 300 | 300 | - | 625 | 590 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.3 | 6.52 | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.3 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.3 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.68 | 4.018 | 3.525 |
| Pot Cap-1 Maneuver | 1375 | - | - | 1008 | - | - | 268 | 286 | 533 | 234 | 284 | 794 |
| Stage 1 | - | - | - | - | - | - | 501 | 501 | - | 677 | 670 | - |
| Stage 2 | - | - | - | - | - | - | 709 | 666 | - | 443 | 495 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1361 | - | - | 1000 | - | - | 234 | 261 | 529 | 173 | 259 | 786 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 234 | 261 | - | 173 | 259 | - |
| Stage 1 | - | - | - | - | - | - | 490 | 490 | - | 661 | 626 | - |
| Stage 2 | - | - | - | - | - | - | 638 | 622 | - | 350 | 484 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 1.9 | | | 18 | | | 18.3 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 401 | 1361 | - | - | 1000 | - | - | 308 |
| HCM Lane V/C Ratio | 0.31 | 0.009 | - | - | 0.051 | - | - | 0.12 |
| HCM Control Delay (s) | 18 | 7.7 | 0 | - | 8.8 | 0 | - | 18.3 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.3 | 0 | - | - | 0.2 | - | - | 0.4 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 267 | 4 | 1 | 407 |
| Future Vol, veh/h | 1 | 1 | 267 | 4 | 1 | 407 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 9 | 9 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 8 | 50 | 2 | 5 |
| Mvmt Flow | 1 | 1 | 281 | 4 | 1 | 428 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 725 | 292 | 0 | 0 | 294 |
| Stage 1 | 292 | - | - | - | - |
| Stage 2 | 433 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 392 | 747 | - | - | 1268 |
| Stage 1 | 758 | - | - | - | - |
| Stage 2 | 654 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 387 | 741 | - | - | 1257 |
| Mov Cap-2 Maneuver | 387 | - | - | - | - |
| Stage 1 | 751 | - | - | - | - |
| Stage 2 | 651 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 12.1 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 508 | 1257 |
| HCM Lane V/C Ratio | - | - | 0.004 | 0.001 |
| HCM Control Delay (s) | - | - | 12.1 | 7.9 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

HCM 6th TWSC
400: Darrow Avenue & Church Alley/Private Access

Existing (2022) Traffic Volumes
AM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 38 | 1 | 1 | 30 | 1 |
| Future Vol, veh/h | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 38 | 1 | 1 | 30 | 1 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 9 | 9 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 10 | 2 |
| Mvmt Flow | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 40 | 1 | 1 | 32 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 82 | 87 | 33 | 89 | 87 | 53 | 33 | 0 | 0 | 50 | 0 | 0 |
| Stage 1 | 35 | 35 | - | 52 | 52 | - | - | - | - | - | - | - |
| Stage 2 | 47 | 52 | - | 37 | 35 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 905 | 803 | 1041 | 896 | 803 | 1014 | 1579 | - | - | 1557 | - | - |
| Stage 1 | 981 | 866 | - | 961 | 852 | - | - | - | - | - | - | - |
| Stage 2 | 967 | 852 | - | 978 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 900 | 794 | 1041 | 883 | 794 | 1002 | 1579 | - | - | 1544 | - | - |
| Mov Cap-2 Maneuver | 900 | 794 | - | 883 | 794 | - | - | - | - | - | - | - |
| Stage 1 | 980 | 865 | - | 951 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 961 | 843 | - | 972 | 865 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 8.8 | | 9.1 | | 0.2 | | 0.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1579 | - | - | 966 | 885 | 1544 | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.007 | 0.004 | 0.001 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.8 | 9.1 | 7.3 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - |

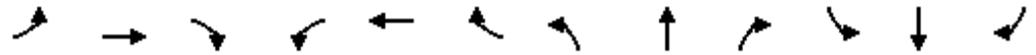
Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
PM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | |  | |  |  | |  |  | |
| Traffic Volume (vph) | 45 | 241 | 104 | 22 | 155 | 65 | 92 | 239 | 72 | 36 | 216 | 51 |
| Future Volume (vph) | 45 | 241 | 104 | 22 | 155 | 65 | 92 | 239 | 72 | 36 | 216 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 10 | 12 | 11 | 12 | 10 | 15 | 12 | 10 | 16 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 45 | | 0 | 50 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 60 | | | 85 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.82 | | 0.97 | | 0.94 | 0.98 | | 0.96 | 0.98 | |
| Frt | | | 0.850 | | 0.964 | | | 0.965 | | | 0.971 | |
| Flt Protected | | 0.992 | | | 0.995 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1480 | 1463 | 0 | 1444 | 0 | 1652 | 1906 | 0 | 1478 | 1706 | 0 |
| Flt Permitted | | 0.916 | | | 0.955 | | 0.416 | | | 0.547 | | |
| Satd. Flow (perm) | 0 | 1361 | 1193 | 0 | 1374 | 0 | 679 | 1906 | 0 | 817 | 1706 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 109 | | 24 | | | 19 | | | 15 | |
| Link Speed (mph) | | 20 | | | 20 | | | 25 | | | 25 | |
| Link Distance (ft) | | 957 | | | 414 | | | 841 | | | 197 | |
| Travel Time (s) | | 32.6 | | | 14.1 | | | 22.9 | | | 5.4 | |
| Confl. Peds. (#/hr) | 22 | | 83 | 83 | | 22 | 50 | | 37 | 37 | | 50 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 7% | 2% | 3% | 2% | 3% | 6% | 2% | 4% | 2% | 14% | 4% | 2% |
| Parking (#/hr) | | 7 | | | 7 | | | | | | 7 | |
| Adj. Flow (vph) | 47 | 254 | 109 | 23 | 163 | 68 | 97 | 252 | 76 | 38 | 227 | 54 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 301 | 109 | 0 | 254 | 0 | 97 | 328 | 0 | 38 | 281 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 10 | | | 10 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.31 | 1.09 | 1.00 | 1.25 | 1.00 | 1.09 | 0.88 | 1.00 | 1.09 | 1.03 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | Right | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
PM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 8.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 6.0 | 14.0 | | 6.0 | 14.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 35.0 | | 15.0 | 35.0 | |
| Total Split (%) | 41.2% | 41.2% | 41.2% | 41.2% | 41.2% | | 17.6% | 41.2% | | 17.6% | 41.2% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 12.0 | 29.0 | | 12.0 | 29.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 3.0 | 4.5 | | 3.0 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 14.0 | | | 14.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 29.6 | 29.6 | | 29.6 | | 29.7 | 23.2 | | 26.2 | 18.0 | |
| Actuated g/C Ratio | | 0.43 | 0.43 | | 0.43 | | 0.43 | 0.34 | | 0.38 | 0.26 | |
| v/c Ratio | | 0.51 | 0.19 | | 0.42 | | 0.24 | 0.50 | | 0.10 | 0.61 | |
| Control Delay | | 21.1 | 4.8 | | 17.6 | | 11.9 | 20.5 | | 10.7 | 27.8 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 21.1 | 4.8 | | 17.6 | | 11.9 | 20.5 | | 10.7 | 27.8 | |
| LOS | | C | A | | B | | B | C | | B | C | |
| Approach Delay | | 16.8 | | | 17.6 | | | 18.5 | | | 25.8 | |
| Approach LOS | | B | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | 94 | 0 | | 68 | | 23 | 90 | | 9 | 102 | |
| Queue Length 95th (ft) | | 208 | 32 | | 158 | | 46 | 192 | | 23 | 179 | |
| Internal Link Dist (ft) | | 877 | | | 334 | | | 761 | | | 117 | |
| Turn Bay Length (ft) | | | | | | | 45 | | | 50 | | |
| Base Capacity (vph) | | 586 | 575 | | 605 | | 469 | 832 | | 471 | 743 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.51 | 0.19 | | 0.42 | | 0.21 | 0.39 | | 0.08 | 0.38 | |

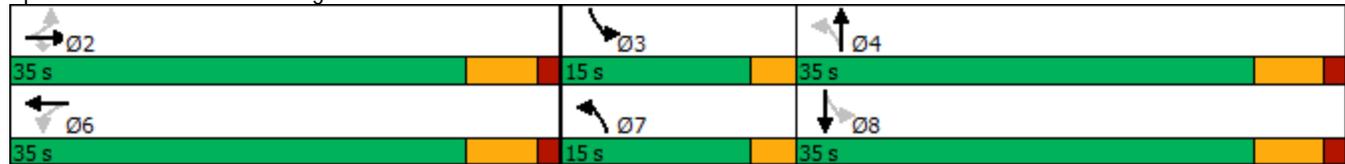
| Intersection Summary | |
|------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 85 |
| Actuated Cycle Length: | 68.8 |
| Natural Cycle: | 50 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.61 |

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
 PM Peak Hour

| | |
|---|------------------------|
| Intersection Signal Delay: 19.5 | Intersection LOS: B |
| Intersection Capacity Utilization 67.2% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 100: Dodge Avenue & Church Street



HCM 6th TWSC
 200: Darrow Avenue & Church Street

Existing (2022) Traffic Volumes
 PM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 26 | 317 | 6 | 11 | 206 | 16 | 18 | 14 | 65 | 10 | 4 | 18 |
| Future Vol, veh/h | 26 | 317 | 6 | 11 | 206 | 16 | 18 | 14 | 65 | 10 | 4 | 18 |
| Conflicting Peds, #/hr | 30 | 0 | 8 | 8 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 4 | 3 | 2 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 2 | 6 |
| Mvmt Flow | 27 | 334 | 6 | 12 | 217 | 17 | 19 | 15 | 68 | 11 | 4 | 19 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 264 | 0 | 0 | 348 | 0 | 0 | 661 | 687 | 345 | 713 | 682 | 257 |
| Stage 1 | - | - | - | - | - | - | 399 | 399 | - | 280 | 280 | - |
| Stage 2 | - | - | - | - | - | - | 262 | 288 | - | 433 | 402 | - |
| Critical Hdwy | 4.14 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.236 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.354 |
| Pot Cap-1 Maneuver | 1289 | - | - | 1211 | - | - | 376 | 370 | 698 | 347 | 372 | 772 |
| Stage 1 | - | - | - | - | - | - | 627 | 602 | - | 727 | 679 | - |
| Stage 2 | - | - | - | - | - | - | 743 | 674 | - | 601 | 600 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1249 | - | - | 1200 | - | - | 349 | 342 | 692 | 285 | 343 | 747 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 349 | 342 | - | 285 | 343 | - |
| Stage 1 | - | - | - | - | - | - | 604 | 580 | - | 686 | 650 | - |
| Stage 2 | - | - | - | - | - | - | 710 | 645 | - | 514 | 578 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 0.6 | | 0.4 | | 13.6 | | 13.6 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 520 | 1249 | - | - | 1200 | - | - | 452 |
| HCM Lane V/C Ratio | 0.196 | 0.022 | - | - | 0.01 | - | - | 0.075 |
| HCM Control Delay (s) | 13.6 | 7.9 | 0 | - | 8 | 0 | - | 13.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.7 | 0.1 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 348 | 1 | 2 | 302 |
| Future Vol, veh/h | 1 | 1 | 348 | 1 | 2 | 302 |
| Conflicting Peds, #/hr | 2 | 5 | 0 | 27 | 27 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 5 | 2 | 2 | 4 |
| Mvmt Flow | 1 | 1 | 366 | 1 | 2 | 318 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 718 | 399 | 0 | 0 | 394 | 0 |
| Stage 1 | 394 | - | - | - | - | - |
| Stage 2 | 324 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 396 | 651 | - | - | 1165 | - |
| Stage 1 | 681 | - | - | - | - | - |
| Stage 2 | 733 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 384 | 631 | - | - | 1135 | - |
| Mov Cap-2 Maneuver | 384 | - | - | - | - | - |
| Stage 1 | 663 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 12.6 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 477 | 1135 |
| HCM Lane V/C Ratio | - | - | 0.004 | 0.002 |
| HCM Control Delay (s) | - | - | 12.6 | 8.2 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

HCM 6th TWSC
 400: Darrow Avenue & Church Alley/Private Access

Existing (2022) Traffic Volumes
 PM Peak Hour

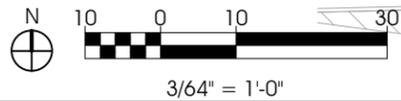
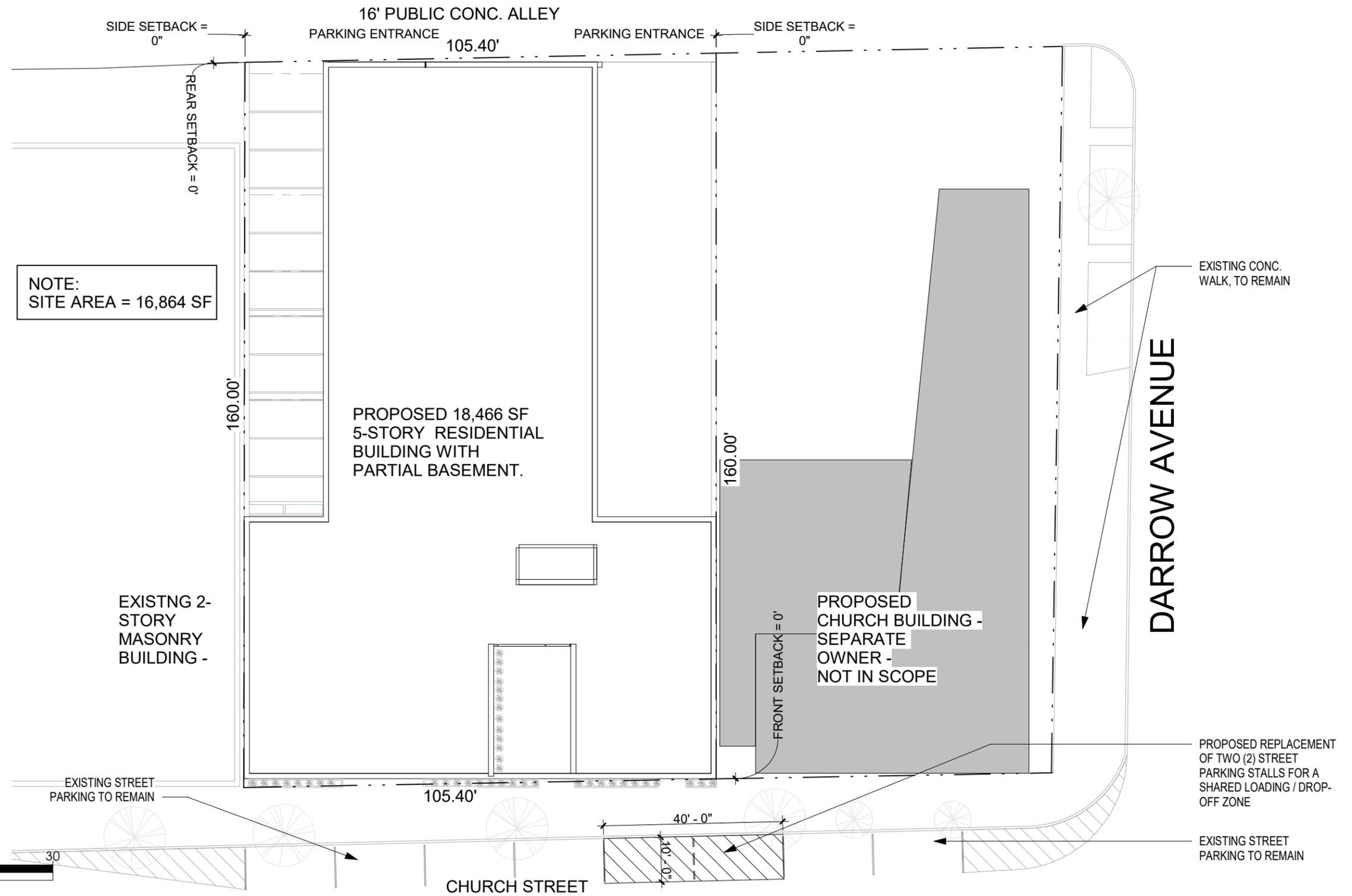
| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 54 | 1 | 1 | 29 | 1 |
| Future Vol, veh/h | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 54 | 1 | 1 | 29 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 |
| Mvmt Flow | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 57 | 1 | 1 | 31 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 99 | 106 | 32 | 108 | 106 | 66 | 32 | 0 | 0 | 66 | 0 | 0 |
| Stage 1 | 34 | 34 | - | 72 | 72 | - | - | - | - | - | - | - |
| Stage 2 | 65 | 72 | - | 36 | 34 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 883 | 784 | 1042 | 871 | 784 | 998 | 1580 | - | - | 1536 | - | - |
| Stage 1 | 982 | 867 | - | 938 | 835 | - | - | - | - | - | - | - |
| Stage 2 | 946 | 835 | - | 980 | 867 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 879 | 775 | 1042 | 859 | 775 | 990 | 1580 | - | - | 1524 | - | - |
| Mov Cap-2 Maneuver | 879 | 775 | - | 859 | 775 | - | - | - | - | - | - | - |
| Stage 1 | 980 | 866 | - | 929 | 827 | - | - | - | - | - | - | - |
| Stage 2 | 942 | 827 | - | 975 | 866 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 8.8 | | 9.2 | | 0.4 | | 0.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1580 | - | - | 942 | 866 | 1524 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.006 | 0.004 | 0.001 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.8 | 9.2 | 7.4 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - |

E. CONCEPTUAL SITE PLAN



MT. PISGAH APARTMENTS

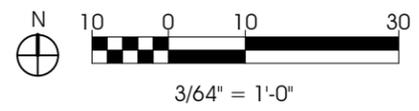
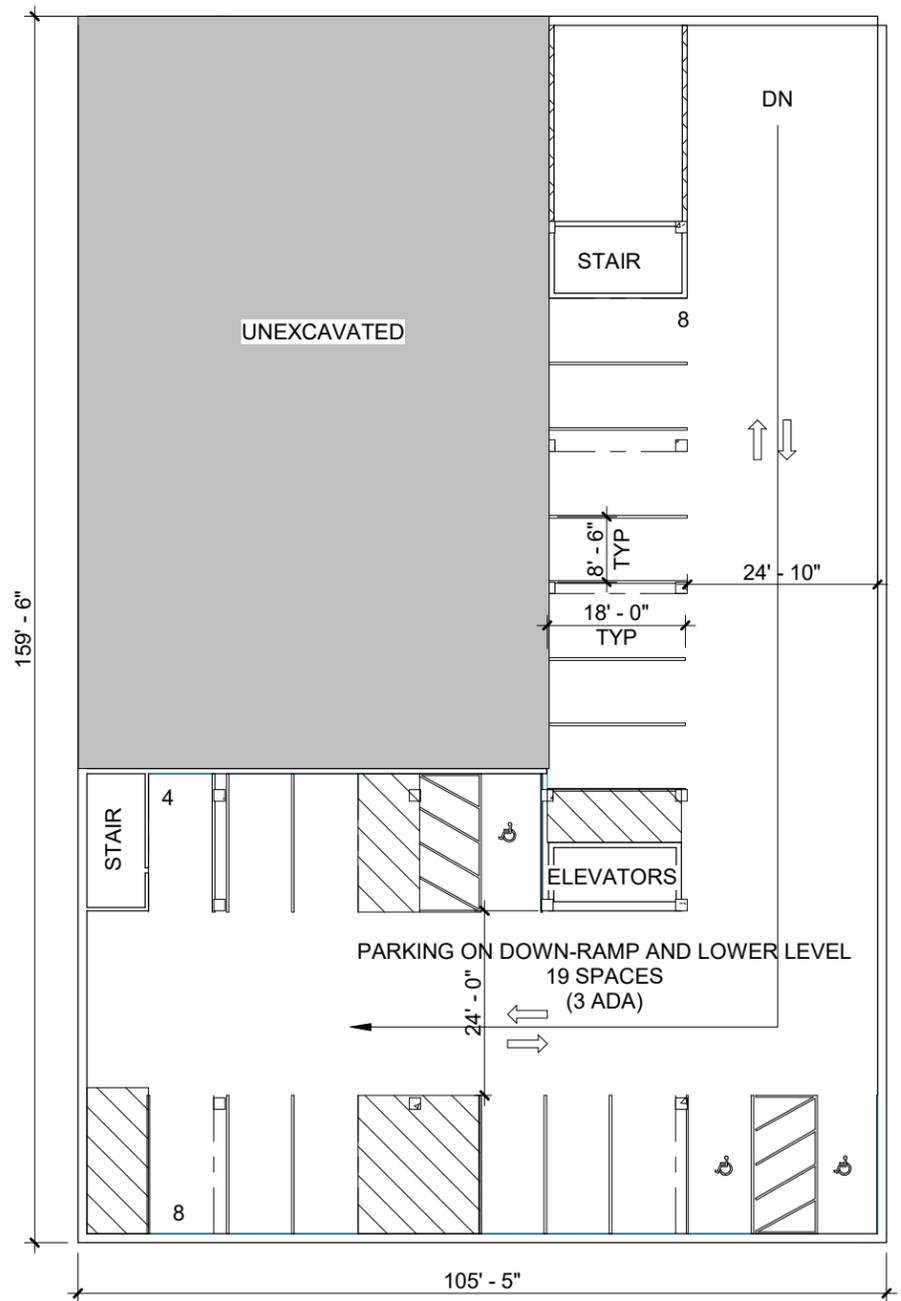
1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

SITE PLAN



A1.0

04.21.2022

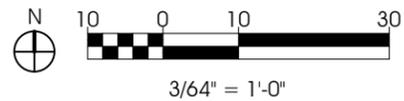
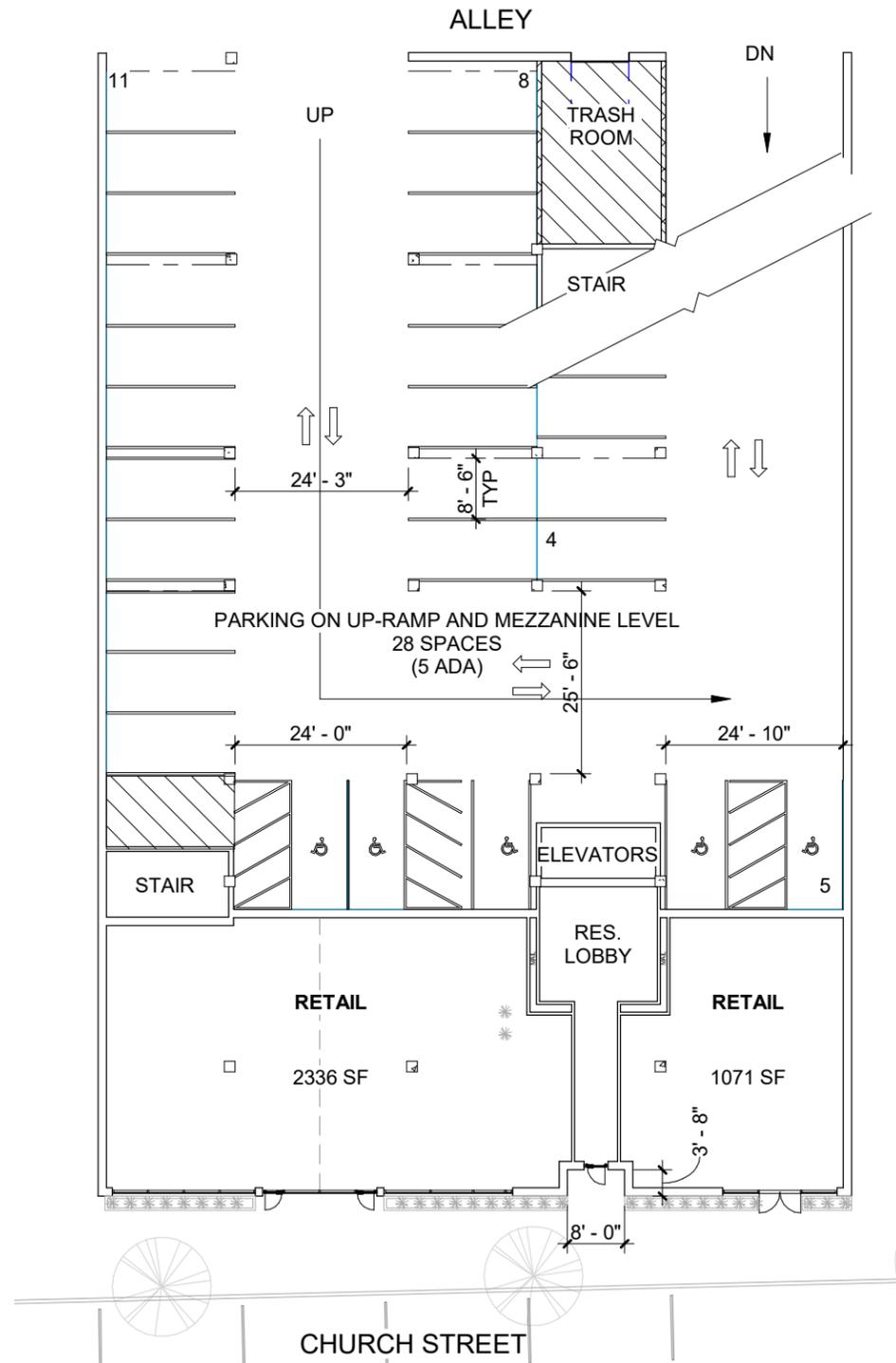


MT. PISGAH APARTMENTS
 1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

LOWER LEVEL PLAN (PARKING)



A2.0
 04.21.2022



MT. PISGAH APARTMENTS

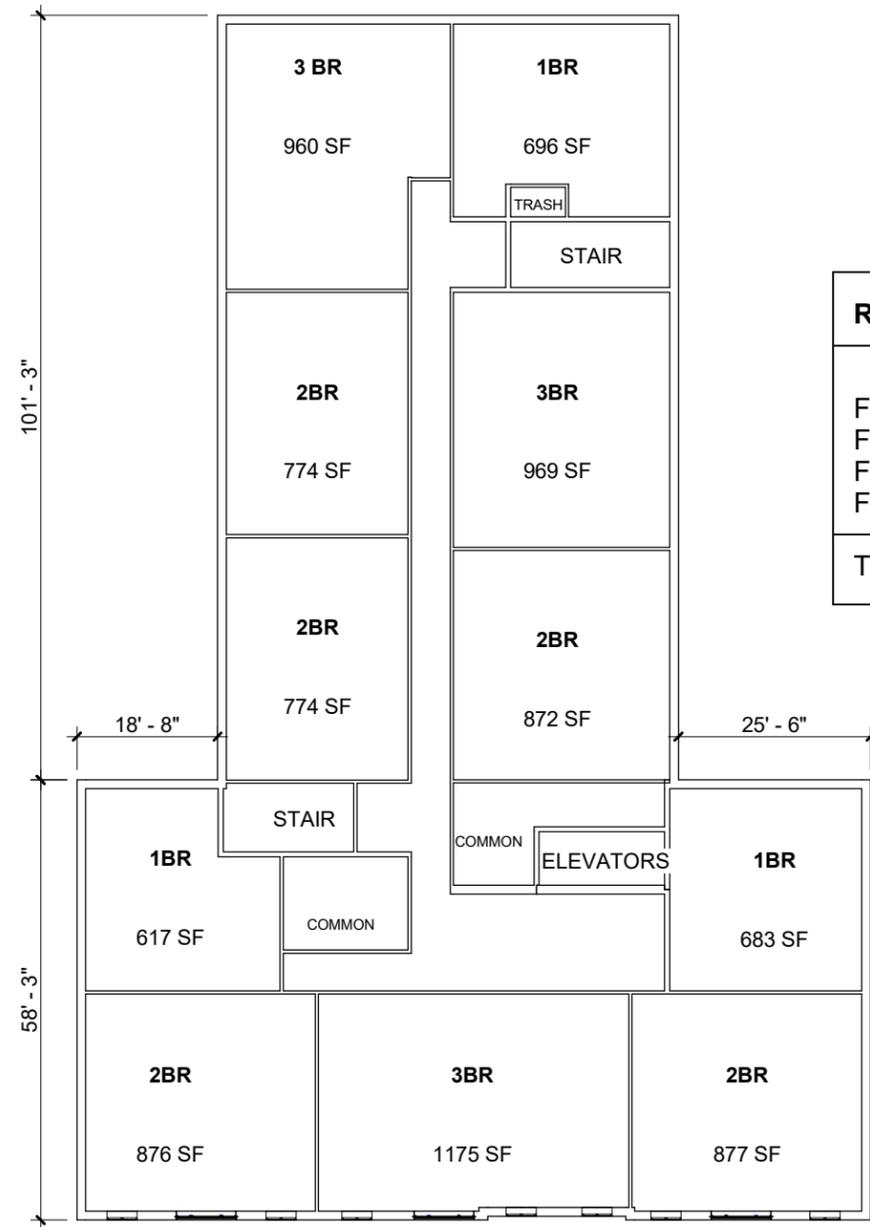
1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

1ST FLOOR PLAN (RETAIL AND PARKING)



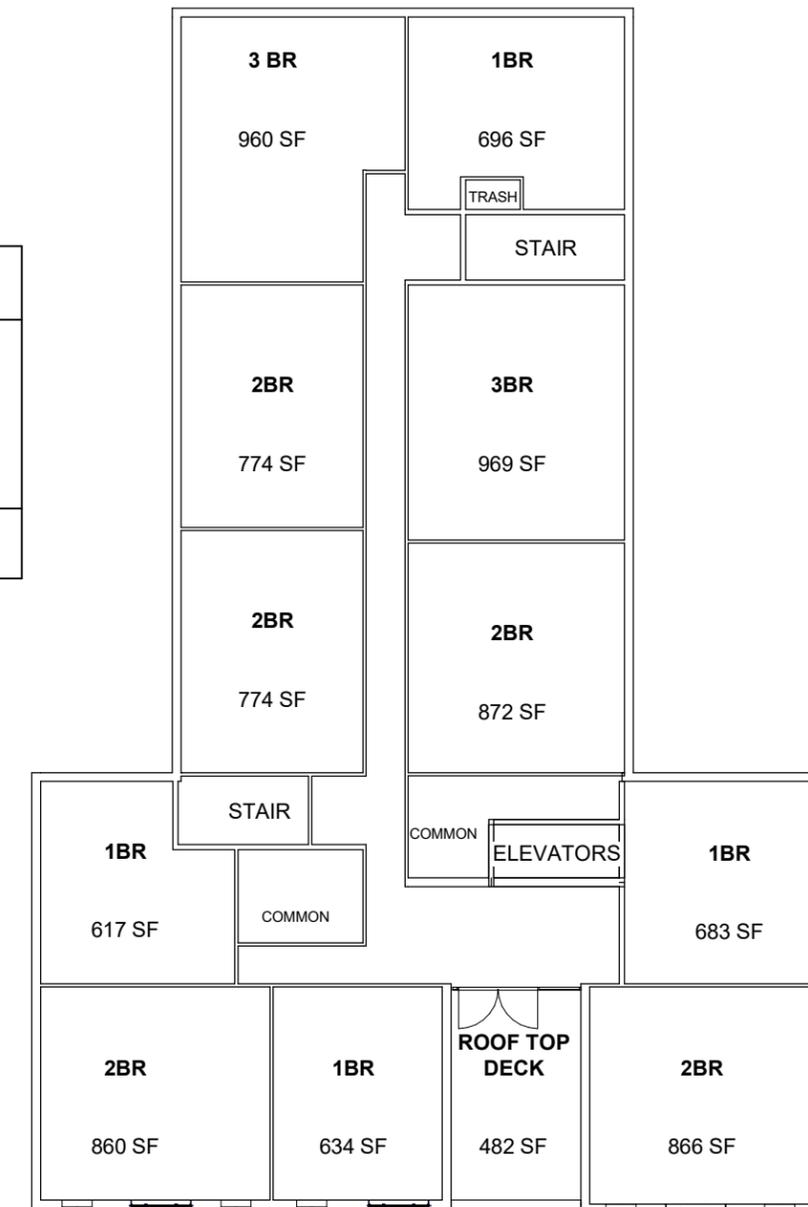
A2.1

04.21.2022

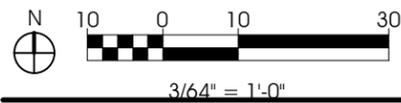


TYPICAL FLOOR PLAN (FLOORS 2-4)

| RESIDENTIAL UNIT COUNT | | | | |
|------------------------|------|------|------|-------|
| | 1BRS | 2BRS | 3BRS | TOTAL |
| FLOOR 2 | 3 | 5 | 3 | 11 |
| FLOOR 3 | 3 | 5 | 3 | 11 |
| FLOOR 4 | 3 | 5 | 3 | 11 |
| FLOOR 5 | 4 | 5 | 2 | 11 |
| TOTAL | 13 | 20 | 11 | 44 |



5TH FLOOR PLAN



3/64" = 1'-0"



MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

TYP RESIDENTIAL FLOOR PLAN (FLRS 2-5)



A2.3

04.21.2022

MT. PISGAH

EVANSTON, IL

DUMPSTER ENCLOSURE
BUXACEAE WINTERGREEN
BOXWOOD HEDGE

PERVIOUS PAVERS
BUXACEAE WINTERGREEN
BOXWOOD HEDGE

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

arch@suzukikidd.com | 224.245.8142
suzukikidd.com

Professional Design Firm # 184.008075-0001001

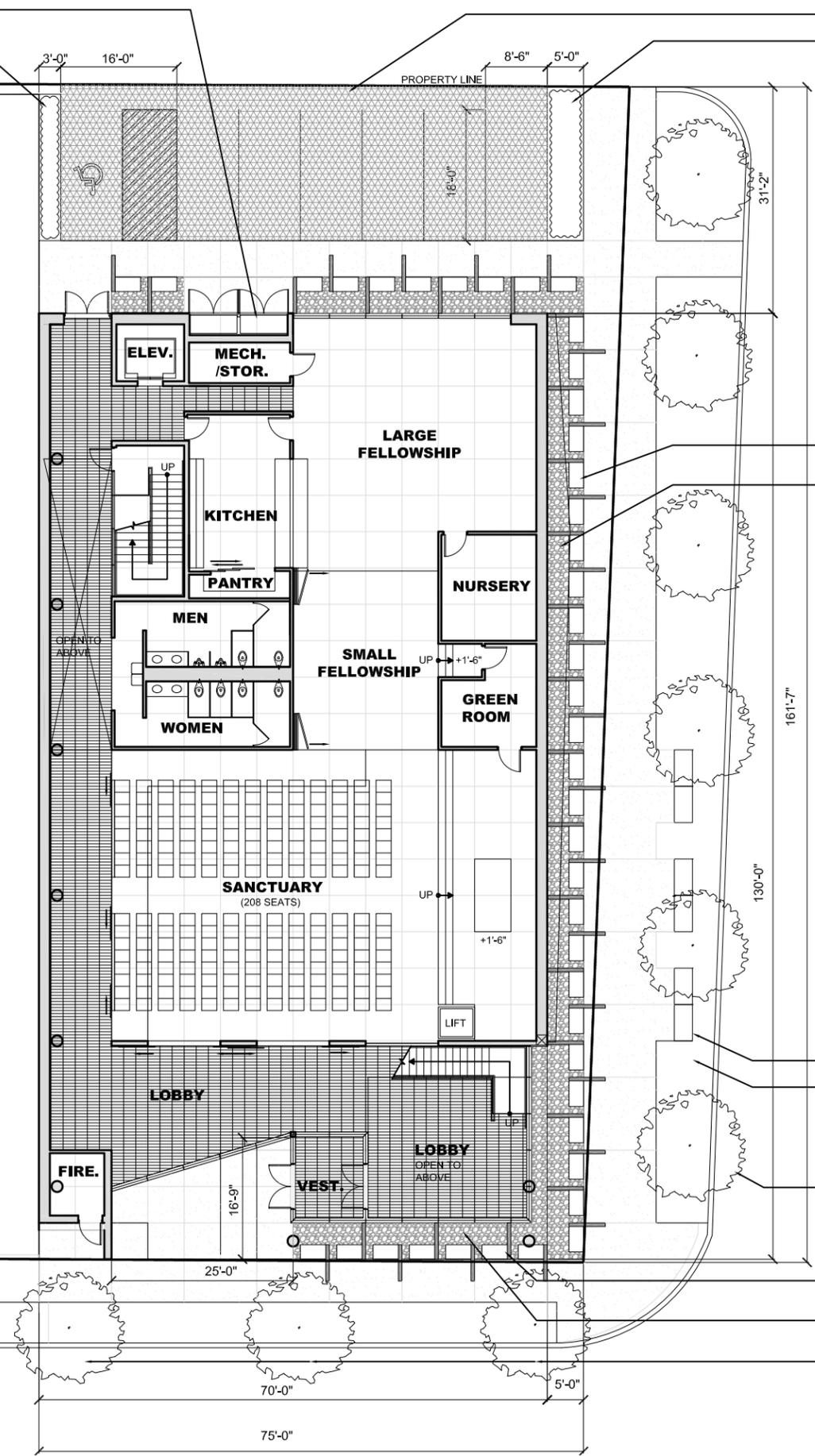
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HODC
MIXED USE
BUILDING

EXISTING
BUILDING

CHURCH STREET

DARROW AVENUE



A1

SITE PLAN - CONCEPT
SCALE: 1:20



Project Number: 19001
Issue Date: 04.22.2022

SD101

F. ITE TRIP GENERATION DATA

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

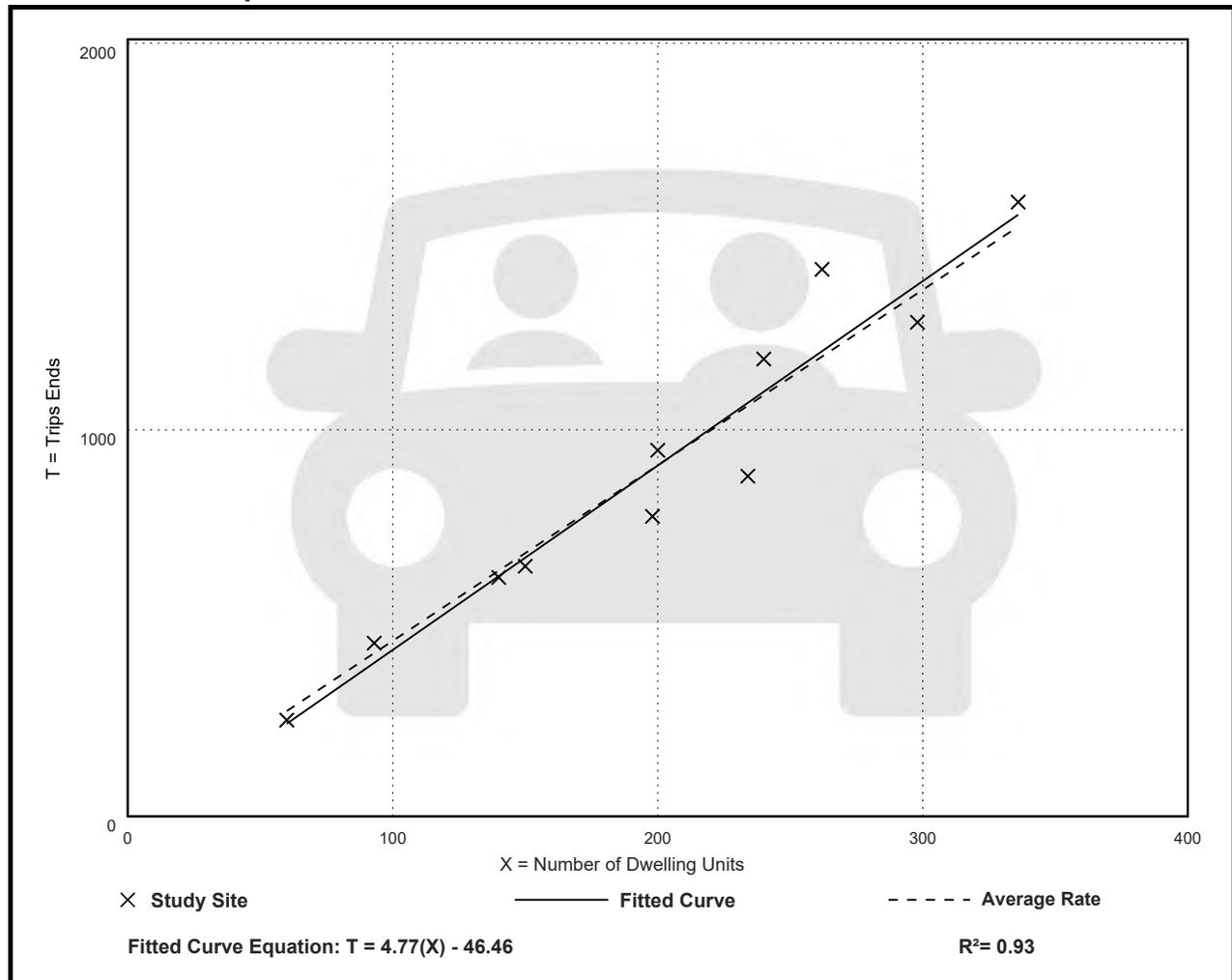
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.54 | 3.76 - 5.40 | 0.51 |

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

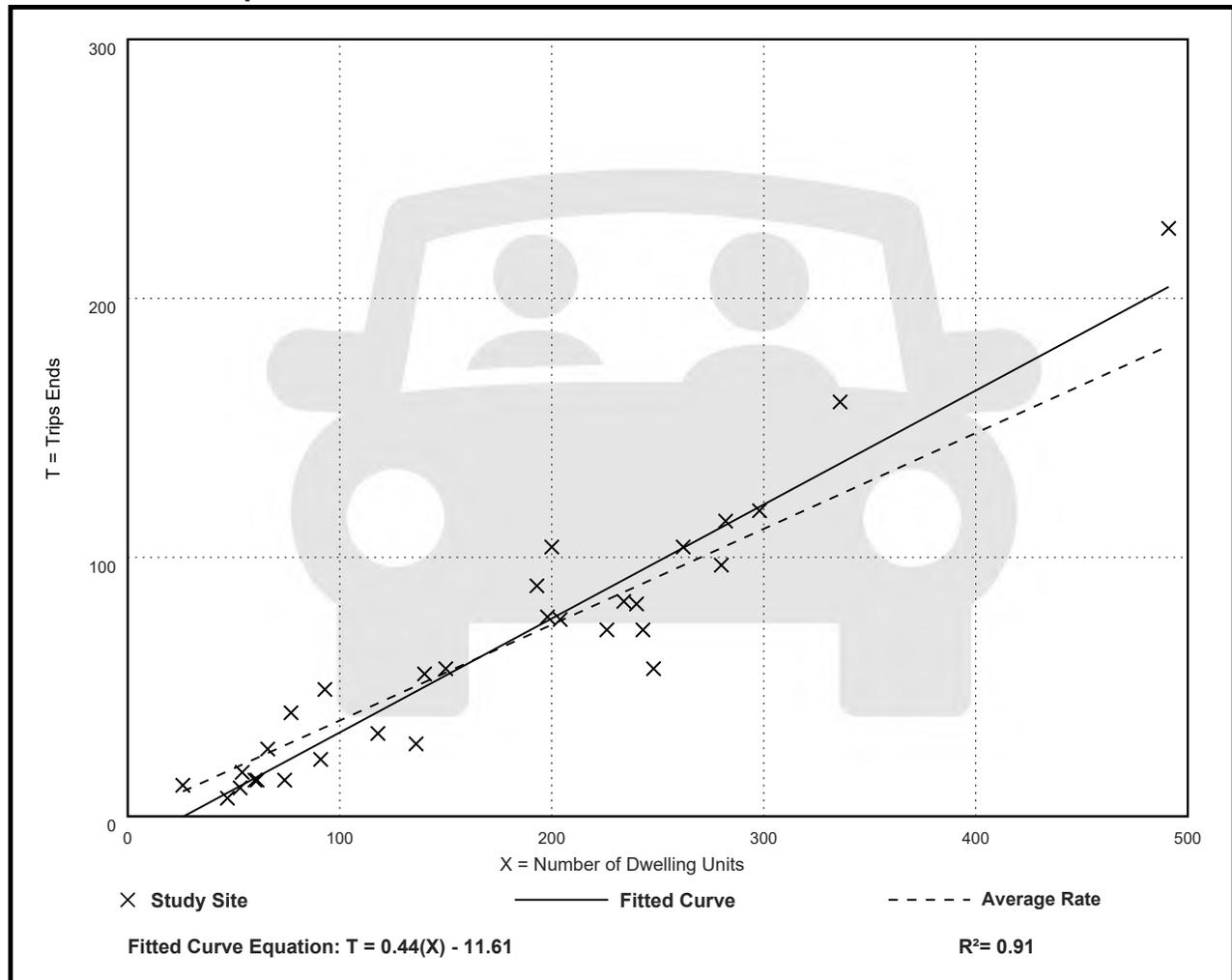
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.37 | 0.15 - 0.53 | 0.09 |

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

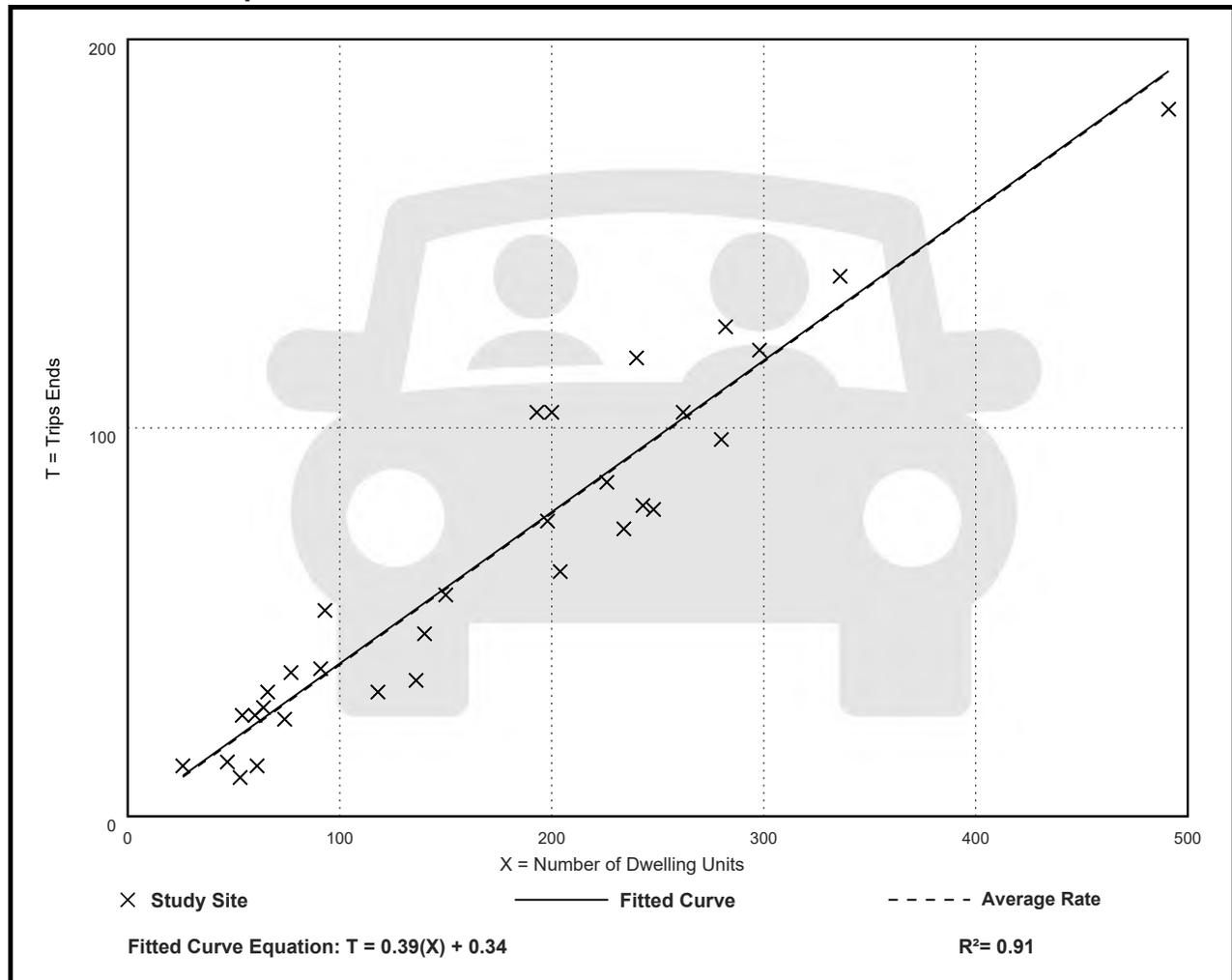
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.39 | 0.19 - 0.57 | 0.08 |

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 393

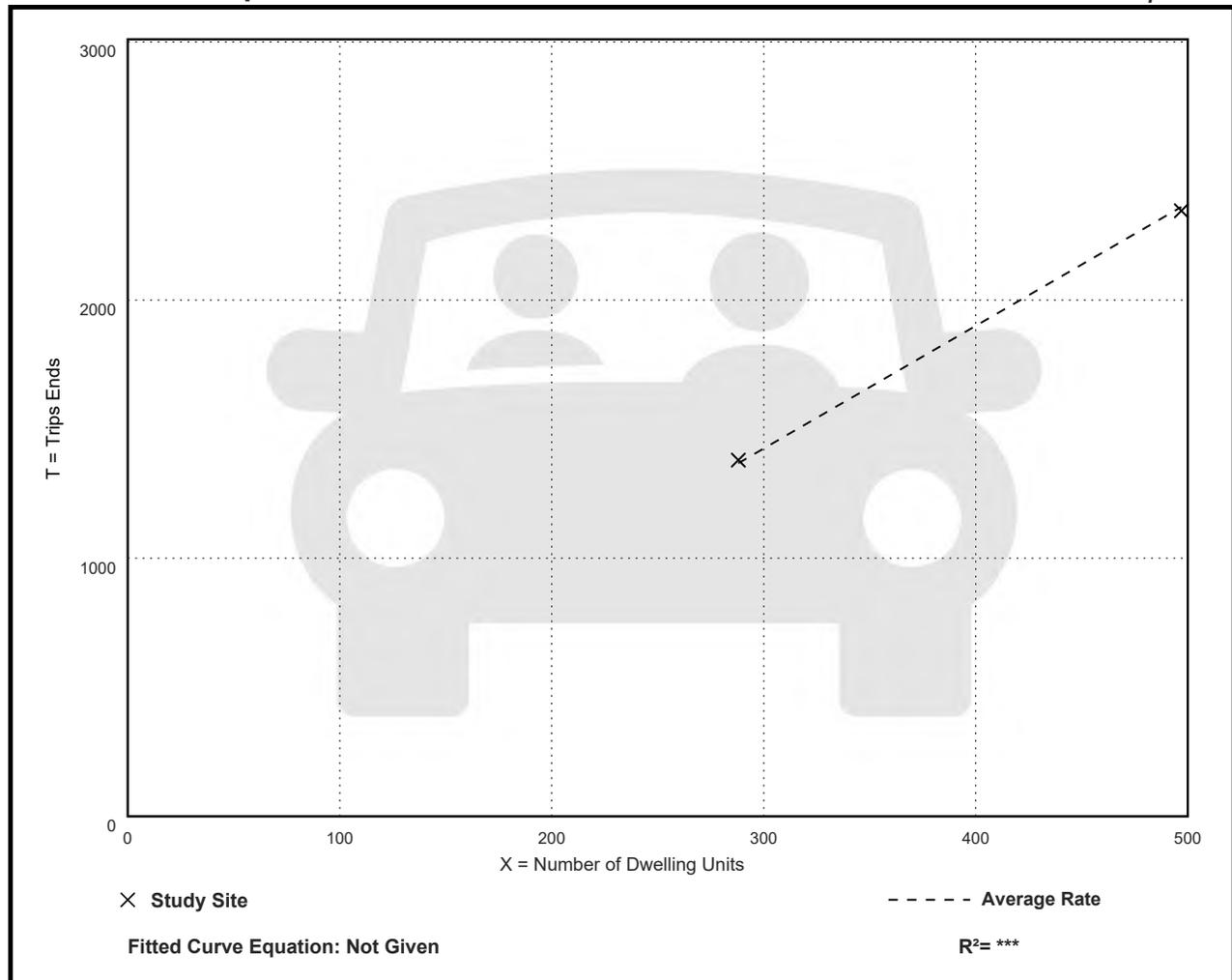
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.75 | 4.72 - 4.79 | *** |

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

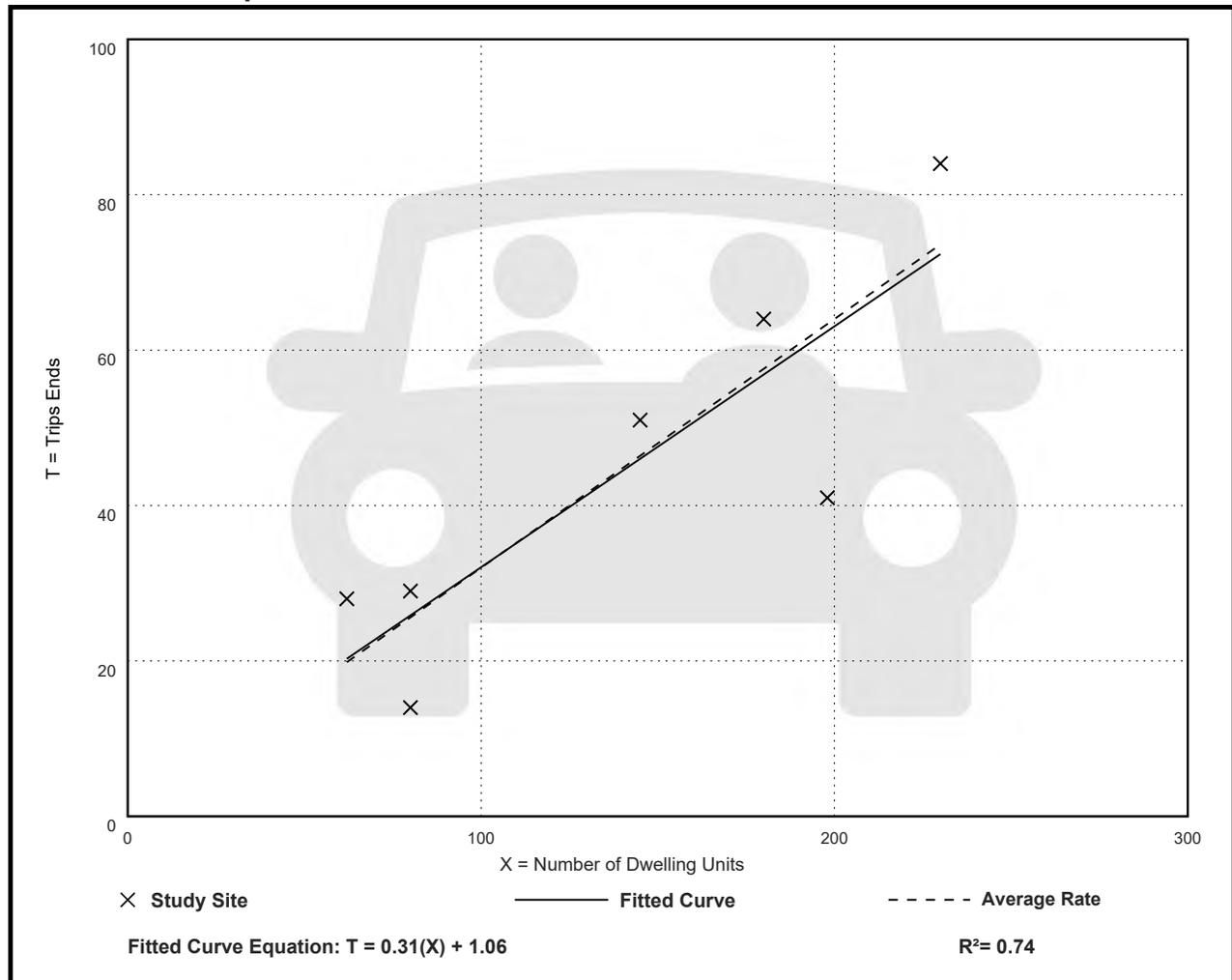
Avg. Num. of Dwelling Units: 139

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32 | 0.18 - 0.45 | 0.09 |

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

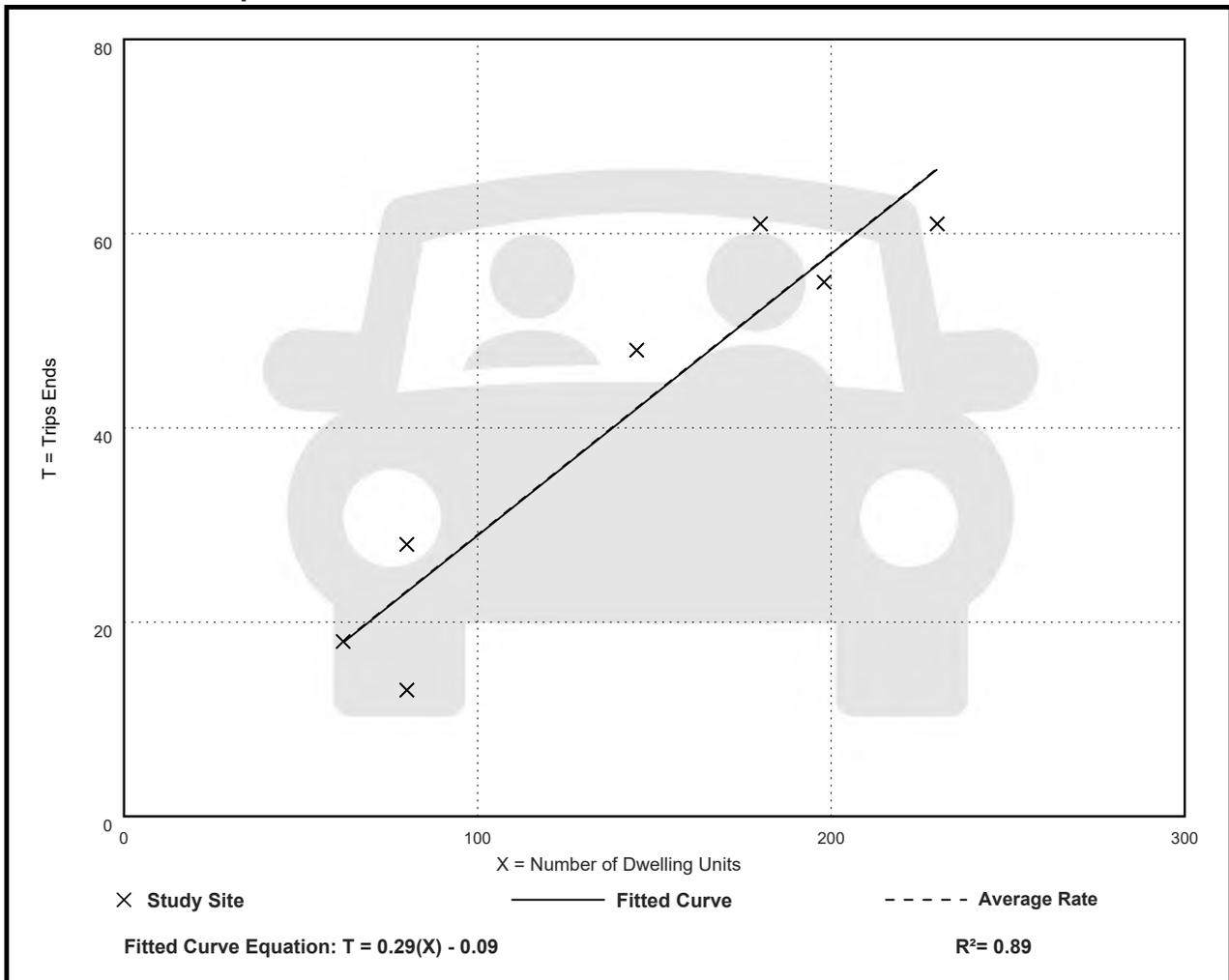
Avg. Num. of Dwelling Units: 139

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.29 | 0.16 - 0.35 | 0.05 |

Data Plot and Equation



Land Use: 223

Affordable Housing

Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

Land Use Subcategory

Data are presented for three subcategories for this land use: (1) sites with income limitations for its tenants (denoted as income limits in the data plots), (2) sites with both minimum age thresholds and income limitations for its tenants (denoted as senior in the data plots), and (3) sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting.

Additional Data

For most study sites contained in this land use, all dwelling units in the development are classified as affordable units. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s and 2010s in California, Ontario (CAN), and New Jersey.

Source Numbers

237, 918, 1003, 1004, 1046, 1057

Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

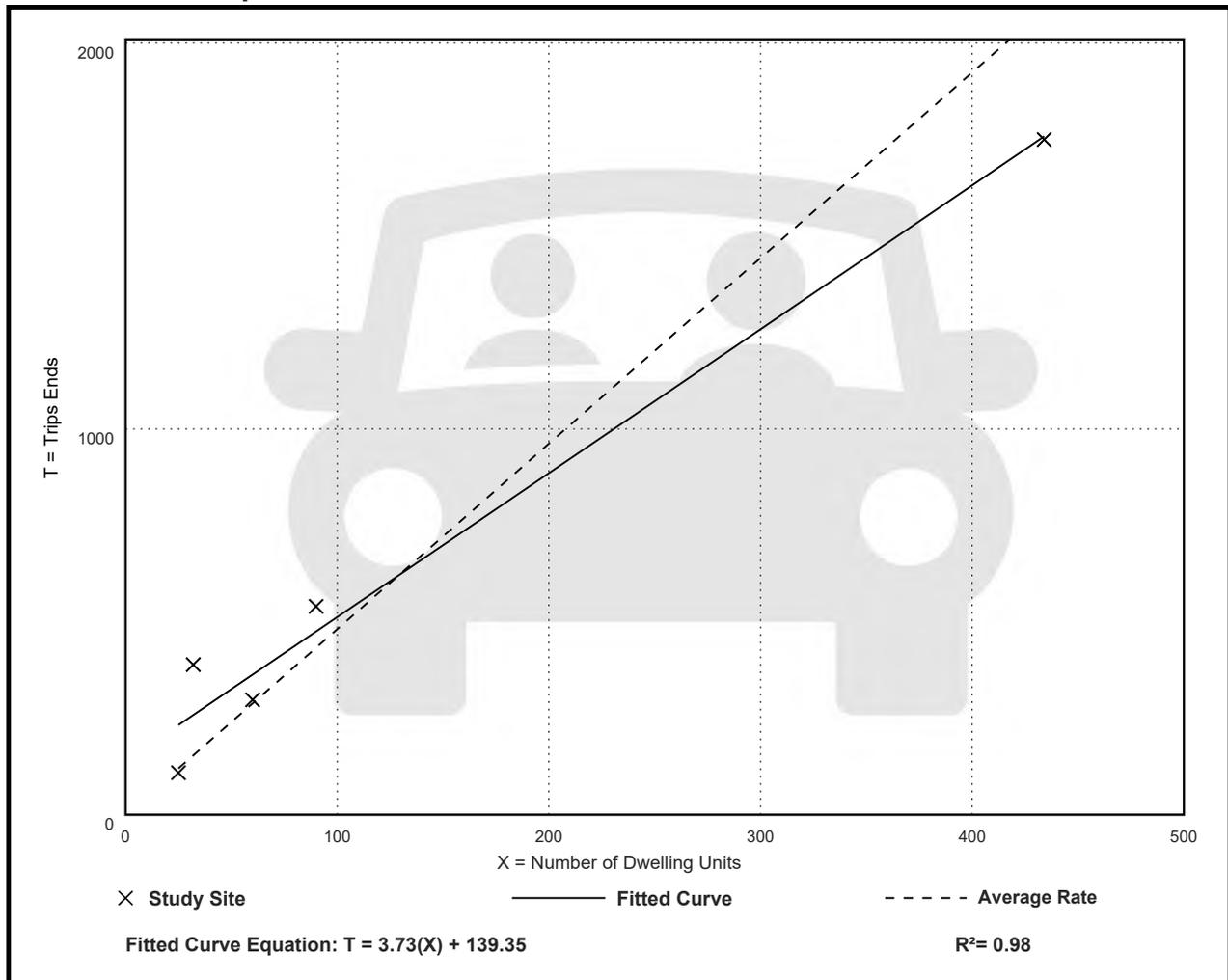
Avg. Num. of Dwelling Units: 128

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.81 | 4.03 - 12.16 | 2.03 |

Data Plot and Equation



Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

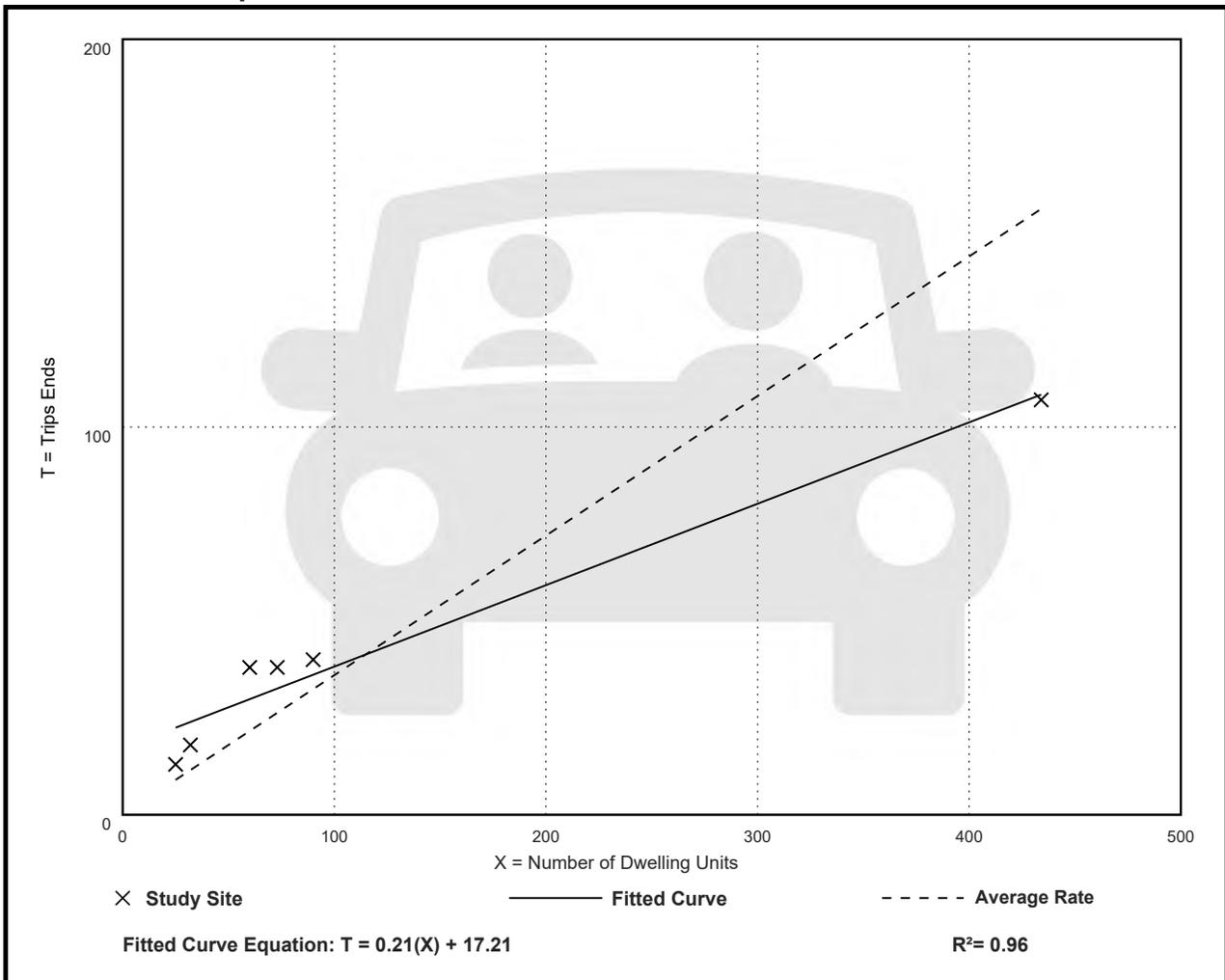
Avg. Num. of Dwelling Units: 119

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.36 | 0.25 - 0.63 | 0.16 |

Data Plot and Equation



Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

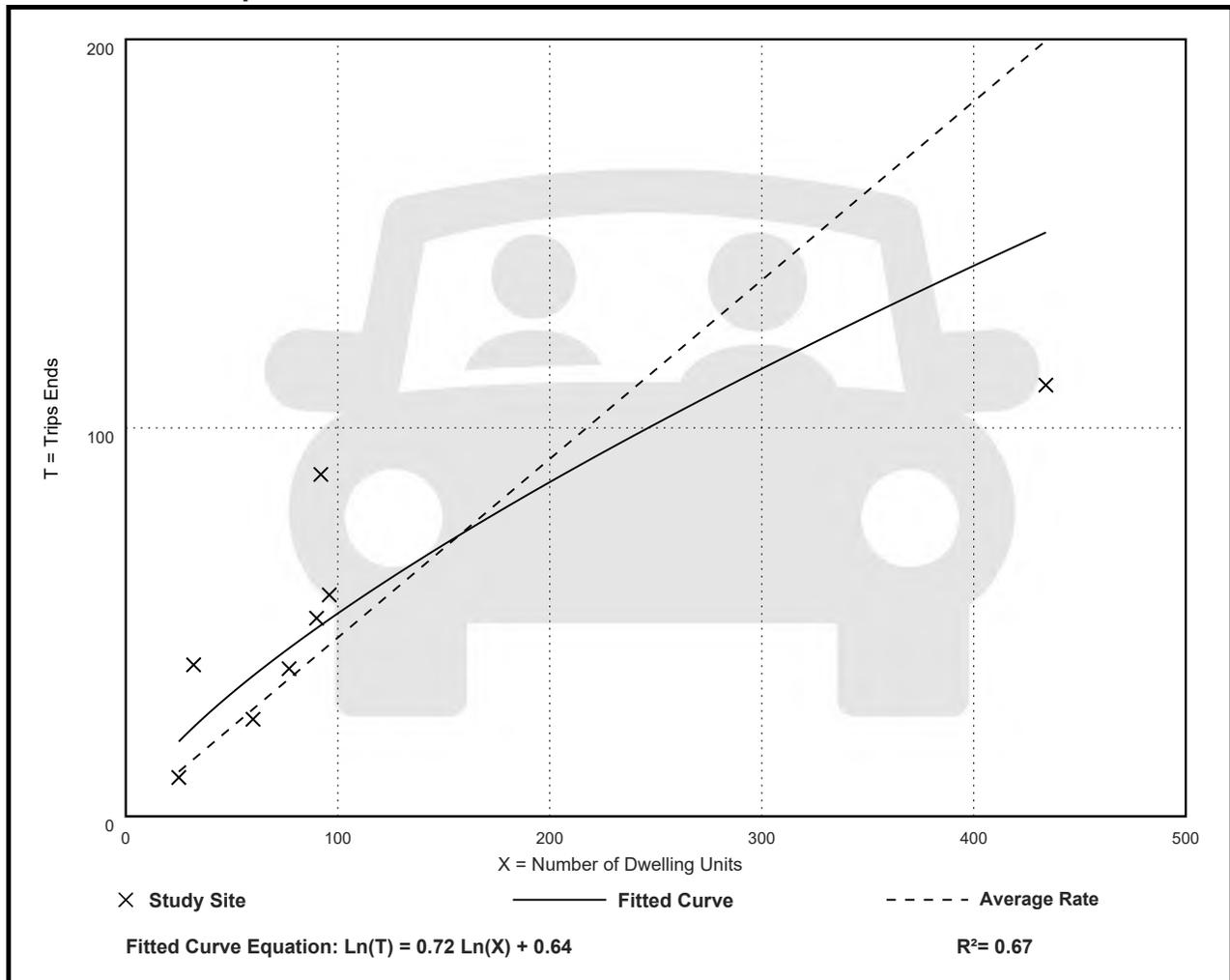
Avg. Num. of Dwelling Units: 113

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.46 | 0.26 - 1.22 | 0.28 |

Data Plot and Equation



G. CENSUS DATA

Table: ACSDT5Y2019.B08301

| Label | Census Tract 8092, Cook County, Illinois | Census Tract 8095, Cook County, Illinois | Census Tract 8096, Cook County, Illinois | TOTAL | % | Selected Discount |
|---|---|---|---|-------|-----|----------------------|
| | Estimate | Estimate | Estimate | | | |
| Total: | 1,819 | 2,106 | 1,483 | 5408 | | 40% |
| Car, truck, or van: | 1,191 | 946 | 1,051 | 3188 | 59% | |
| Public transportation (excluding taxicab): | 206 | 355 | 227 | 788 | 15% | |
| Taxicab | 0 | 0 | 0 | 0 | 0% | |
| Motorcycle | 0 | 0 | 0 | 0 | 0% | |
| Bicycle | 62 | 126 | 67 | 255 | 5% | |
| Walked | 136 | 433 | 49 | 618 | 11% | |
| Other means | 22 | 9 | 16 | 47 | 1% | |
| Worked from home | 202 | 237 | 73 | 512 | 9% | |

H. ITE PARKING GENERATION DATA

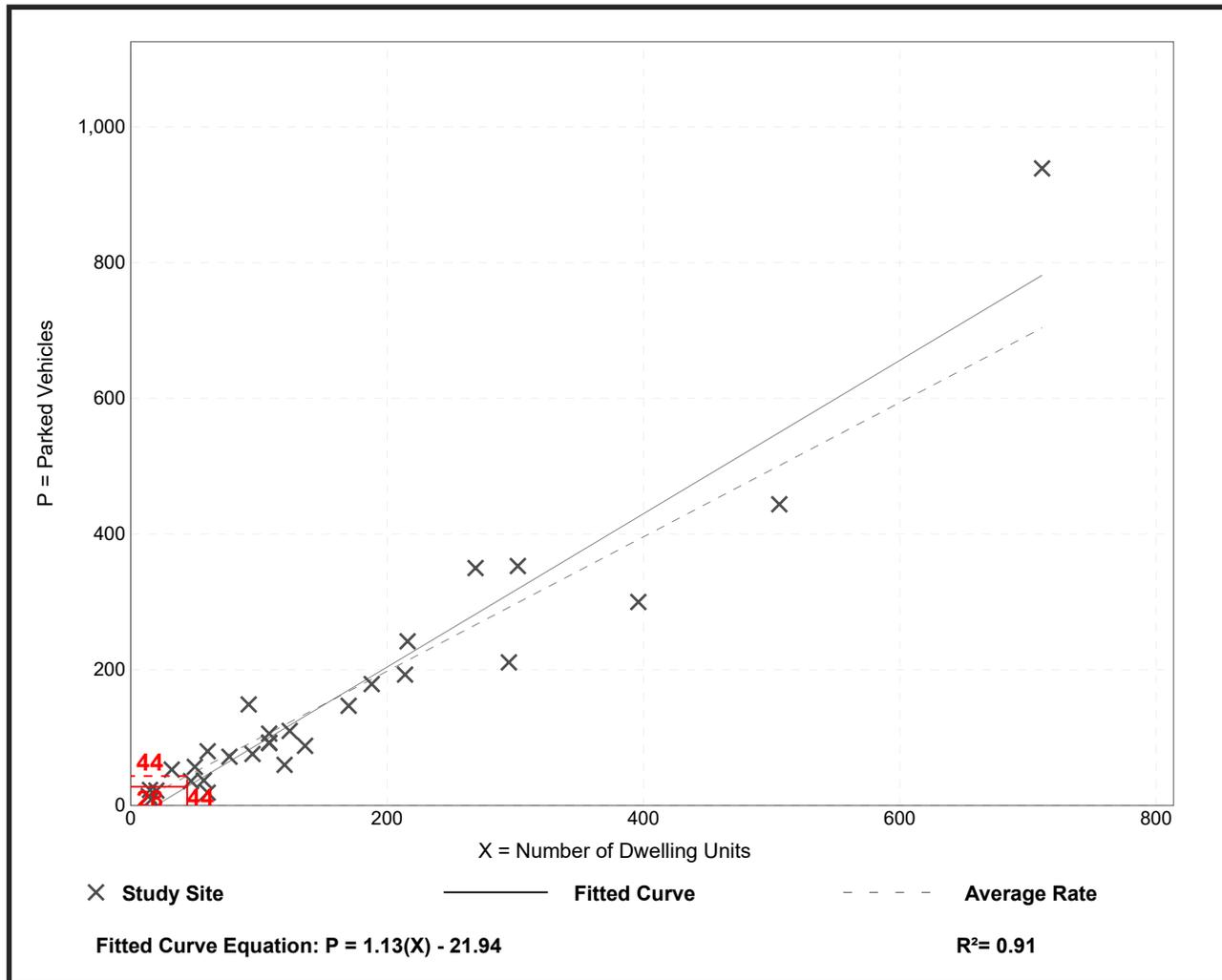
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 29
 Avg. Num. of Dwelling Units: 159

Peak Period Parking Demand per Dwelling Unit

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 0.99 | 0.32 - 1.66 | 0.85 / 1.33 | 0.89 - 1.09 | 0.27 (27%) |

Data Plot and Equation



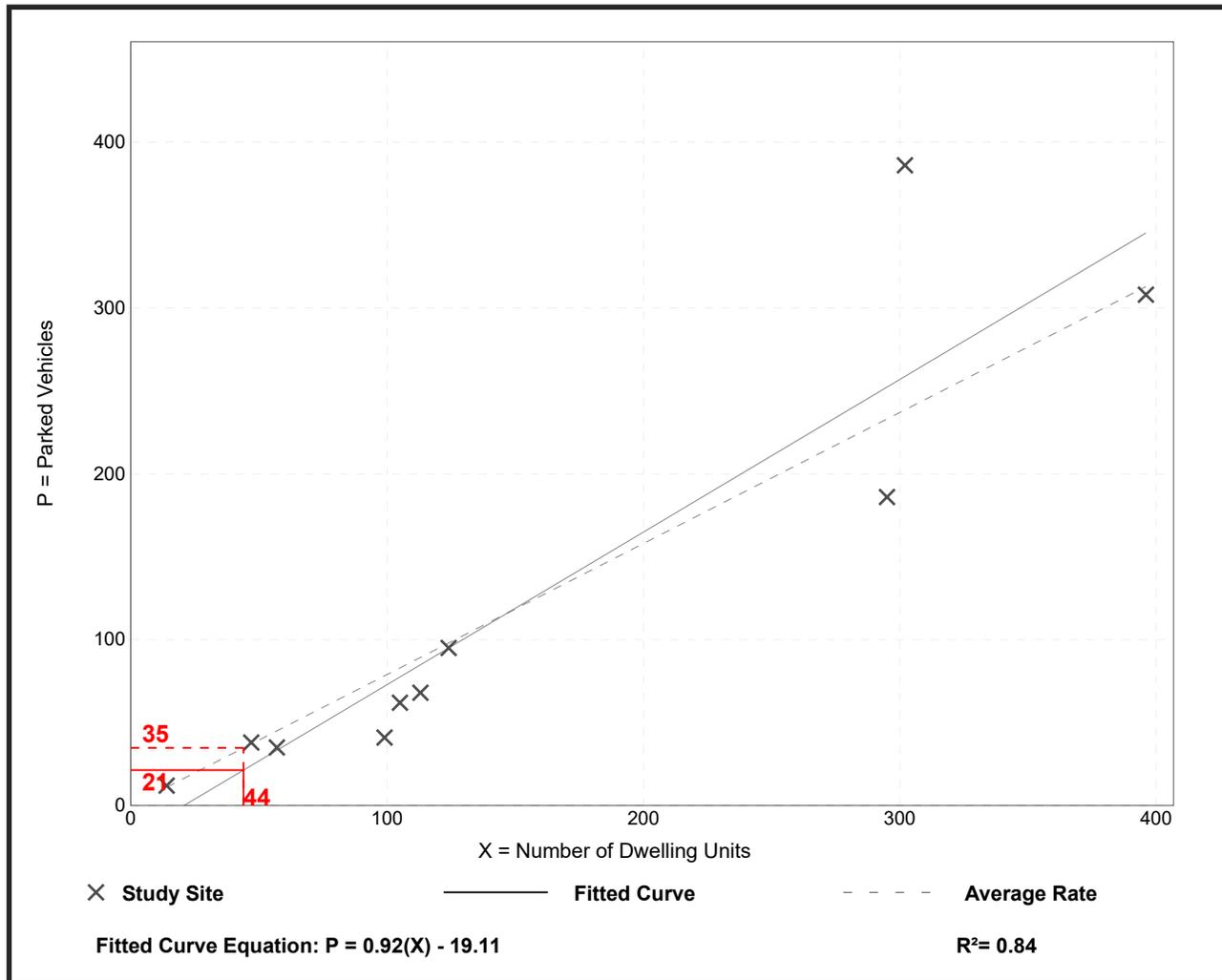
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.
 Number of Studies: 10
 Avg. Num. of Dwelling Units: 155

Peak Period Parking Demand per Dwelling Unit

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 0.79 | 0.41 - 1.28 | 0.61 / 1.00 | *** | 0.27 (34%) |

Data Plot and Equation



I. BUILD CAPACITY REPORTS

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

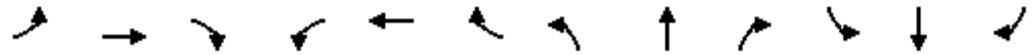
Build (2022) Traffic Projections
AM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↖ | ↗ | | ↔ | | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Volume (vph) | 33 | 352 | 143 | 45 | 101 | 49 | 94 | 192 | 147 | 45 | 290 | 81 |
| Future Volume (vph) | 33 | 352 | 143 | 45 | 101 | 49 | 94 | 192 | 147 | 45 | 290 | 81 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 10 | 12 | 11 | 12 | 10 | 15 | 12 | 10 | 16 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 45 | | 0 | 50 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 60 | | | 85 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.91 | | 0.98 | | 0.95 | 0.96 | | 0.97 | 0.97 | |
| Frt | | | 0.850 | | 0.966 | | | 0.935 | | | 0.967 | |
| Flt Protected | | 0.996 | | | 0.989 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1450 | 1478 | 0 | 1358 | 0 | 1636 | 1805 | 0 | 1546 | 1670 | 0 |
| Flt Permitted | | 0.959 | | | 0.832 | | 0.311 | | | 0.470 | | |
| Satd. Flow (perm) | 0 | 1394 | 1340 | 0 | 1134 | 0 | 511 | 1805 | 0 | 739 | 1670 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 151 | | 22 | | | 49 | | | 18 | |
| Link Speed (mph) | | 20 | | | 20 | | | 20 | | | 20 | |
| Link Distance (ft) | | 957 | | | 414 | | | 841 | | | 197 | |
| Travel Time (s) | | 32.6 | | | 14.1 | | | 28.7 | | | 6.7 | |
| Confl. Peds. (#/hr) | 16 | | 37 | 37 | | 16 | 51 | | 33 | 33 | | 51 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 9% | 5% | 2% | 7% | 8% | 18% | 3% | 6% | 2% | 9% | 5% | 5% |
| Parking (#/hr) | | 7 | | | 7 | | | | | | 7 | |
| Adj. Flow (vph) | 35 | 371 | 151 | 47 | 106 | 52 | 99 | 202 | 155 | 47 | 305 | 85 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 406 | 151 | 0 | 205 | 0 | 99 | 357 | 0 | 47 | 390 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 10 | | | 10 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.31 | 1.09 | 1.00 | 1.25 | 1.00 | 1.09 | 0.88 | 1.00 | 1.09 | 1.03 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | Right | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
AM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 8.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 6.0 | 14.0 | | 6.0 | 14.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 35.0 | | 15.0 | 35.0 | |
| Total Split (%) | 41.2% | 41.2% | 41.2% | 41.2% | 41.2% | | 17.6% | 41.2% | | 17.6% | 41.2% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 12.0 | 29.0 | | 12.0 | 29.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 3.0 | 4.5 | | 3.0 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 14.0 | | | 14.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 29.7 | 29.7 | | 29.7 | | 34.5 | 26.2 | | 31.3 | 22.9 | |
| Actuated g/C Ratio | | 0.40 | 0.40 | | 0.40 | | 0.47 | 0.35 | | 0.42 | 0.31 | |
| v/c Ratio | | 0.72 | 0.24 | | 0.44 | | 0.27 | 0.53 | | 0.12 | 0.74 | |
| Control Delay | | 31.5 | 4.7 | | 21.0 | | 11.6 | 19.7 | | 10.2 | 31.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 31.5 | 4.7 | | 21.0 | | 11.6 | 19.7 | | 10.2 | 31.2 | |
| LOS | | C | A | | C | | B | B | | B | C | |
| Approach Delay | | 24.2 | | | 21.0 | | | 18.0 | | | 29.0 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Queue Length 50th (ft) | | 166 | 0 | | 64 | | 23 | 116 | | 11 | 156 | |
| Queue Length 95th (ft) | | #354 | 38 | | 141 | | 46 | 201 | | 26 | 261 | |
| Internal Link Dist (ft) | | 877 | | | 334 | | | 761 | | | 117 | |
| Turn Bay Length (ft) | | | | | | | 45 | | | 50 | | |
| Base Capacity (vph) | | 560 | 628 | | 468 | | 429 | 784 | | 480 | 681 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | 0.24 | | 0.44 | | 0.23 | 0.46 | | 0.10 | 0.57 | |

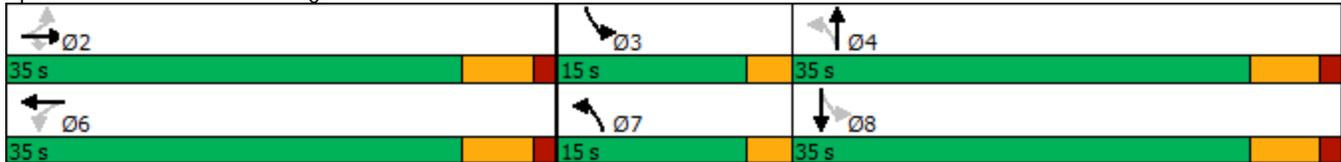
| Intersection Summary | |
|------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 85 |
| Actuated Cycle Length: | 73.9 |
| Natural Cycle: | 55 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.74 |

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
 AM Peak Hour

| | |
|---|------------------------|
| Intersection Signal Delay: 23.4 | Intersection LOS: C |
| Intersection Capacity Utilization 82.5% | ICU Level of Service E |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 100: Dodge Avenue & Church Street



| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 15 | 507 | 22 | 48 | 167 | 14 | 16 | 17 | 85 | 9 | 18 | 12 |
| Future Vol, veh/h | 15 | 507 | 22 | 48 | 167 | 14 | 16 | 17 | 85 | 9 | 18 | 12 |
| Conflicting Peds, #/hr | 10 | 0 | 7 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 4 | 2 | 2 | 10 | 2 | 2 | 2 | 2 | 20 | 2 | 25 |
| Mvmt Flow | 16 | 534 | 23 | 51 | 176 | 15 | 17 | 18 | 89 | 9 | 19 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|------|-------|-------|
| Conflicting Flow All | 201 | 0 | 0 | 564 | 0 | 0 | 887 | 888 | 553 | 927 | 892 | 194 |
| Stage 1 | - | - | - | - | - | - | 585 | 585 | - | 296 | 296 | - |
| Stage 2 | - | - | - | - | - | - | 302 | 303 | - | 631 | 596 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.3 | 6.52 | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.3 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.3 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.68 | 4.018 | 3.525 |
| Pot Cap-1 Maneuver | 1371 | - | - | 1008 | - | - | 265 | 283 | 533 | 231 | 281 | 792 |
| Stage 1 | - | - | - | - | - | - | 497 | 498 | - | 675 | 668 | - |
| Stage 2 | - | - | - | - | - | - | 707 | 664 | - | 440 | 492 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1357 | - | - | 1000 | - | - | 231 | 258 | 529 | 170 | 256 | 784 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 231 | 258 | - | 170 | 256 | - |
| Stage 1 | - | - | - | - | - | - | 485 | 486 | - | 657 | 624 | - |
| Stage 2 | - | - | - | - | - | - | 636 | 620 | - | 346 | 480 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|----|
| HCM Control Delay, s | 0.2 | 1.8 | 18 | 20 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 399 | 1357 | - | - | 1000 | - | - | 281 |
| HCM Lane V/C Ratio | 0.311 | 0.012 | - | - | 0.051 | - | - | 0.146 |
| HCM Control Delay (s) | 18 | 7.7 | 0 | - | 8.8 | 0 | - | 20 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.3 | 0 | - | - | 0.2 | - | - | 0.5 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 3 | 267 | 7 | 2 | 407 |
| Future Vol, veh/h | 9 | 3 | 267 | 7 | 2 | 407 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 9 | 9 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 8 | 50 | 2 | 5 |
| Mvmt Flow | 9 | 3 | 281 | 7 | 2 | 428 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 729 | 294 | 0 | 0 | 297 |
| Stage 1 | 294 | - | - | - | - |
| Stage 2 | 435 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 390 | 745 | - | - | 1264 |
| Stage 1 | 756 | - | - | - | - |
| Stage 2 | 653 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 385 | 739 | - | - | 1253 |
| Mov Cap-2 Maneuver | 385 | - | - | - | - |
| Stage 1 | 749 | - | - | - | - |
| Stage 2 | 650 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.5 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 437 | 1253 |
| HCM Lane V/C Ratio | - | - | 0.029 | 0.002 |
| HCM Control Delay (s) | - | - | 13.5 | 7.9 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 8 | 1 | 1 | 1 | 7 | 38 | 1 | 1 | 30 | 1 |
| Future Vol, veh/h | 1 | 1 | 8 | 1 | 1 | 1 | 7 | 38 | 1 | 1 | 30 | 1 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 9 | 9 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 10 | 2 |
| Mvmt Flow | 1 | 1 | 8 | 1 | 1 | 1 | 7 | 40 | 1 | 1 | 32 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 94 | 99 | 33 | 103 | 99 | 53 | 33 | 0 | 0 | 50 | 0 | 0 |
| Stage 1 | 35 | 35 | - | 64 | 64 | - | - | - | - | - | - | - |
| Stage 2 | 59 | 64 | - | 39 | 35 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 889 | 791 | 1041 | 877 | 791 | 1014 | 1579 | - | - | 1557 | - | - |
| Stage 1 | 981 | 866 | - | 947 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 953 | 842 | - | 976 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 881 | 779 | 1041 | 858 | 779 | 1002 | 1579 | - | - | 1544 | - | - |
| Mov Cap-2 Maneuver | 881 | 779 | - | 858 | 779 | - | - | - | - | - | - | - |
| Stage 1 | 976 | 865 | - | 934 | 830 | - | - | - | - | - | - | - |
| Stage 2 | 943 | 830 | - | 966 | 865 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 8.7 | | 9.2 | | 1.1 | | 0.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1579 | - | - | 990 | 870 | 1544 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.011 | 0.004 | 0.001 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.7 | 9.2 | 7.3 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 4 | 6 | 1 | 11 | 4 |
| Future Vol, veh/h | 1 | 4 | 6 | 1 | 11 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 4 | 6 | 1 | 12 | 4 |

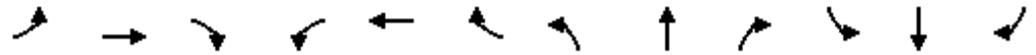
| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 5 | 0 | 16 |
| Stage 1 | - | - | - | - | 3 |
| Stage 2 | - | - | - | - | 13 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1616 | - | 1002 |
| Stage 1 | - | - | - | - | 1020 |
| Stage 2 | - | - | - | - | 1010 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1616 | - | 998 |
| Mov Cap-2 Maneuver | - | - | - | - | 998 |
| Stage 1 | - | - | - | - | 1020 |
| Stage 2 | - | - | - | - | 1006 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 6.2 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 1019 | - | - | 1616 | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.004 | - |
| HCM Control Delay (s) | 8.6 | - | - | 7.2 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

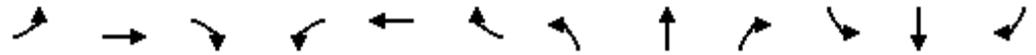
Build (2022) Traffic Projections
PM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 45 | 247 | 104 | 22 | 155 | 65 | 92 | 244 | 72 | 36 | 221 | 56 |
| Future Volume (vph) | 45 | 247 | 104 | 22 | 155 | 65 | 92 | 244 | 72 | 36 | 221 | 56 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 10 | 12 | 11 | 12 | 10 | 15 | 12 | 10 | 16 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 45 | | 0 | 50 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 60 | | | 85 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.82 | | 0.97 | | 0.94 | 0.98 | | 0.96 | 0.98 | |
| Frt | | | 0.850 | | 0.964 | | | 0.966 | | | 0.970 | |
| Flt Protected | | 0.992 | | | 0.995 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1481 | 1463 | 0 | 1444 | 0 | 1652 | 1908 | 0 | 1478 | 1702 | 0 |
| Flt Permitted | | 0.917 | | | 0.954 | | 0.405 | | | 0.539 | | |
| Satd. Flow (perm) | 0 | 1363 | 1193 | 0 | 1373 | 0 | 662 | 1908 | 0 | 805 | 1702 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 109 | | 24 | | | 19 | | | 16 | |
| Link Speed (mph) | | 20 | | | 20 | | | 25 | | | 25 | |
| Link Distance (ft) | | 957 | | | 414 | | | 841 | | | 197 | |
| Travel Time (s) | | 32.6 | | | 14.1 | | | 22.9 | | | 5.4 | |
| Confl. Peds. (#/hr) | 22 | | 83 | 83 | | 22 | 50 | | 37 | 37 | | 50 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 7% | 2% | 3% | 2% | 3% | 6% | 2% | 4% | 2% | 14% | 4% | 2% |
| Parking (#/hr) | | 7 | | | 7 | | | | | | 7 | |
| Adj. Flow (vph) | 47 | 260 | 109 | 23 | 163 | 68 | 97 | 257 | 76 | 38 | 233 | 59 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 307 | 109 | 0 | 254 | 0 | 97 | 333 | 0 | 38 | 292 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 10 | | | 10 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.31 | 1.09 | 1.00 | 1.25 | 1.00 | 1.09 | 0.88 | 1.00 | 1.09 | 1.03 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | Right | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
PM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | 2 | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 8.0 | |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 6.0 | 14.0 | | 6.0 | 14.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 35.0 | | 15.0 | 35.0 | |
| Total Split (%) | 41.2% | 41.2% | 41.2% | 41.2% | 41.2% | | 17.6% | 41.2% | | 17.6% | 41.2% | |
| Maximum Green (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 12.0 | 29.0 | | 12.0 | 29.0 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 3.0 | 4.5 | | 3.0 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | | 14.0 | | | 14.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | | 29.7 | 29.7 | | 29.7 | | 30.4 | 23.9 | | 26.8 | 18.6 | |
| Actuated g/C Ratio | | 0.43 | 0.43 | | 0.43 | | 0.44 | 0.34 | | 0.39 | 0.27 | |
| v/c Ratio | | 0.53 | 0.19 | | 0.42 | | 0.24 | 0.50 | | 0.10 | 0.62 | |
| Control Delay | | 22.0 | 5.0 | | 18.2 | | 11.8 | 20.2 | | 10.6 | 27.8 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 22.0 | 5.0 | | 18.2 | | 11.8 | 20.2 | | 10.6 | 27.8 | |
| LOS | | C | A | | B | | B | C | | B | C | |
| Approach Delay | | 17.6 | | | 18.2 | | | 18.3 | | | 25.8 | |
| Approach LOS | | B | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | 98 | 0 | | 69 | | 23 | 92 | | 9 | 107 | |
| Queue Length 95th (ft) | | 221 | 33 | | 164 | | 46 | 194 | | 23 | 185 | |
| Internal Link Dist (ft) | | 877 | | | 334 | | | 761 | | | 117 | |
| Turn Bay Length (ft) | | | | | | | 45 | | | 50 | | |
| Base Capacity (vph) | | 581 | 571 | | 599 | | 466 | 836 | | 470 | 735 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.53 | 0.19 | | 0.42 | | 0.21 | 0.40 | | 0.08 | 0.40 | |

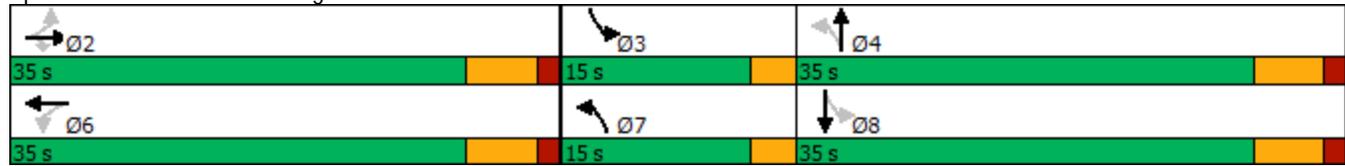
| Intersection Summary | |
|------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 85 |
| Actuated Cycle Length: | 69.5 |
| Natural Cycle: | 50 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.62 |

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
 PM Peak Hour

| | |
|---|------------------------|
| Intersection Signal Delay: 19.8 | Intersection LOS: B |
| Intersection Capacity Utilization 67.3% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 100: Dodge Avenue & Church Street



| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 32 | 317 | 6 | 11 | 206 | 22 | 18 | 14 | 65 | 15 | 4 | 18 |
| Future Vol, veh/h | 32 | 317 | 6 | 11 | 206 | 22 | 18 | 14 | 65 | 15 | 4 | 18 |
| Conflicting Peds, #/hr | 30 | 0 | 8 | 8 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 4 | 3 | 2 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 2 | 6 |
| Mvmt Flow | 34 | 334 | 6 | 12 | 217 | 23 | 19 | 15 | 68 | 16 | 4 | 19 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 270 | 0 | 0 | 348 | 0 | 0 | 678 | 707 | 345 | 730 | 699 | 260 |
| Stage 1 | - | - | - | - | - | - | 413 | 413 | - | 283 | 283 | - |
| Stage 2 | - | - | - | - | - | - | 265 | 294 | - | 447 | 416 | - |
| Critical Hdwy | 4.14 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.236 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.354 |
| Pot Cap-1 Maneuver | 1282 | - | - | 1211 | - | - | 366 | 360 | 698 | 338 | 364 | 769 |
| Stage 1 | - | - | - | - | - | - | 616 | 594 | - | 724 | 677 | - |
| Stage 2 | - | - | - | - | - | - | 740 | 670 | - | 591 | 592 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1242 | - | - | 1200 | - | - | 338 | 330 | 692 | 275 | 333 | 745 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 338 | 330 | - | 275 | 333 | - |
| Stage 1 | - | - | - | - | - | - | 590 | 568 | - | 678 | 648 | - |
| Stage 2 | - | - | - | - | - | - | 707 | 641 | - | 501 | 567 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.7 | | | 0.4 | | | 13.8 | | | 14.8 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 512 | 1242 | - | - | 1200 | - | - | 408 |
| HCM Lane V/C Ratio | 0.199 | 0.027 | - | - | 0.01 | - | - | 0.095 |
| HCM Control Delay (s) | 13.8 | 8 | 0 | - | 8 | 0 | - | 14.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.7 | 0.1 | - | - | 0 | - | - | 0.3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 11 | 4 | 348 | 6 | 5 | 302 |
| Future Vol, veh/h | 11 | 4 | 348 | 6 | 5 | 302 |
| Conflicting Peds, #/hr | 2 | 5 | 0 | 27 | 27 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 5 | 2 | 2 | 4 |
| Mvmt Flow | 12 | 4 | 366 | 6 | 5 | 318 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 726 | 401 | 0 | 0 | 399 |
| Stage 1 | 396 | - | - | - | - |
| Stage 2 | 330 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 391 | 649 | - | - | 1160 |
| Stage 1 | 680 | - | - | - | - |
| Stage 2 | 728 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 378 | 630 | - | - | 1130 |
| Mov Cap-2 Maneuver | 378 | - | - | - | - |
| Stage 1 | 662 | - | - | - | - |
| Stage 2 | 723 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 13.8 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 423 | 1130 |
| HCM Lane V/C Ratio | - | - | 0.037 | 0.005 |
| HCM Control Delay (s) | - | - | 13.8 | 8.2 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 8 | 1 | 1 | 1 | 15 | 54 | 1 | 1 | 29 | 1 |
| Future Vol, veh/h | 1 | 1 | 8 | 1 | 1 | 1 | 15 | 54 | 1 | 1 | 29 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 |
| Mvmt Flow | 1 | 1 | 8 | 1 | 1 | 1 | 16 | 57 | 1 | 1 | 31 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 125 | 132 | 32 | 136 | 132 | 66 | 32 | 0 | 0 | 66 | 0 | 0 |
| Stage 1 | 34 | 34 | - | 98 | 98 | - | - | - | - | - | - | - |
| Stage 2 | 91 | 98 | - | 38 | 34 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 849 | 759 | 1042 | 835 | 759 | 998 | 1580 | - | - | 1536 | - | - |
| Stage 1 | 982 | 867 | - | 908 | 814 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 814 | - | 977 | 867 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 840 | 745 | 1042 | 814 | 745 | 990 | 1580 | - | - | 1524 | - | - |
| Mov Cap-2 Maneuver | 840 | 745 | - | 814 | 745 | - | - | - | - | - | - | - |
| Stage 1 | 972 | 866 | - | 892 | 799 | - | - | - | - | - | - | - |
| Stage 2 | 905 | 799 | - | 967 | 866 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 8.7 | | 9.3 | | 1.6 | | 0.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1580 | - | - | 979 | 838 | 1524 | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.011 | 0.004 | 0.001 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.7 | 9.3 | 7.4 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 8 | 13 | 1 | 13 | 5 |
| Future Vol, veh/h | 1 | 8 | 13 | 1 | 13 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 8 | 14 | 1 | 14 | 5 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 9 | 0 | 34 |
| Stage 1 | - | - | - | - | 5 |
| Stage 2 | - | - | - | - | 29 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1611 | - | 979 |
| Stage 1 | - | - | - | - | 1018 |
| Stage 2 | - | - | - | - | 994 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1611 | - | 970 |
| Mov Cap-2 Maneuver | - | - | - | - | 970 |
| Stage 1 | - | - | - | - | 1018 |
| Stage 2 | - | - | - | - | 985 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 6.7 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 998 | - | - | 1611 | - |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.008 | - |
| HCM Control Delay (s) | 8.7 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |



Kimley»»Horn

4201 Winfield Road | Suite 600 | Warrenville, IL 60555
630-487-5550



**Zoning Analysis
Summary**

01-05-23 *Mef*
 UPDATED: ~~42-06-22~~

Case Number:

Case Status/Determination:

| | |
|---|---------------|
| 22ZONA-0019 – 1811-1815 CHURCH STREET MT. PISGAH APARTMENTS - HODC | NON-COMPLIANT |
|---|---------------|

Plan Dated: ~~02-21-22~~ 12-19-22

Proposal:

By: **CORDOGAN CLARK**

DEMOLISH EXISTING RELIGIOUS INSTITUTION AND CONSTRUCT A 5-STORY MIXED-USE BUILDING WITH 2 GROUND FLOOR RETAIL SPACES AND AFFORDABLE 44 DWELLING UNITS ABOVE. ENCLOSED GROUND FLOOR AND UNDERGROUND PARKING FOR ~~32~~ SPACES.

46

Zoning Section:

Comments:

| | |
|----------------|---|
| | The proposed development site includes the following PINs and includes the proposed development at 1801-1805 Church Street: 10-13-220-031-0000 10-13-220-032-0000 10-13-220-040-0000 10-13-220-041-0000 10-13-220-035-0000 |
| 6-15-15-II-E.7 | Development site is located within the B2 Business District, oWE West Evanston Overlay District, and WE7 District in the West Evanston Zoning Overlay for Redevelopment Areas. WE7 District allows for the development of mixed-use building types. |
| Subdivision | As proposed, a plat of subdivision is required to establish new lot/property lines related to the proposed development to the east (1801-1805 Church Street – new Mt. Pisgah church building). East Lot: <i>12,036</i> Lot size, proposed: 42,000 sf Lot width, proposed: 75.0' West Lot: <i>16,914</i> Lot size, proposed: 16,804 sf Lot width, proposed: 105.4' |
| 6-15-15-II.A.1 | Though not a Planned Development per the oWE West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required. |

| | |
|-----------------------------------|--|
| 6-15-15-IV-A.1 | Permitted Uses: Compliant |
| | Ground floor: Standard: Commercial uses such as office, retail, and services Proposed: Retail |
| | Upper floors: Standard: Office, service, and residential Proposed: Residential |
| | Retail square footage: 3,407 sf 3318 # |
| | Residential dwelling unit mix: |
| | 1-bedroom dwellings: 12 2-bedroom dwellings: 20 3-bedroom dwellings: 12 Total: 44 dwellings |
| | IHO (Inclusionary Housing Ordinance): All dwelling units to be affordable. |
| 6-15-15-IV, Table IV.A | No minimum lot size requirement. No minimum lot width requirement. No maximum Floor Area Ratio (FAR) requirement. No maximum building coverage requirement. |
| 6-15-15-IX-A.3 | Front yard build to zone: Non-compliant |
| | Standard: 5'-10' Proposed: 0' |
| | Front building façade required to be constructed within Build-to Zones located between 5'-10' from the property line. |
| 6-15-15-IX-A.5 | Interior side yard setback: Non-compliant |
| | Standard: 5.0' Proposed, west and east interior side yard setbacks: 0.0' |
| 6-15-15-IX-A.6 | Rear yard setback: Non-compliant |
| | Standard: 5.0' Proposed: 0.0' |
| 6-15-15-IX-A.7, 6-15-15-IX-A.8 | Impervious surface coverage: Non-compliant |
| | Standard: 90% of lot area (15,776 sf) + 5% semi-pervious surface area (843.2 sf) Proposed: 99.7%, 16,813 sf 99.4% |
| 6-15-15-IX-B.1 | Building height: Non-compliant |
| | Standard: 3 stories with overall maximum height of 47' for buildings along Church Street within 100' of Darrow Avenue with an 8' ziggurat setback at 3 rd story. Proposed: 5 stores at 57.7' with partial ziggurat setback at the 5 th story creating a roof deck/garden. |
| | Roof deck/garden needs to be dimensioned. |

6-15-15-IX-C.7,
6-15-15-IX-C.8

Exterior building materials: Compliant

Standard: Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over 3" in height, and EIFS are not permitted.

Proposed:

- Vinyl windows,
- Fiber cement lap and panel siding,
- Aluminum storefront system, and
- Brick.

6-16-2,
Table 16-B,
IHO (Inclusionary
Housing Ordinance)

Parking: Compliant

Site is not located in a TOD area, 20% of dwelling units have no parking requirement per IHO (Inclusionary Housing Ordinance) bonus (1 1-bedroom, 4 2-bedroom and 3 3-bedroom units treated as IHO bonus units and excluded from parking requirement assumed IHO bonus dwelling units).

Standard: 44 spaces with 2 ADA accessible spaces

Proposed: ~~32~~ 46 spaces with ~~1~~ 9 ADA accessible spaces

Retail:

1 space per 350 sf

3,407 sf – 2,000 sf exemption permitted = 1,407 sf

1,407/350 = 4.02 spaces required

Residential:

0.75 spaces per 1-bedroom dwelling *11 = 8.25

1.25 spaces per 2-bedroom dwelling *16 = 20

1.5 spaces per 3-bedroom dwelling *8 = 12

40.25 spaces required

4.02 + 40.25 = 44.3, 44 spaces required in total

~~Dimension ADA parking space and adjacent accessible aisles.~~

6-16-5, Table 16-E

Loading berth: Non-compliant

Standard: 1 short loading berth/dock, minimum 10'x35' with a minimum vertical clearance of 14'.

Proposed: ~~Sheet A1.0 Site Plan does not show a loading berth/dock, Sheet A1:1-Landscape Plan shows a loading berth/dock, not dimensioned.~~ 0 proposed

Retail:

1 short per 5,000 – 10,000 sf

Retail area less than 5,000 sf, no requirement

Residential:

1 short per 30,000 – 100,000

Residential area is ~37,650 sf, 1 short required

~~Plan needs to clarify if a loading berth/dock is proposed, if so, plan sheets need to show consistent details, and the loading berth/dock needs to be dimensioned.~~

Additional comments may be provided as the review/zoning entitlement process moves forward.

When submitting revisions, please provide a complete set of plans with revision dates noted.

Michael Griffith, Planner

~~12-06-22~~

01-05-23 M.G.



AGENDA

Planning & Development Committee

Monday, October 24, 2022

Lorraine H. Morton Civic Center, James C. Lytle City Council Chambers, Room 2800
6:15 PM

Those wishing to make public comments at the Administrative & Public Works Committee, Planning & Development Committee or City Council meetings may submit written comments in advance or sign up to provide public comment by phone or video during the meeting by completing the City Clerk's Office's online form at www.cityofevanston.org/government/city-clerk/public-comment-sign-up or by calling/texting 847-448-4311.

Join Zoom Meeting

<https://us06web.zoom.us/j/86310981739?pwd=czhWT1pkZllySW42YUFCWjF6eXRTUT09>

Meeting ID: 863 1098 1739

Passcode: 876506

Community members may watch the City Council meeting online at www.cityofevanston.org/channel16 or on Cable Channel 16.

Page

(I) CALL TO ORDER - COUNCILMEMBER REID

(II) APPROVAL OF MINUTES

PM1. **Approval of the Minutes of the Regular Planning & Development Committee meeting of October 10, 2022**

3 - 5

Staff recommends approval of the Minutes of the Regular Planning & Development Committee meeting of October 10, 2022.

For Action

(III) PUBLIC COMMENT

(IV) ITEMS FOR CONSIDERATION

(V) ITEMS FOR DISCUSSION

- D1. **Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development** 6 - 9

Staff requests the Planning & Development Committee discuss the intent and policies of the West Evanston Master Plan and the corresponding zoning regulations of the oWE West Evanston Overlay District, and establish an appropriate path forward for future development in the western portion of Evanston and corresponding Five-Fifths TIF area. The existing plan and zoning regulations are proving problematic to anticipated and encouraged redevelopment such as the Mt. Pisgah site at Church & Darrow.

For Discussion

[Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development - Attachment - Pdf](#)

(VI) ITEMS FOR COMMUNICATION

(VII) ADJOURNMENT



Planning & Development Committee

Monday, October 10, 2022 @ 6:00 PM

Lorraine H. Morton Civic Center, James C. Lytle City Council Chambers, Room 2800

COMMITTEE MEMBER PRESENT:

Juan Geracaris, Councilmember, Jonathan Nieuwsma, Councilmember, Eleanor Revelle, Councilmember, Clare Kelly, Councilmember, Devon Reid, Chair, and Bobby Burns, Councilmember

COMMITTEE MEMBER ABSENT:

Melissa Wynne, Councilmember

STAFF PRESENT:

Sarah Flax, Interim Director of Community Development and Elizabeth Williams, Planning and Zoning Manager

(I) CALL TO ORDER - COUNCILMEMBER REID

A quorum being present Councilmember Reid called the meeting to order at 6:40 p.m.

(II) APPROVAL OF MINUTES

PM1. **Approval of the Minutes of the Regular Planning & Development Committee meeting of September 27, 2022**

Staff recommends approval of the Minutes of the Regular Planning & Development Committee meeting of September 27, 2022.

Moved by Councilmember Jonathan Nieuwsma

Seconded by Councilmember Bobby Burns

Ayes:

Councilmember Juan Geracaris, Councilmember Jonathan Nieuwsma, Councilmember Bobby Burns, Councilmember Eleanor Revelle, Councilmember Clare Kelly, and Councilmember Devon Reid

Carried 6-0 on a recorded vote

(III) PUBLIC COMMENT

Comments on D1:

Betty Ester asked for clarification and community involvement on what components of the plan were for discussion.

Trisha Connolly desires more community engagement and a written plan on how that will be conducted.

Tina Paden noted that items in the plan including a new school, affordable housing, and money for small landlords have not occurred. She also expressed the need for more community involvement.

Carlis Sutton stated need for public input.

Sam Vaghani noted that the Evanston's LEED for Cities and Communities certification in 2018 demonstrated leadership and would like to see neighboring communities also involved.

Priscilla Chiles would like more community input.

Janet Alexander asked for confirmation that this item was only for discussion and that there would be time for more community meetings. Councilmember Reid confirmed that was correct.

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(IV) ITEMS FOR CONSIDERATION

(V) ITEMS FOR DISCUSSION

D1. Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development

Motion to table the D1 discussion of the West Evanston Plan & Overlay Area and its impact on current and future development.

Moved by Councilmember Juan Geracaris

Seconded by Councilmember Jonathan Nieuwsma.

Ayes: Councilmember Eleanor Revelle, Councilmember Clare Kelly, Councilmember Juan Geracaris, Councilmember Jonathan Nieuwsma, Councilmember Devon Reid and Councilmember Bobby Burns

Carried 6-0 on a recorded vote

(VI) ITEMS FOR COMMUNICATION

(VII) ADJOURNMENT

Councilmember Burns adjourned the meeting at 6:56 p.m.

Respectfully submitted,
Amy Ahner, Planning Consultant
Meagan Jones, Neighborhood & Land Use Planner



Memorandum

To: Members of the Planning and Development Committee
From: Melissa Klotz, Zoning Administrator
CC: Sarah Flax, Interim Community Development Director; Elizabeth Williams, Planning Manager
Subject: Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development
Date: October 24, 2022

Recommended Action:

Staff requests the Planning & Development Committee discuss the intent and policies of the West Evanston Master Plan and the corresponding zoning regulations of the oWE West Evanston Overlay District, and establish an appropriate path forward for future development in the western portion of Evanston and corresponding Five-Fifths TIF area. The existing plan and zoning regulations are proving problematic to anticipated and encouraged redevelopment such as the Mt. Pisgah site at Church & Darrow.

Committee Action:

For Discussion

Summary:

For decades, Evanston has been considered a top-tier municipality and leader in the Planning and Land Use arena. Throughout the 1990s and early 2000s, the Evanston community, City Planners, and contracted consulting firms engaged in thoughtful meetings, design charrettes, and public hearings to establish appropriate redevelopment plans and codified zoning requirements for certain areas of the city. These plans include extremely specific redevelopment details that must be followed and are codified in the oWE West Evanston Overlay District, and made sense prior to the 2007-2008 housing market crash and subsequent market reset. In conjunction with technological advancement (the internet, electric vehicles, transit oriented development), a focus on equity, and the post-pandemic future, some aspects of the West Evanston Master Plan and corresponding oWE West Evanston Overlay District are outdated, ineffective, and now create substantial barriers to the community revitalization they are supposed to encourage.

West Evanston Master Plan

Adopted in May 2007, the West Evanston Master Plan was established to create a coherent redevelopment plan for the West Evanston TIF area that is in effect through 2028 (primarily the

old Mayfair train line and adjacent industrial properties) to ensure complete streets and appropriate residential infill occurs over time. The general planning goals and objectives of the plan reflect past policy of the City and the community. The Plan was created via significant community involvement and included many meetings and charrettes where input was gathered from 2nd and 5th ward residents. While many of the goals and objectives of the West Evanston Master Plan remain true today, they may not prioritize the most significant challenges that Evanston now faces.

The plan called for sub-areas classified by general redevelopment guidelines, or with detailed form-based planning including exact redevelopment plans and zoning regulations. The sub-areas selected for form-based planning regulate exact housing types, building styles, building locations, new street layouts, height and bulk, uses, etc. This form-based code was established in the oWE West Evanston Overlay District that was adopted in January 2009 and is regulated within Sections 6-15-15 and 6-15-16 of the Zoning Ordinance.

oWE West Evanston Overlay District

The oWE West Evanston Overlay District is the zoning area that features the additional set of zoning regulations contemplated in the West Evanston Master Plan. Notably, these zoning regulations include redevelopment requirements for street extensions that include extensive storm water detention, curbs, sidewalks, street lights, etc. and dedication of that land back to the City. While the street extensions are ideal for linking existing blocks and fulfilling complete-streets with multimodal access, doing so is cost prohibitive, may increase vehicular traffic in existing neighborhoods, and removes private property from the property tax base once dedicated back to the City. Additionally, once constructed, the new streets, sidewalks, storm water, and other infrastructure requires life-long maintenance by the City.

Most of the street extensions required extend over multiple properties that are not currently held in common ownership. When the plan and overlay were originally enacted, the housing boom made it economically feasible for contiguous property owners to sell their properties together at once for one new large development opportunity; many property owners would sell if top-dollar were commanded. When the market crashed and property values fell, contiguous land sales (and redevelopment opportunities) no longer seemed feasible. Today, there are properties within the oWE Overlay District that are currently vacant or underutilized but are unable to redevelop because required street extensions straddle property lines and parcels that are not available for sale at this time.

Additionally, the oWE Overlay District requires rezoning of existing industrial properties as they redevelop. These properties typically exist in I1 Industrial/Office District, I2 General Industrial District, and MXE Mixed-Use Employment District, and are slated with WE1 West Evanston Transitional Overlay zoning. While the regulations do not include a sunset clause to require the closure of any existing industrial business/facility in operation, the Overlay does place additional industrial use restrictions to ensure all currently-zoning industrial properties in the Overlay become less-intense over time (ie. no use shall be more intense than any previously existing use at a subject property in the WE1 sub-area). This means some properties in the WE1 are currently restricted to office use only unless the existing structure(s) are demolished for residential redevelopment. While additional housing is needed in Evanston, so are industrial properties, which have greatly diminished in recent years. Industrial properties pay a portion of the property tax base and provide local blue-collar jobs.

Examples:

- National Awards Building (1611 Church) – This property is located within the oWE Overlay District with WE1 sub-area zoning, which is specified by the overlay as previously industrial property that will redevelop as multifamily residential. WE1 specifies existing structures cannot ever have a more intense use than the last use at the property. The last use in the 13,000 square foot building on a 46,000 square foot lot with a large surface parking lot was a miniature dollhouse furniture maker with approximately 3 employees. The overlay and WE1 mean the property is basically unusable and has now sat mostly vacant for years. If the existing industrial building is torn down for redevelopment, the property must redevelop as multifamily residential, which is appropriate. However, no redevelopment can occur unless the private developer also incorporates a street extension (street, storm water detention, curbs, sidewalks, street lights, etc.) of Florence Avenue, which dead ends at the intersection just south of the property. The street cannot be extended unless the property to the east (Cahill Plumbing) also redevelops at the same time. Even then, the plan and overlay require almost half of each of the two properties to be utilized for a public street. The remaining land for multifamily residential is not enough to cover the cost of the development, especially when considering the exact requirements for the multifamily residences as well (townhomes, private alley access, etc.). Furthermore, the properties likely could still not redevelop unless a third property that is immediately north is incorporated in, to further extend Florence Avenue north to a connecting street. There is a building on the third property in the way of where the street extension is required. The development/zoning problems of this property have been apparent to staff for a decade.
- ComEd Substation (1919 Church) – This property is located on the corner of Church and Brown, right next to the Y.O.U. building. The Substation was upgraded in 2016 to reduce brownouts and power outages in parts of Evanston. The overlay required a Special Use and variations to reduce the screening (fencing and landscaping) at the substation. The screening and extremely detailed landscaping requirement (which dictates plant spacing to the inch) was reduced for visual safety, ComEd equipment safety, future plant growth, and vision clearance. The overlay requirements were inappropriate and unduly burdensome for an existing utility station.
- Windy City Garden Center (2000 Green Bay Road) - Windy City Garden Center, a retail landscaping/plant nursery, proposed improvements to the parking lot to pave existing gravel parking areas. The proposal was required to comply with the landscaping requirements of the overlay. Windy City Garden Center, a landscaping/plant nursery, could not feasibly comply with the landscaping requirements of the oWE Overlay District and was granted exceptions by the Design & Project Review Committee to reduce plantings.
- Y.O.U. (1911 Church) – The new Y.O.U. building is the ONLY new construction that complies with the overlay. This took extensive detailed work by the owner's architect and many discussions with staff. However, the building is only considered compliant because staff determined the property could be considered a corner lot given the true corner (immediately west) is occupied by the ComEd Substation. As a corner lot, Y.O.U. had the option to construct an "iconic" building instead of a "mixed-use building". A "mixed-use building," as defined by the overlay, would have triggered many variations or been infeasible for the project.

- 2044 Wesley – This undeveloped property just south of the public storage facility at Simpson and Green Bay is appropriately slated for multifamily residential as well as a street extension of Jackson from Foster to Simpson. It is not economically feasible to follow the exact requirements of the overlay unless the public storage facility is torn down and redeveloped as well, therefore the property owner requested a map amendment to remove the property from the overlay in late 2019. The map amendment was recommended for denial by the Land Use Commission (since there was not an accompanying development proposal showing exactly what would be proposed at the site), but was approved by the City Council. The property owner then proceeded with a Planned Development for townhomes and one modest multifamily residential building, but later withdrew the request due to economic constraints. The property owner is now considering a higher-density proposal. Although not yet officially submitted to the City, staff is aware higher density may be appropriate but is not what the West Evanston Master Plan calls for at the site. The development/zoning problems with this property have been apparent to staff for over 5 years, and continues to be a problem even following removal of the property from the overlay district.

Conclusion: A new plan is needed that addresses the specific concerns of the West Evanston area and the future redevelopment of and/or preservation of industrial sites, the old Mayfair properties, and appropriate residential infill. Complete streets that increase land value and drive up housing costs may not be appropriate. Instead, additional bicycle and pedestrian paths may improve mobility while encouraging moderate housing costs for new construction. This plan should be part of the larger Comprehensive Plan that addresses the intersectionality of West Evanston to the rest of the city while understanding the past and current needs of the area and community.

Legislative History:

[West Evanston Planning Area Map](#)

[West Evanston Master Plan Subarea 1 & 2](#)

[West Evanston Master Plan Subarea 3](#)

[oWE West Evanston Overlay Regulations \(6-15-15 & 6-15-16\)](#)

[TIF Information & Maps](#)

This item was tabled to the next meeting at the October 10, 2022 P&D Committee meeting.