LAND USE COMMISSION

Wednesday, February 8, 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: January 25, 2023

III. OLD BUSINESS (Continued from January 11, 2023)

A. 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),

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 Meagan Jones, Neighborhood and Land Use Planner, at mmjones@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 (TYY) at least 48 hours in advance of the scheduled meeting so that accommodations can be made.

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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.

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

Richard Koening, 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 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 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.

IV. NEW BUSINESS

A. Public Hearing: Major Variations | 2524 Asbury Avenue | 23ZMJV-0001

Todd Israel, architect and applicant on behalf of Adam Bezark and Caroline Hayashida, property owners, request two Major Variations to allow a single-story rear addition to a single-family home to be approximately 5 feet 9 inches from the west rear lot line where a rear yard of 30 feet is required [Section 6-8-2-8(A)(4)] and a building lot coverage of approximately 1,380 ft2 or 31.06% where no more than 1,333 ft2 or 30% is allowed [Section 6-8-2-7] in the R1 Single-Family Residential District. The Land Use Commission is the determining body for this case in accordance with Section 6-3-8-10 of the Evanston Zoning Code and Ordinance 92-O-21.

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B. Public Hearing: Major Variations | 1420 Leonard Place | 23ZMJV-0002

David Reid, property owner, requests four Major Variations from the Evanston Zoning Code to allow for the construction of a new single-family home in the R3 Two-Family Residential District. The variations are as follows: a front yard setback for the principal structure of 7.7 feet where a minimum front yard setback of 27 feet is required [Section 6-8-4-7(A)(1)]; a west interior side yard of 3 feet for the principal structure where a minimum of 5 feet is required [Section 6-8-4-7(A)(3)]; a west interior side yard of 2.5 feet for the eave (roof overhang) where a minimum of 4.5 feet is required [Section 6-4-1-9(B)(1)]; and a west interior side yard of 3 feet for the air conditioning equipment where a minimum of 6 feet is required [Section 6-4-6-9]. The Land Use Commission is the determining body for this case in accordance with Section 6-3-8-10 of the Evanston Zoning Code and Ordinance 92-O-21.

V. COMMUNICATION

VI. PUBLIC COMMENT

VII. ADJOURNMENT

The Evanston Land Use Commission will hold a regularly scheduled meeting **on Wednesday, February 22, 2023, at 7:00 pm,** in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: https://www.cityofevanston.org/government/land-use-commission. Questions can be directed to Meagan Jones, Neighborhood and Land Use Planner at mmjones@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 (TYY) at least 48 hours in advance of the scheduled meeting so that accommodations can be made.

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MEETING MINUTES

LAND USE COMMISSION

Wednesday, January 25, 2023
7:00 PM
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: George Halik, Jeanne Lindwall, Kristine Westerberg, Matt Rodgers, Brian Johnson, John Hewko, Kiril Mirintchev, and Max Puchtel

Members Absent: Myrna Arevalo

Staff Present: Neighborhood and Land Use Planner, Meagan Jones, Assistant City Attorney, Brian George, Planner, Katie Ashbaugh, and Planning Manager, Liz Williams

Presiding Member: Matt Rodgers

Call to Order

Chair Rodgers opened the meeting at 7:01pm. A roll call was then done and a quorum was determined to be present.

Approval of January 11, 2023 Meeting Minutes

Commissioner Lindwall made a motion to approve the Land Use Commission meeting minutes from January 11, 2023 with Commissioner Halik's correction on page 4 under deliberations, that "cannot own light or noise" be replaced with "cannot own natural light or views". Seconded by Commissioner Westerberg. A voice vote was taken, and the motion passed with 5 Ayes and 3 Abstentions.

New Business

A. Public Hearing: Major Variation | 2311 Prospect Avenue | 22ZMJV-0098

David S. Howes and Ruth B. Rosenthal, property owners, request a Major Variation from Section 6-8-2-8(A)(3) of the Evanston Zoning Code to allow an interior side yard of 2 feet 9 inches where an interior side yard of 5 feet is required along the north interior side lot line to allow for an addition to an existing single-family home located on property commonly known as 2311 Prospect Avenue, Evanston, in the R1 Single-Family Residential District. The Land Use Commission is the determining body for this case in accordance with Section 6-3-8-10 of the Evanston Zoning Code.

The applicant, Ms. Rosenthal, presented the garage reconstruction variation request. She stated that her daughter and daughter's family live there and the renovation will improve the current layout of the home to provide more direct access between the attached garage and the rest of the house. She said currently the stairs connecting the garage to the home require going down into the basement and then going back up into the home; the proposed layout corrects this. She also said the home wqas constructed when vehicles were smaller in size and the existing garage width is too narrow.

Commissioner Questions

Commissioner Westerberg asked about the history of the rear addition to the property. The applicant responded that she thought it was from the 1960's but it was done prior to their owning the property.

Chair Rodgers questioned if they had considered building a garage off the alley. Ms. Rosenthal responded that they preferred not to take up the rear yard with a garage and preferred a shorter walking distance from the home to the garage due to having a daughter with mobility and health issues. Commissioner Puchtel noted the Evanston Comprehensive Plan emphasizes curb cut reduction and noted most of the other properties on the street have their garage access from the alley.

Commissioner Halik inquired about the garage alignment with the house. Ms. Rosenthal explained that the garage entry comes into a staircase leading from the kitchen to the basement.

Chair Rodgers asked about the external garage material. Ms. Rosenthal answered that it is brick board.

Commissioner Westerberg noted that the adjacent neighbor has requested to not harm their tree or existing foundation. Ms. Rosenthal agreed with this request.

Chair Rodgers called for public comment. There was none.

The record was then closed.

Deliberations

Commissioner Mirintchev noted that the garage extension will not shadow the neighbor, the proposed masonry as it attaches to the house is an improvement and is in favor of the project.

The Chair reviewed the seven Standards for a Major Variation, (Section 6-3-8-12(E)).

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

neighbor has had their tree and foundation concerns addressed, the project will not shadow the neighbor, and therefore the standard is met.

2. The requested variation is in keeping with the intent of the zoning ordinance: The zoning ordinance allows for the approval and changes to properties and the age of the existing garage does not align with modern vehicle standards, and so the standard is met.
3. The alleged hardship or practical difficulty is peculiar to the property. The garage was likely built prior to the current zoning ordinance which dictates setbacks and is being replaced by a garage that is more usable and peculiar to this property, therefore the standard is met.
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: The strict application of the regulations could create a larger hardship resulting in a smaller garage, so the standard is met.
5. Either the purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or, 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 applicant's testimony reflects the needs of a member of their family which meets the standard.
6. The alleged difficulty or hardship has not been created by any person having an interest in the property: The testimony provided, and the evidence of the garage materials indicates that the current owners did not create the hardship and so the standard is met.
7. The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Land Use Commission: The request is to replace a garage nearly in kind yet to make it more usable meeting the standard.

Chair Rodgers asked for Commissioner comments on the standards. There were none.

Commissioner Lindwall made a motion to grant a Major Variation at the property located at 2311 Prospect Avenue, 22ZMJV-0098. Second by Commissioner Halik. A voice vote was taken, and the motion carried, 8-0.

B. Public Hearing: Special Use & Major Variations | 2201 Oakton Street | 22ZMJV-0087

Daniel Grove, PLA, AICP, of Kimley Horn and applicant on behalf of the property owner, The Home Depot, requests a Special Use Permit to allow for outdoor storage and open sales on the property located at 2201 Oakton Street in the I1 Industrial/Office District and the oRD Redevelopment Overlay District. The applicant also requests two Major Variations from the Evanston Zoning Code to allow for the proposed outdoor storage to be located in the front yard where outdoor storage is prohibited [Section 6-14-1-8(A)] and to not screen the proposed outdoor storage where screening on all sides by an eight-foot-tall solid

fence is required [Section 6-14-1-8(B)]. 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.

Daniel Grove of Kimley Horn, applicant, 4201 Winfield Road, Warrenville summarized the Home Depot outdoor storage proposal in the parking lot to bring it into compliance while maintaining required vehicle parking.

Commissioner Questions

Chair Rodgers asked for examples of a large rental vehicle. Mr. Grove described moving trucks and trailers, small backhoes, skid steers, etc. Chair Rodgers asked if a location over by the garden center was considered to put these items further back on the property. Mr. Grove responded that it was not considered but keeping the large rentals near the tool rentals is preferred.

Commissioner Puchtel asked staff about the purpose of the fence requirement in the code. Ms. Ashbaugh responded that the requirement was intended for industrial properties where manufacturing and outdoor storage are common so as to screen these uses from any non-industrial properties and any views from the public right-of-way. She said that the request to not require the screening as stated in the code makes sense for the property in question since it is actually used as a commercial retail property but happens to be in an industrial zoning district, and cross access is needed between the Home Depot property and the property to the east where Aldi and PetSmart are located (there is a shared parking lot). Chair Rodgers noted that it was also screening for adjacent properties to the west.

Commissioner Westerberg asked if aesthetics apply to screening the consolidated rental area. Ms. Ashbaugh stated that because of the large setback from Oakton Street, the situation of Steak and Shake between Oakton and the rental area, and some existing shrubbery, she did not observe a need for additional screening.

Commissioner Hewko inquired about the timing for the variations and special use permit request for these non-conforming activities. Ms. Ashbaugh responded that the scope and volume of activity of The Home Depot has increased gradually over time and staff recently began working with Home Depot to formalize their practices and bring them into compliance. Mr. Grove stated that they have worked with staff to define the areas large enough to work within to maintain compliance in perpetuity in response to Commissioner Westerberg.

Commissioner Lindwall asked how the large vehicle rental parking will be managed. She said she's observed the trucks being parked more scattered throughout the parking lot. Mr. Grove noted that store management is aware that it will need to be contained, monitored, and delineated.

Commissioner Puchtel expressed concern regarding pedestrian and vehicular circulation near the garden area during peak seasons and would like it re-evaluated, particularly to the north and east of the garden area.

Commissioner Mirintchev commented on internal parking circulation and the lack of stop signs at exit points, specifically the west full access drive to Oakton Street and the southbound drive along the west side of the property.

Ramsey Word, The Home Depot Assistant Manager, stated that the plan for the garden area is shown on the plans at its largest possible location and will decrease in size seasonally and then increase to no farther than shown on the plan. The corral is built out for garden use, trees, or salt and then is shortened to align with the remaining product.

Chair Rodgers called for public comment. There was none.

The record was then closed.

Deliberations

The Commission then reviewed the 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: Outdoor storage and open sales are both listed as special uses in the I1 district so the standard is met.
2. Complies with the purposes and the policies of the Comprehensive General Plan and the Zoning Ordinance: It is an adaptive reuse of a large parking lot in front 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 site is surrounded by industrial and retail, there has not been any testimony of encroaching or negative effect upon neighbors and so the standard is met.
4. Does not interfere with or diminish the value of property in the neighborhood: It is a continuation of use in an industrial area, so the standard is met.
5. Is adequately served by public facilities and services: Does not apply for this application.
6. Does not cause undue traffic congestion: Oakton Street is a wide street with a large Home Depot parking lot so the standard is met.
7. Preserves significant historical and architectural resources: The building was built for commercial use in the 1980's so there are no significant historical or architectural resources to consider.
8. Preserves significant natural and environmental resources: The subject is a parking lot with no resources to preserve.
9. Complies with all other applicable regulations: The project will bring the applicant into compliance so the standard is met.

The Commission then reviewed the Standards for Major Variations, (Section 6-3-8-12(E)).

1. The requested variations will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties: The site is surrounded by industrial and retail, there has not been any testimony of encroaching or negative effect upon neighbors and so the standard is met.
2. The requested variations is in keeping with the intent of the zoning ordinance: Adaptive reuse of properties and compliance are objectives, so the standard is met.
3. The alleged hardship or practical difficulty is peculiar to the property: Fence placement within parking lots is unique so the standard is met.
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: Rental and gardening services are typical for this type of business and complete screening of it would impact sales, so the standard is met.
5. Either the purpose of the variations is not based exclusively upon a desire to extract additional income from the property, or, while the granting of the variations 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 of this Chapter, 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 of this Chapter: The request does not affect the property value itself so the standard is met.
6. The alleged difficulty or hardship has not been created by any person having an interest in the property: The building was built in the 1980s and no single person has created a hardship; therefore, the standard is met.
7. The requested variations 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 variations: The location off to the side lessens the need for additional screening so the standard is met.

Chair Rodgers asked for the Commissioners' comments on the standards.

Commissioner Puchtel weighed in that the negative cumulative effect and traffic for the Special Use standards are met if Home Depot develops and maintains a pedestrian flow plan. Commissioner Mirintchev added a condition to improve ingress and egress from the west approach to the parking area especially during the garden season. Commissioner Hewko encouraged formalization of the number of permitted parking spaces for rentals as well as their demarcation.

Commissioner Lindwall made a motion to grant a Special Use and Major Variations at the property located at 2201 Oakton Street, 22ZMJV-0087, with the following conditions:

1. **The garden area and equipment rental area are clearly marked within the parking lot;**
2. **The number of parking spaces devoted to each use, including the garden area to the west and equipment rental area to the east, are specified on plans; and**
3. **The applicant prepares a pedestrian and ingress and egress plan related to pedestrian safety as part of materials provided to City Council.**

Second by Commissioner Puchtel. A voice vote was taken, and the motion carried, 8-0.

Communications

Chair Rodgers updated members that he is meeting with Mayor Biss next week to discuss the overall functioning of the commission. He also noted that Community Development Director interviews are being held and there will be more information soon.

Adjournment

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

Adjourned 7:59 pm.

The next meeting of the Evanston Land Use Commission will be held on **Wednesday, February 8, 2023, 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
Katie Ashbaugh, AICP, Planner

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: February 1, 2023

Update

The applicant provided updated plans, dated December 23, 2022, just prior to the Commission's January 11, 2023, meeting when this case was previously considered. The updated plan provides additional dimensions and clarity on design details but does not change the plan. Updated details include:

- Sidewalks along rear and street side dimensioned.
- Details provided for exterior fin and trellis along the east elevation.
- Street tree spacing along Darrow Avenue dimensioned.
- Street bench detail provided for Darrow Avenue.
- Rooms labeled more clearly on floor plans.
- Screening detail provided for rooftop mechanical equipment.
- All 4 elevations provided.
- Bird Friendly measures noted.

Proposed building elevations include architectural details, fins and trellis, extending out from the building into the required corner side setback. These architectural details are considered yard obstructions. The plan reviewed for the January 11, 2023, meeting lacked clarity and staff assumed both architectural details extended 2' out from the building, a proposed yard obstruction of 40% where 10% is permitted. The updated plans clarified the fin dimensioned at 2' and the trellis at 3' (yard obstruction of 60%). The public notice did not account for a proposed yard of 60%. The applicant has indicated they will revise the plan so that both elements maintain a yard obstruction of 40%.

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

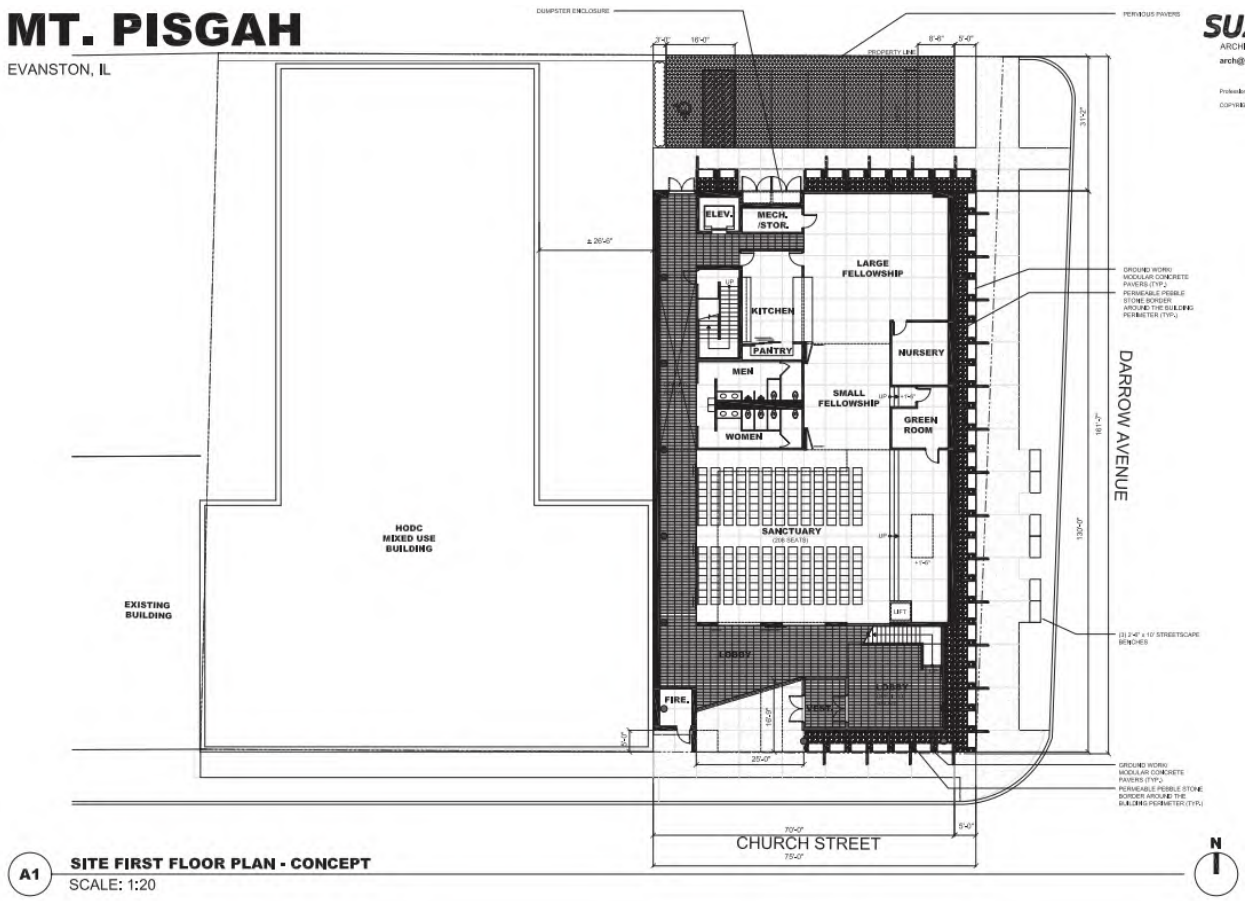
proposes converting 2 of the 8 existing on-street parking spaces along Church Street into an on-street loading/drop-off zone to be shared with HODC. If the variation is granted, the on-street loading zone details require Parking Services and Public Works Agency approval.

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.

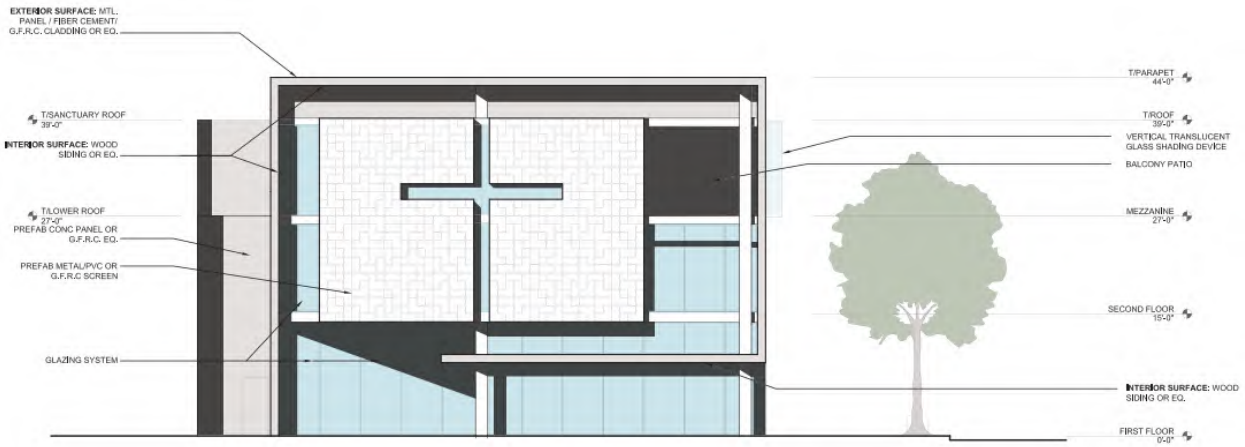


Site plan - 1801-1805 Church Street

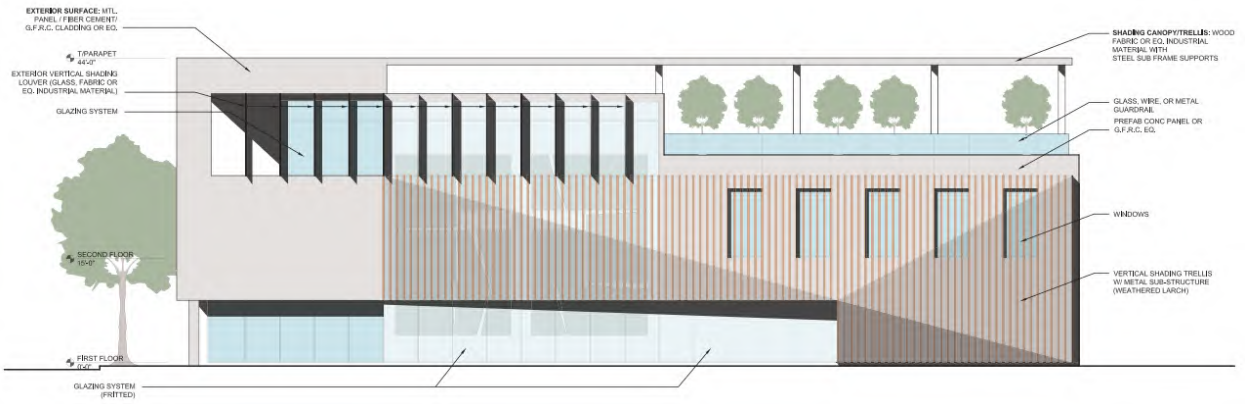
Proposed exterior building materials include:

- 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 updated plan shows screening details. Tthe 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 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. 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 programing 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 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.
- Reduce exterior trellis depth along east elevation from 3' to 2'.

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

1801-1805 Church Street plan, dated December 23, 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
Applications
Public comments received – no public comments received at the time the memo was prepared

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 LADDS 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 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

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

N

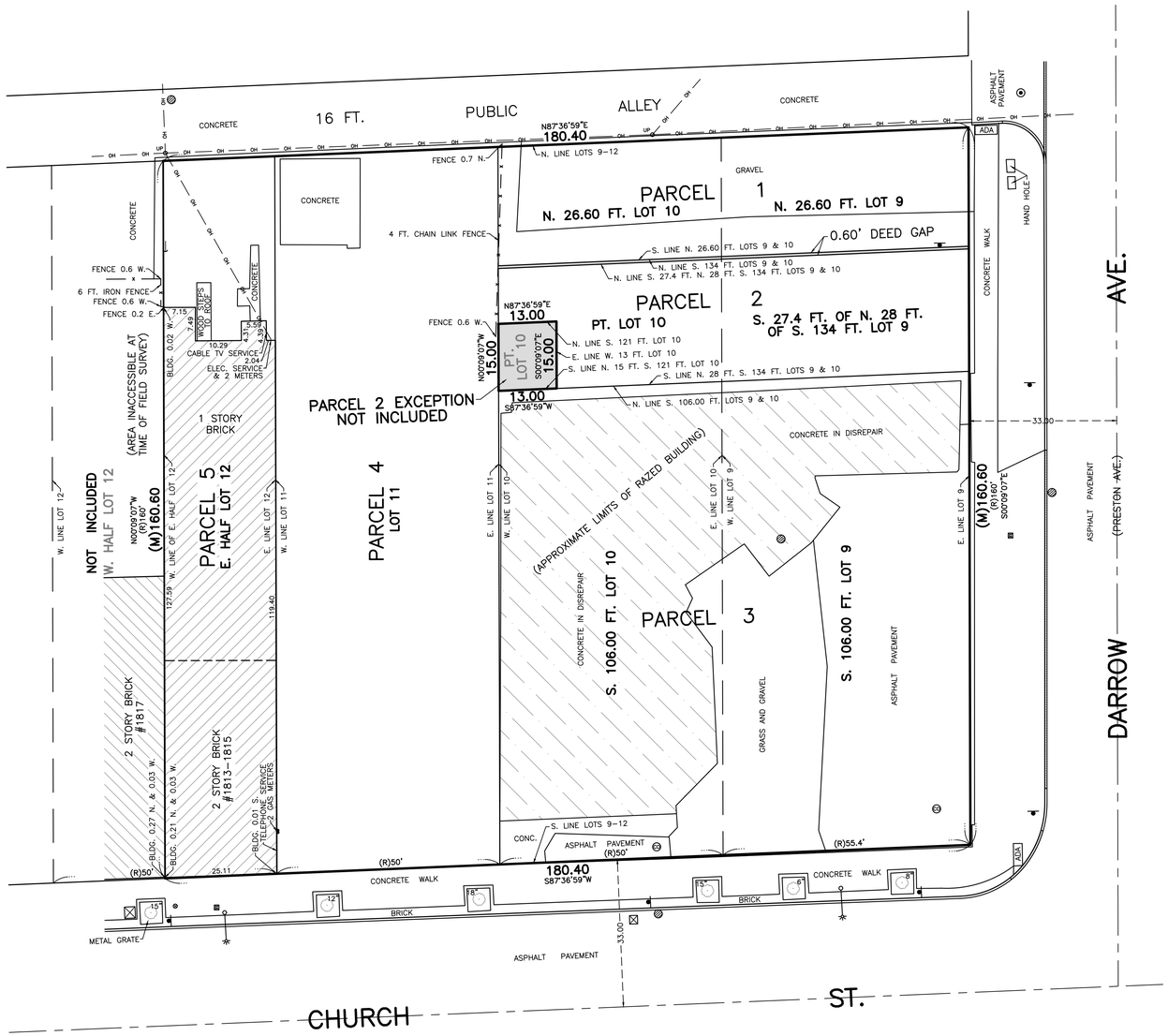
1" = 15'

0 15' 30'

GRAPHIC SCALE

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
- (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

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 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 35–3409 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS BENSENVILLE, ILLINOIS

VALID ONLY WITH EMBOSSED SEAL

THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35–3409
(EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)

DRAFTED BY: BJE
PAGE: *1 OF 1*
ORDER NO.: *220075*
FILE: *13–41–13*
PROJECT NO.: 2185TAM

REVISION DATE	ORDER NO.	REVISION
AUG. 17, 2022	220075	IN HOUSE REVIEW
JULY 8, 2022	220075	BOUNDARY SURVEY

CLIENT: HOUSING DEVELOPMENT CORPORATION

MOUNT PISGAH

1805 Church St, Evanston, IL 60201

CONTEXT

MOUNT PISGAH

1805 Church St, Evanston, IL 60201

Project Number: 19001
Issue Date: 12.23.2022

A001

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD
ARCHITECTS - DESIGNERS - URBANISTS
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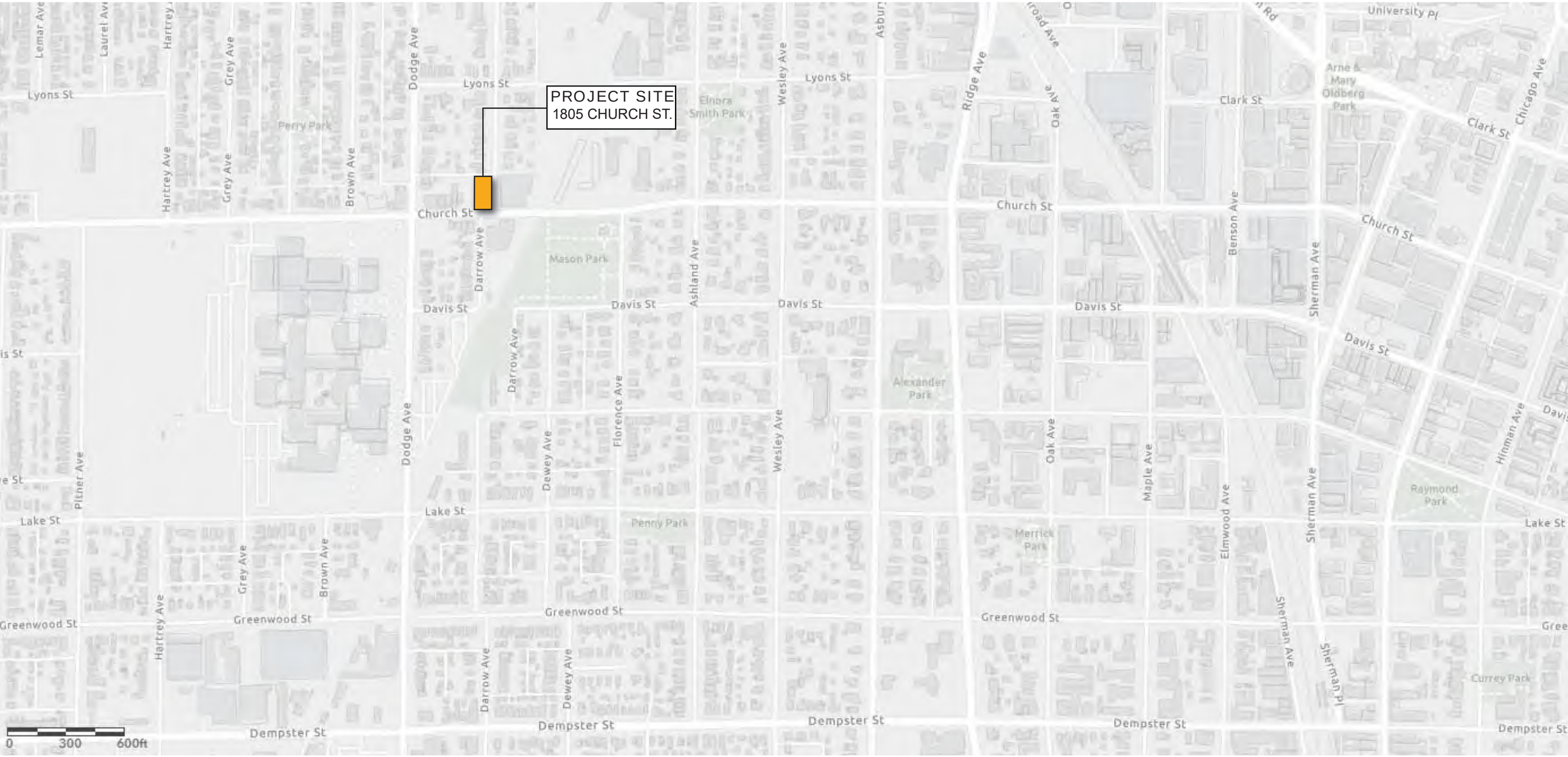
suzukikidd.com



URBAN CONTEXT PLAN - EVANSTON, IL

N

Project Number: 19001
Issue Date: 12.23.2022

A002

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD
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suzukikidd.com

Professional Design Firm # 184.008075-0001001

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URBAN CONTEXT - EVANSTON, IL

N

Project Number: 19001
Issue Date: 12.23.2022

A003

MT. PISGAH

EVANSTON, IL

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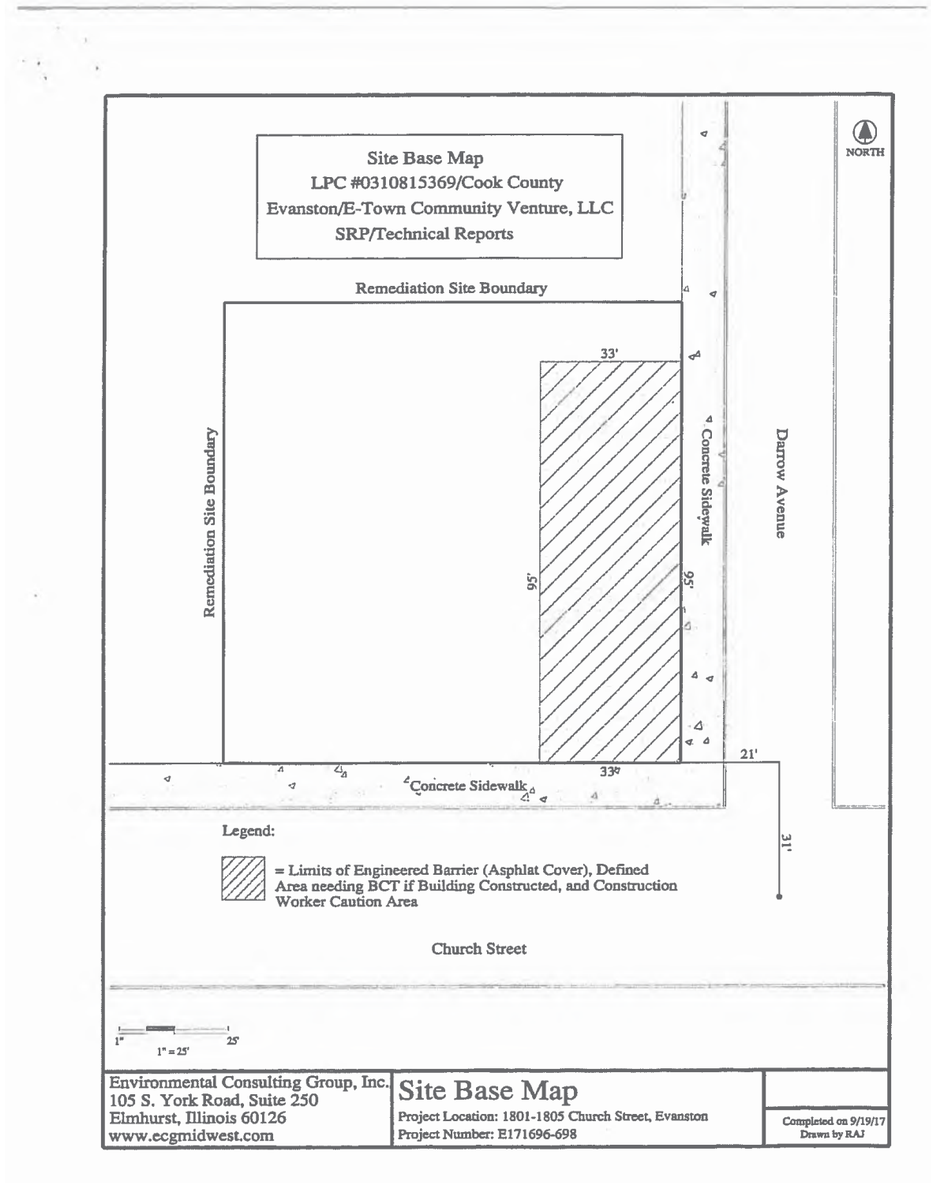

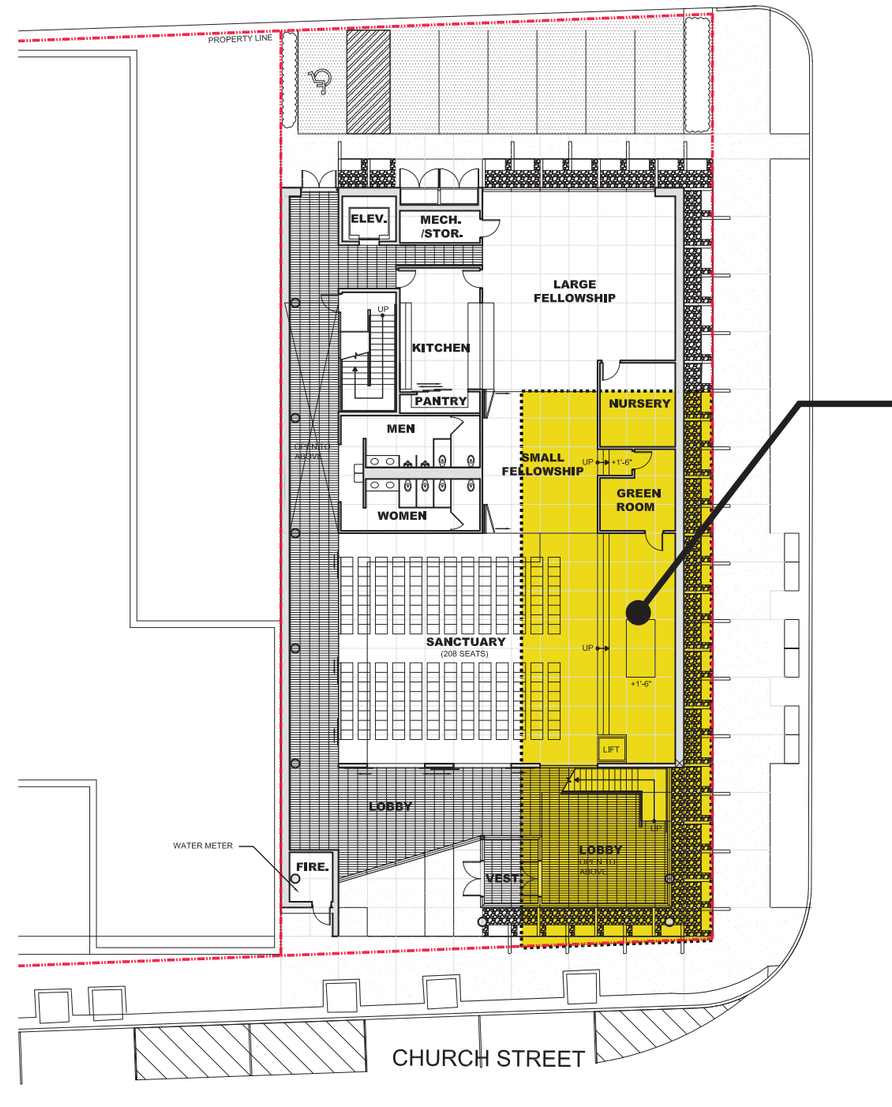

YELLOW AREA INDICATES THE EXISTING BOUNDARY OF (33'x95') THE EPA ENGINEERED BARRIER. THE EXISTING EPA ENGINEERED BARRIER IS TO BE REMOVED AND REPLACED WITH A NEW ENGINEERED BARRIER.

CONTAMINATED SOILS

N

Project Number: 19001
Issue Date: 12.23.2022

A004

MT. PISGAH

EVANSTON, IL

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Professional Design Firm # 184.008075-0001001

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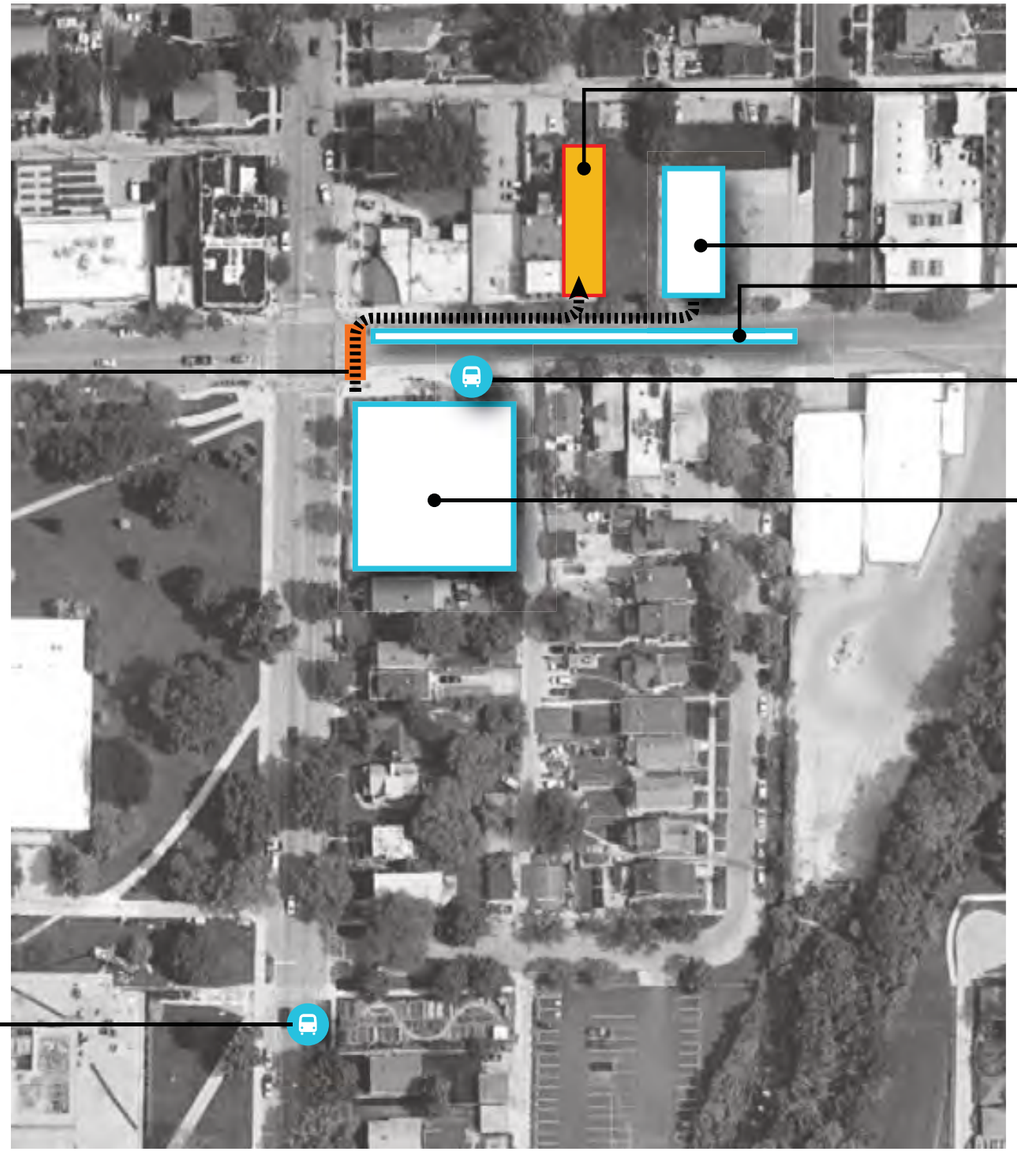

MT. PISGAH
EXISTING

VACANT 1805 LOT

STREET PARKING

CROSS WALK
EXISTING

BUS STOP
CHURCH & DODGE

Y.O.U. LOT
DISTANCE TO CHURCH : 322 FT.
WALKING TRAVEL TIME : 1 MIN.
ELEVATION: FLAT

BUS STOP
DODGE & DAVIS

EXISTING SUNDAY MORNING PARKING

N

Project Number: 19001
Issue Date: 12.23.2022

A005

MT. PISGAH

EVANSTON, IL

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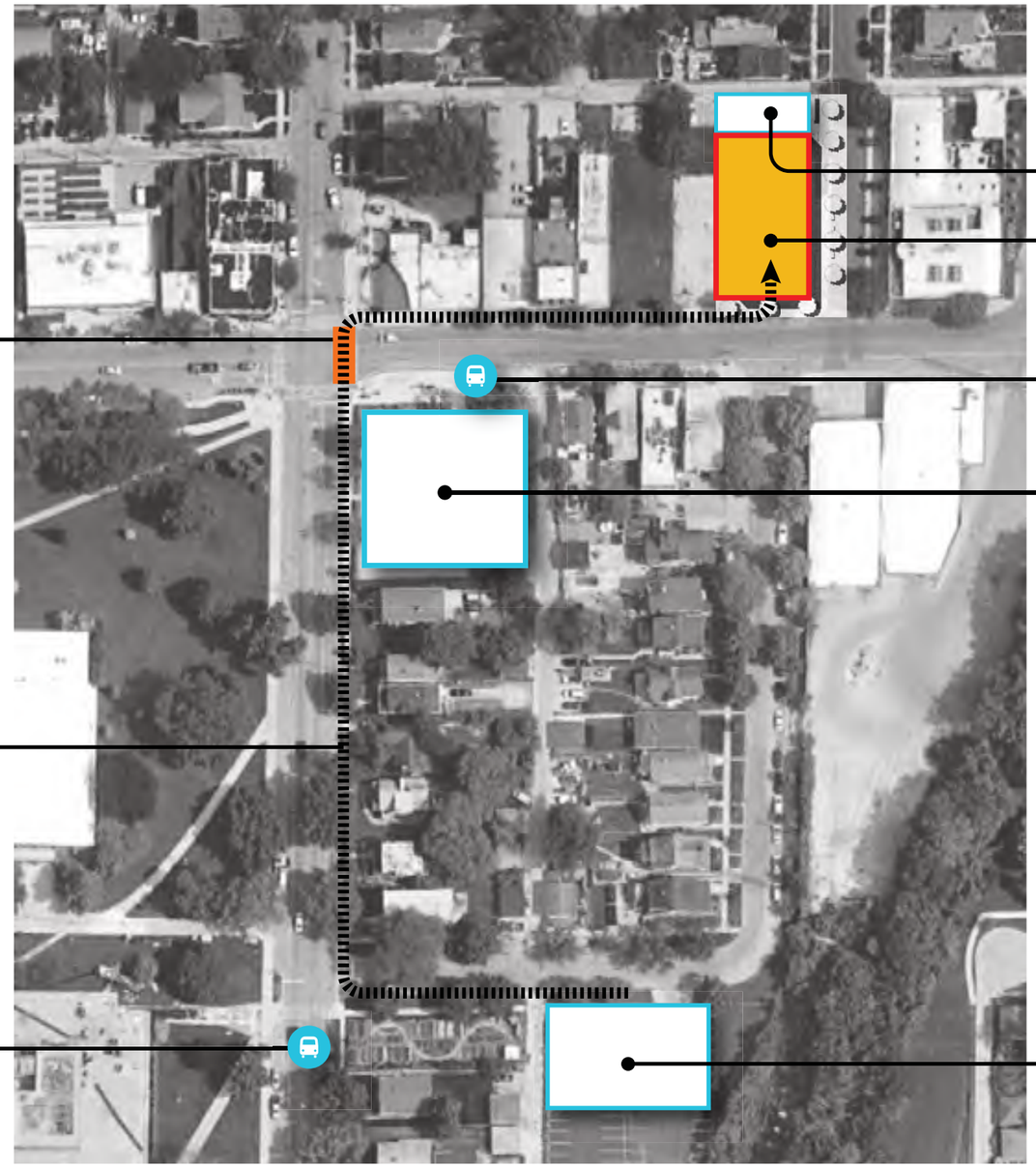

21 REQUIRED PARKING SPACES

ONSITE PARKING
PARKING SPACES : 7

MT. PISGAH
PROPOSED

CROSS WALK
(EXISTING)

BUS STOP
CHURCH & DODGE

Y.O.U. LOT
PARKING SPACES : ADDITIONAL 14
DISTANCE TO CHURCH : 465 FT.
WALKING TRAVEL TIME : 1.5 MIN.
ELEVATION: FLAT

PEDESTRIAN TRAVEL PATH

BUS STOP
DODGE & DAVIS

E.T.H.S. LOT
PARKING SPACES : ADDITIONAL 14
DISTANCE TO CHURCH : 1,100 FT.
WALKING TRAVEL TIME : 4 MIN.
ELEVATION: FLAT

PROPOSED SUNDAY MORNING PARKING

N

Project Number: 19001
Issue Date: 12.23.2022

A006

SITE DESIGN

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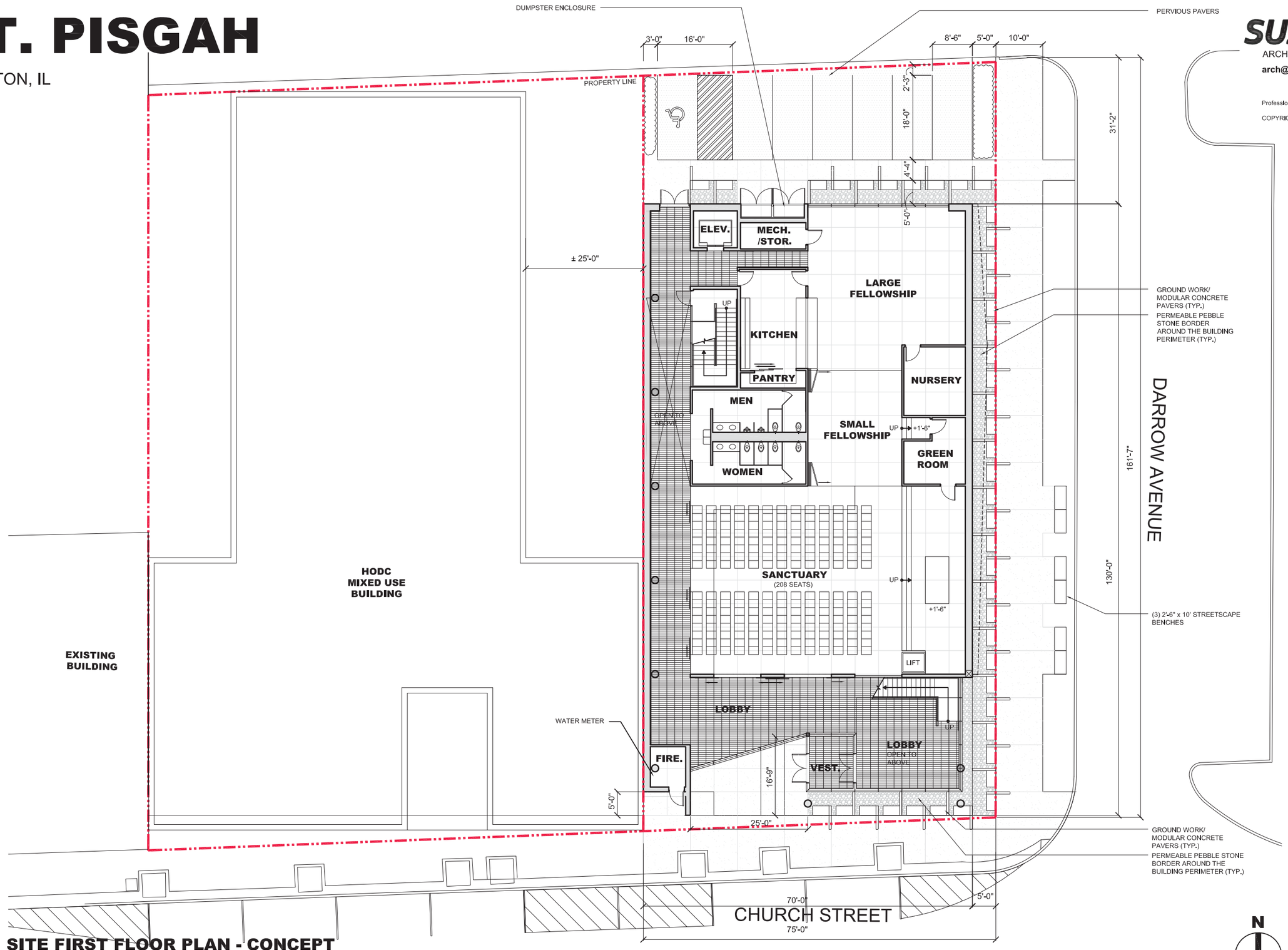
EVANSTON, IL



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A1

SITE FIRST FLOOR PLAN - CONCEPT

SCALE: 1:20

Project Number: 19001
Issue Date: 12.23.2022

SD101

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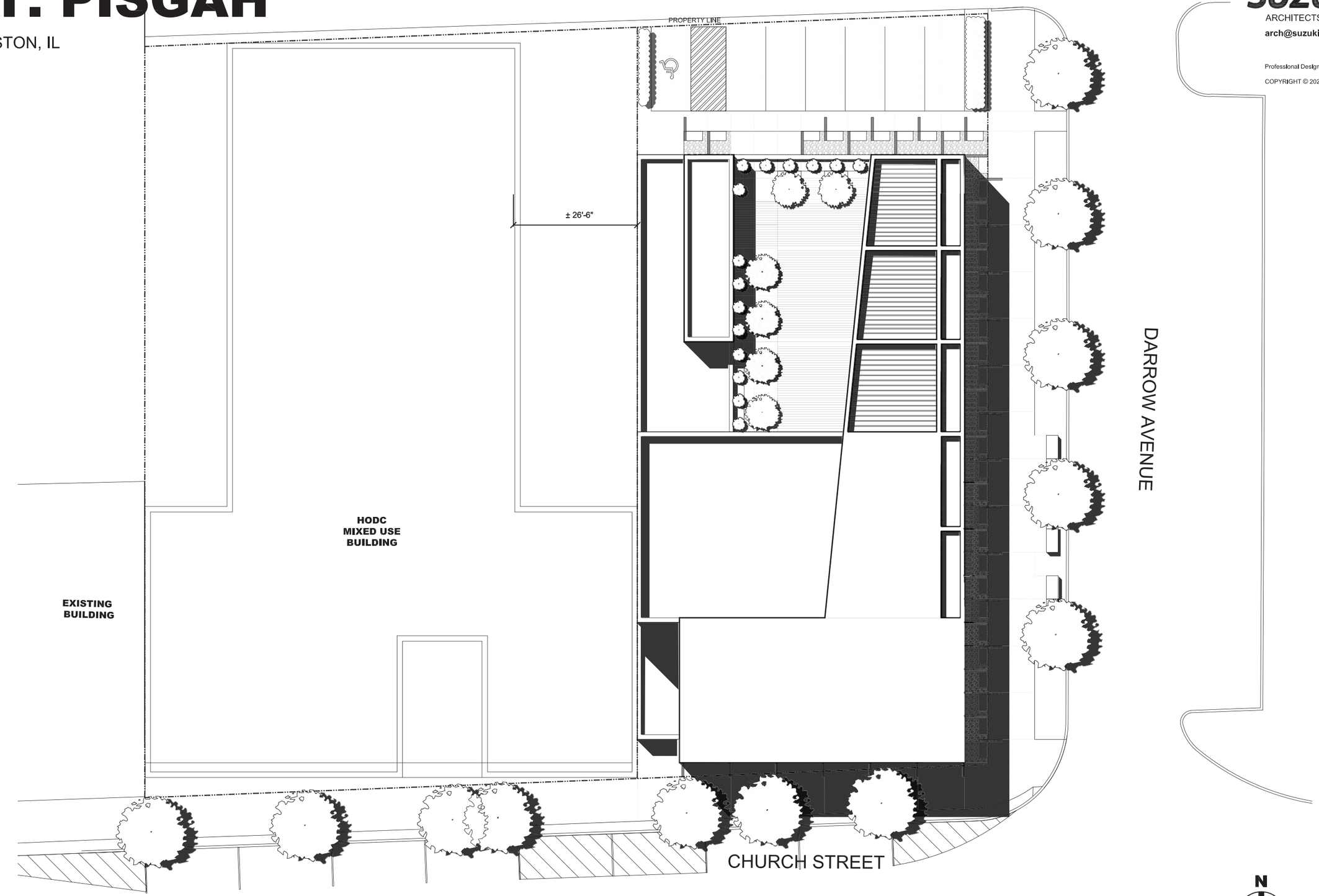

Project Number: 19001
Issue Date: 12.23.2022

A1 **SITE ROOF PLAN - CONCEPT**

SCALE: 1:20

SD102

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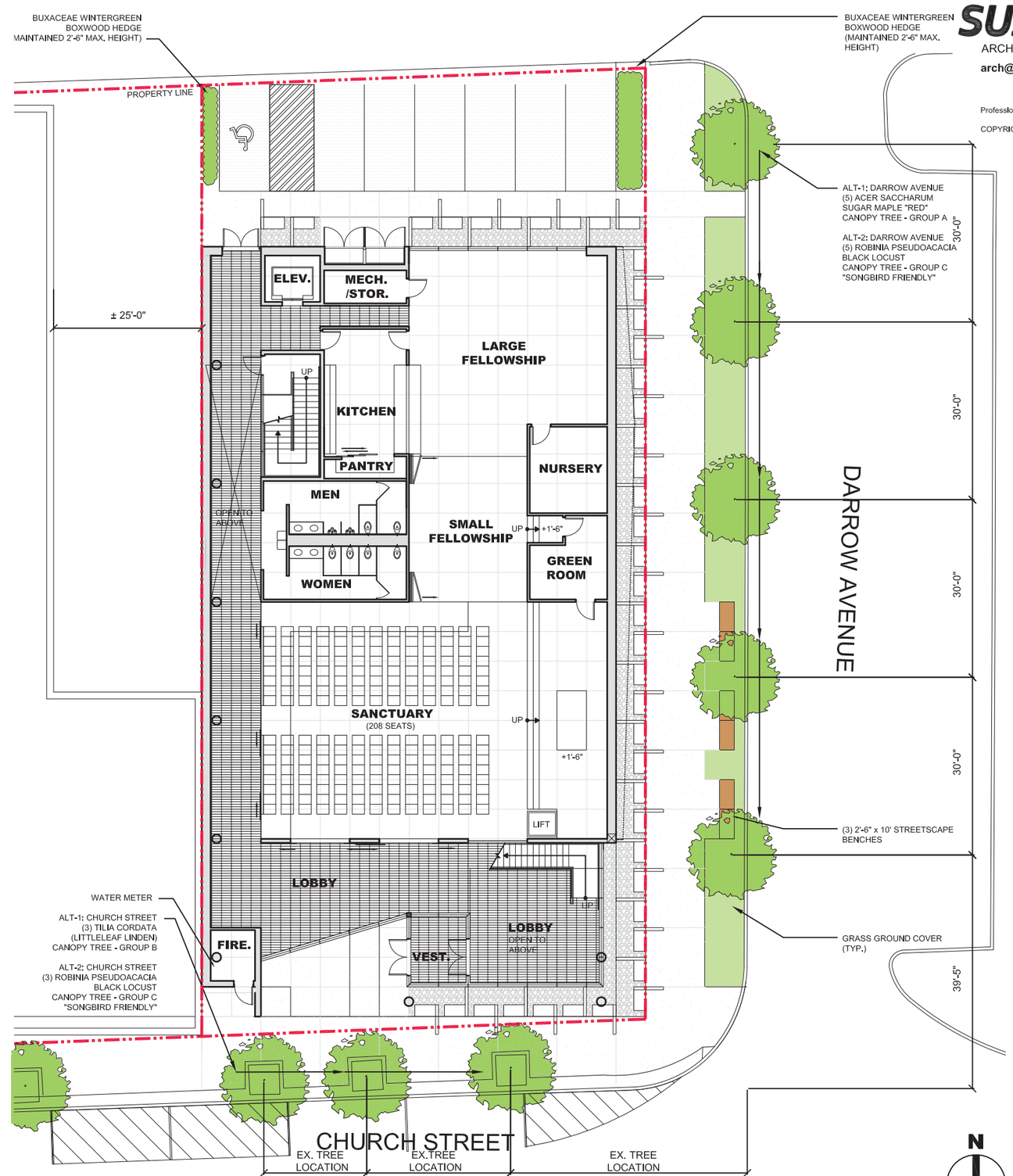

Project Number: 19001
Issue Date: 12.23.2022

SD103

A1 **SITE LANDSCAPE PLAN - CONCEPT**

SCALE: 1:20

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ACER SACCHARUM
GREEN MOUNTAIN

SUGAR MAPLE “RED”
CANOPY TREE - GROUP A
MATURE HEIGHT: 60 FT.
MATURE SPREAD: 45 FT.

QUANTITY - 6

ALT-1 : DARROW AVENUE

TILIA CORDATA

LITTLELEAF LINDEN
CANOPY TREE - GROUP B
MATURE HEIGHT: 60 FT.
MATURE SPREAD: 40 FT.

QUANTITY - 3

ALT-1 : CHURCH STREET

BUXUS SINICA VAR. INSULARIS

WINTERGREEN BOXWOOD HEDGE
HEIGHT: 2’-6” MAINTAINED MAX. HEIGHT
SPREAD: 3-5 FT.

RONINIA PSEUDOACACIA

BLACK LOCUST
CANOPY TREE - GROUP C
MATURE HEIGHT: 40-80 FT.
MATURE SPREAD: 20-30 FT.

QUANTITY - 9

ALT-2 : CHURCH STREET &
DARROW AVENUE

LANDSCAPE ELEMENTS

Project Number: 19001
Issue Date: 12.23.2022

SD104

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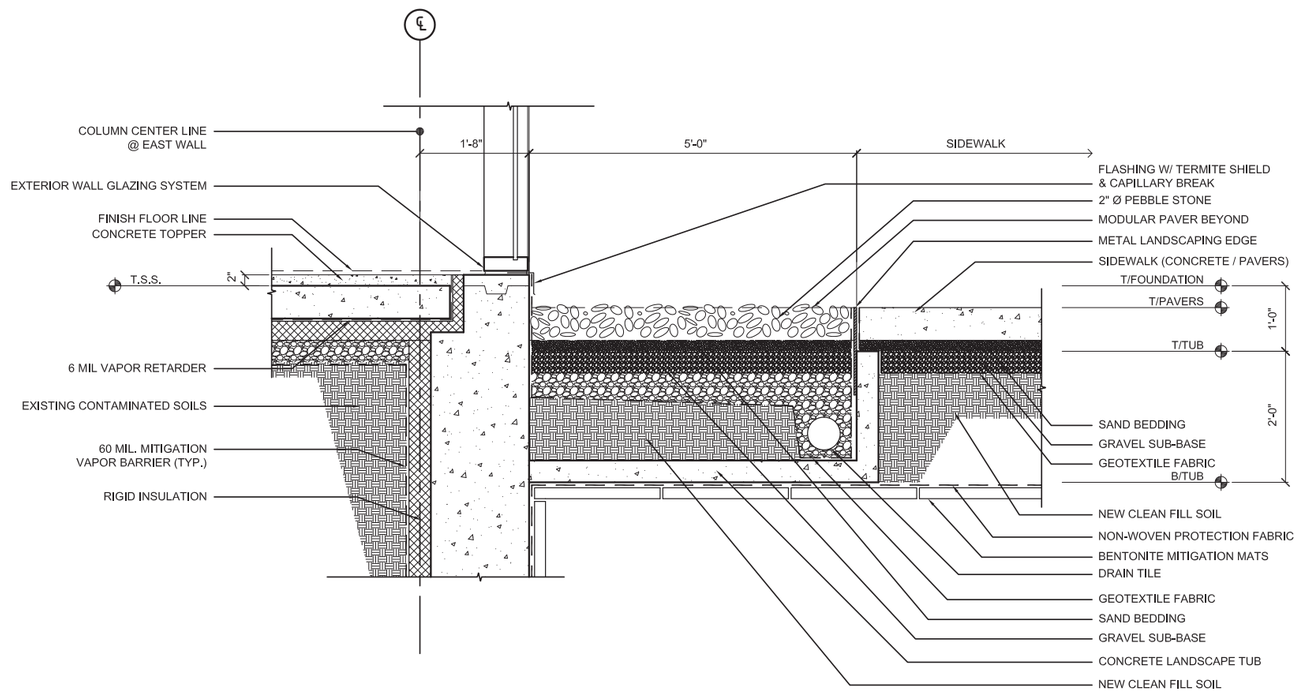

EAST LANDSCAPE/ FOUNDATION WALL/ MITIGATION DETAIL

SCALE: 1/2" = 1'-0"

BLACK MEXICAN BEACH PEBBLES

LANDSCAPE ELEMENTS

Project Number: 19001
Issue Date: 12.23.2022

SD105

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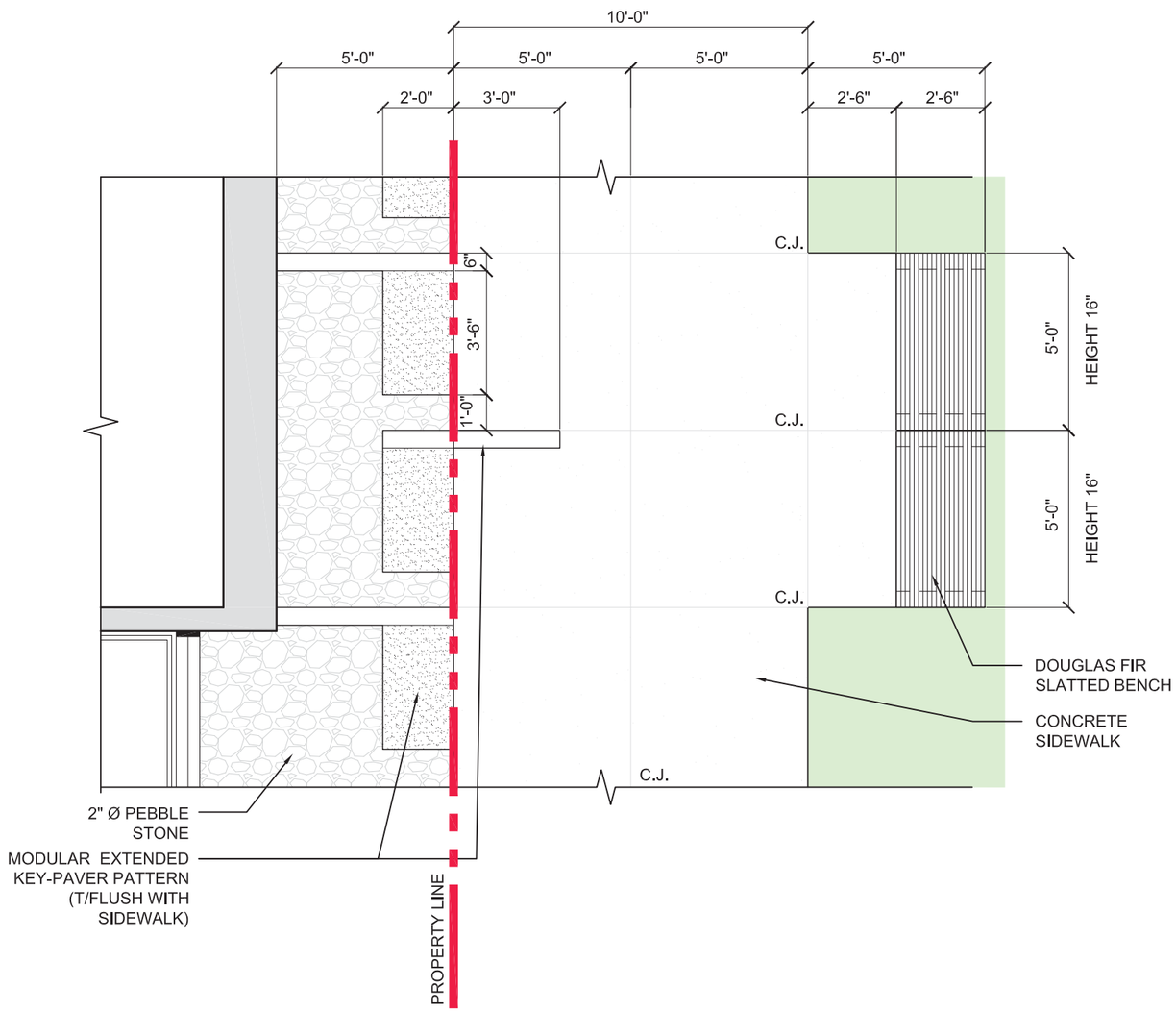
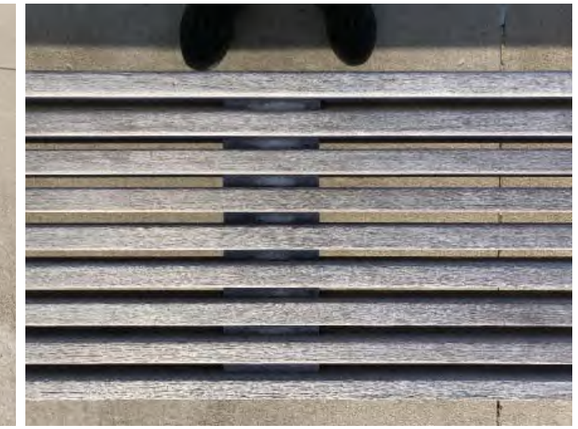


SIDEWALK ENLARGED PLAN DETAIL

SCALE: 1/4" = 1'-0"



SLATTED STREETSCAPE BENCH

Project Number: 19001
Issue Date: 12.23.2022

SD106

FLOOR PLANS

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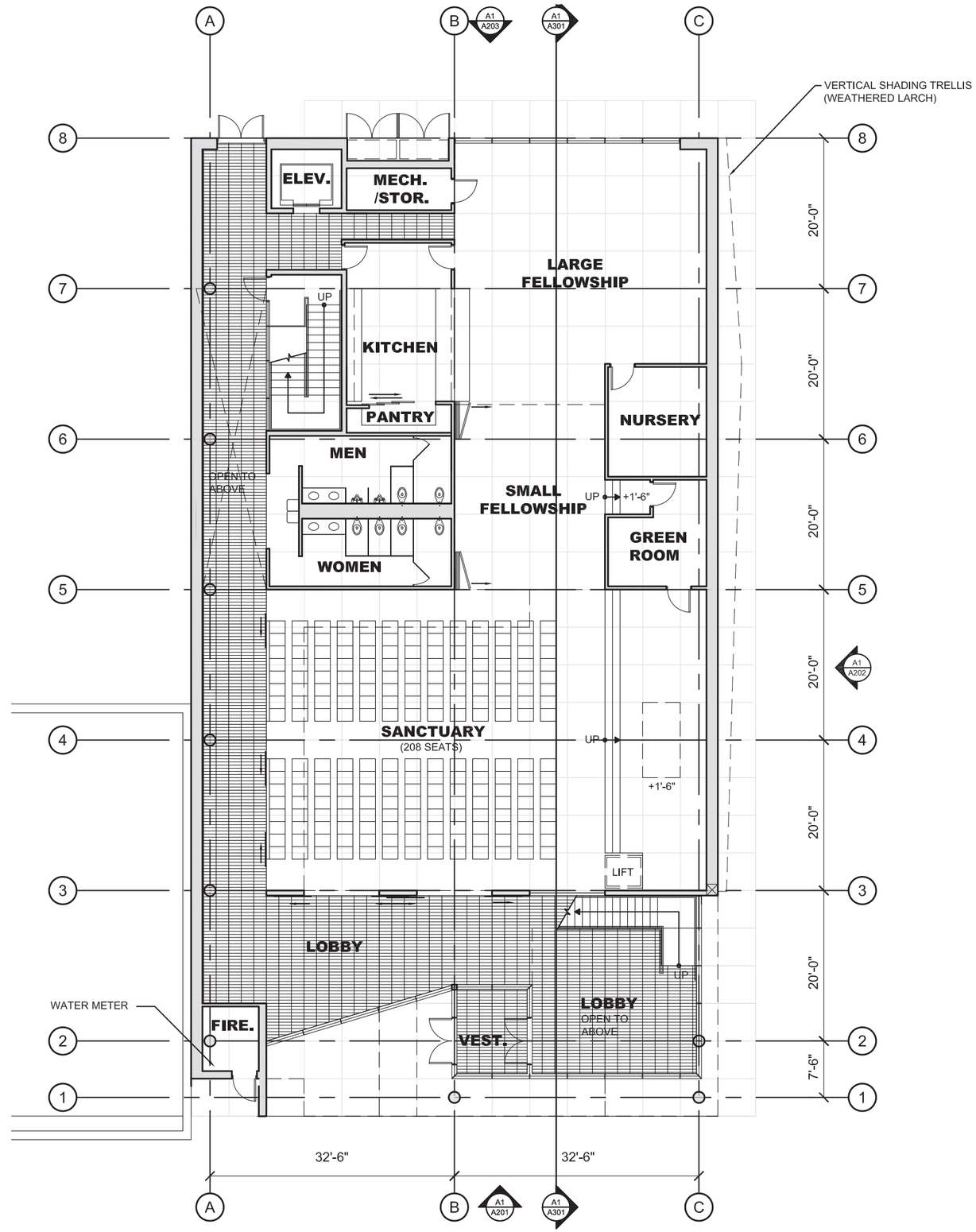

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A1 **FIRST FLOOR PLAN - CONCEPT**

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

N

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A101

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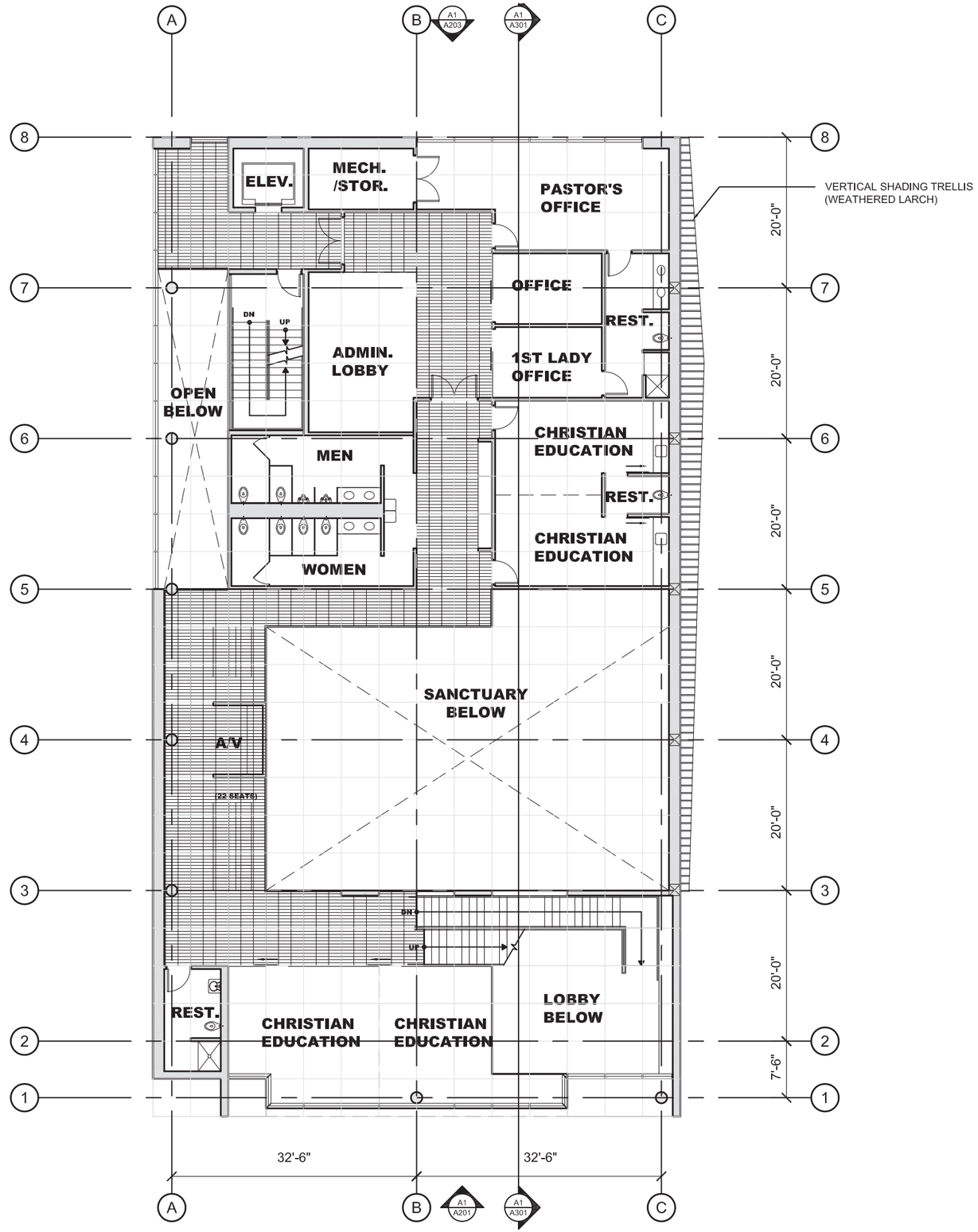

A1 **SECOND FLOOR PLAN - CONCEPT**

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

N

Project Number: 19001
Issue Date: 12.23.2022

A102

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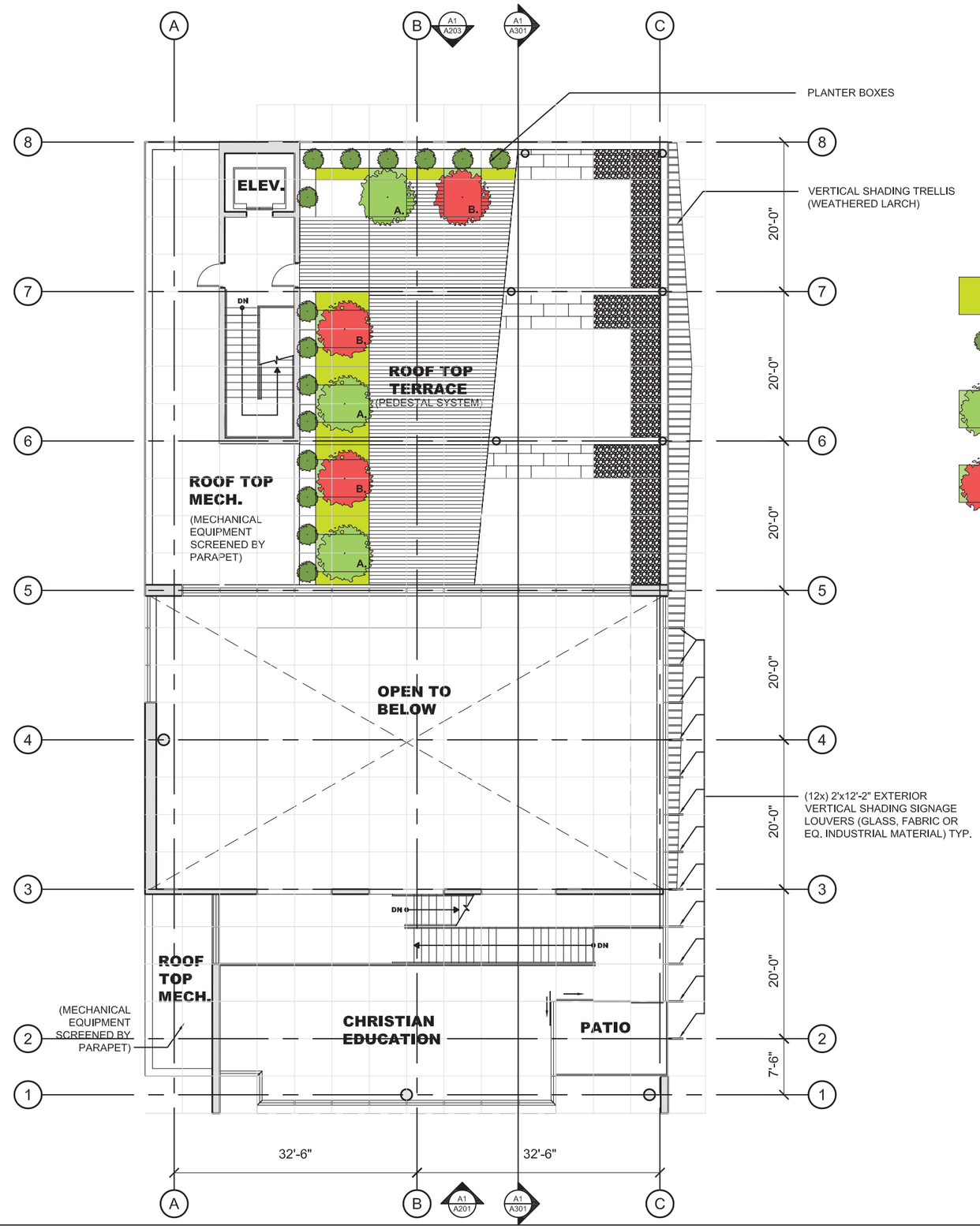
EVANSTON, IL

PERENNIAL GRASS

CRATAEGUS MONOGYNA
“DWARF HAWTHORN”

PYRAMIDAL NARROW
WIDTH ARBORVITAE
“HOLMSTRUP”

MALUS SPP.
“CRABAPPLE”



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KEY

TALL PERENNIAL GRASS & SEASONAL ANNUAL FLOWERS

PYRAMIDAL NARROW WIDTH ARBORVITAE
"HOLMSTRUP"
QTY. (15)

CRATAEGUS MONOGYNA
"DWARF HAWTHORN"
QTY. (3)

MALUS SPP.
"CRABAPPLE"
QTY. (3)

EUONYMUS ALATUS
‘COMPACTA’
“BURNING BUSH”

ALT. B

A1 **ROOFTOP GARDEN CONCEPT: BIRD FRIENDLY**

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

N

Project Number: 19001
Issue Date: 12.23.2022

A103

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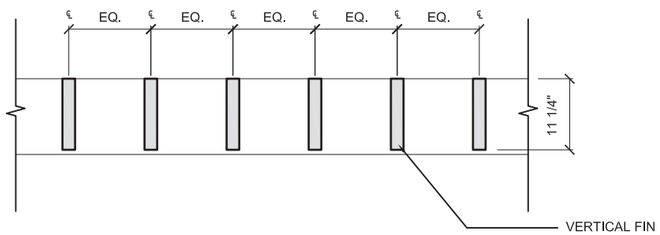
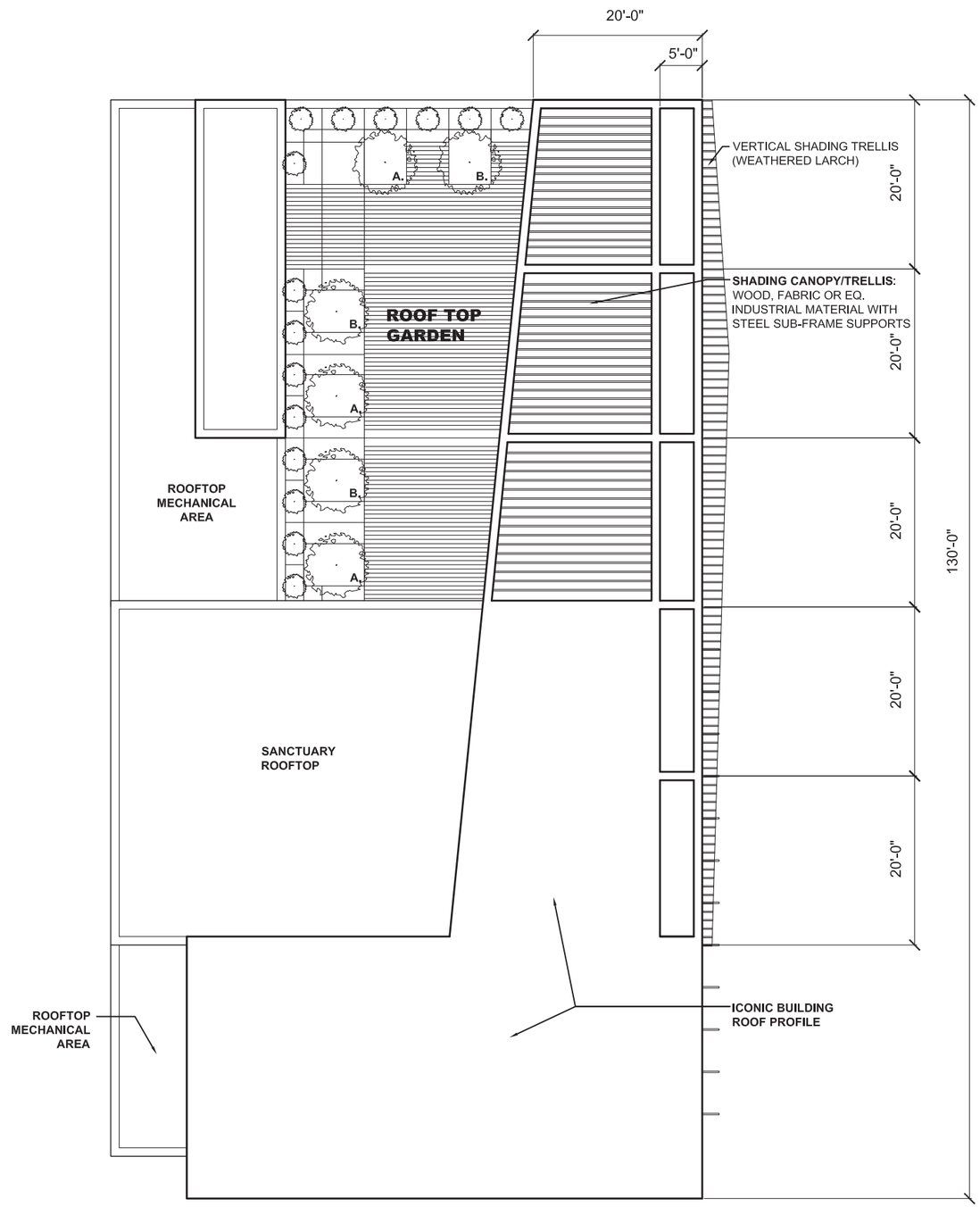


ROOF CANOPY PROFILE DETAIL
SCALE: 1/2" = 1'-0"



A1 **ROOF PLAN - CONCEPT**
SCALE: 1/16" = 1'-0"

N

Project Number: 19001
Issue Date: 12.23.2022

A104

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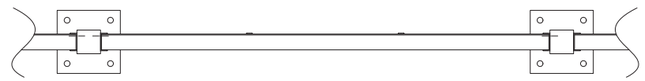
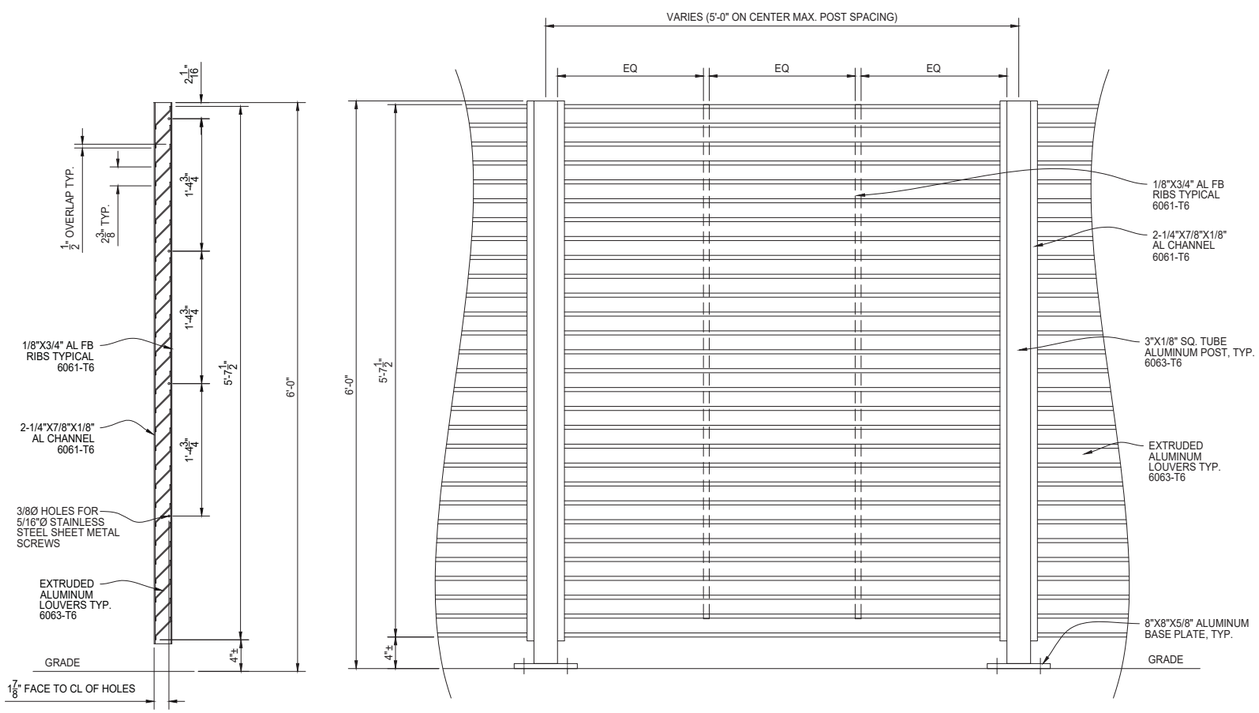


PLAN VIEW



TYPICAL PANEL ELEVATION

ROOFTOP MECHANICAL EQUIPMENT SCREEN

Project Number: 19001
Issue Date: 12.23.2022

A105

ELEVATIONS/ SECTIONS

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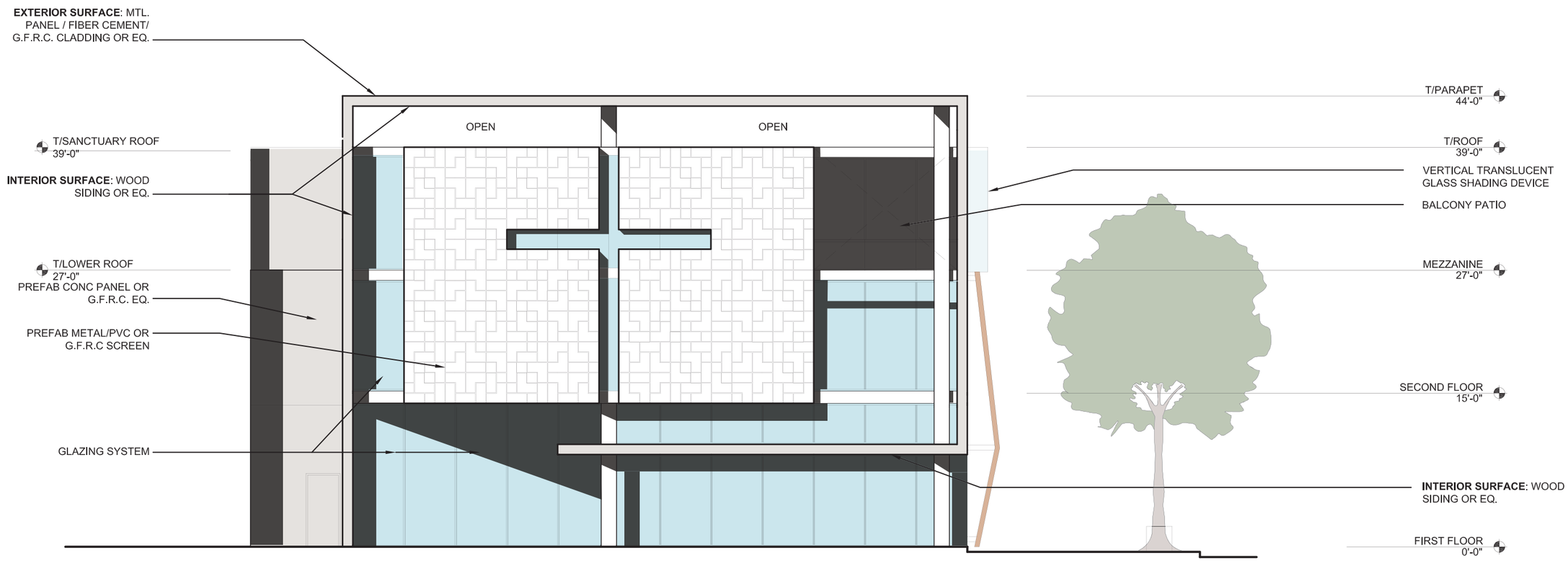

A1

SOUTH ELEVATION - CONCEPT

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

Project Number: 19001
Issue Date: 12.23.2022

A201

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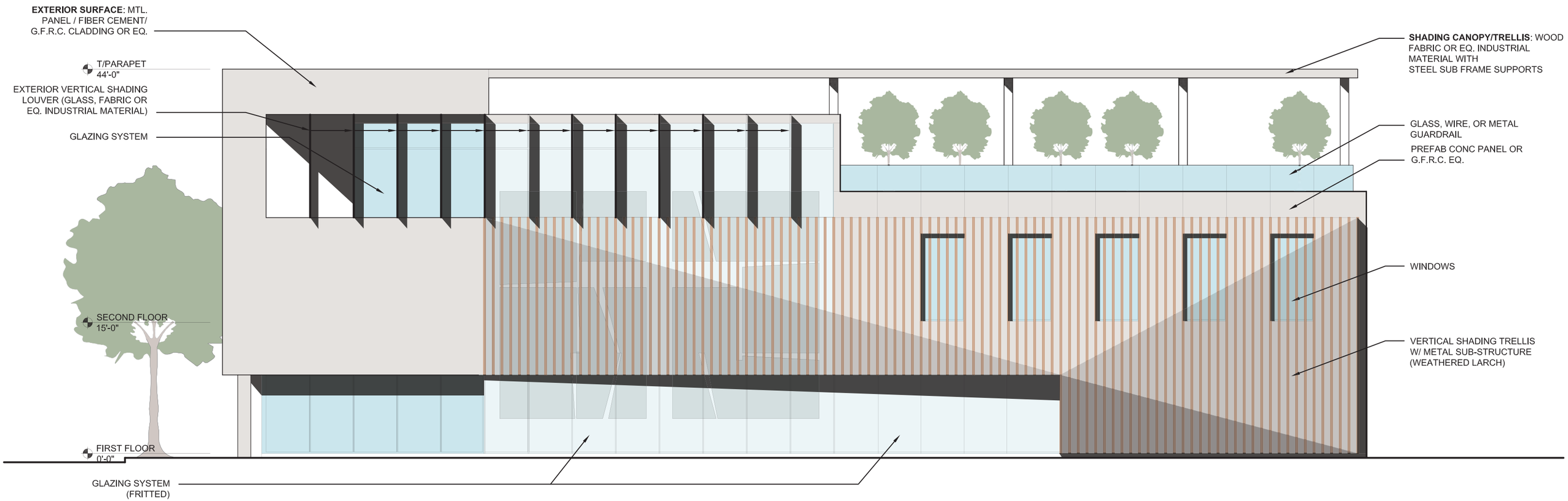

A1

EAST ELEVATION - CONCEPT

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

Project Number: 19001
Issue Date: 12.23.2022

A202

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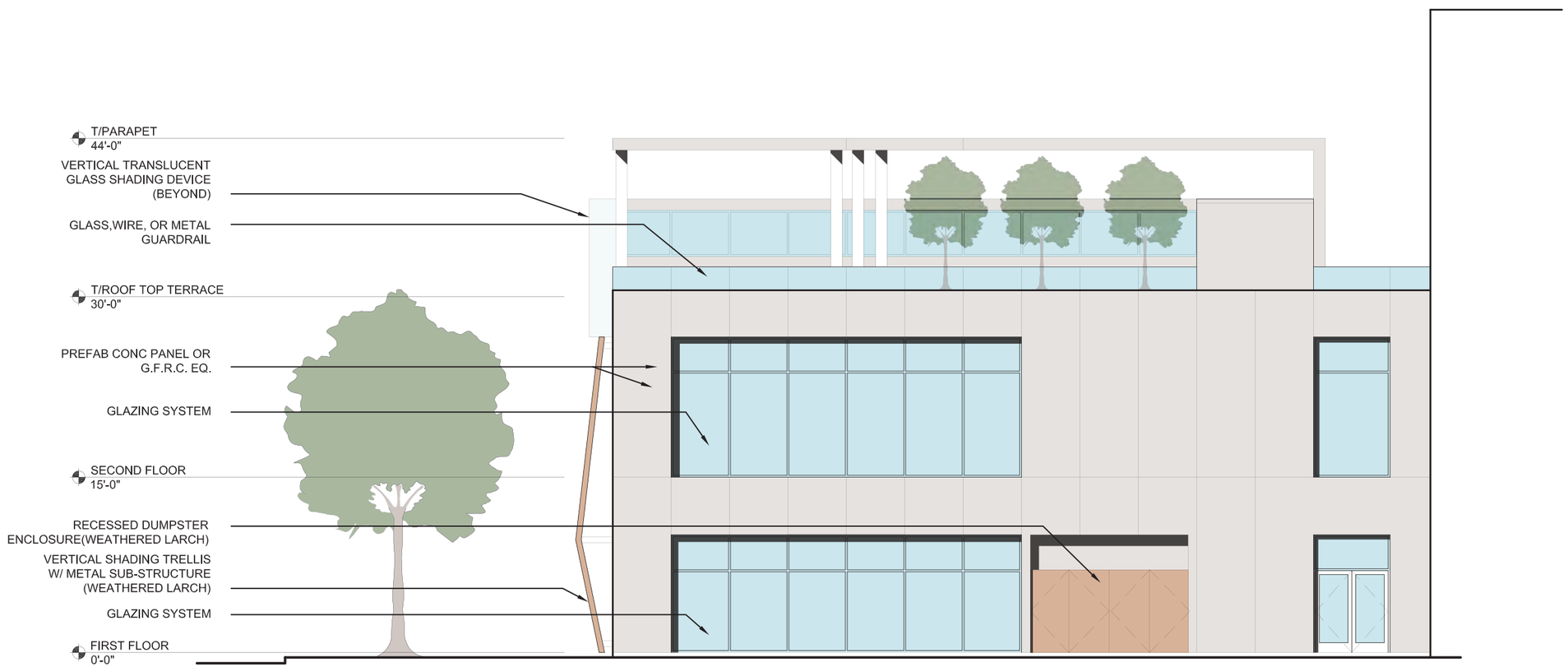

A1

NORTH ELEVATION - CONCEPT

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

Project Number: 19001
Issue Date: 12.23.2022

A203

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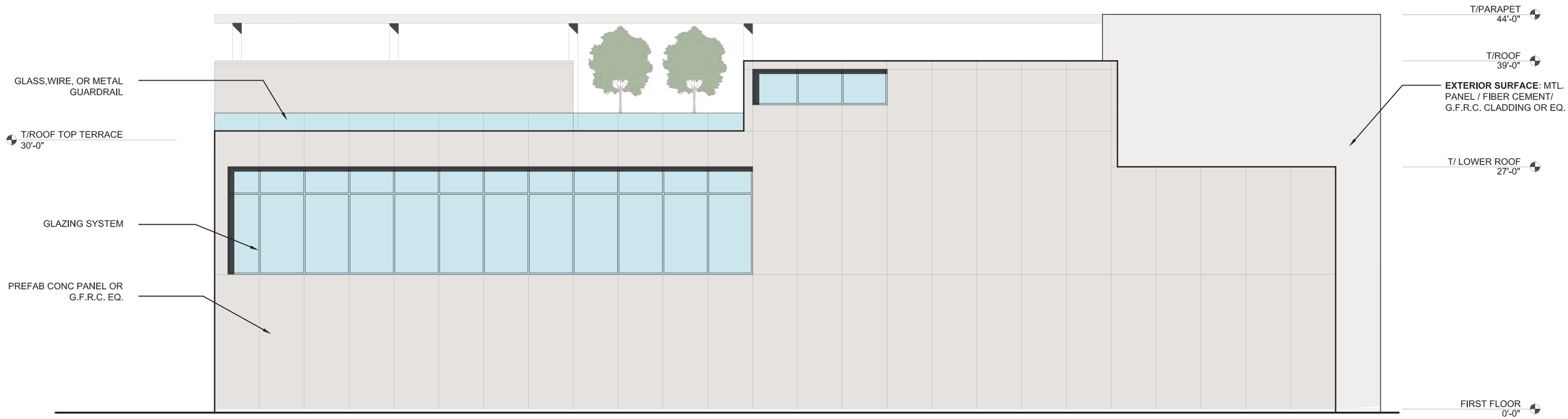

A1 **WEST ELEVATION - CONCEPT**

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

Project Number: 19001
Issue Date: 12.23.2022

A204

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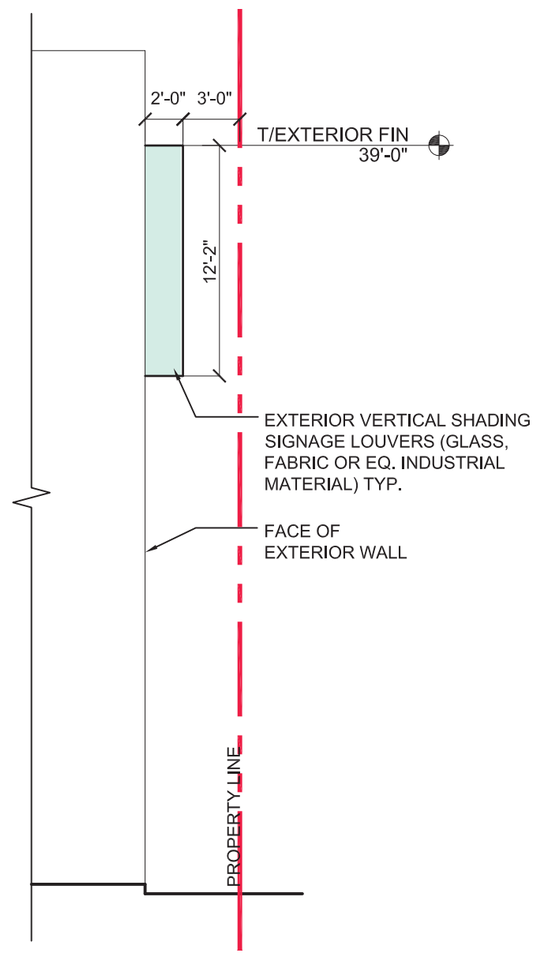
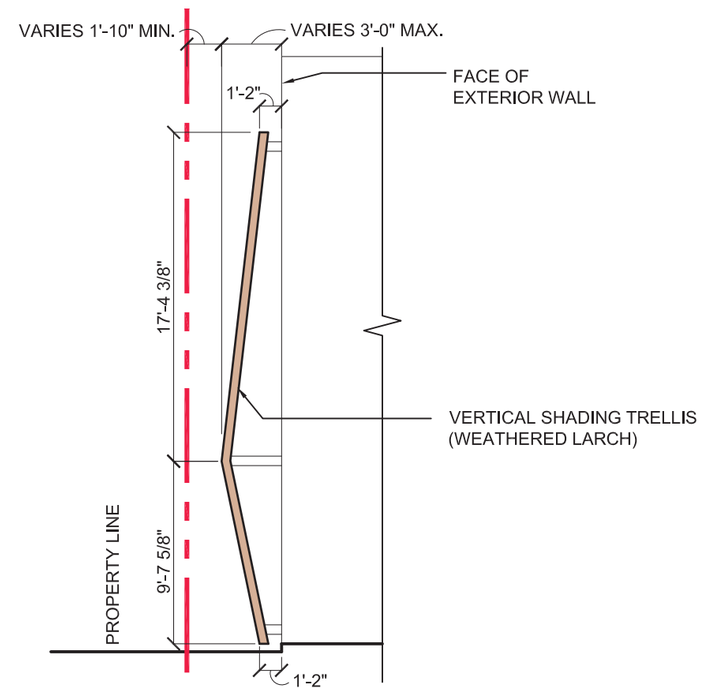


EXTERIOR FIN PROFILE DETAIL

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



EXTERIOR TRELLIS PROFILE DETAIL

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

Project Number: 19001
Issue Date: 12.23.2022

A205

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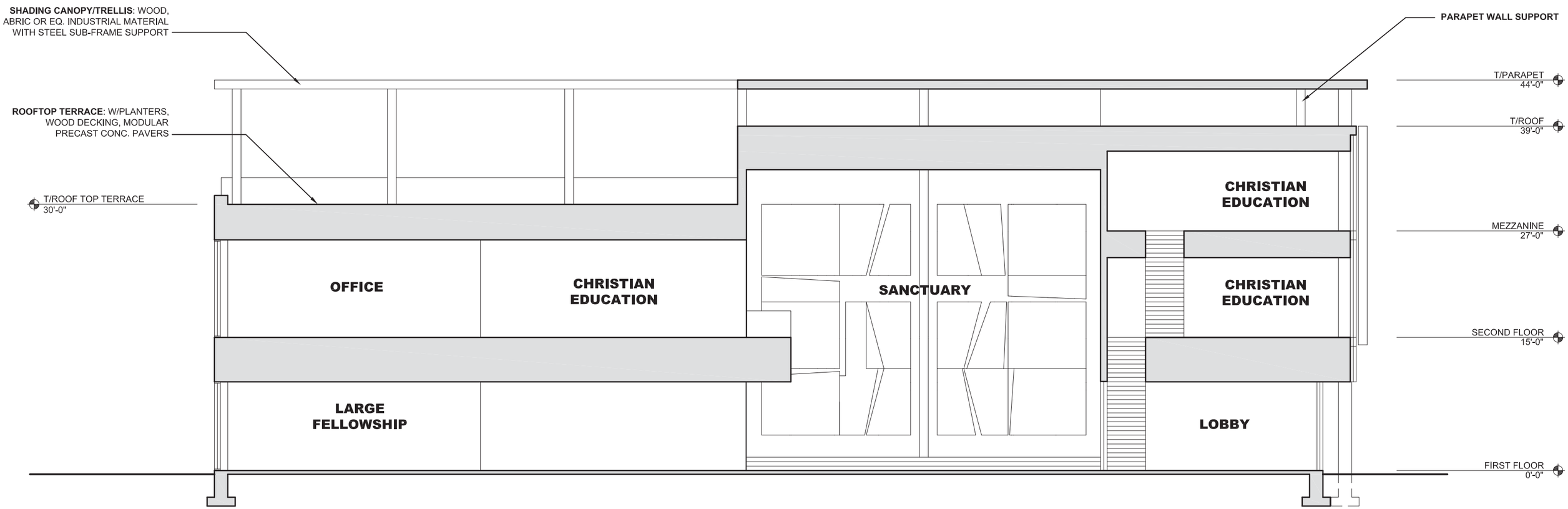


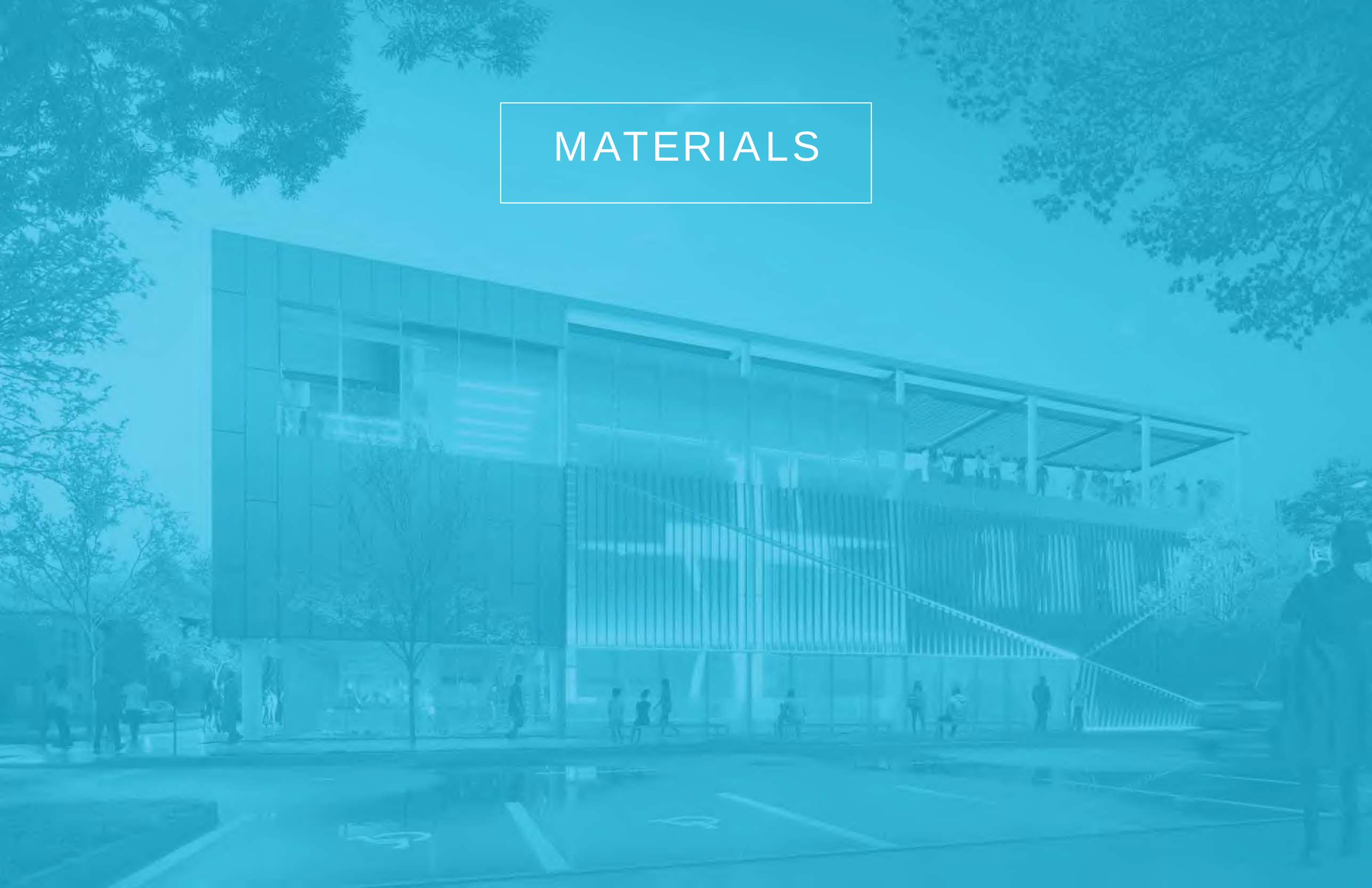
A1 **BUILDING SECTION - CONCEPT**

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

Project Number: 19001
Issue Date: 12.23.2022

A301

MATERIALS



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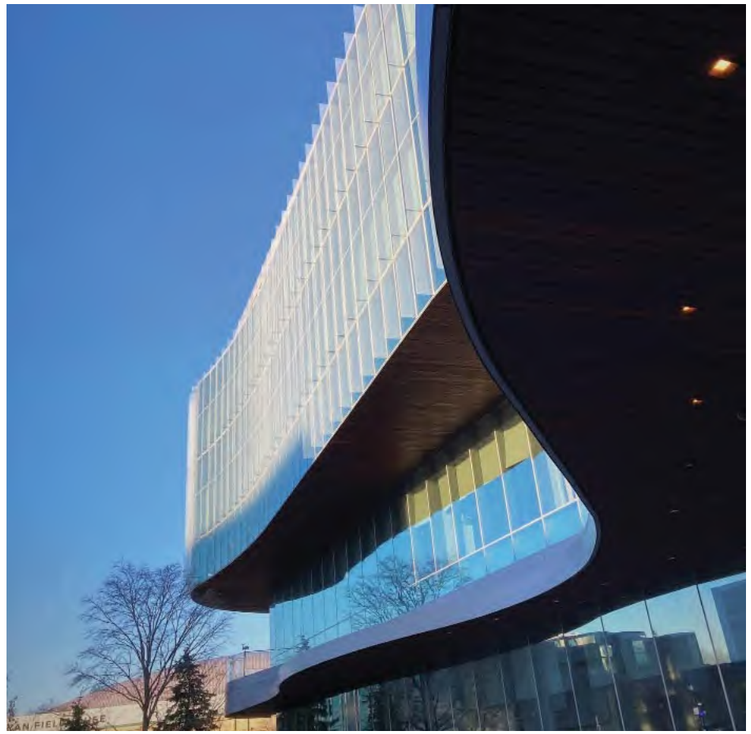

Kellogg School of Management: Northwestern University

Vertical Translucent Glass Fins, Shading Device

Segal Visitors Center: Northwestern University

Limestone Panels and Vision Glass

Walter Athletics Center: Northwestern University

Vision Glass Wall with Horizontal Metal / Aluminum Shading Device.
Limestone Panels

MATERIAL PRECEDENTS FROM OUR NEIGHBORHOODS: EVANSTON & WILMETTE

Project Number: 19001
Issue Date: 12.23.2022

A401

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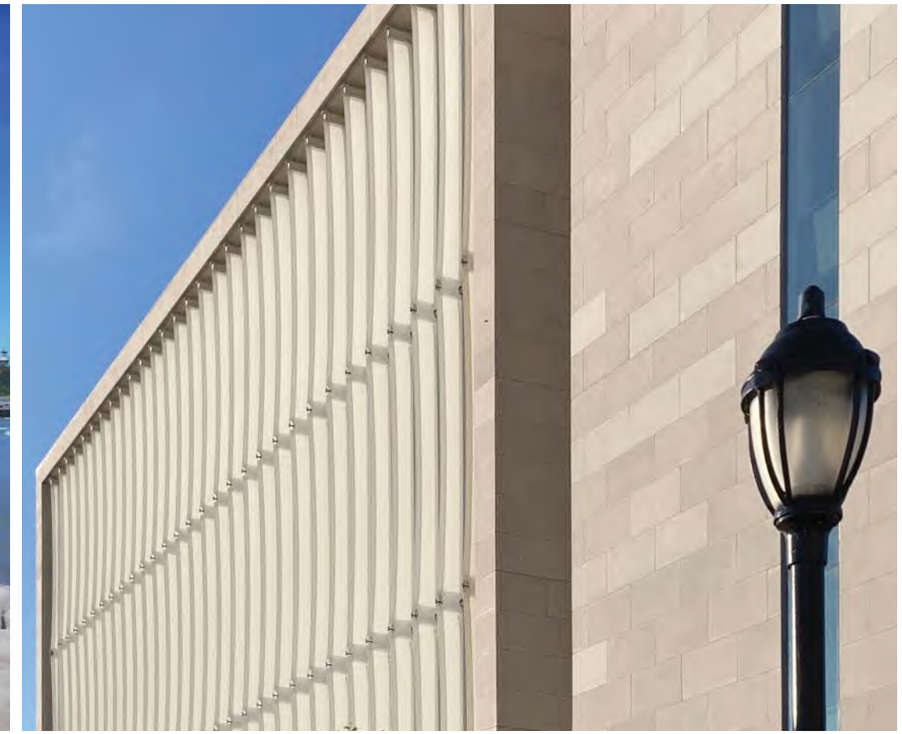
Kellogg School of Management: Northwestern University

Application of Wooden Public Benches, Canopy Tree along the glazing facade and concrete sidewalk

Ryan Fieldhouse & Walter Athletics Center: Northwestern University:

Vertical Aluminum / Metal Shading Device for the eastern facade



Segal Visitors Center: Northwestern University

Vertical Shading Device, Teflon Coated Acrylic Canvas

MATERIAL PRECEDENTS FROM OUR NEIGHBORHOODS: EVANSTON & WILMETTE

Project Number: 19001
Issue Date: 12.23.2022

A402

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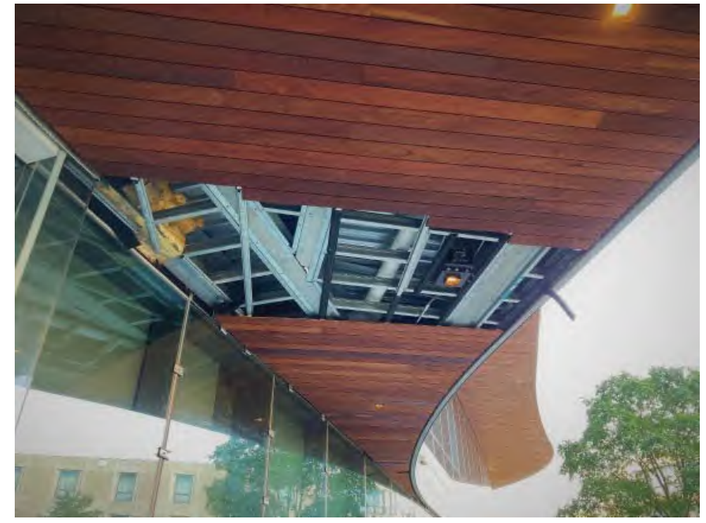
Gillson Park Beach House: Wilmette, IL

Weathered Larch Wood Trellis Shell over poured in place concrete structure.

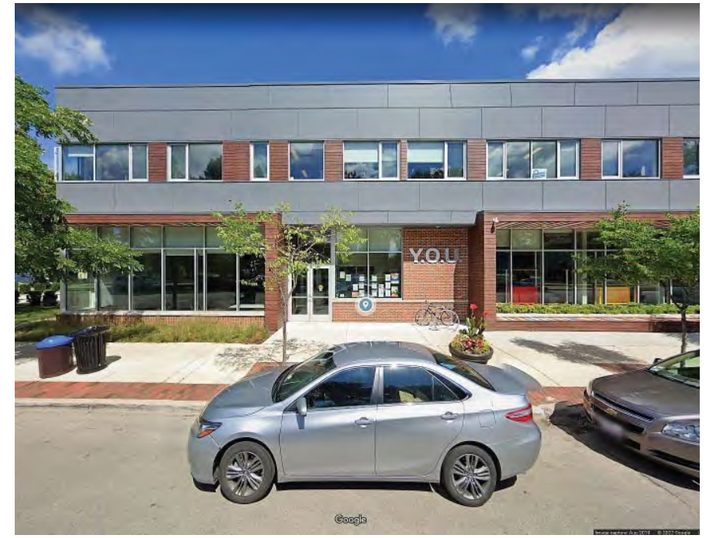
Gillson Park Beach House: Wilmette, IL

Weathered Larch Wood Trellis with cascading lights.



Kellog Shool of Management: Northwestern University

Application of Wood Panels under Eaves



Youth & Opportunity United / Y.O.U

Application of a Metal Panels

MATERIAL PRECEDENTS FROM OUR NEIGHBORHOODS: EVANSTON & WILMETTE

Project Number: 19001
Issue Date: 12.23.2022

A403

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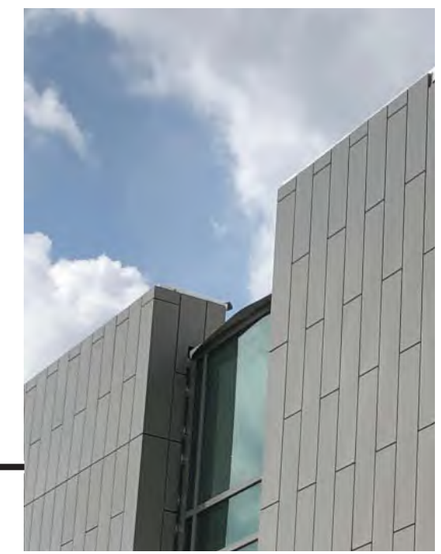
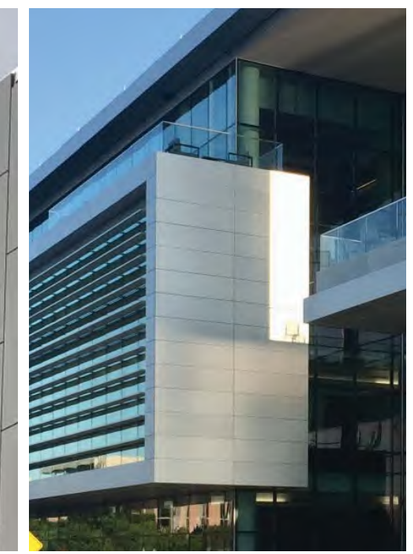
VERTICAL SHADING SCREEN
WEATHERED LARCH





EXTERIOR CLADDING
METAL PANELING, G.F.R.C OR EQ.

EXTERIOR MATERIALS

Project Number: 19001
Issue Date: 12.23.2022

A404

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD
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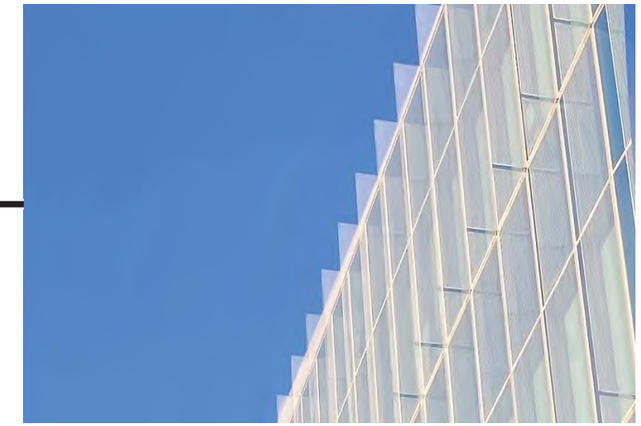
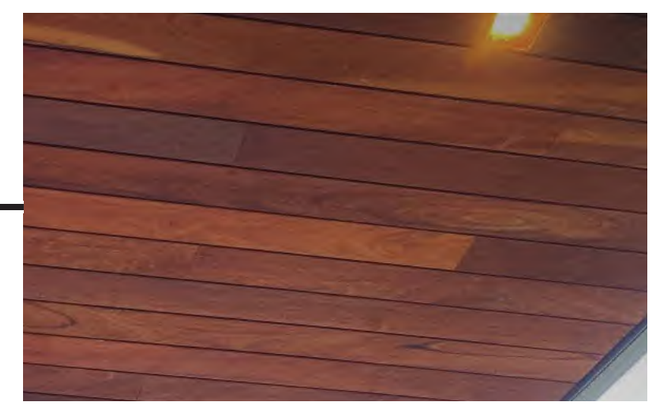


VERTICAL SHADING FINS
FRITTED GLAZING - TEMPERED LAMINATED



SOFFIT
STAINED CEDAR

EXTERIOR MATERIALS

Project Number: 19001
Issue Date: 12.23.2022

A405

BIRD FRIENDLY DESIGN

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BIRD FRIENDLY BUILDING DESIGN STRATEGIES

Project Number: 19001
Issue Date: 12.23.2022

A406

DETAILS

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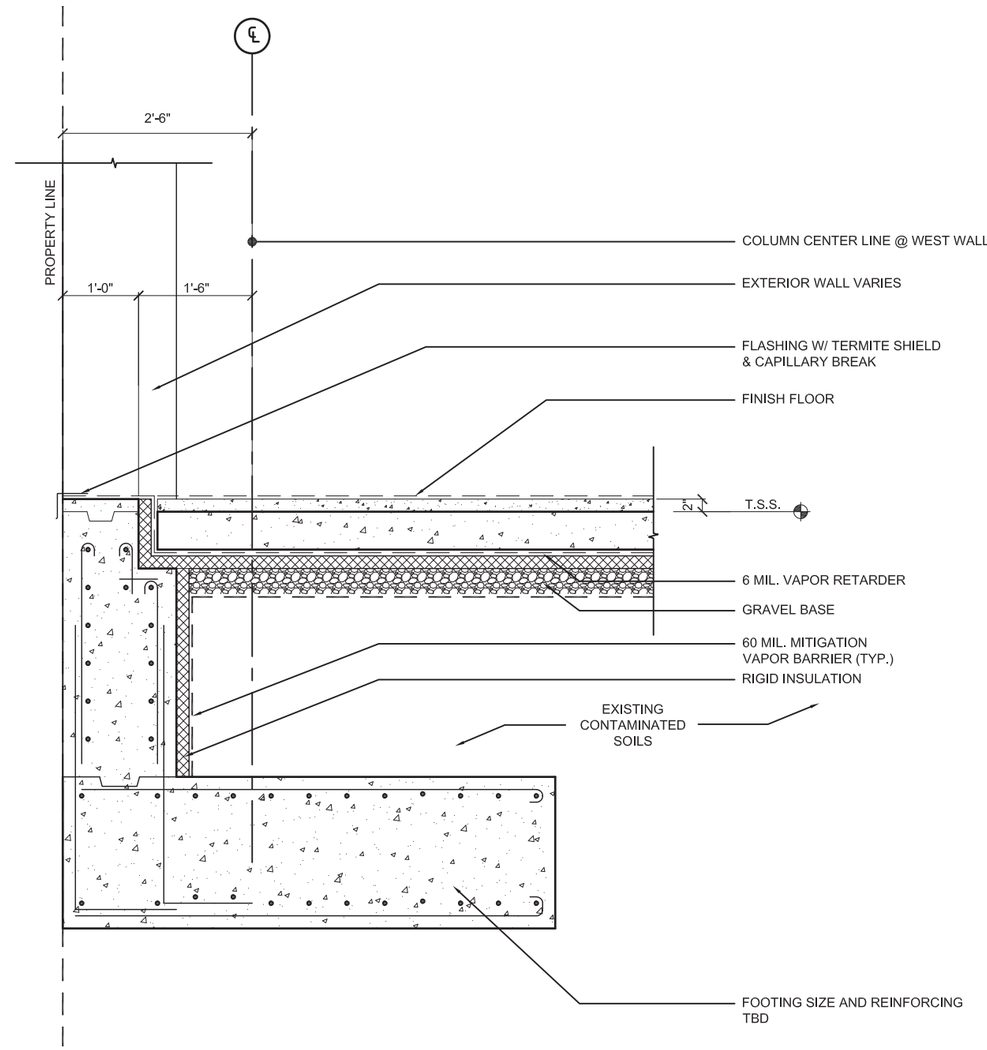

FOUNDATION DETAIL @ WEST PROPERTY LINE

SCALE: 1/2" = 1'-0"

Project Number: 19001
Issue Date: 12.23.2022

A501

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INTERIOR PERSPECTIVE

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Issue Date: 12.23.2022

A703

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EXTERIOR PERSPECTIVE - EVENING VIEW

Project Number: 19001
Issue Date: 12.23.2022

A704

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EXTERIOR PERSPECTIVE - EVENING VIEW

Project Number: 19001
Issue Date: 12.23.2022

A705

MOUNT PISGAH

1805 Church St, Evanston, IL 60201

EVANSTON RESIDENCES
1805-1815 CHURCH ST

Traffic Impact Study

Evanston, Illinois

June 2022

Prepared for:

Housing Opportunity Development Corporation (HODC)

Kimley»Horn

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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.

- 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**.

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EXHIBIT 2

EXISTING SITE AND PARKING OPERATIONS MAP

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 Descriptions[1]

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.

[1]Highway 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 Criteria[1]

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

[1]Highway Capacity Manual, 6th Edition

[2]All 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
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	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

[1]The 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 posses 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	Ln(T) = 0.66 Ln(X) + 1.84	Ln(T) = 0.71 Ln(X) + 2.72
Affordable Housing – LUC 223	Dwelling Units	3.73X + 139.35	0.21X + 17.21	Ln(T) = 0.72 Ln(X) + 0.64
Church – LUC 560[1]	Seats	N/A	N/A	N/A

[1]The 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**

[1]The 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%

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EXHIBIT 4
TRIP ASSIGNMENT

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.

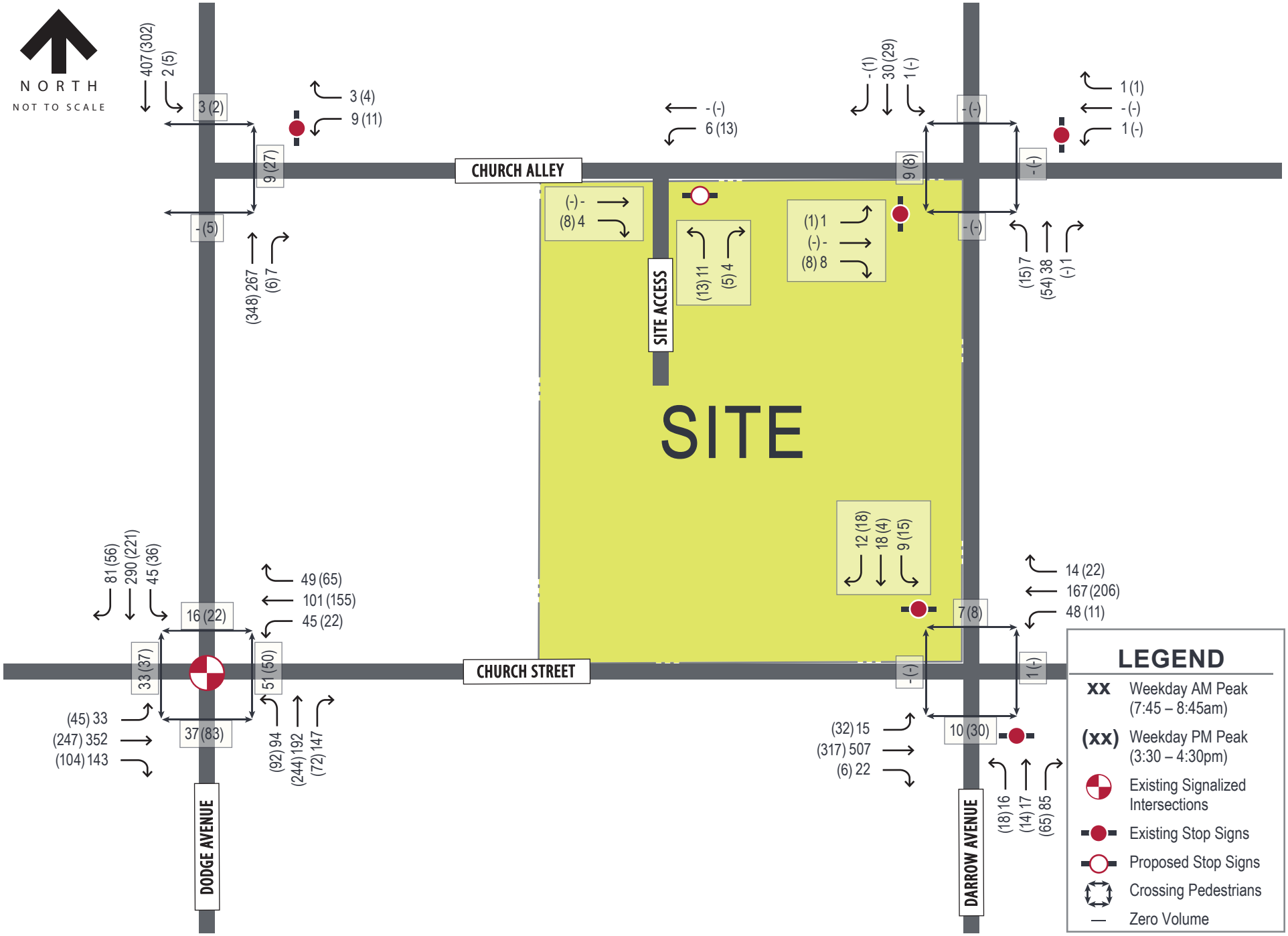
Build Capacity Analysis

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



Kimley»Horn

EXHIBIT 5

BUILD (2022) TRAFFIC PROJECTIONS

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

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

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	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

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	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

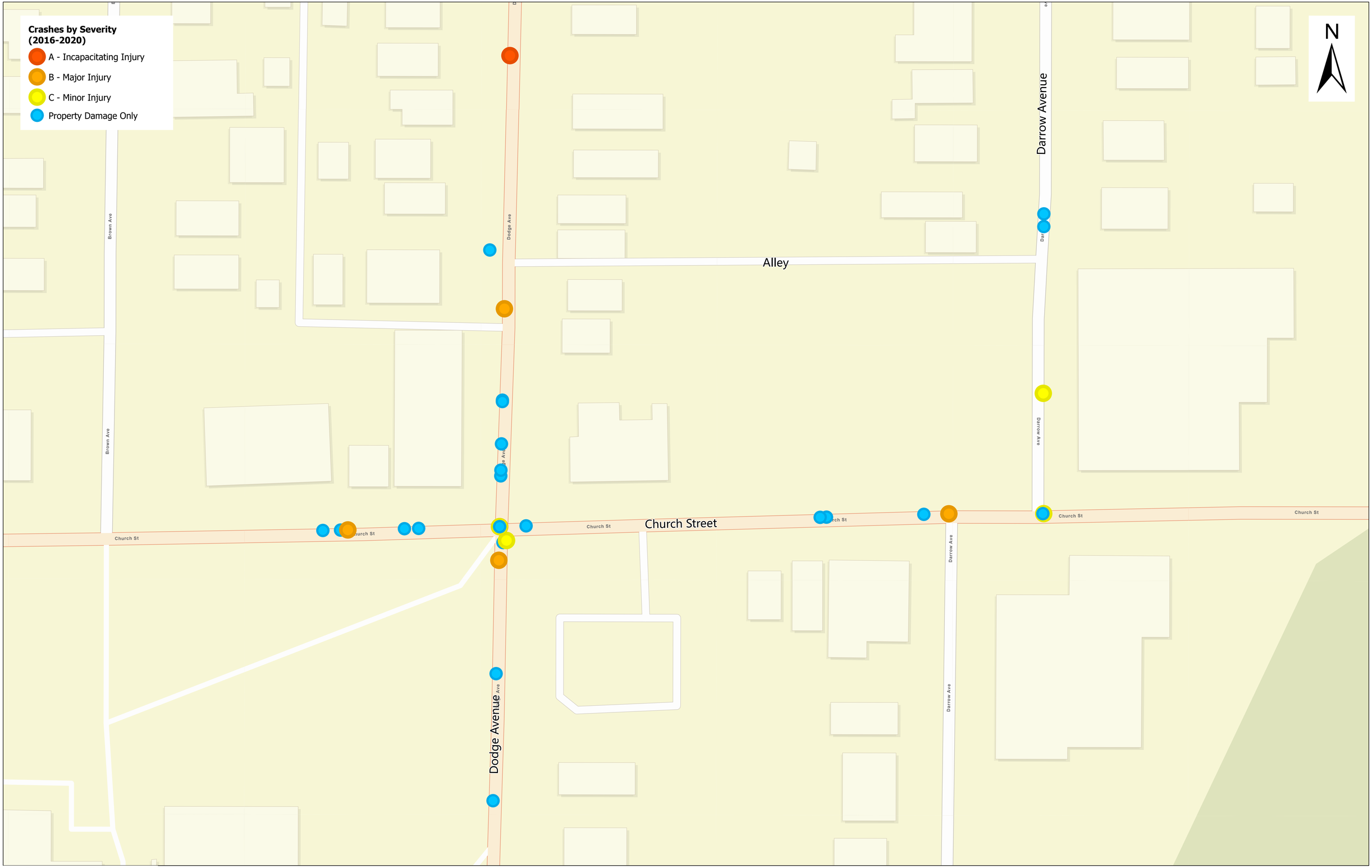
		Southbound					Westbound					Northbound						Crosswalk	
Time Period	Class.	T	L	U	I	O	R	L	U	I	O	R	T	U	I	O	Total		Pedestrians	Total
AM Peak Period	Lights	384	1	1	386	248	1	0	0	1	3	2	246	0	248	384	635	SB	3	3
Specified Period	%	95%	100%	100%	95%	92%	100%	0%	0%	100%	60%	50%	92%	0%	91%	95%	93%		100%	
7:00 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

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	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	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
Specified Period	%	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	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
Specified Period	%	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



Kimley»Horn

0 100 200 Feet

IDOT Crash Data (2016-2020)

D. EXISTING (2022) CAPACITY REPORTS

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	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	

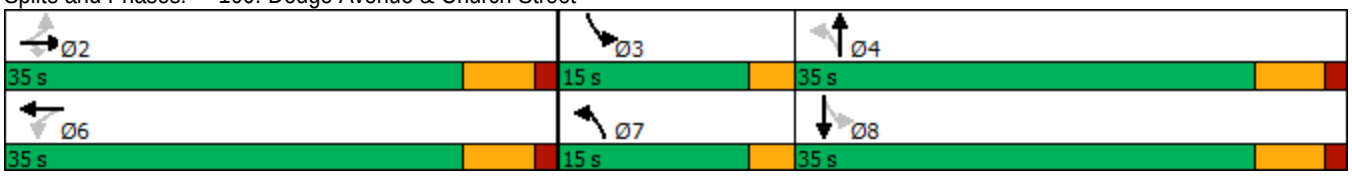
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		3	8	
Switch Phase												
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	

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	-	-	None	-	-	None	-	-	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	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	-	-	None	-	-	None	-	-	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	EBLn1	WBLn1	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	-	-

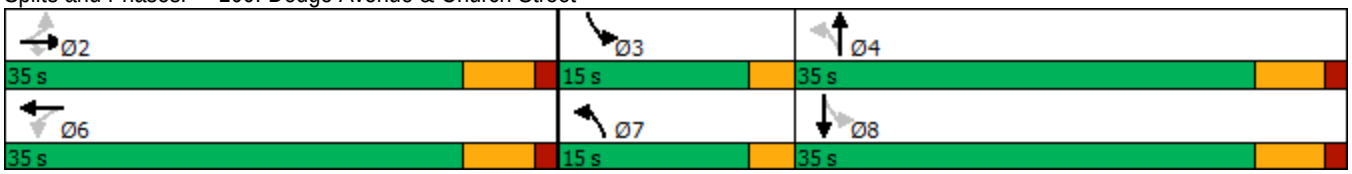
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	241	104	22	155	65	92	239	72	36	216	51
Future Volume (vph)	45	241	104	22	155	65	92	239	72	36	216	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	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	

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	

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



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	-	-	None	-	-	None	-	-	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

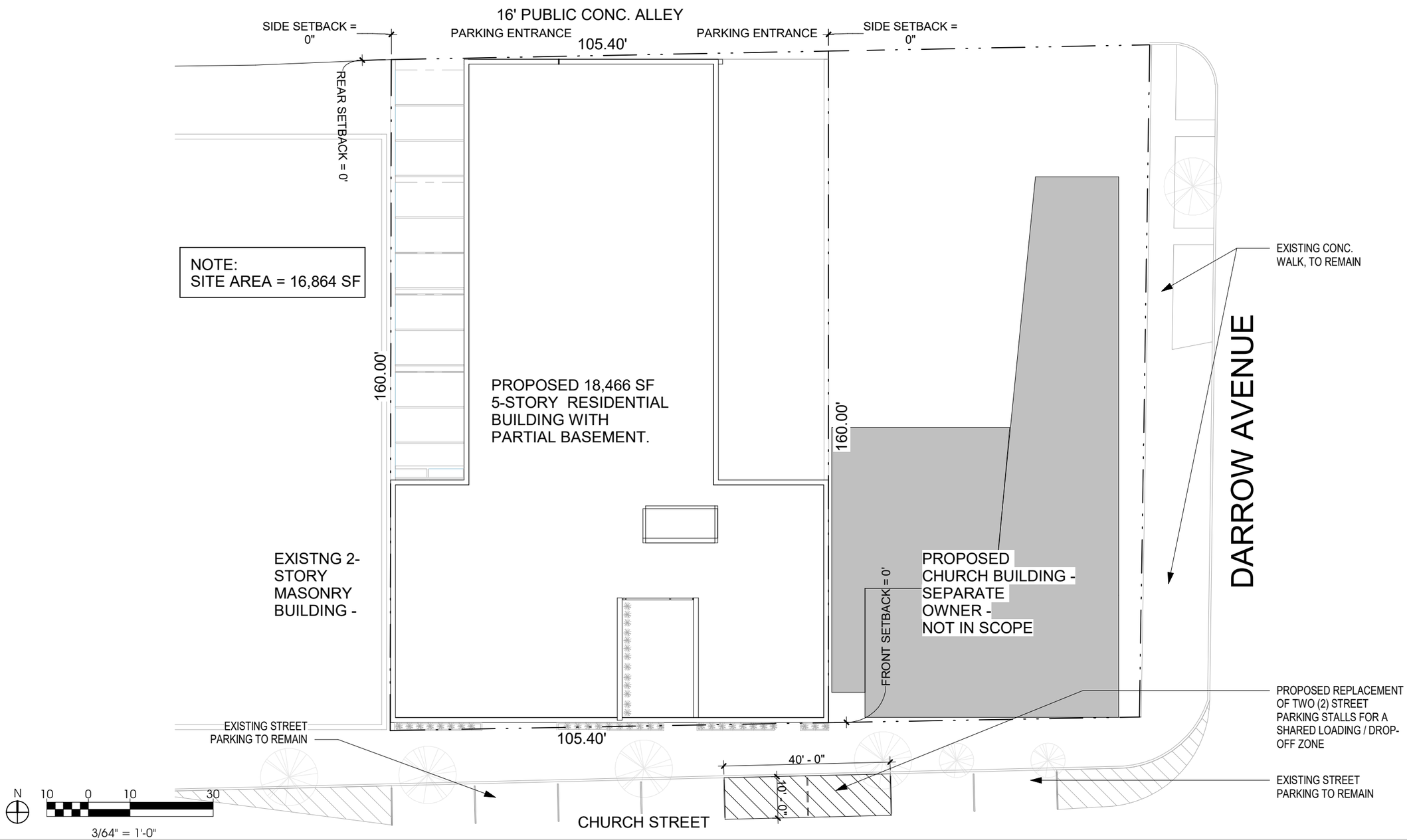
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	348	1	2	302
Future Vol, veh/h	1	1	348	1	2	302
Conflicting Peds, #/hr	2	5	0	27	27	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1135	-
HCM Lane V/C Ratio	-	-	0.004	0.002	-
HCM Control Delay (s)	-	-	12.6	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

E. CONCEPTUAL SITE PLAN



Housing Opportunity Development Corporation

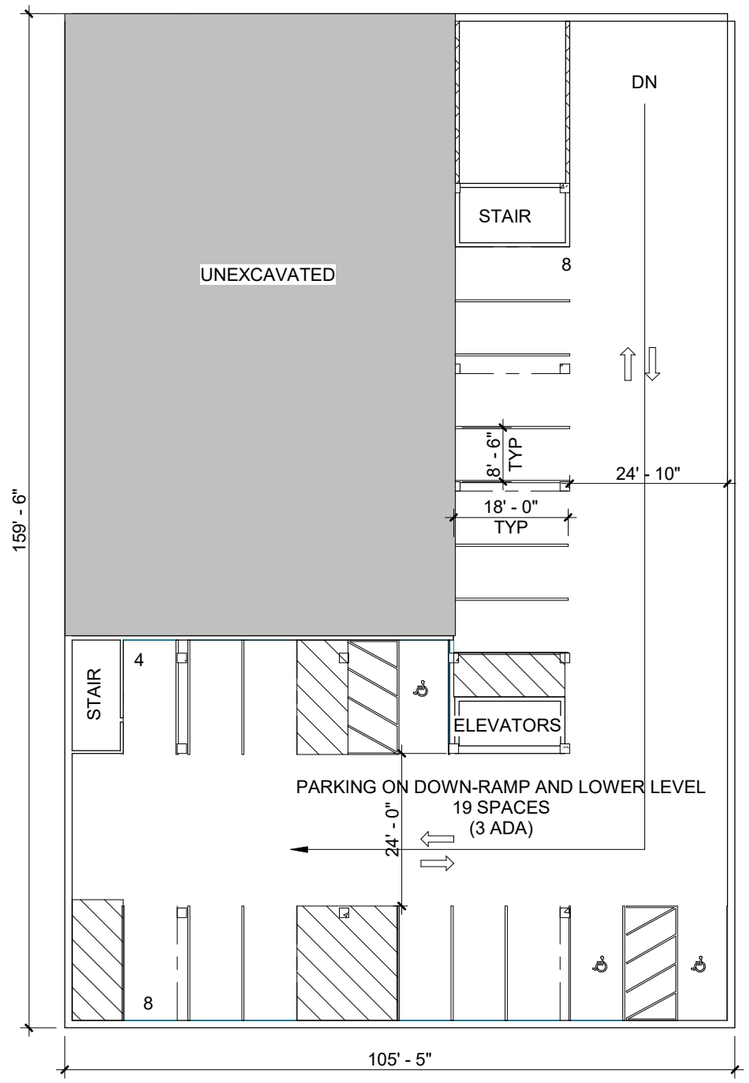
MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

SITE PLAN

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

A1.0
04.21.2022



N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

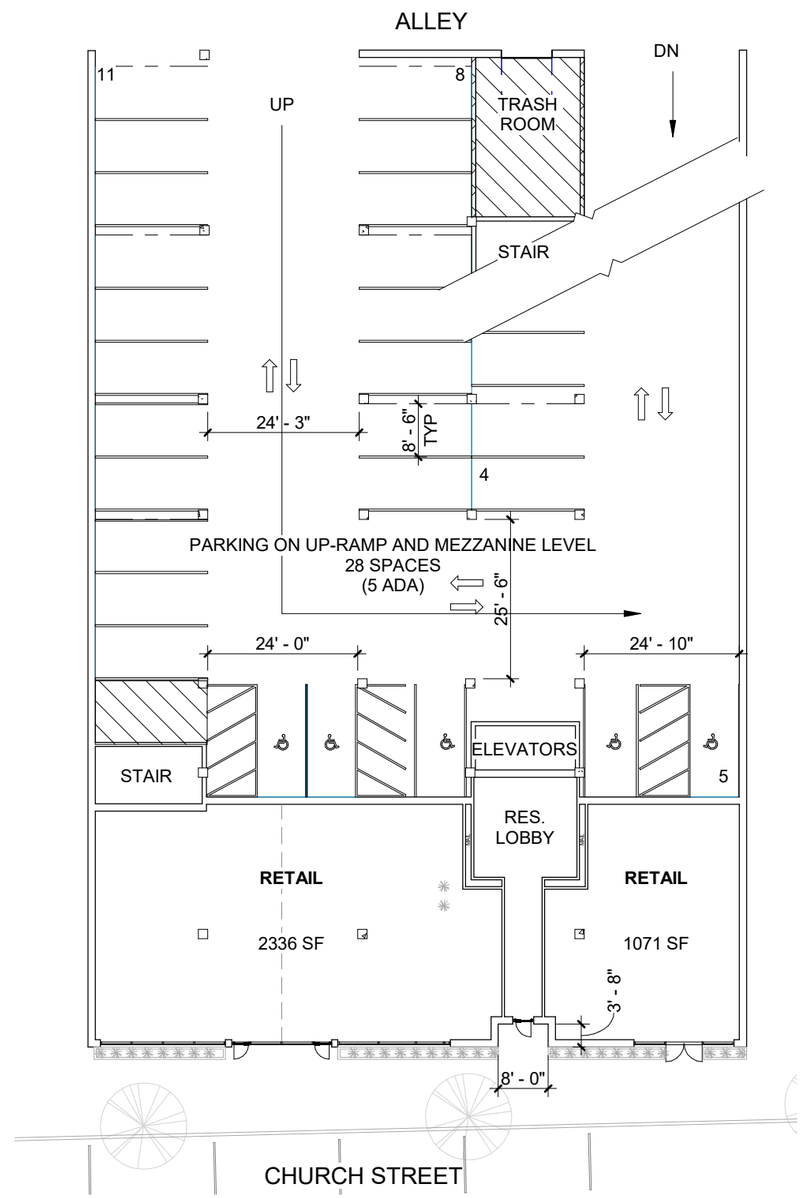
1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

LOWER LEVEL PLAN (PARKING)

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

A2.0

04.21.2022



N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

1ST FLOOR PLAN (RETAIL AND PARKING)

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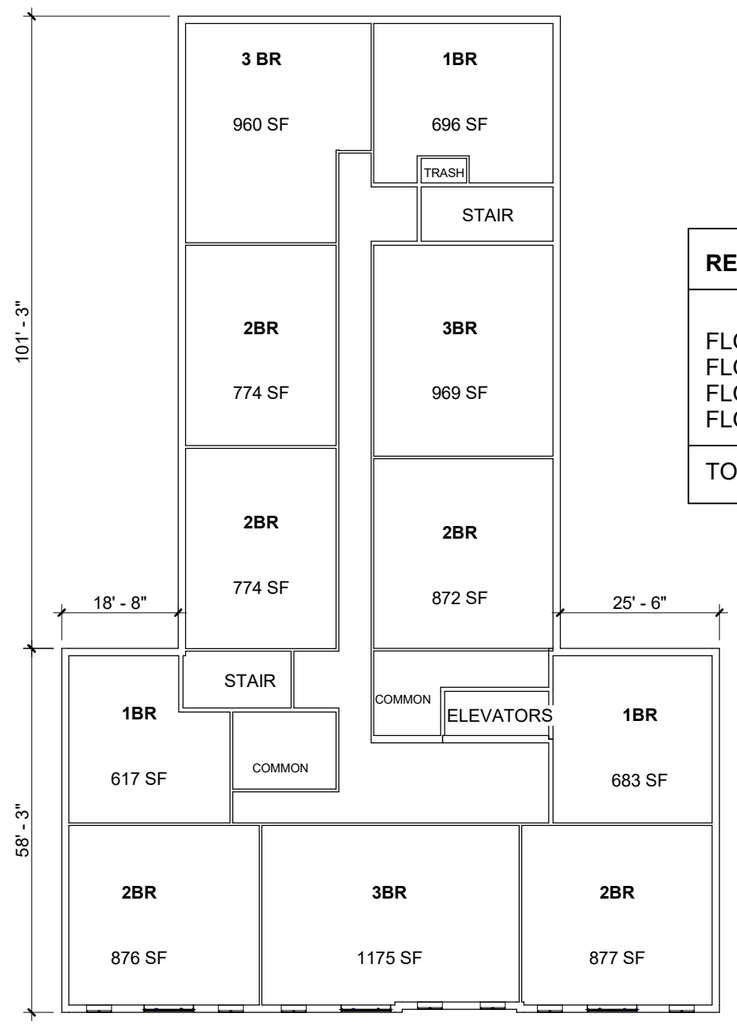
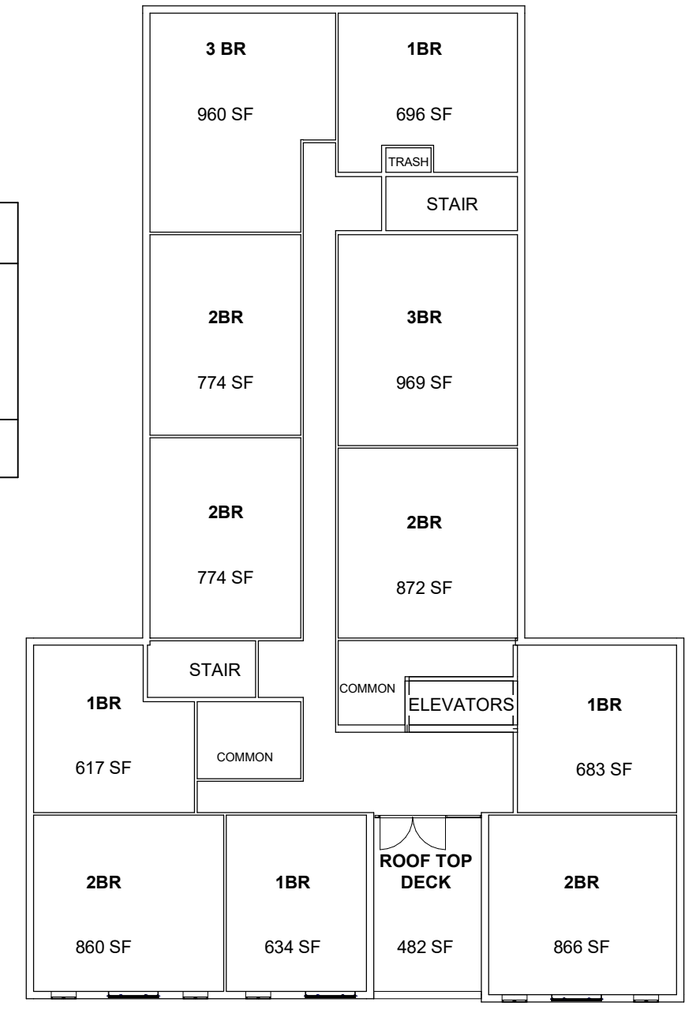
A2.1

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

N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

TYP RESIDENTIAL FLOOR PLAN (FLRS 2-5)

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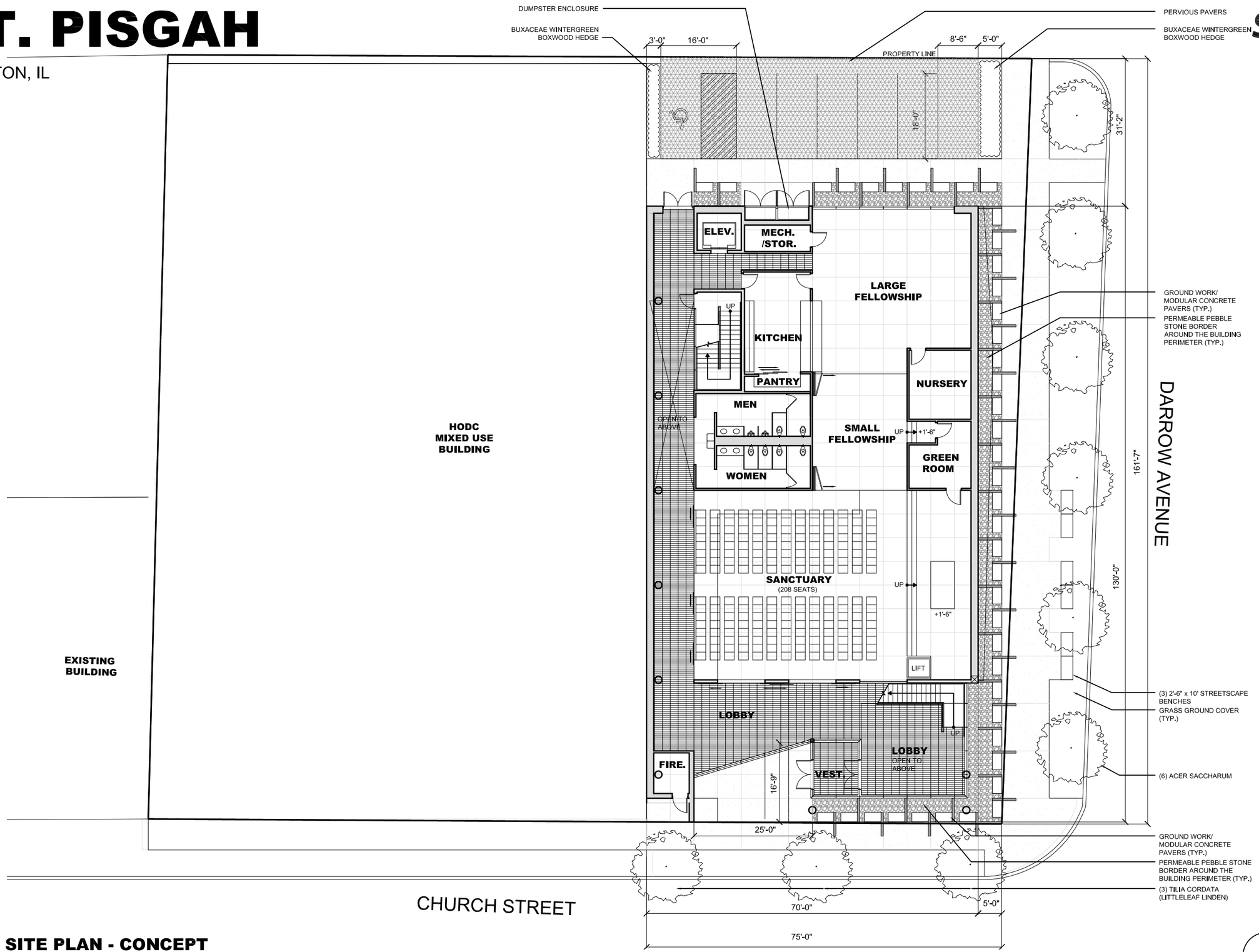
A2.3

04.21.2022

MT. PISGAH

EVANSTON, IL



SUZUKI+KIDD
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Professional Design Firm # 184.008075-0001001

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A1 **SITE PLAN - CONCEPT**

SCALE: 1:20

Project Number: 19001
Issue Date: 04.22.2022

SD101

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)

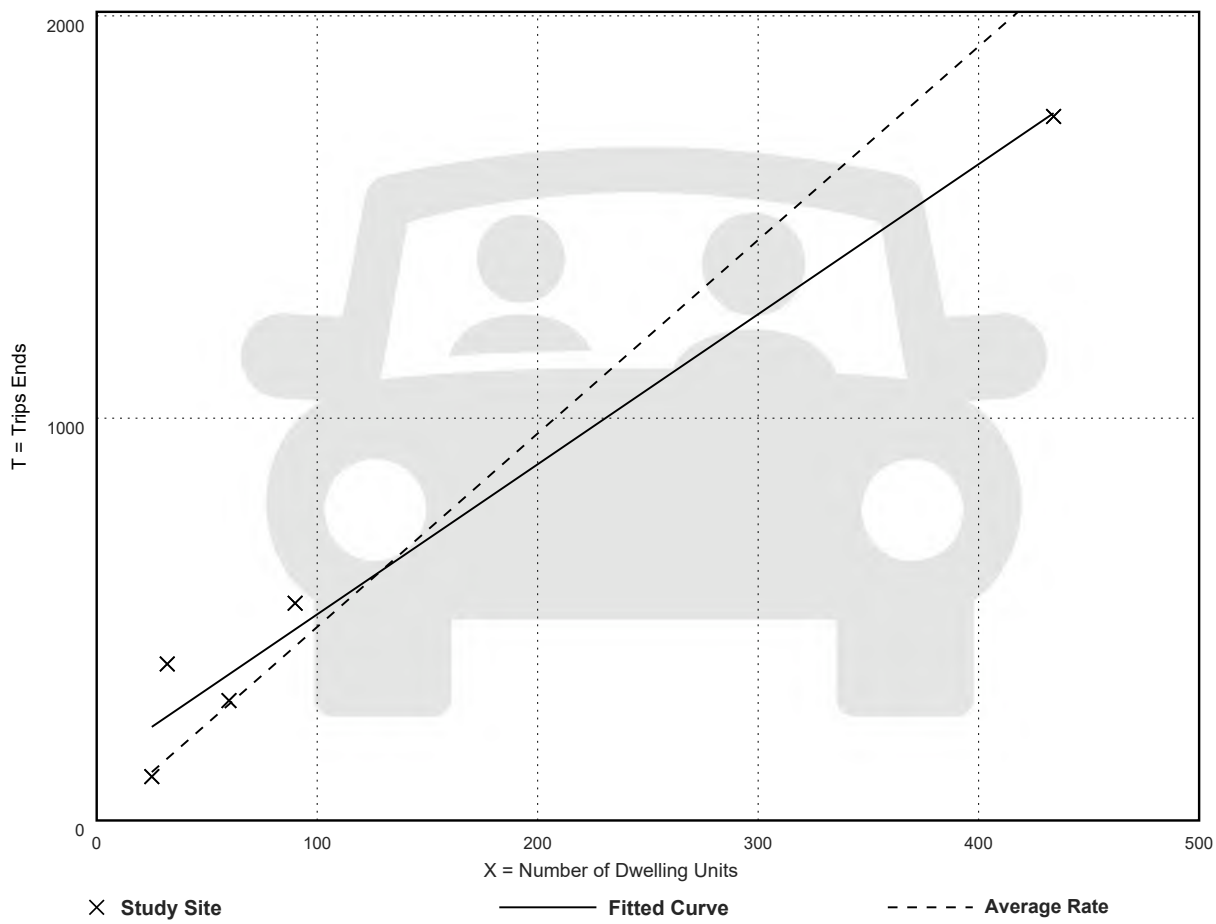
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



Fitted Curve Equation: T = 3.73(X) + 139.35

R^2= 0.98

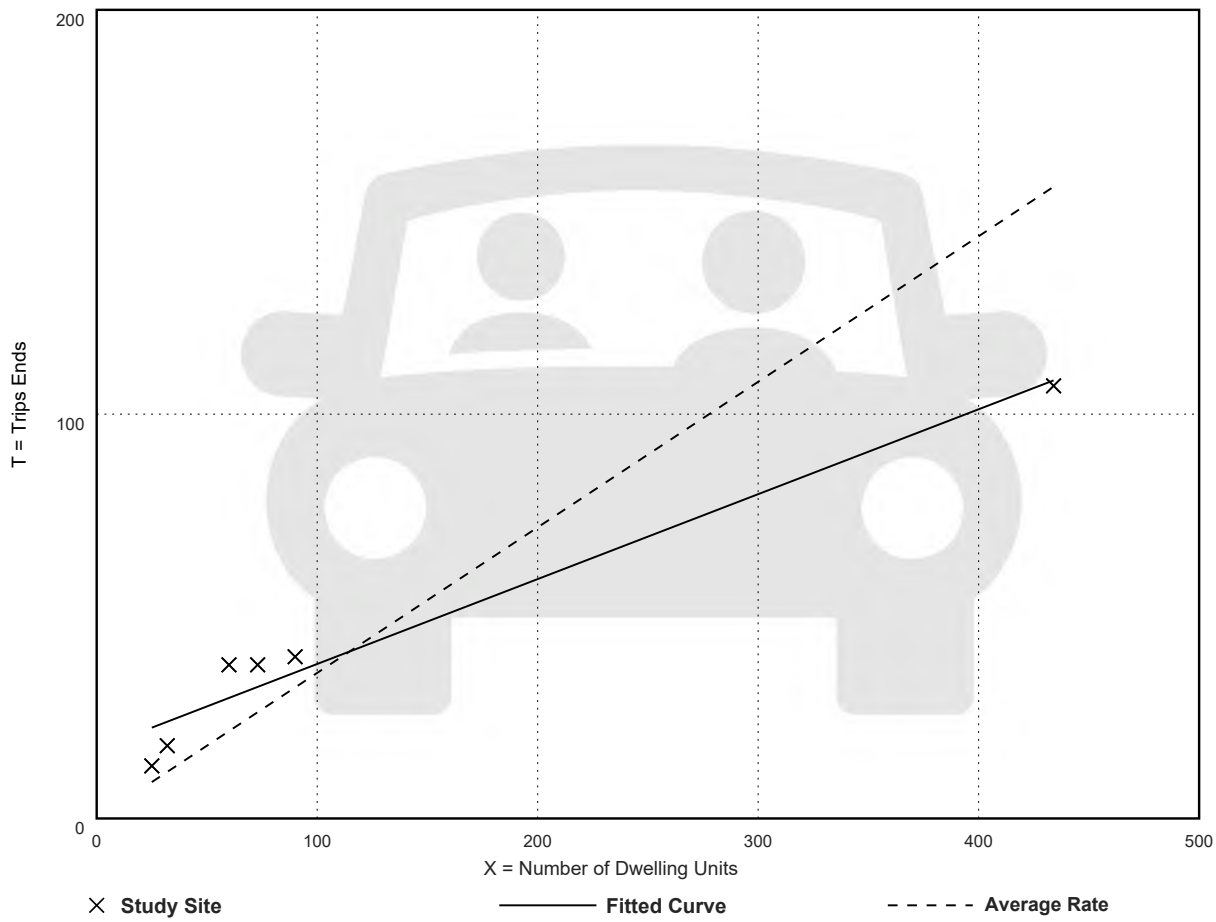
Affordable Housing - Income Limits
(223)

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



Fitted Curve Equation: T = 0.21(X) + 17.21

R^2= 0.96

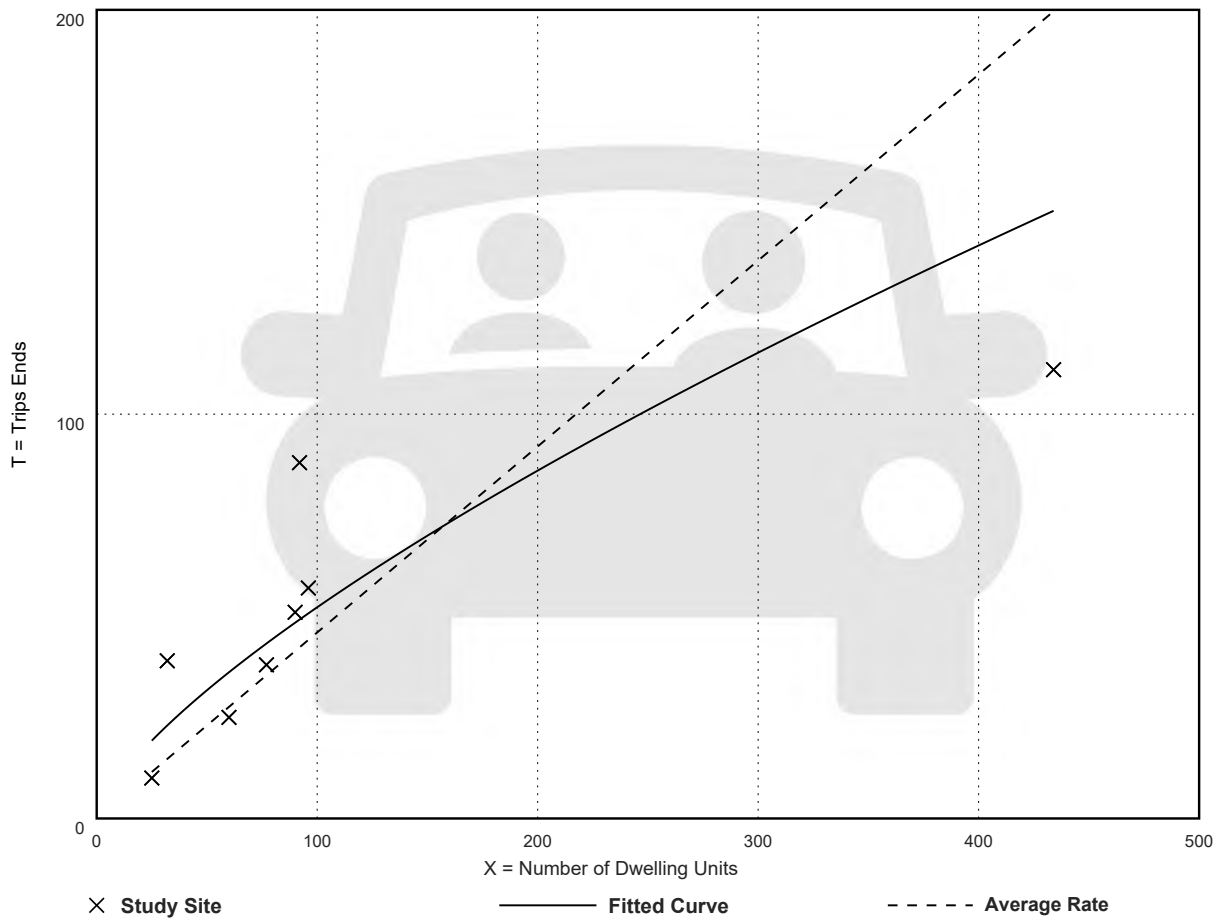
Affordable Housing - Income Limits
(223)

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



Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 0.64

R^2= 0.67

G. CENSUS DATA

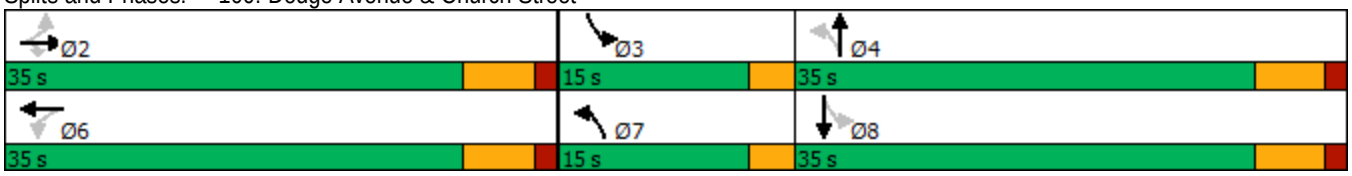
Table: ACSDT5Y2019.B08301

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%		

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	-	-	None	-	-	None	-	-	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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1253	-
HCM Lane V/C Ratio	-	-	0.029	0.002	-
HCM Control Delay (s)	-	-	13.5	7.9	0
HCM Lane LOS	-	-	B	A	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	-	-	None	-	-	None	-	-	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	EBLn1	WBLn1	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	
Conflicting Flow All	0	0	5	0	16	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1616	-	1002	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1616	-	998	1081
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	-

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	No	No	No	No	No	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	

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	

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	-	-	None	-	-	None	-	-	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						
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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	423	1130	-
HCM Lane V/C Ratio	-	-	0.037	0.005	-
HCM Control Delay (s)	-	-	13.8	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	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	
Conflicting Flow All	0	0	9	0	34	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1611	-	979	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	970	1078
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

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630-487-5550

	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	**Loading berth: Non-compliant** Standard: 1 short loading berth/dock, minimum 10'x35' with a minimum vertical clearance of 14'. Proposed: None
6-4-1-9-B.1	**Yard Obstructions: Non-compliant** 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. Exterior fins and shading trellis are considered Yard Obstructions and are permitted to obstruct up to 10% into a required setback. ~~Please dimension how far the shading trellis extends out from the building~~.
6-15-15-XVIII.B.5	**Parking lot frontage buffer: Non-compliant** Standard: Minimum 3'-4' tall steel or PVC picket fence required around parking area. Proposed: No fence
6-4-6-7	Site triangle: 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.
6-15-15-XXII	**Street trees: Non-compliant** 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.
6-15-15-XXII	Street tree spacing: Dimension Standard: 1 tree/60' of frontage, minimum 35' from intersecting curb. Proposed: Please dimension
	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.

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.

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https://us06web.zoom.us/j/86310981739?pwd=czhWT1pkZllYSW42YUFCWjF6eXRTUT09

Meeting ID: 863 1098 1739
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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

Planning and Development Committee Meeting Minutes - October 10, 2022 - Attachment - Pdf

(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

MINUTES

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.
.

(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.

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.

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

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** Date 7/14/2022

7/8/2022

1/22/2022

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? [X] **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		

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.

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.

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.

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.

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.

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

N/A

N/A

N/A

N/A

N/A

See attached the board of directors.

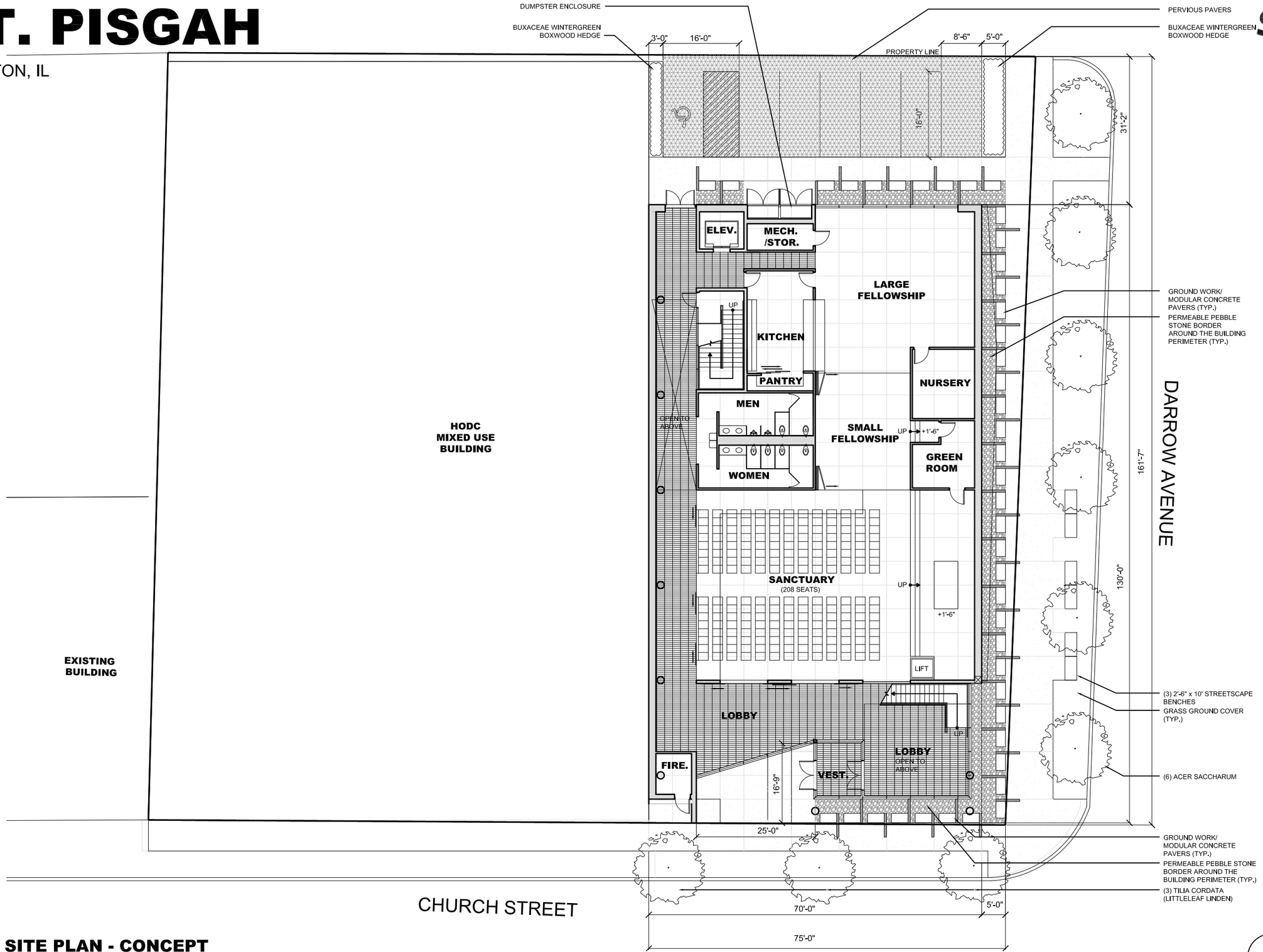
Applicant is a charitable nonprofit organization and has no shareholders.

Applicant is a charitable organization.

Project Site Plan

MT. PISGAH

EVANSTON, IL



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ARCHITECTS - DESIGNERS - URBANISTS
arch@suzukikidd.com | 224.245.8142
suzukikidd.com

Professional Design Firm # 184.008075-0001001

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Project Number: 19001
Issue Date: 01.24.2022

A1 **SITE PLAN - CONCEPT**

SCALE: 1:20

SD101

Plan or Graphic Drawings of Proposal

MT. PISGAH

EVANSTON, IL

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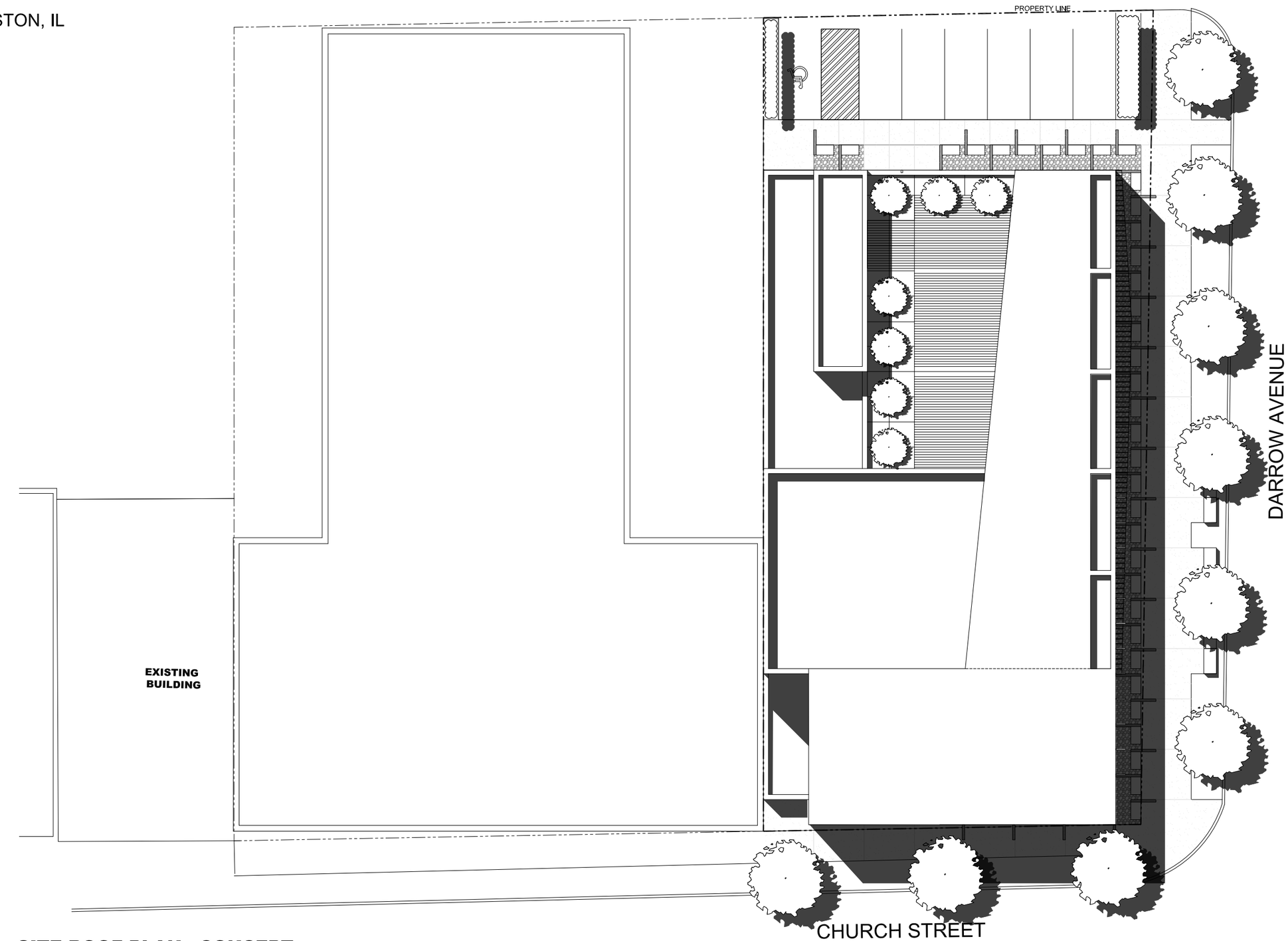


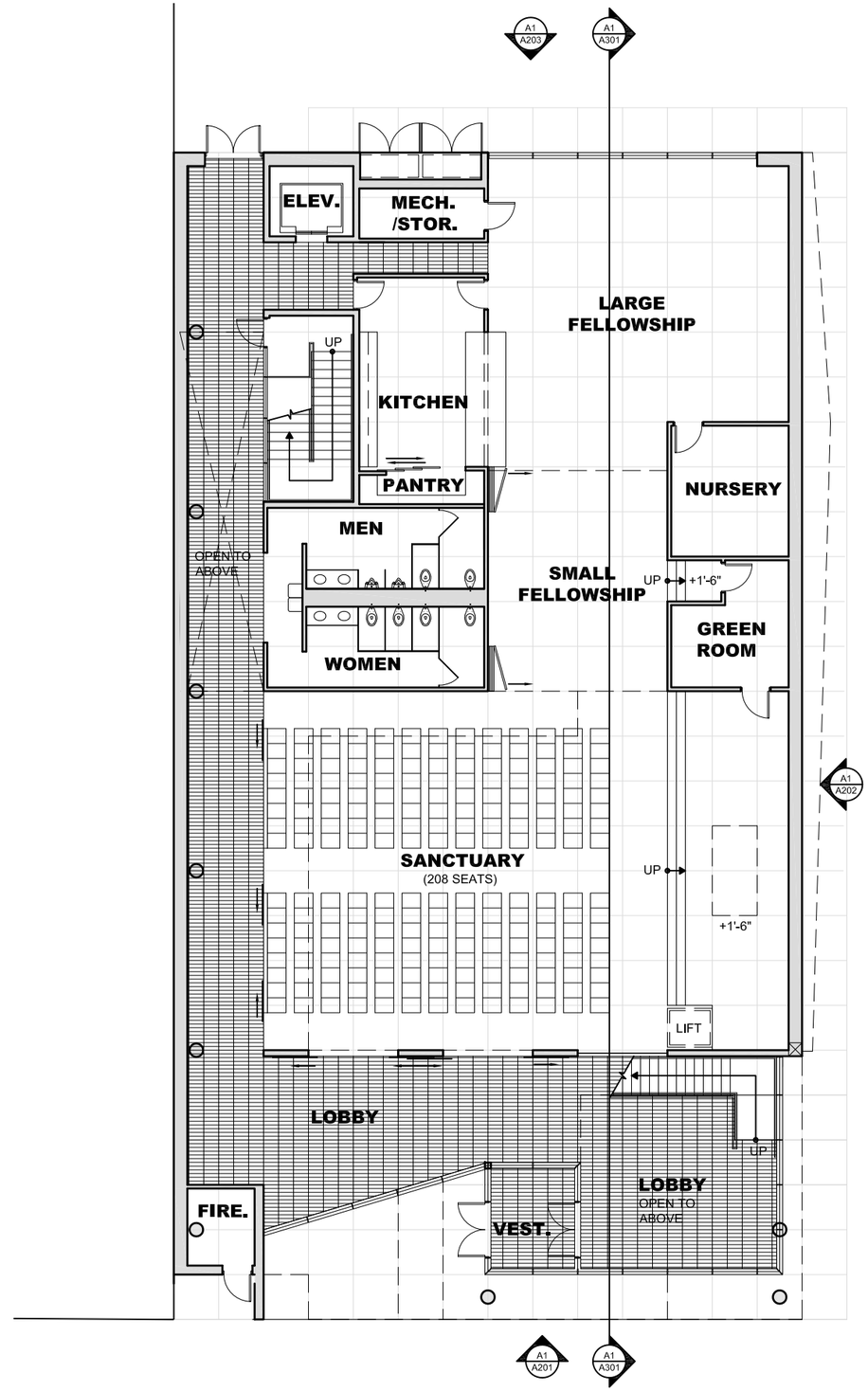
A1 **SITE ROOF PLAN - CONCEPT**
SCALE: 1:20

Project Number: 19001
Issue Date: 01.24.2022

SD102

MT. PISGAH

EVANSTON, IL



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Project Number: 19001
Issue Date: 01.24.2022

A1

FIRST FLOOR PLAN - CONCEPT

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

N

A101

MT. PISGAH

EVANSTON, IL

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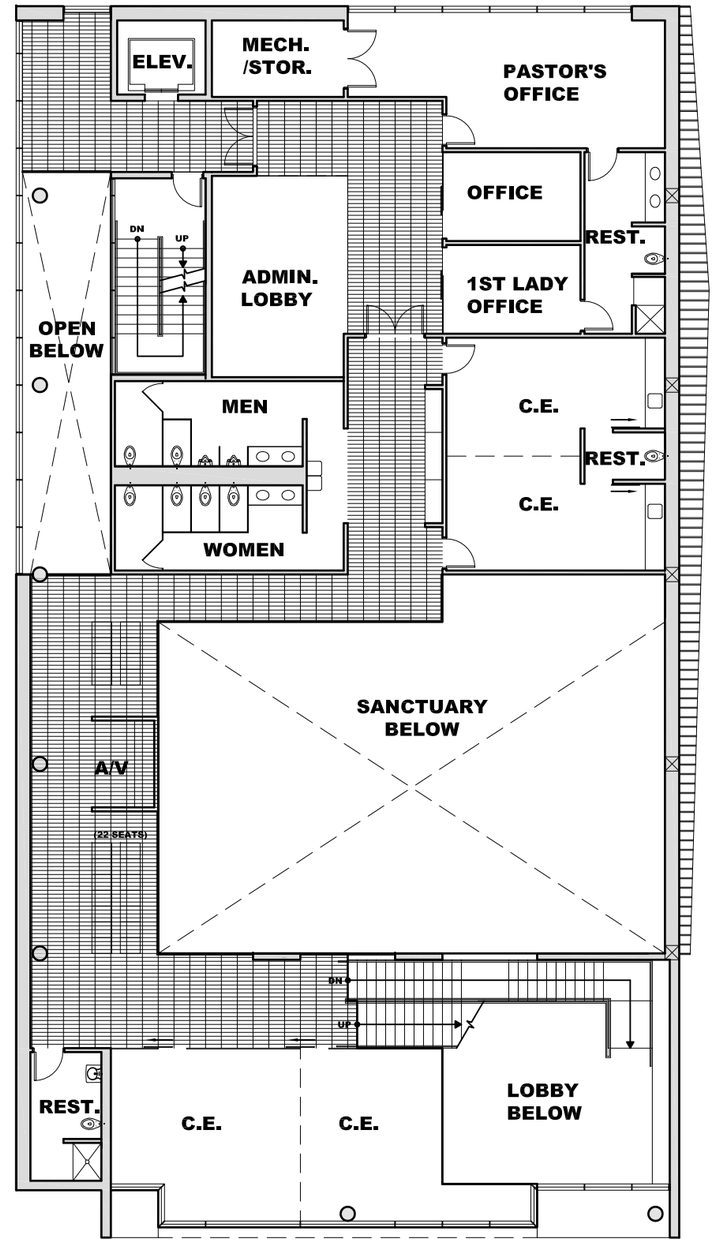

Project Number: 19001
Issue Date: 01.24.2022

A1 **SECOND FLOOR PLAN - CONCEPT**

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

N

A102

MT. PISGAH

EVANSTON, IL

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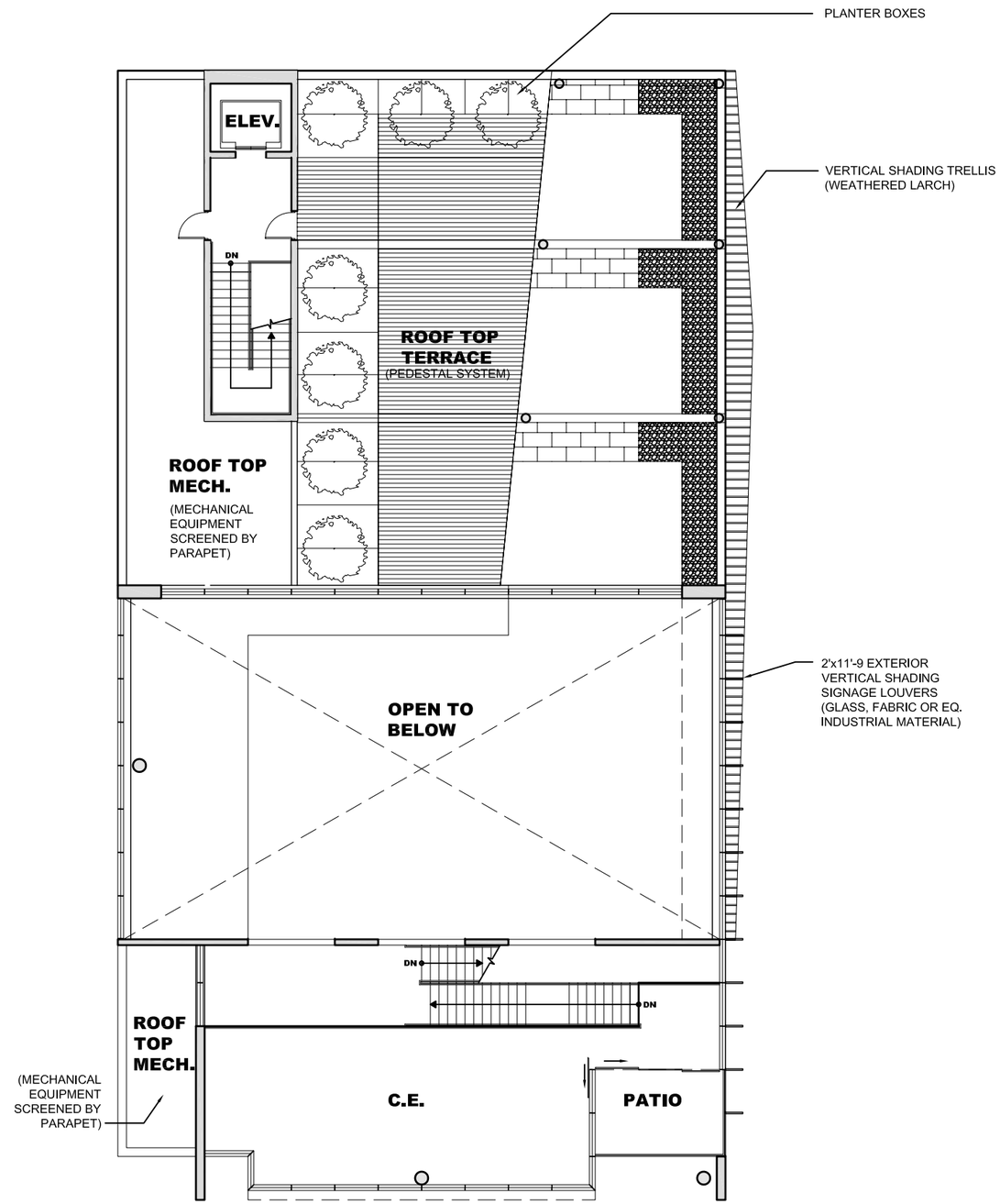

Project Number: 19001
Issue Date: 01.24.2022

A1 **MEZZANINE - CONCEPT**

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

N

A103

MT. PISGAH

EVANSTON, IL

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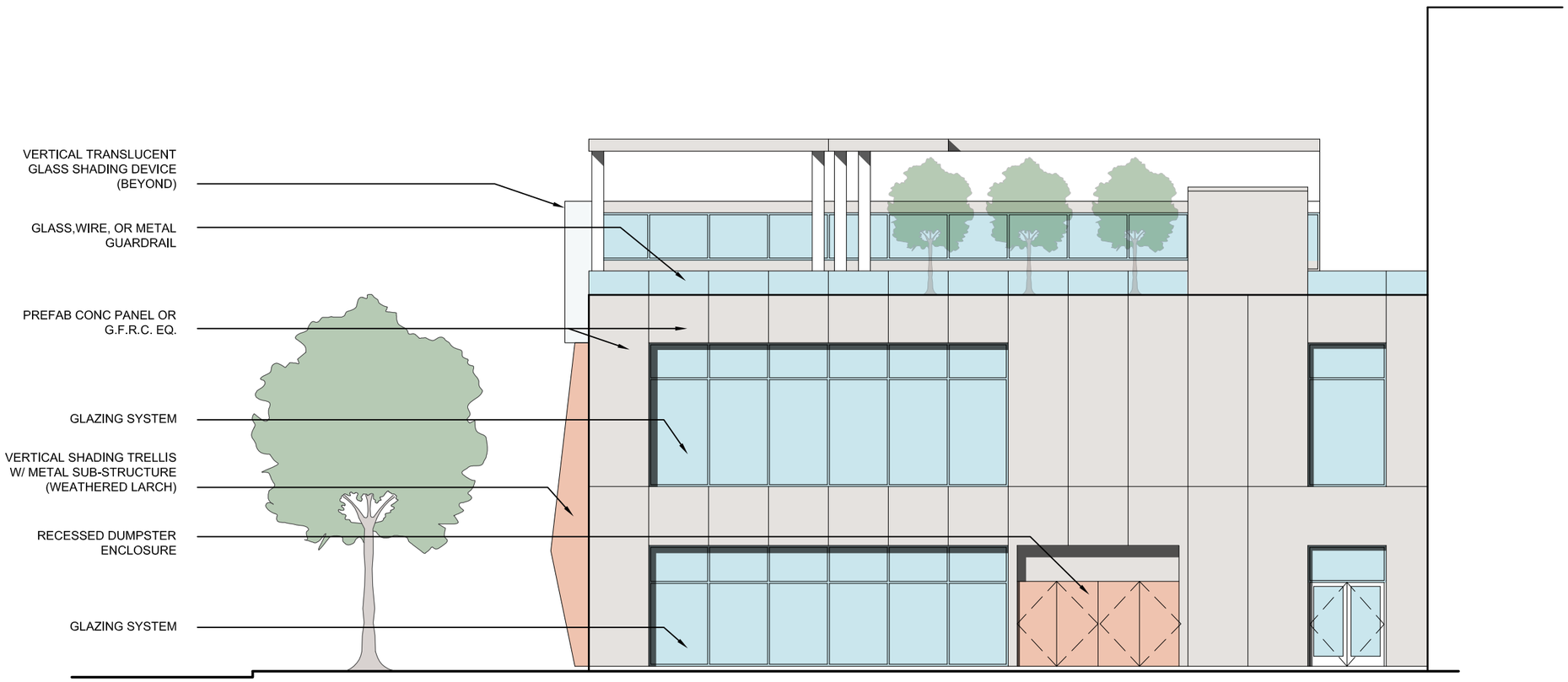

A1 **NORTH ELEVATION - CONCEPT**

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

Project Number: 19001
Issue Date: 07.12.2022

A203

MT. PISGAH

EVANSTON, IL

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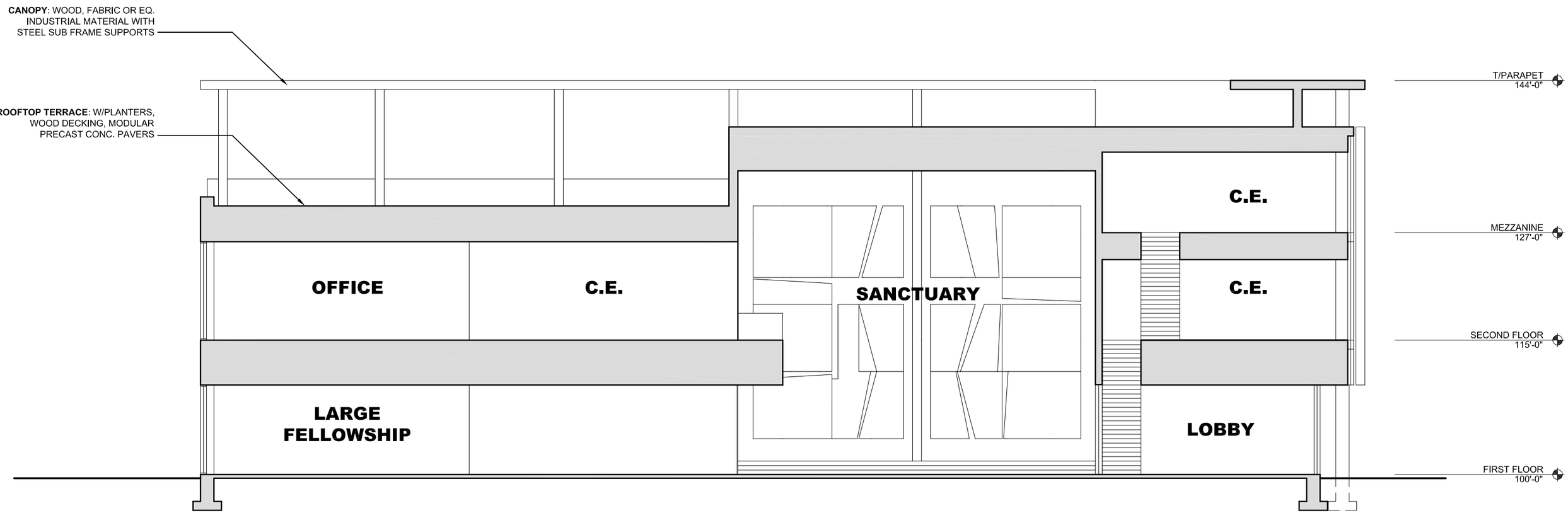


A1 **BUILDING SECTION - CONCEPT**

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

Project Number: 19001
Issue Date: 01.24.2022

A301

Proof of Ownership

12/22/2020

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 (⅔) 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

22ZONA-0018

1801-1805 Church Street

1 0 1 3 2 2 0 0 3 5 0 0 0 0

Pastor Clifford Wilson
Mt. Pisgah Ministry, Inc.
1813 Church Street
Evanston IL 60201
847-328-6808 847-875-3224

cwilson@mtpisgahministry.org

x donee

City of Evanston
2100 Ridge Rd
Evanston IL 60201
847-488-8411

07/14/2022

X

X 7/8/2022

X 1/22/2022

X

X

X City Ordinance

X

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

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.

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.

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.

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".

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

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.

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

N/A

N/A

N/A

See attached the board of directors.

Applicant is a charitable nonprofit organization and has no shareholders.

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 IL60201

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 LADDS 2ND 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 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

N

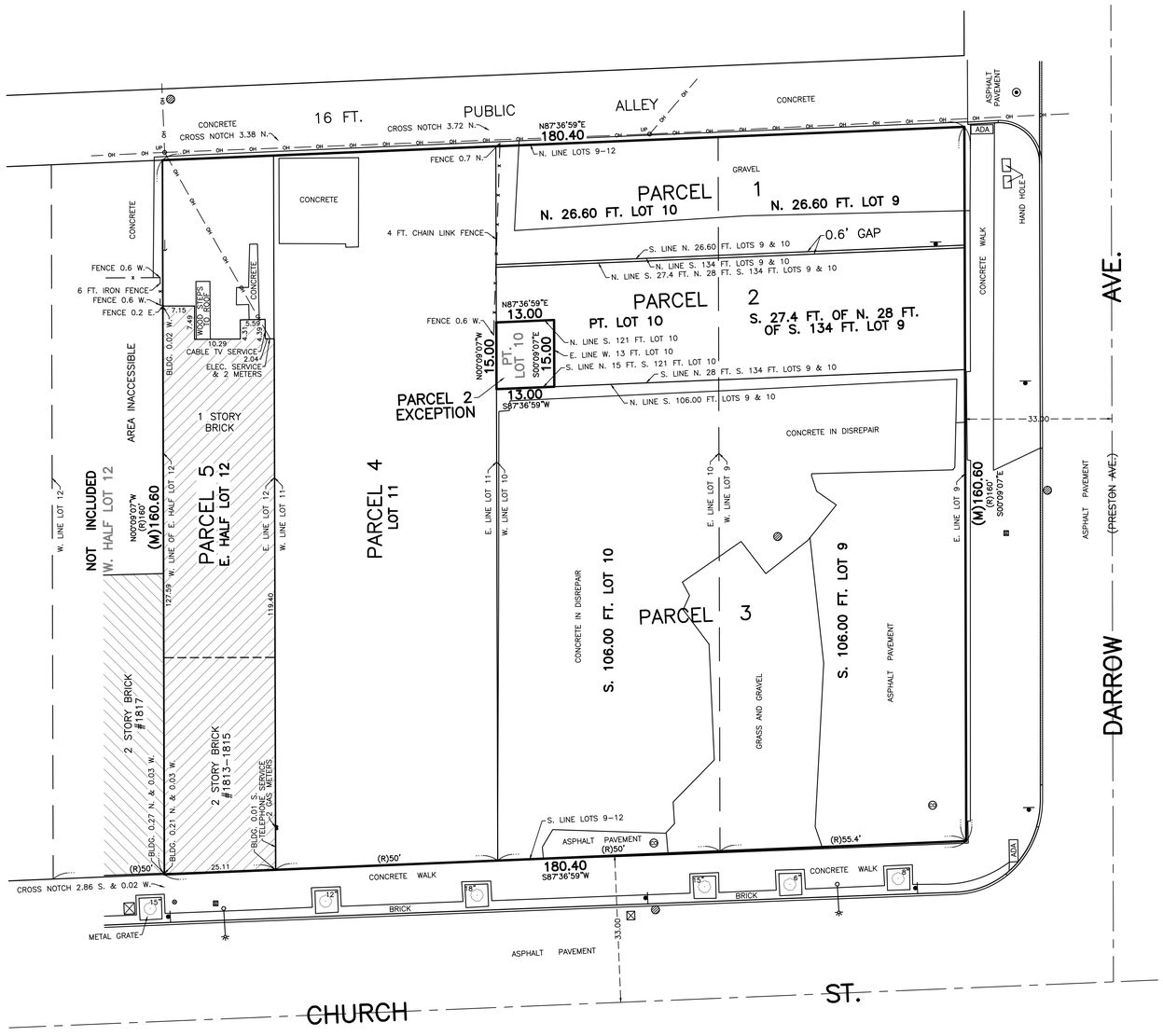
1" = 15'

0 15' 30'

GRAPHIC SCALE

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
- (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 HEREON 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
35–3409
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
BENSENVILLE, ILLINOIS

VALID ONLY WITH EMBOSSED SEAL

THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35–3409
(EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)

DRAFTED BY: BJE
PAGE: 1 OF 1
ORDER NO.: 220075
FILE: 13–41–13
PROJECT NO.: 2185TAM

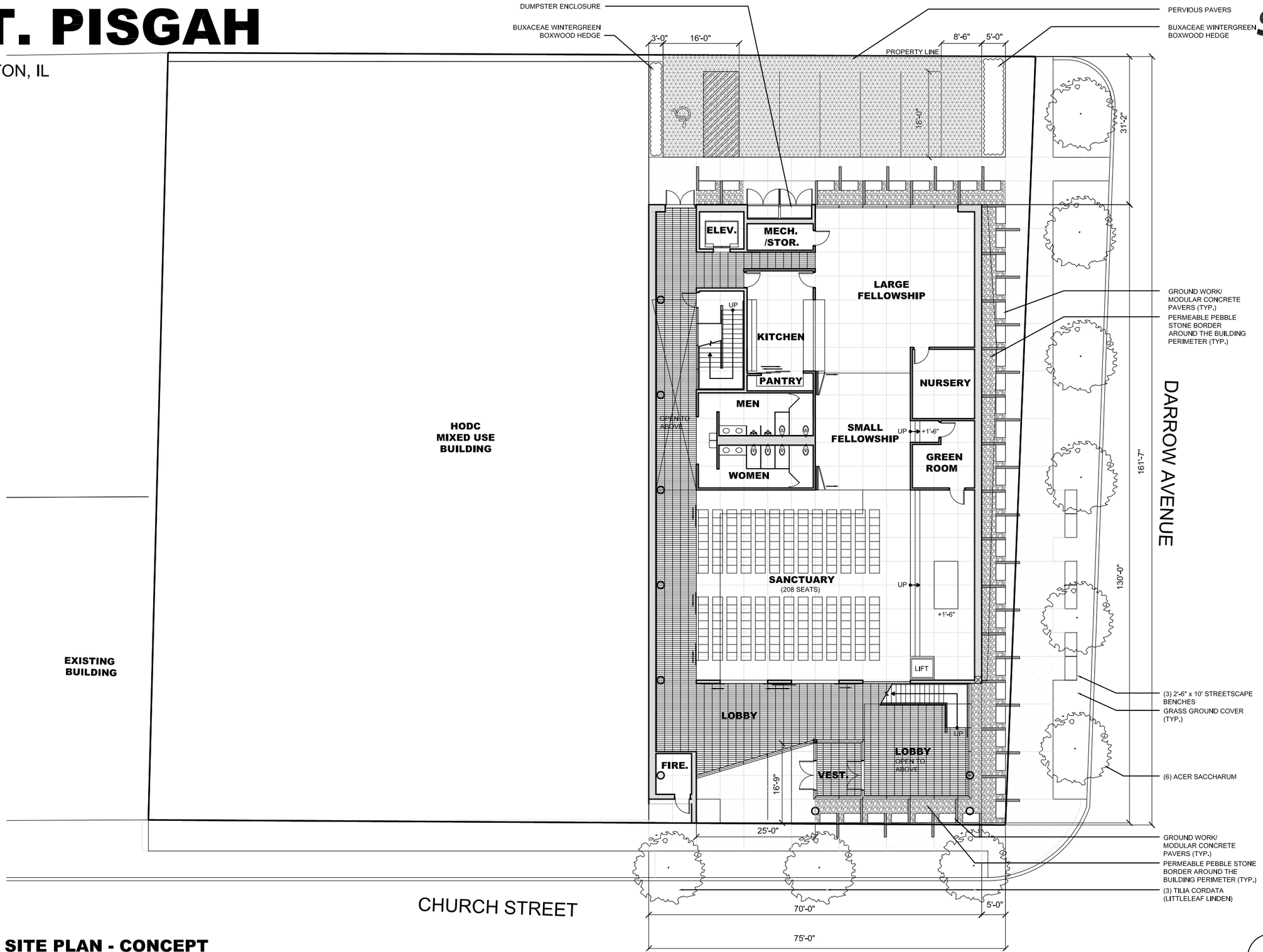
REVISION DATE	ORDER NO.	REVISION
JULY 8, 2022	220075	BOUNDARY SURVEY

CLIENT: HOUSING DEVELOPMENT CORPORATION

Project Site Plan

MT. PISGAH

EVANSTON, IL



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Project Number: 19001
Issue Date: 01.24.2022

A1 **SITE PLAN - CONCEPT**

SCALE: 1:20

SD101

Plan or Graphic Drawings of Proposal

MT. PISGAH

EVANSTON, IL

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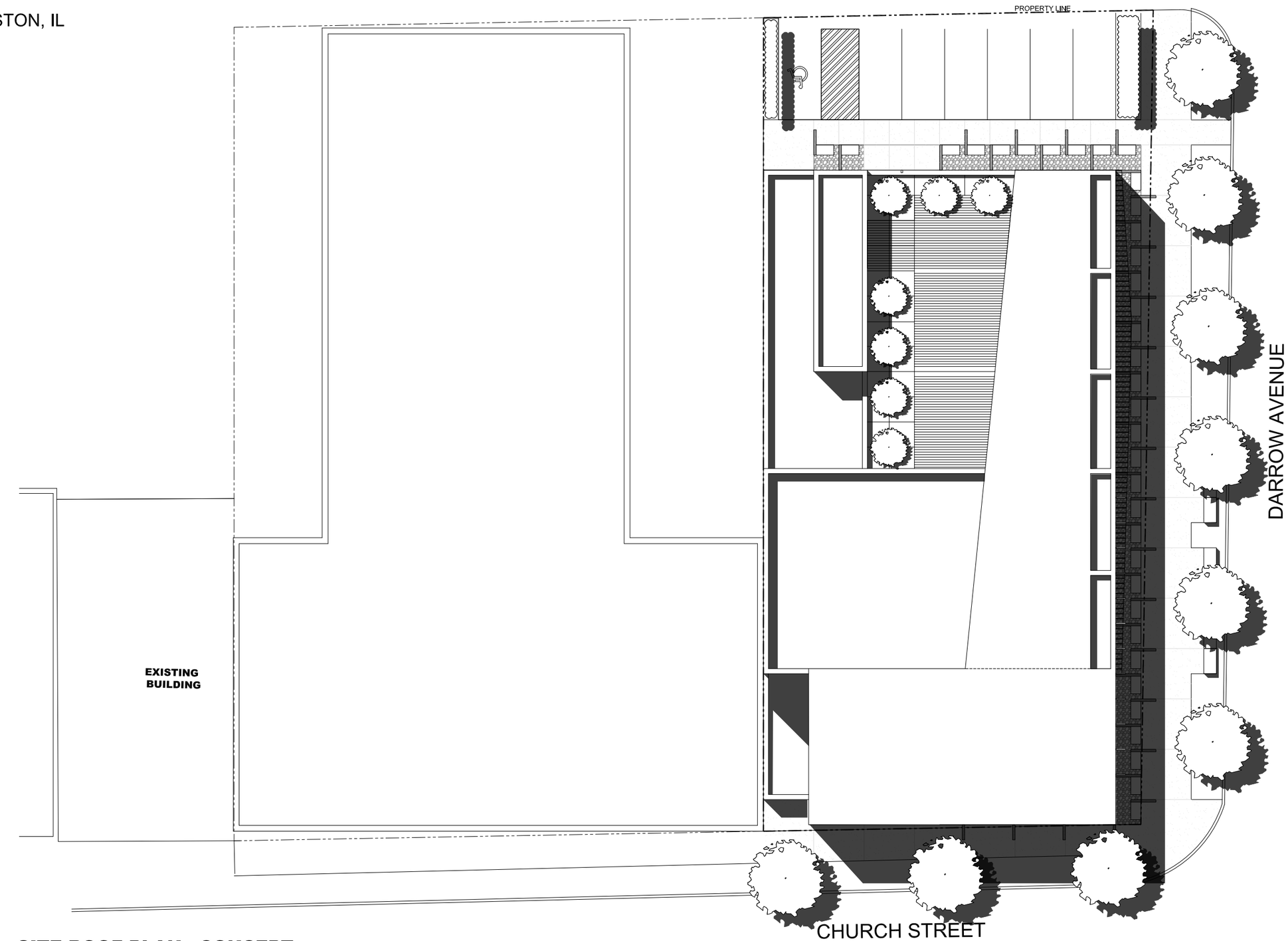


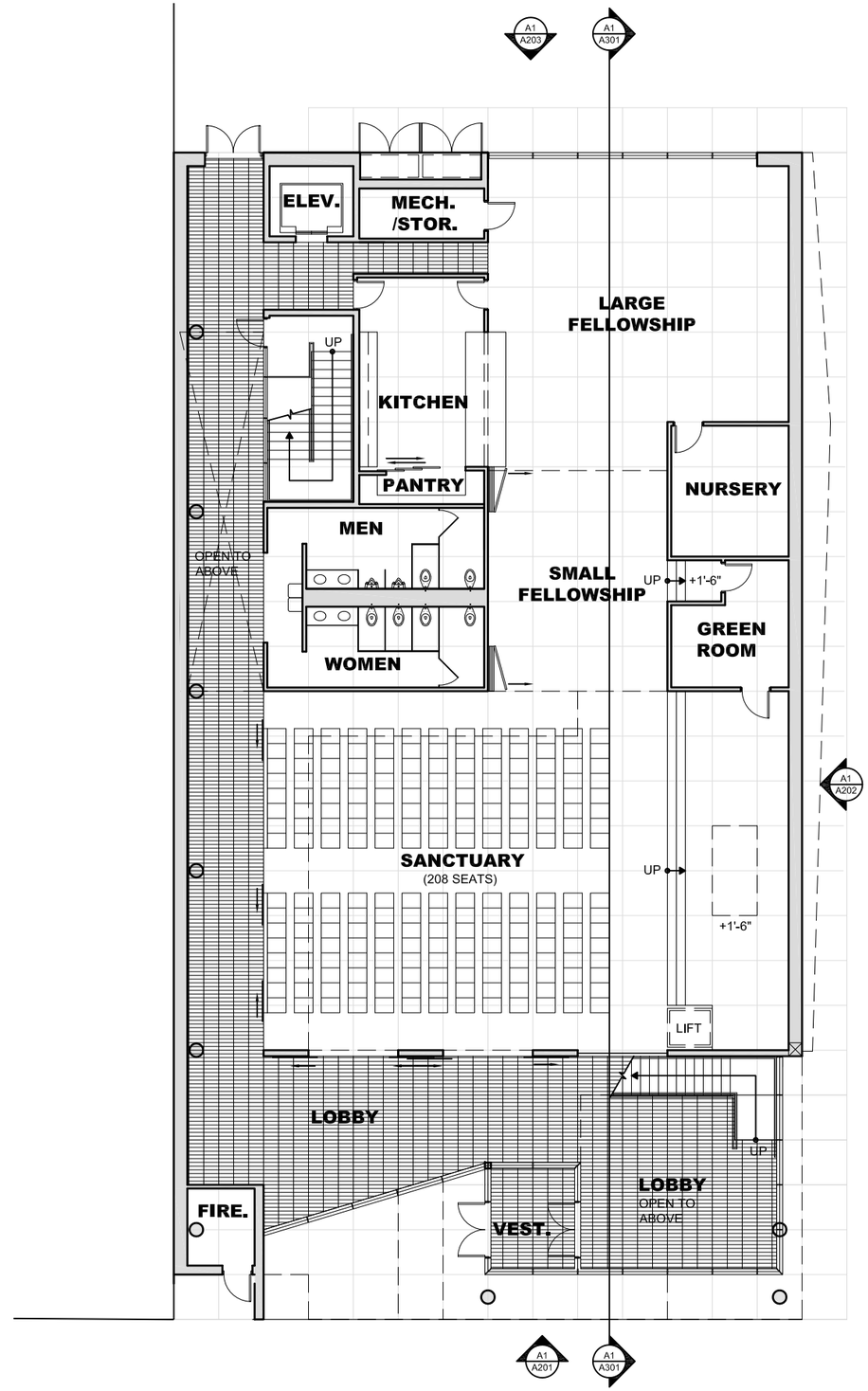
A1 **SITE ROOF PLAN - CONCEPT**
SCALE: 1:20

Project Number: 19001
Issue Date: 01.24.2022

SD102

MT. PISGAH

EVANSTON, IL



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Project Number: 19001
Issue Date: 01.24.2022

A1

FIRST FLOOR PLAN - CONCEPT

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

N

A101

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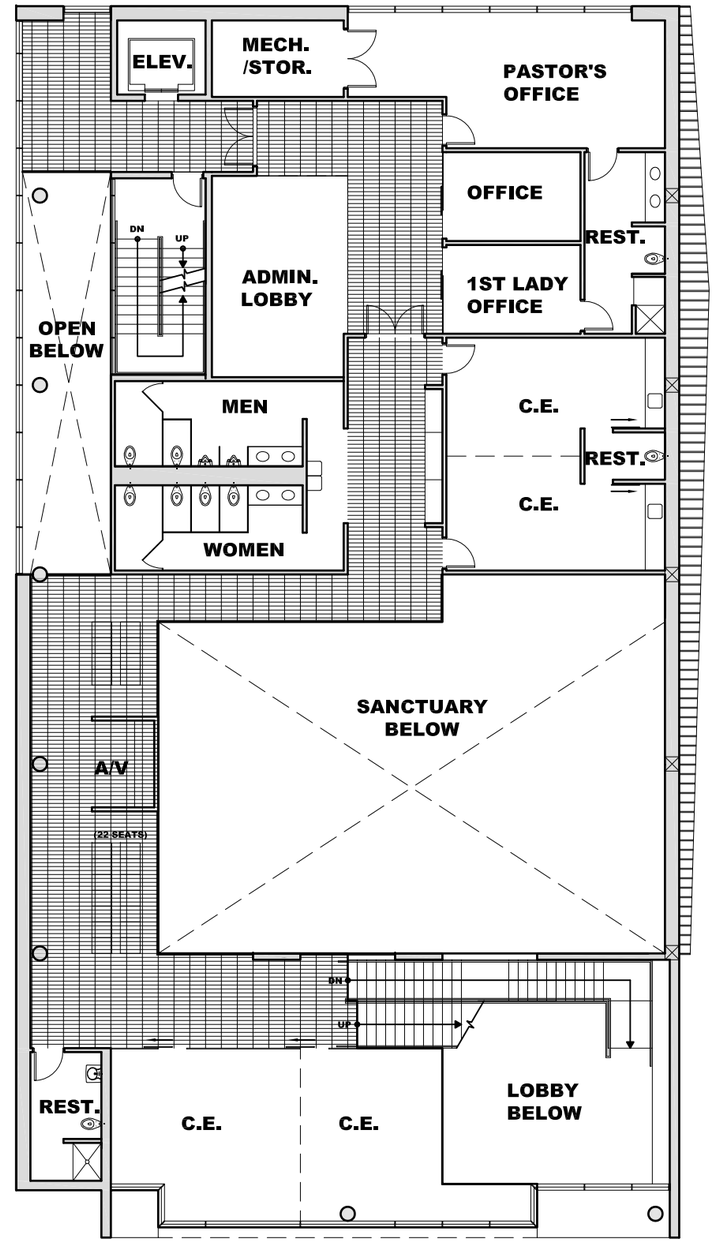

Project Number: 19001
Issue Date: 01.24.2022

A1 **SECOND FLOOR PLAN - CONCEPT**

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

N

A102

MT. PISGAH

EVANSTON, IL

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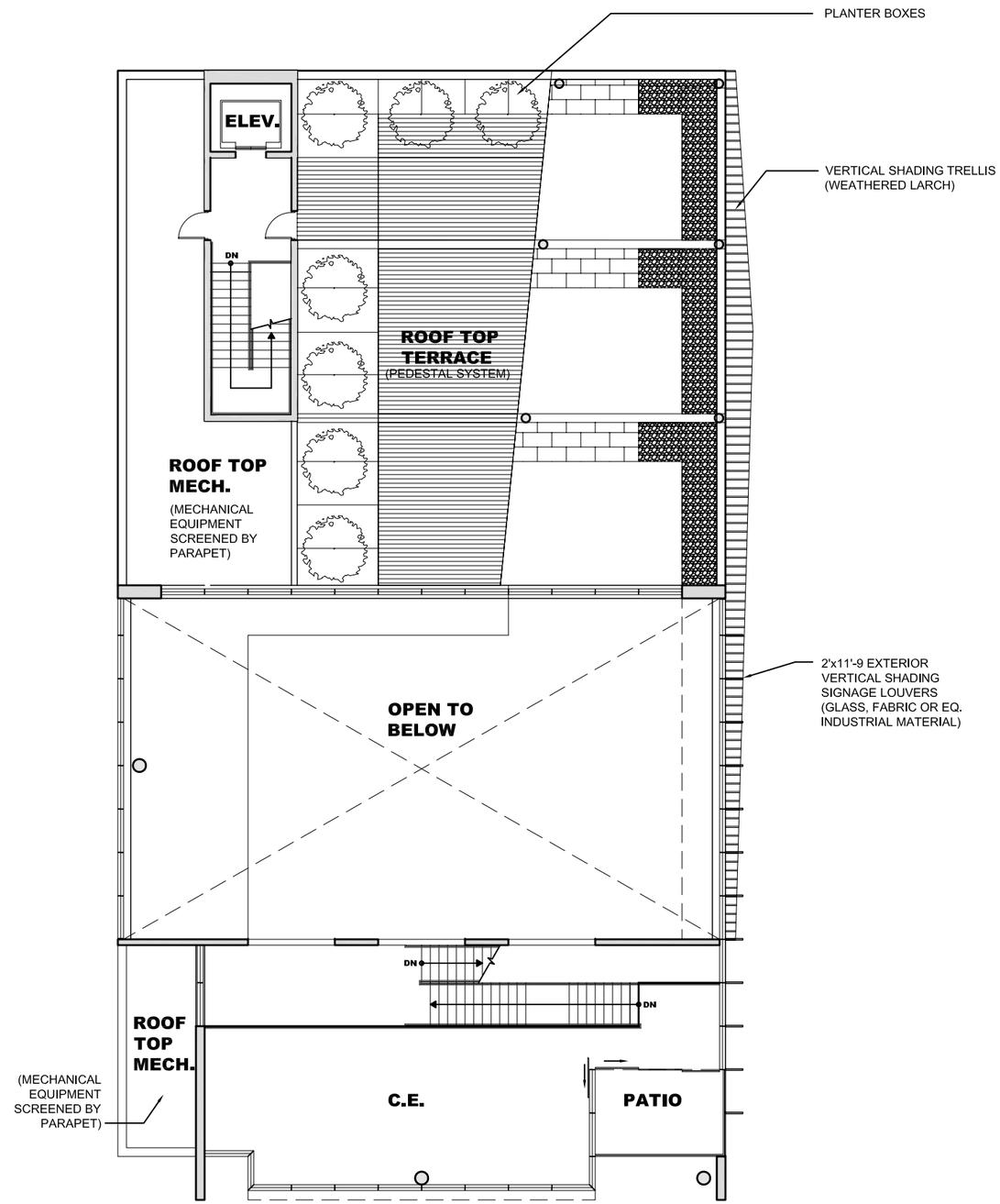

Project Number: 19001
Issue Date: 01.24.2022

A1 **MEZZANINE - CONCEPT**

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

N

A103

MT. PISGAH

EVANSTON, IL

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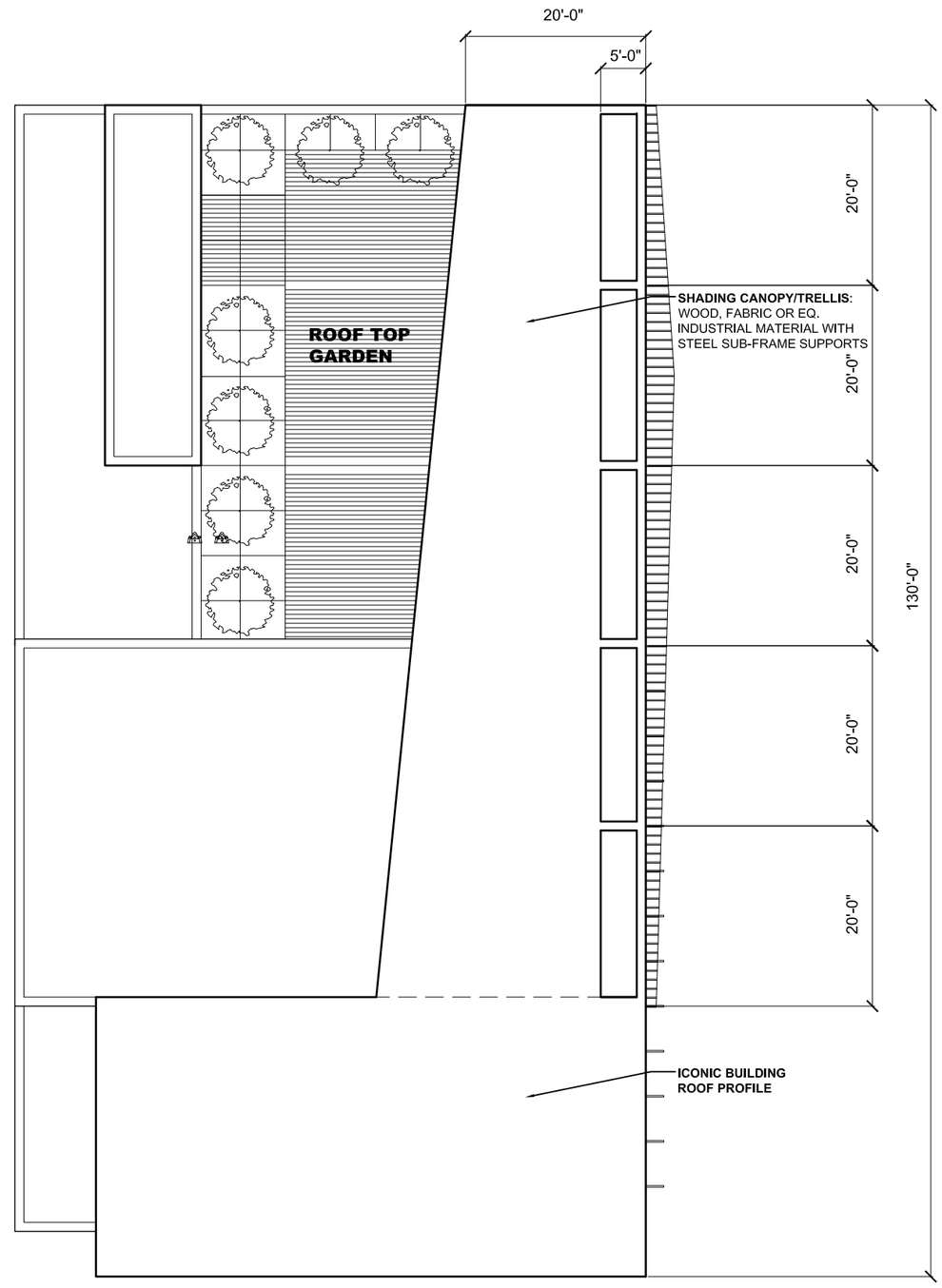

Project Number: 19001
Issue Date: 01.24.2022

A1 **ROOF PLAN - CONCEPT**
SCALE: 1/16" = 1'-0"

N

A104

MT. PISGAH

EVANSTON, IL

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A1

SOUTH ELEVATION - CONCEPT

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

Project Number: 19001
Issue Date: 07.12.2022

A201

MT. PISGAH

EVANSTON, IL

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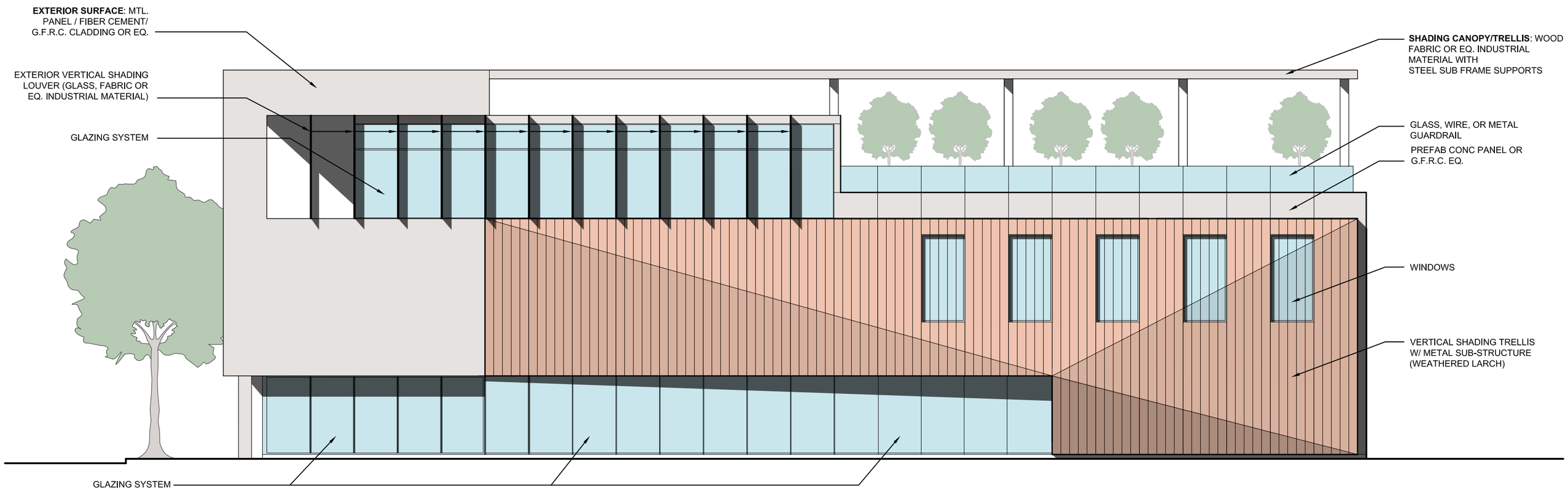

A1 **EAST ELEVATION - CONCEPT**

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

Project Number: 19001
Issue Date: 01.24.2022

A202

MT. PISGAH

EVANSTON, IL

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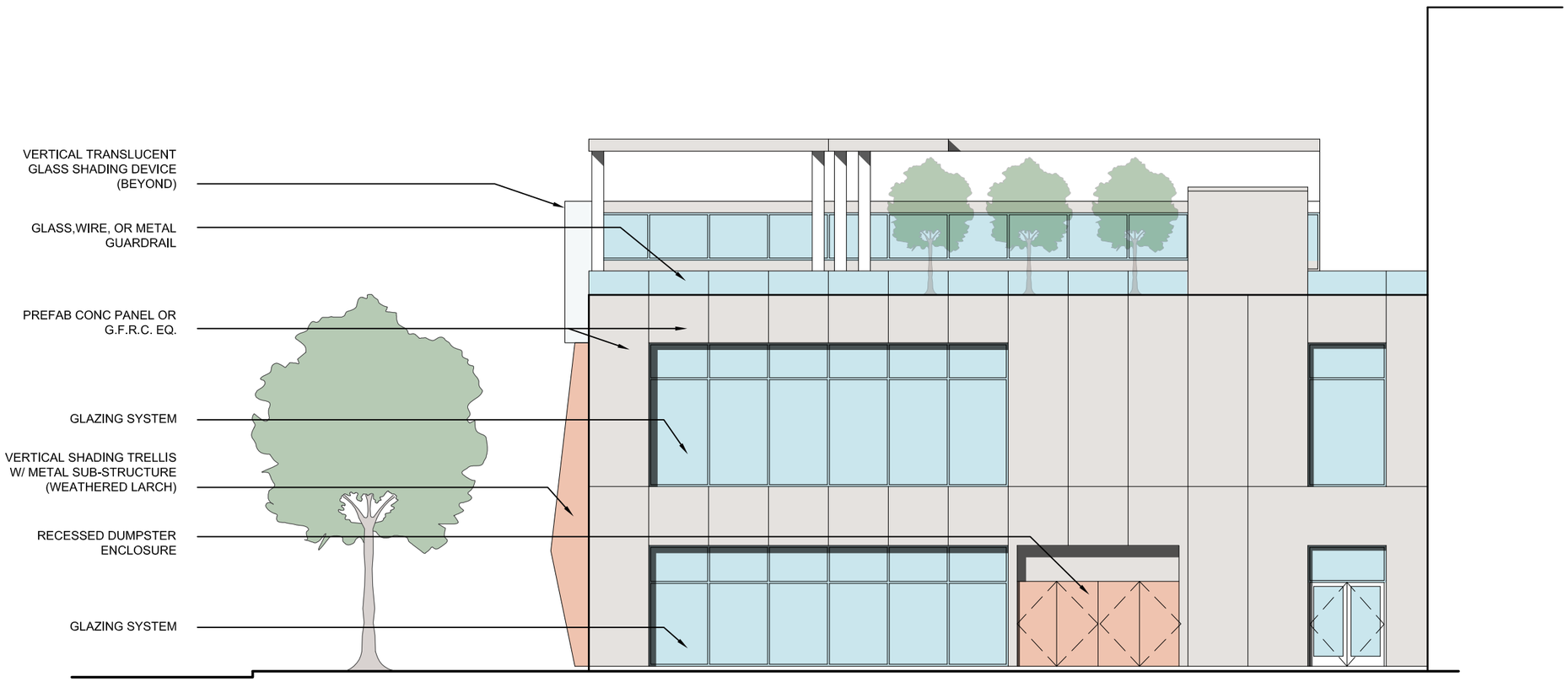

A1 **NORTH ELEVATION - CONCEPT**

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

Project Number: 19001
Issue Date: 07.12.2022

A203

MT. PISGAH

EVANSTON, IL

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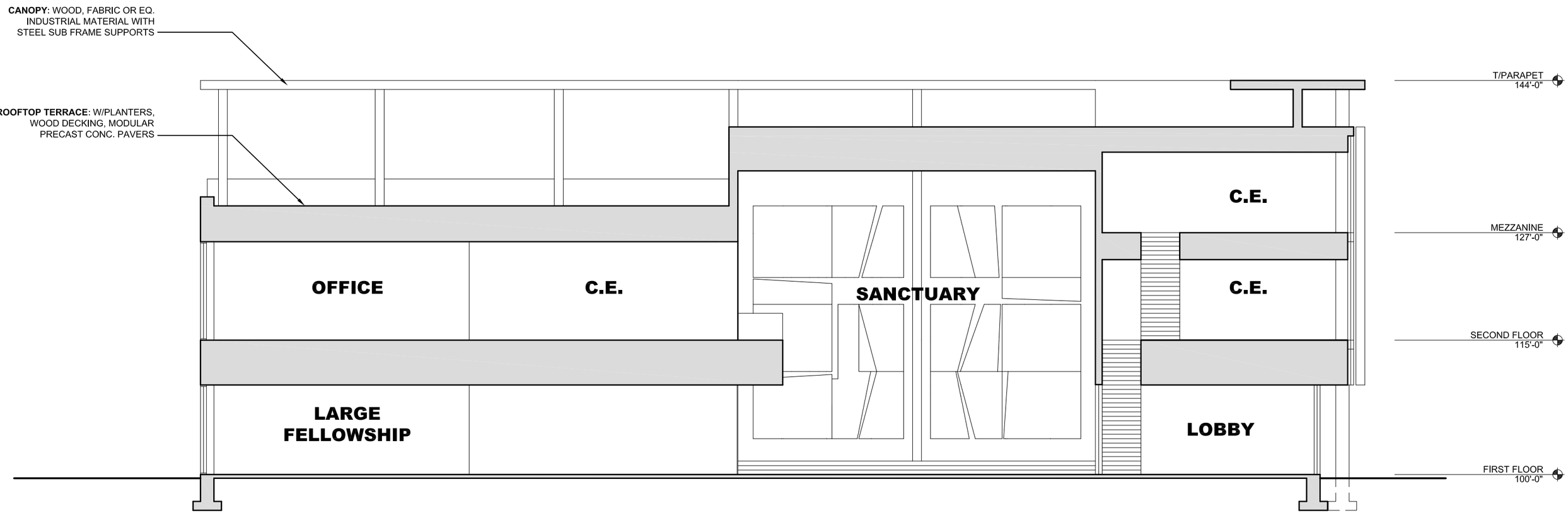


A1 **BUILDING SECTION - CONCEPT**

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

Project Number: 19001
Issue Date: 01.24.2022

A301

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: February 1, 2023

Update

The applicant provided updated plans, dated December 23, 2022, just prior to the Commission's January 11, 2023, meeting when this case was previously considered. The updated plan provides additional dimensions and clarity on design details but does not change the plan. Updated details include:

- Sidewalks along rear and street side dimensioned.
- Details provided for exterior fin and trellis along the east elevation.
- Street tree spacing along Darrow Avenue dimensioned.
- Street bench detail provided for Darrow Avenue.
- Rooms labeled more clearly on floor plans.
- Screening detail provided for rooftop mechanical equipment.
- All 4 elevations provided.
- Bird Friendly measures noted.

Proposed building elevations include architectural details, fins and trellis, extending out from the building into the required corner side setback. These architectural details are considered yard obstructions. The plan reviewed for the January 11, 2023, meeting lacked clarity and staff assumed both architectural details extended 2' out from the building, a proposed yard obstruction of 40% where 10% is permitted. The updated plans clarified the fin dimensioned at 2' and the trellis at 3' (yard obstruction of 60%). The public notice did not account for a proposed yard of 60%. The applicant has indicated they will revise the plan so that both elements maintain a yard obstruction of 40%.

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

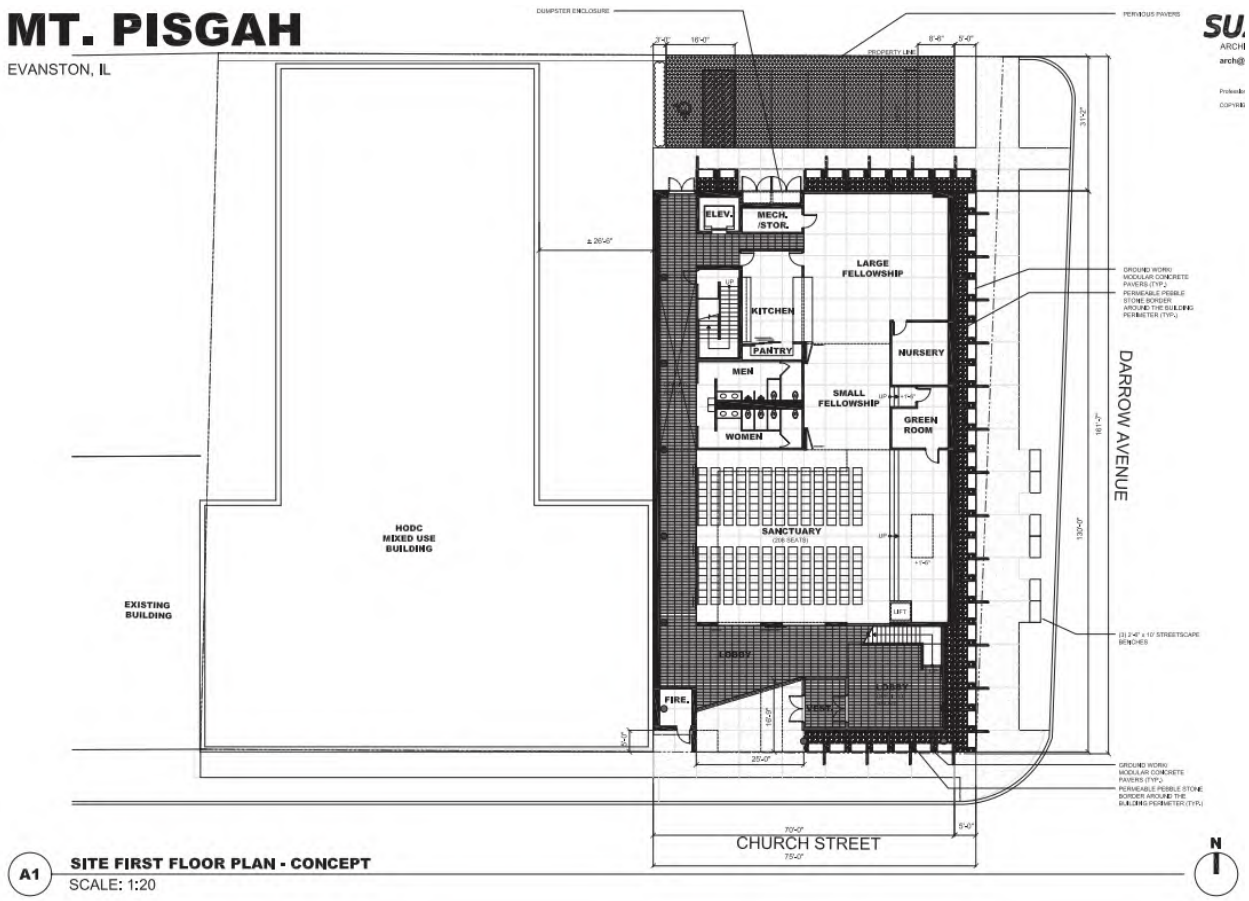
proposes converting 2 of the 8 existing on-street parking spaces along Church Street into an on-street loading/drop-off zone to be shared with HODC. If the variation is granted, the on-street loading zone details require Parking Services and Public Works Agency approval.

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.

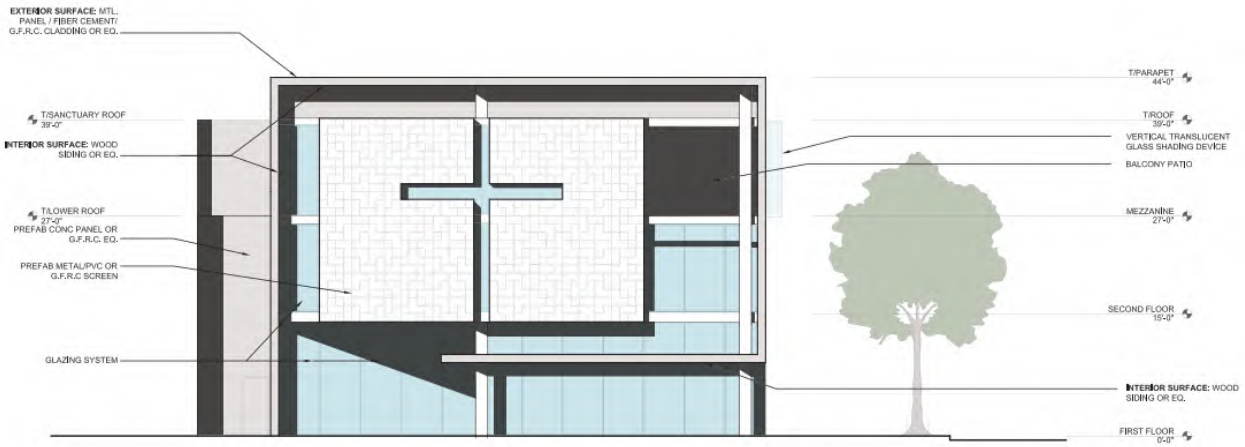


Site plan - 1801-1805 Church Street

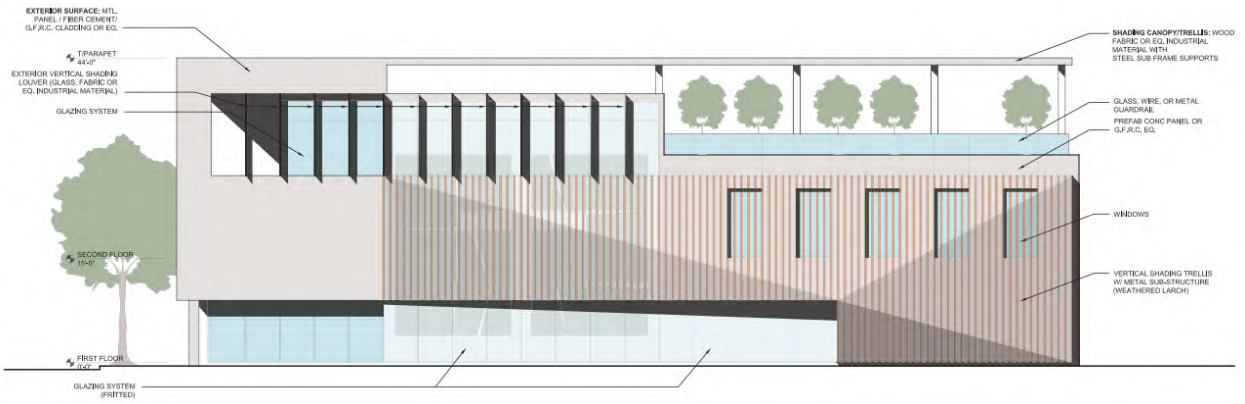
Proposed exterior building materials include:

- 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 updated plan shows screening details. Tthe 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 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. 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 programing 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 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.
- Reduce exterior trellis depth along east elevation from 3' to 2'.

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

1801-1805 Church Street plan, dated December 23, 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
Applications
Public comments received – no public comments received at the time the memo was prepared

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

12/22/2020

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 (⅔) 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

Adopted:_____, 2021

Approved:

_____, 2021

_____
Stephen H. Hagerty, Mayor

Attest:

_____
Devon Reid, City Clerk

Approved as to form:

_____
Kelley A. Gandurski, Corporation Counsel

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: February 3, 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

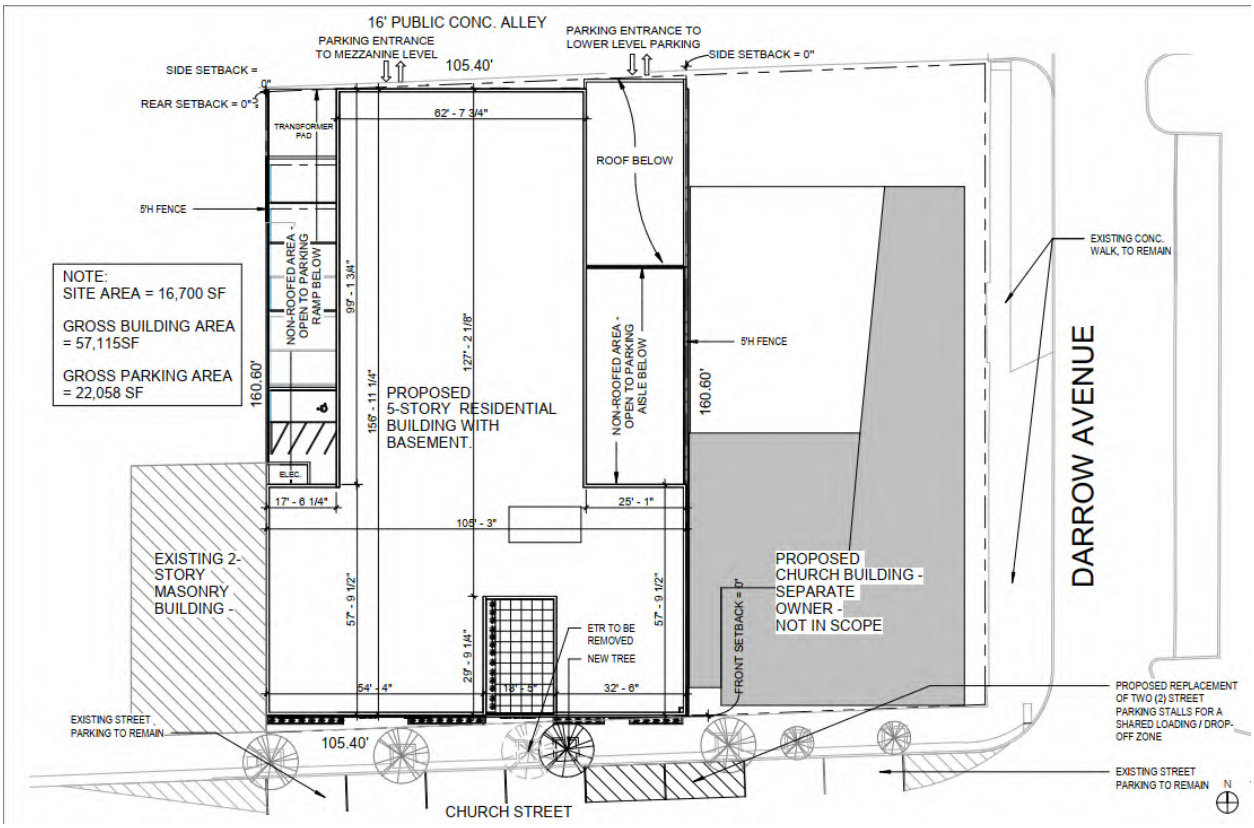
The site is located within the B2 Business District, oWE West Evanston Overlay District, and WE7 District within the West Evanston Zoning Overlay for Redevelopment Areas. The WE7 District allows for the development of mixed-use building types to include ground floor retail and residential on upper floors.

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.

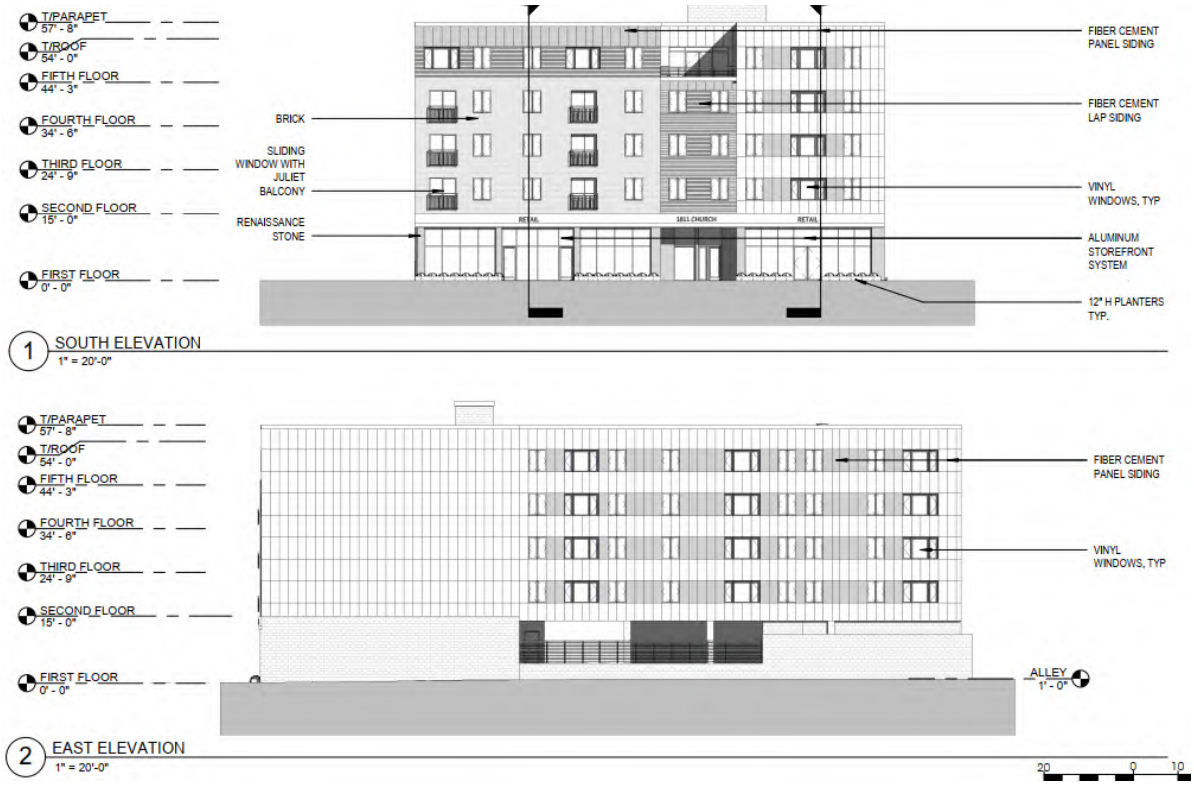
Permitted building height is 3 stories or a maximum of 47 feet for buildings along Church Street within 100 feet of Darrow Avenue (the location is within 100' of Darrow Avenue). An 8-foot ziggurat setback is required at the 3rd story. The proposed building is 5 stories at 57.7 feet to the top of the 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.

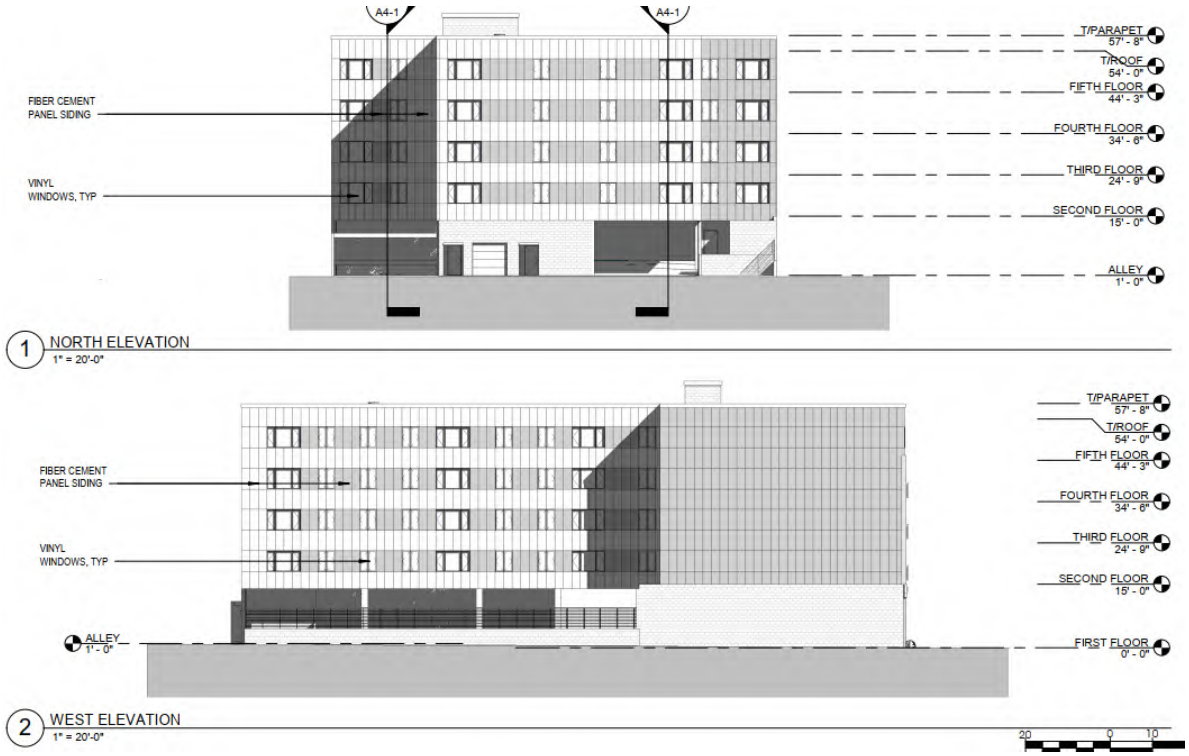
Proposed exterior building materials include:

- 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

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
Applications
Public comments received

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 LADDS 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 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

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

N

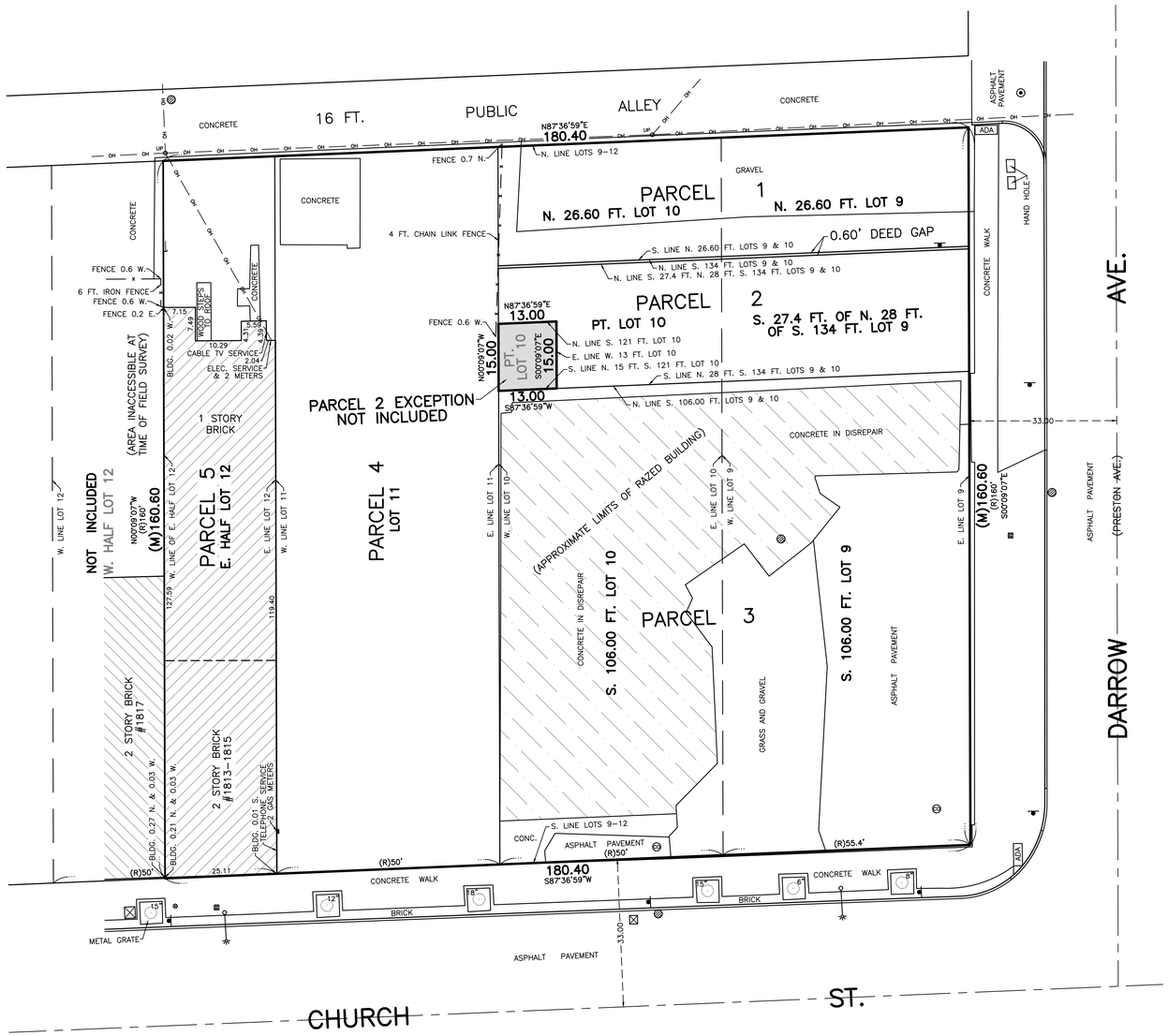
1" = 15'

0 15' 30'

GRAPHIC SCALE

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
- (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

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 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 35–3409 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS BENSENVILLE, ILLINOIS

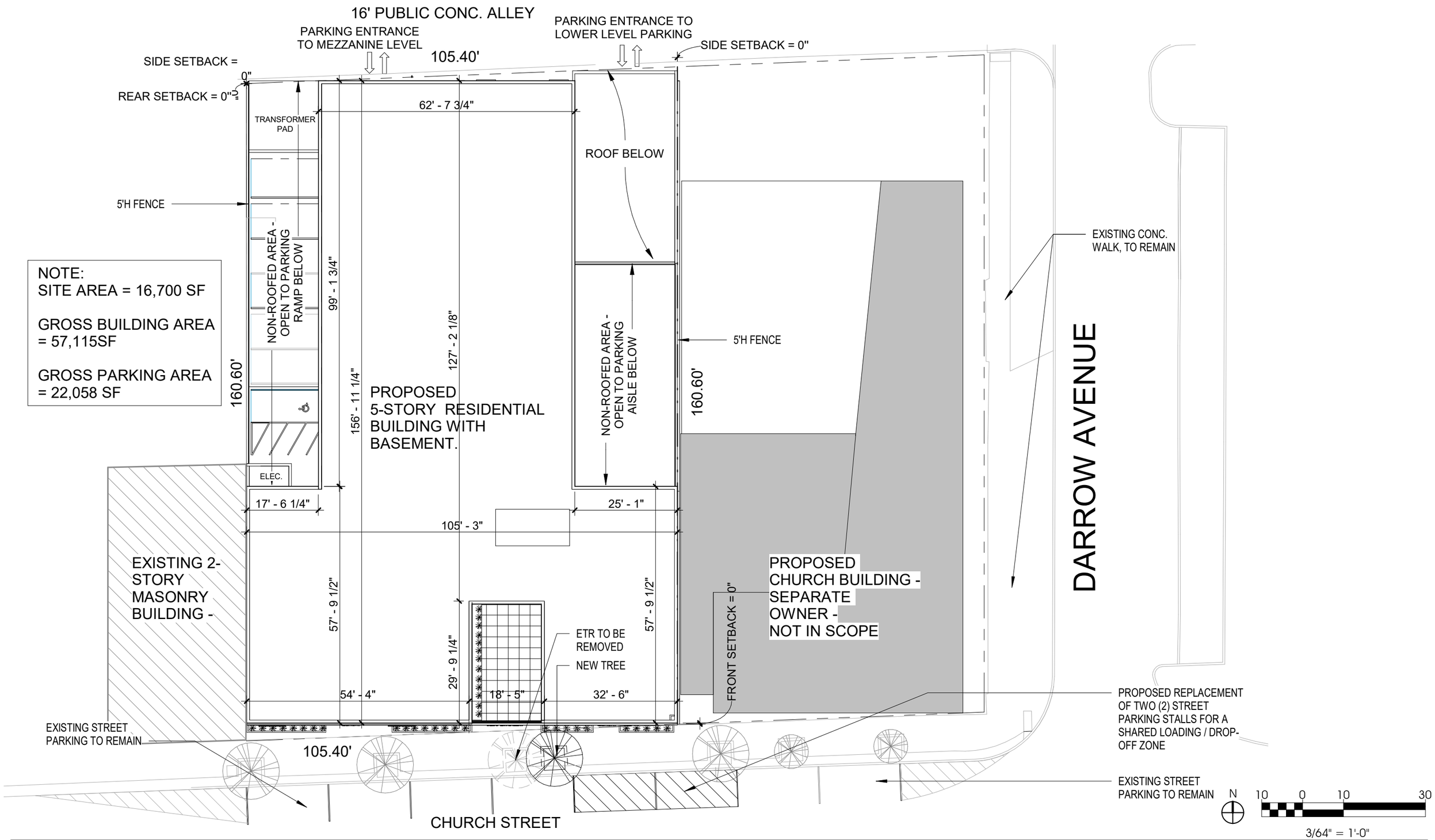
VALID ONLY WITH EMBOSSED SEAL

THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35–3409
(EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)

DRAFTED BY: BJE
PAGE: *1 OF 1*
ORDER NO.: *220075*
FILE: *13–41–13*
PROJECT NO.: 2185TAM

REVISION DATE	ORDER NO.	REVISION
AUG. 17, 2022	220075	IN HOUSE REVIEW
JULY 8, 2022	220075	BOUNDARY SURVEY

CLIENT: HOUSING DEVELOPMENT CORPORATION



NOTE:
SITE AREA = 16,700 SF

GROSS BUILDING AREA = 57,115SF

GROSS PARKING AREA = 22,058 SF

Housing Opportunity Development Corporation

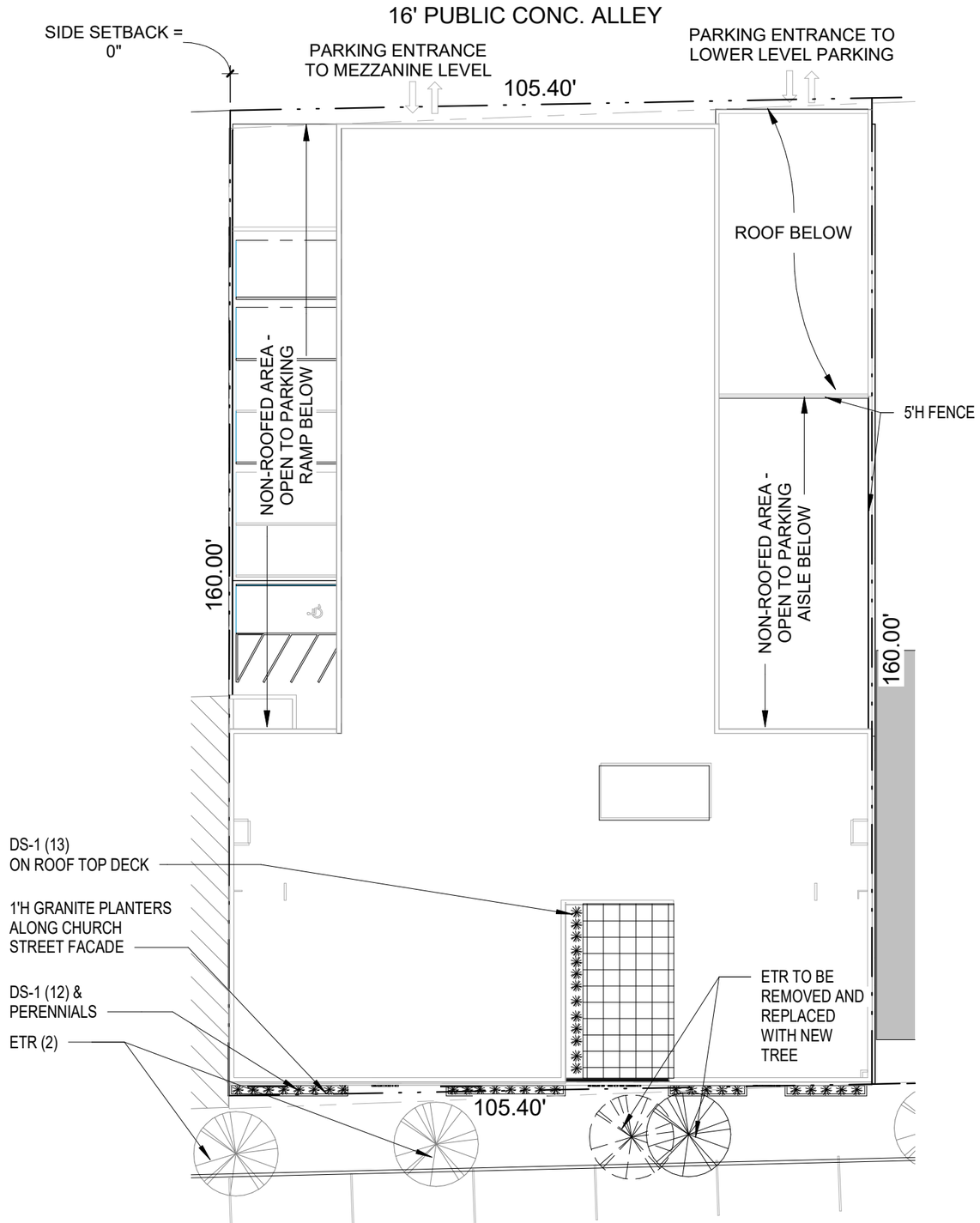
1811 CHURCH STREET APARTMENT

1823 W AURORA ST

SITE PLAN

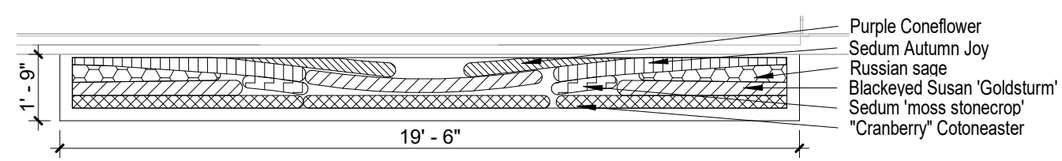
CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

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 ATRIPLIICIFOLIA	6" POT	
	24			BLACKEYED SUSAN 'GOLDSTURM'	RUDBECKIA FULGIDA "GOLDSTURM"	6" POT	
TOTAL	**128**						



TYPICAL ENLARGED PLANTER LANDSCAPE

N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

1811 CHURCH STREET APARTMENT

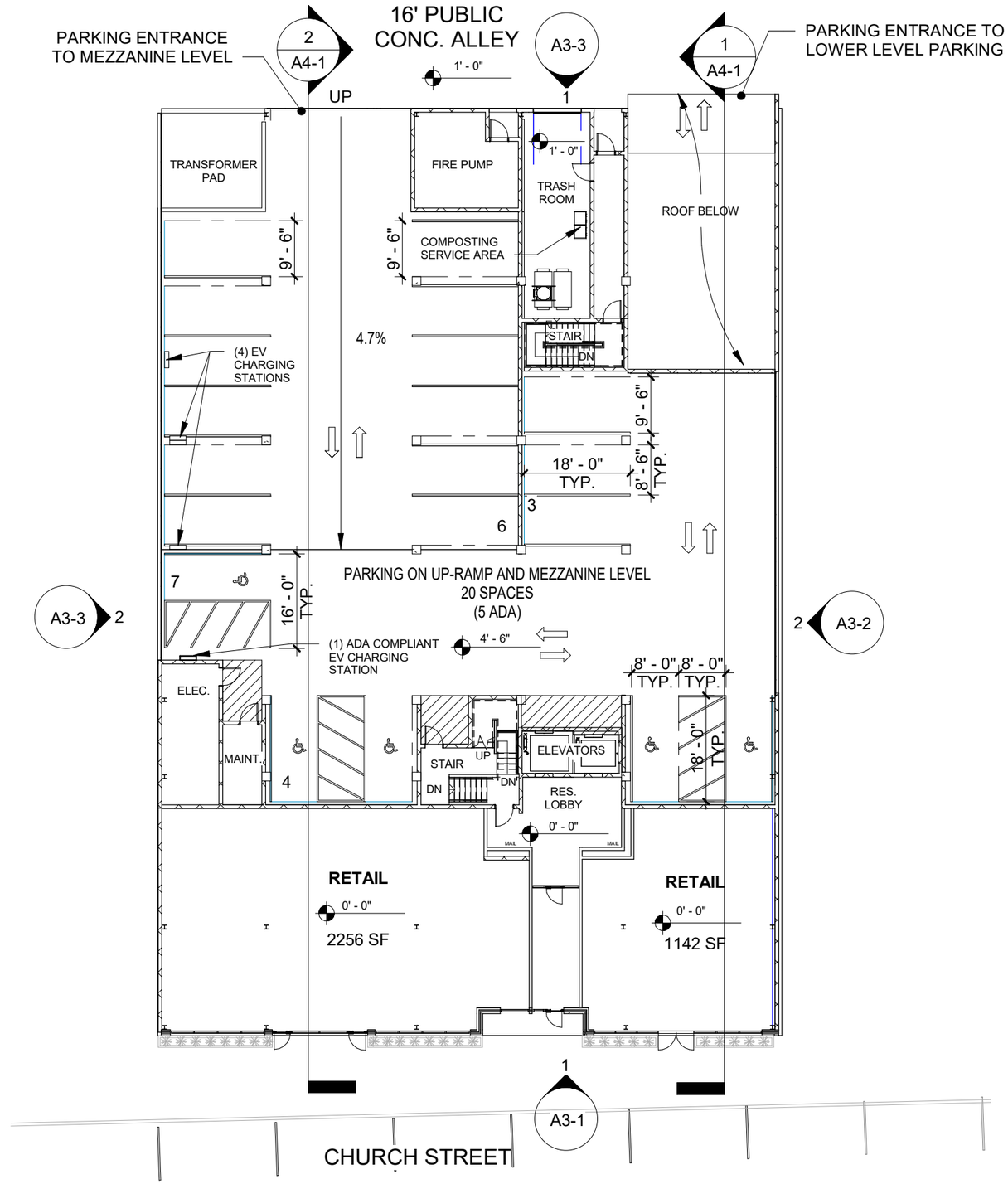
1823 W AURORA ST

LANDSCAPE PLAN

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

A1-1

12.19.2022



N

10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

1811 CHURCH STREET APARTMENT

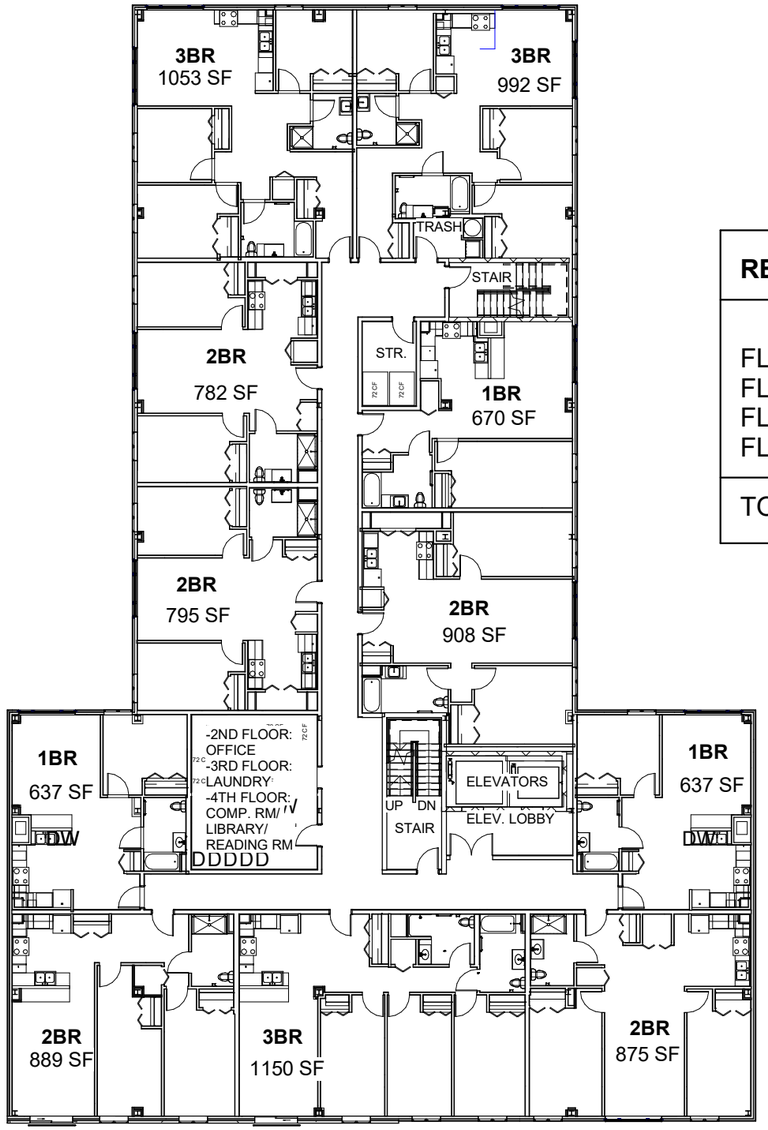
1823 W AURORA ST

1ST FLOOR PLAN (RETAIL AND PARKING)

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

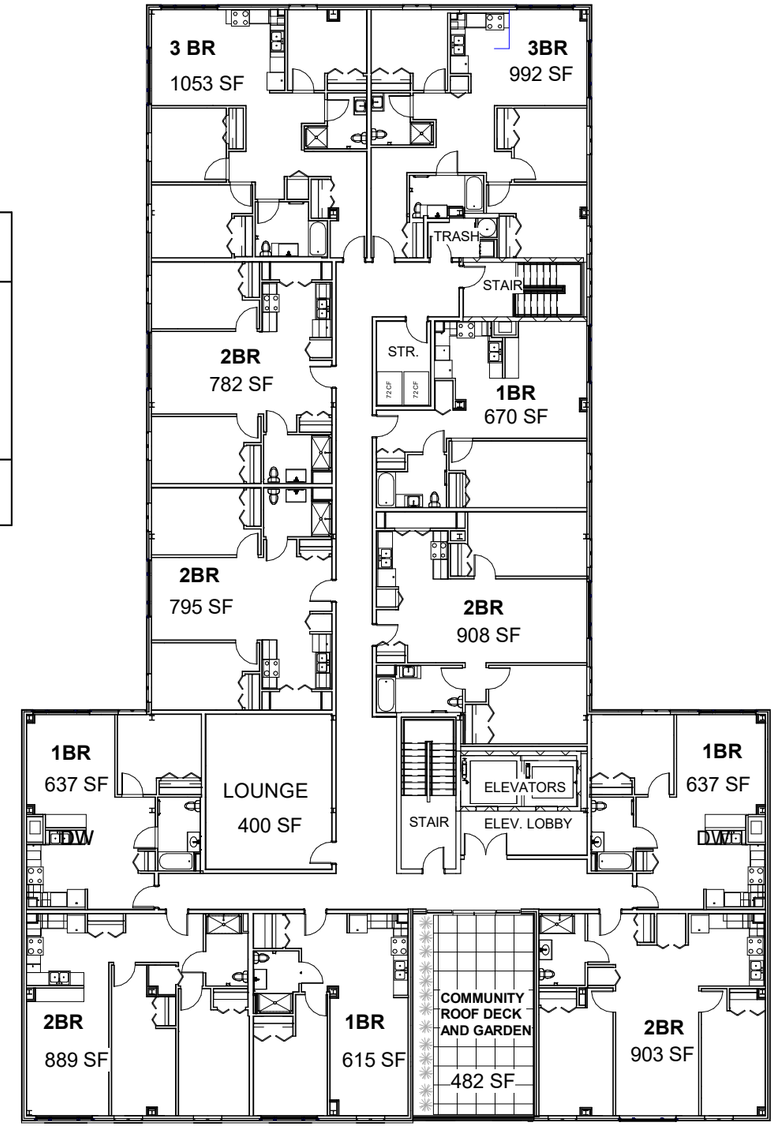
A2-1

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

N

10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

1811 CHURCH STREET APARTMENT

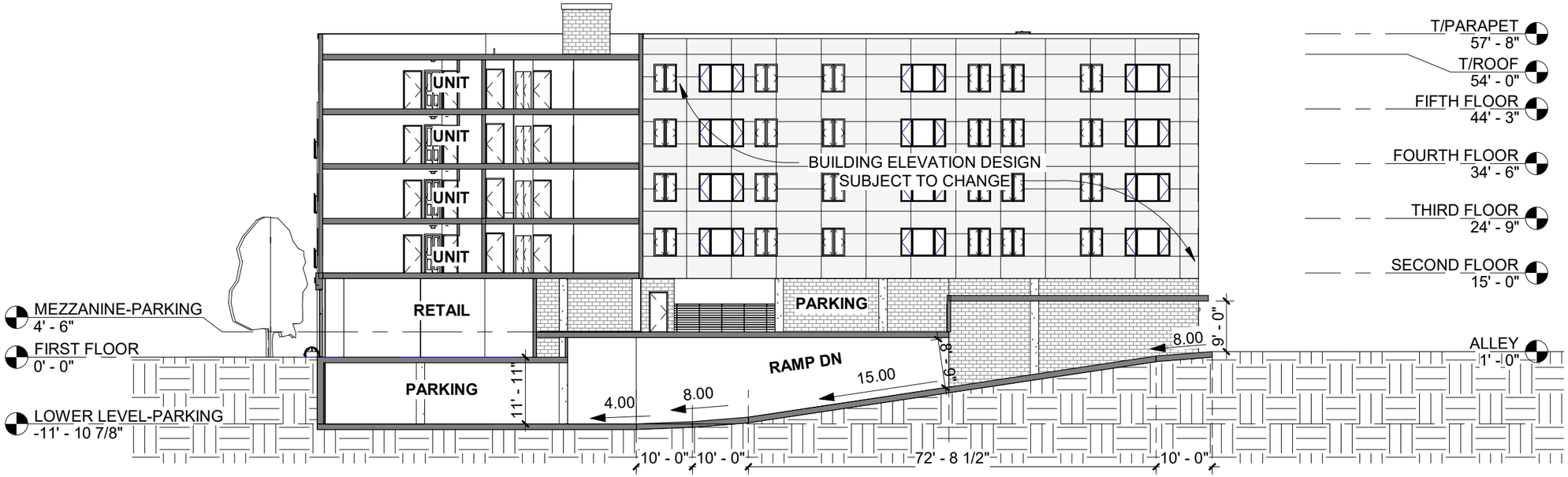
1823 W AURORA ST

TYP RESIDENTIAL FLOOR PLAN (FLRS 2-5)

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

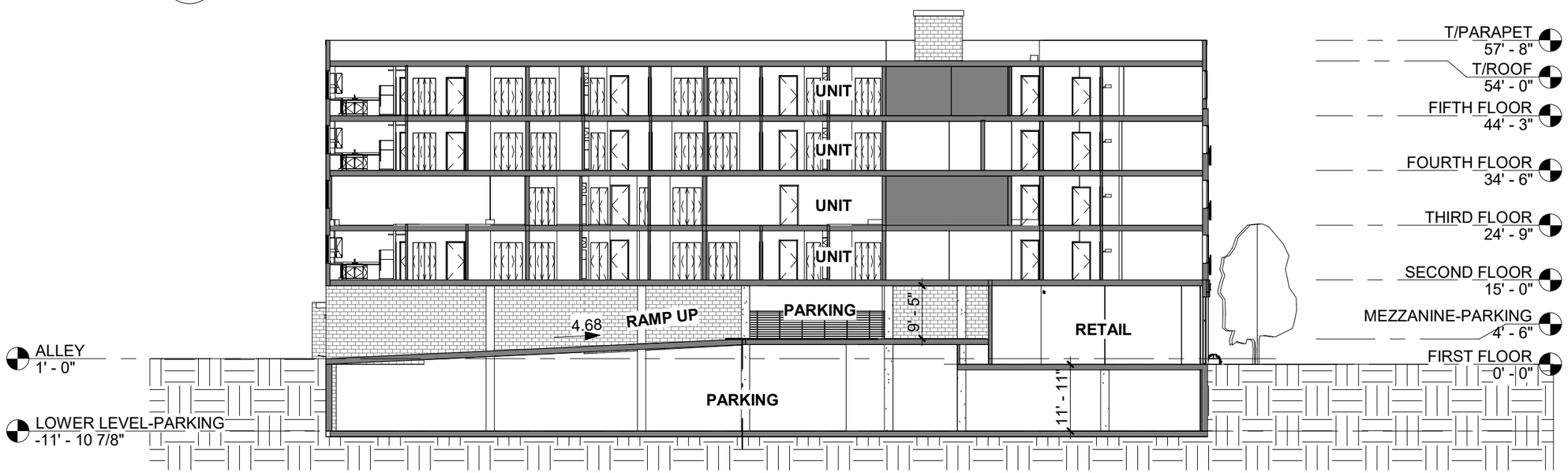
A2-3

12.19.2022



1 BUILDING SECTION 1

3/64" = 1'-0"



2 BUILDING SECTION 2

3/64" = 1'-0"

N

10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

1811 CHURCH STREET APARTMENT

1823 W AURORA ST

BUILDING SECTION

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

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

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.

Kimley»Horn

EXHIBIT 1
SITE LOCATION MAP

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.

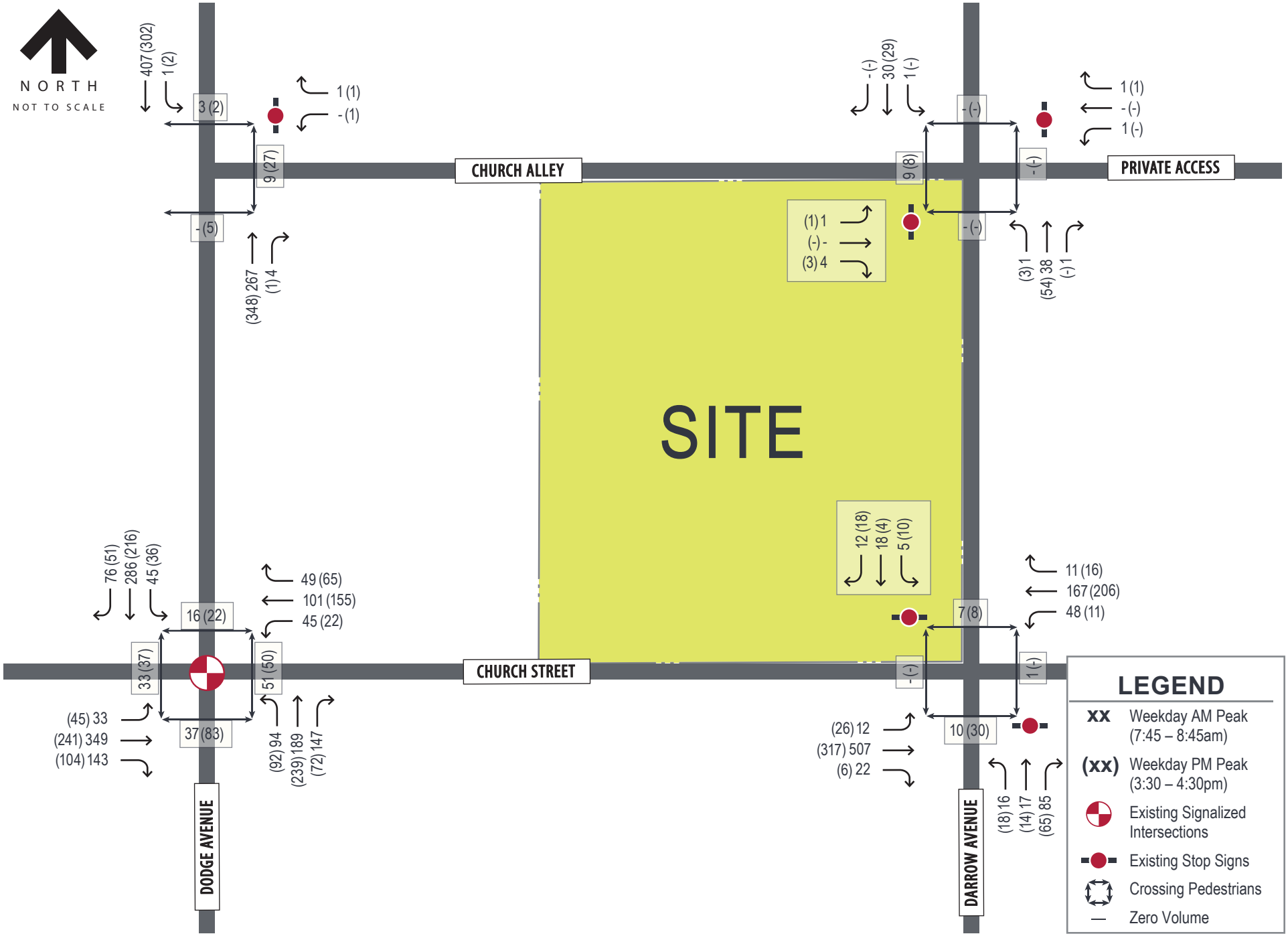
- Dodge Avenue and Church Street Alley

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**.

Kimley»Horn

EXHIBIT 2

EXISTING SITE AND PARKING OPERATIONS MAP



Kimley»Horn

EXHIBIT 3

EXISTING (2022) TRAFFIC VOLUMES

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 Descriptions[1]

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.

[1]Highway 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 Criteria[1]

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

[1]Highway Capacity Manual, 6th Edition

[2]All 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
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	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

[1]The 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 posses 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	Ln(T) = 0.66 Ln(X) + 1.84	Ln(T) = 0.71 Ln(X) + 2.72
Affordable Housing – LUC 223	Dwelling Units	3.73X + 139.35	0.21X + 17.21	Ln(T) = 0.72 Ln(X) + 0.64
Church – LUC 560[1]	Seats	N/A	N/A	N/A

[1]The 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**

[1]The 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%

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EXHIBIT 4
TRIP ASSIGNMENT

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.

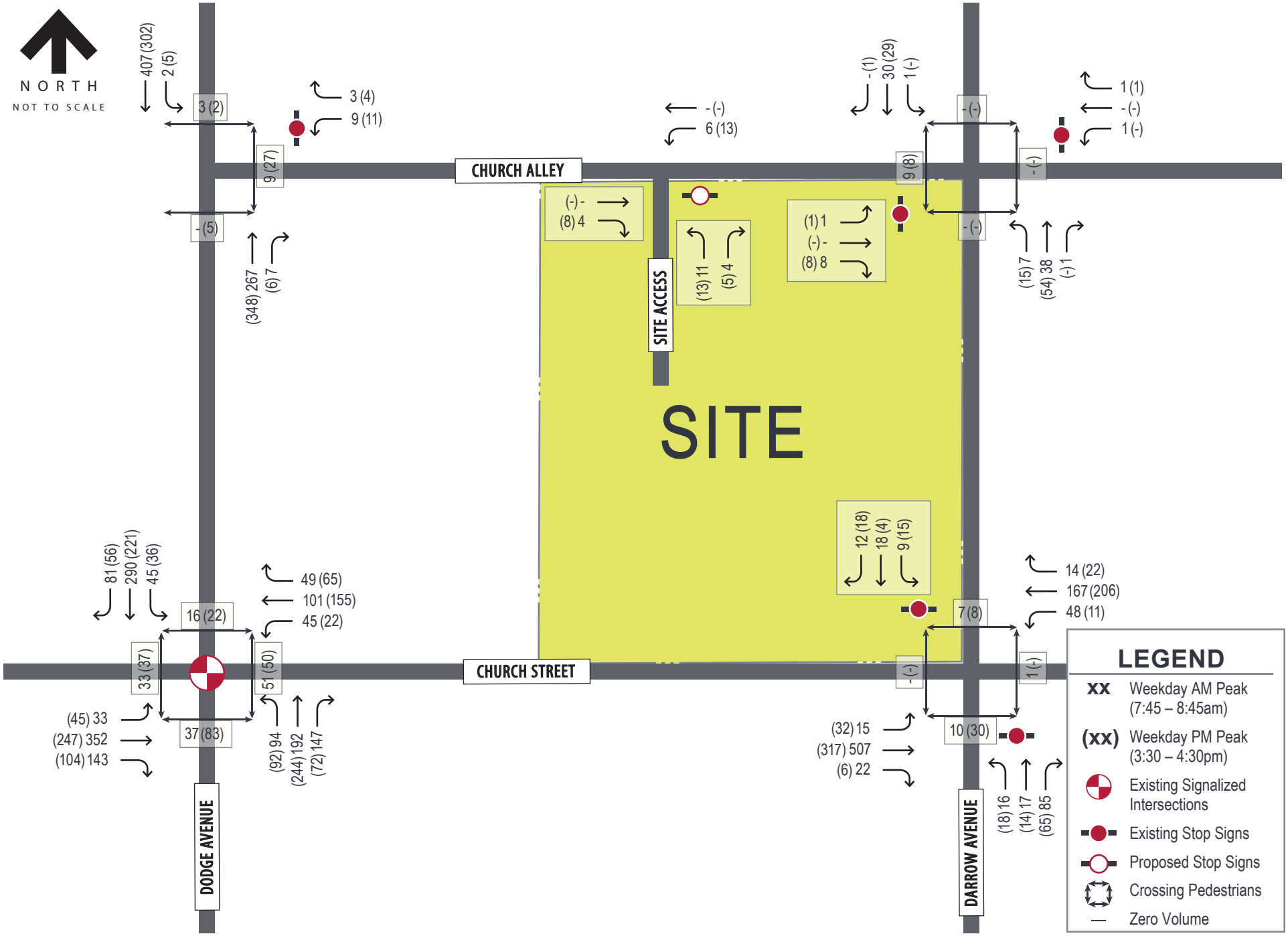
Build Capacity Analysis

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



Kimley»Horn

EXHIBIT 5

BUILD (2022) TRAFFIC PROJECTIONS

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 / 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

DODGE AVE EASTBOUND PACE BUS STOP

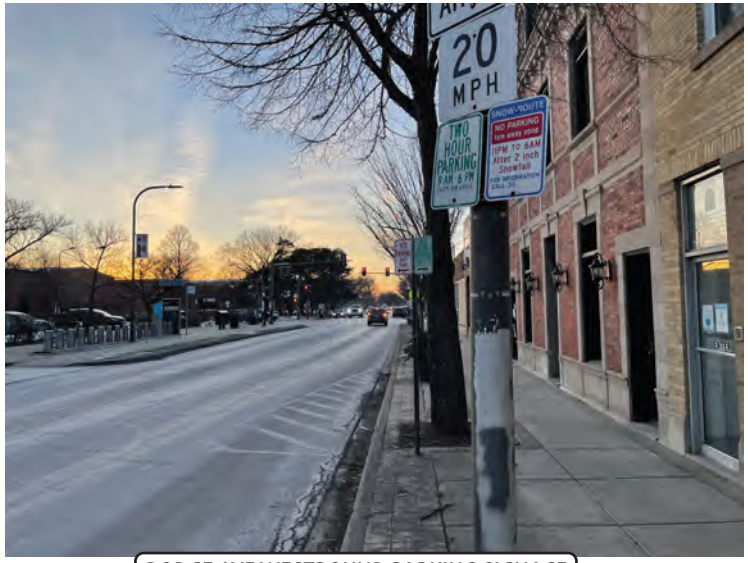
DODGE AVE & CHURCH ST DIVY BIKE STATION

DODGE AVE EASTBOUND BIKE PATH

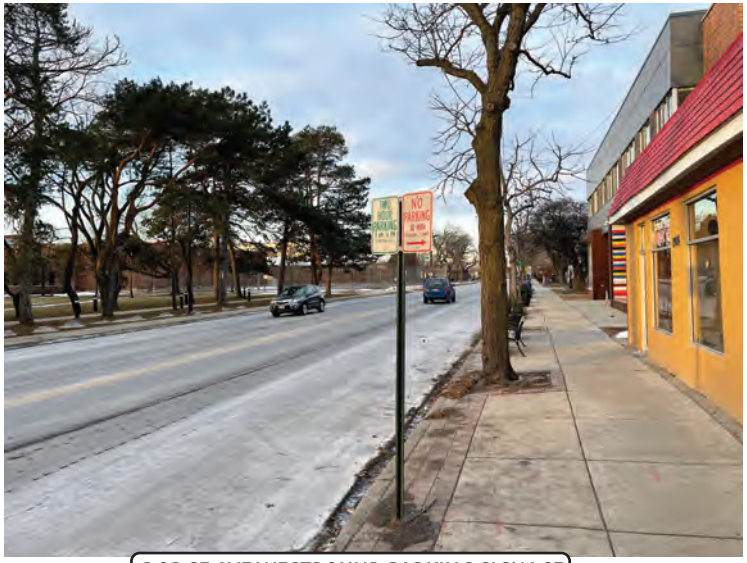
DODGE AVE EASTBOUND PARKING SIGNAGE

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

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	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

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	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

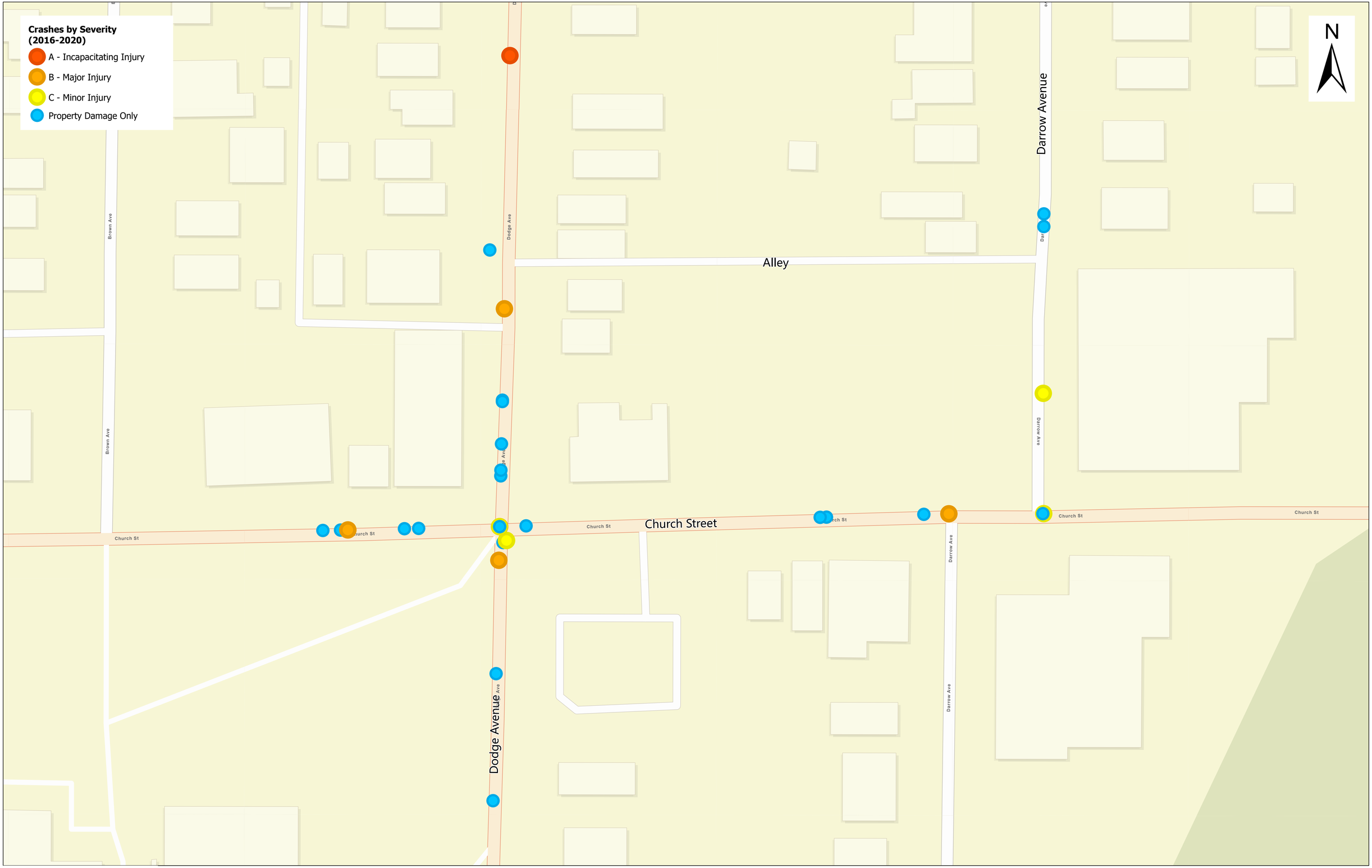
		Southbound					Westbound					Northbound						Crosswalk	
Time Period	Class.	T	L	U	I	O	R	L	U	I	O	R	T	U	I	O	Total		Pedestrians	Total
AM Peak Period	Lights	384	1	1	386	248	1	0	0	1	3	2	246	0	248	384	635	SB	3	3
Specified Period	%	95%	100%	100%	95%	92%	100%	0%	0%	100%	60%	50%	92%	0%	91%	95%	93%		100%	
7:00 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

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	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	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
Specified Period	%	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	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
Specified Period	%	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



Kimley»Horn

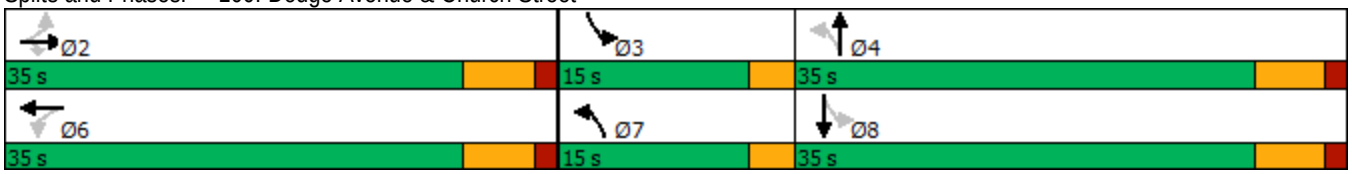
0 100 200 Feet

IDOT Crash Data (2016-2020)

D. EXISTING (2022) CAPACITY REPORTS

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



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	-	-	None	-	-	None	-	-	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

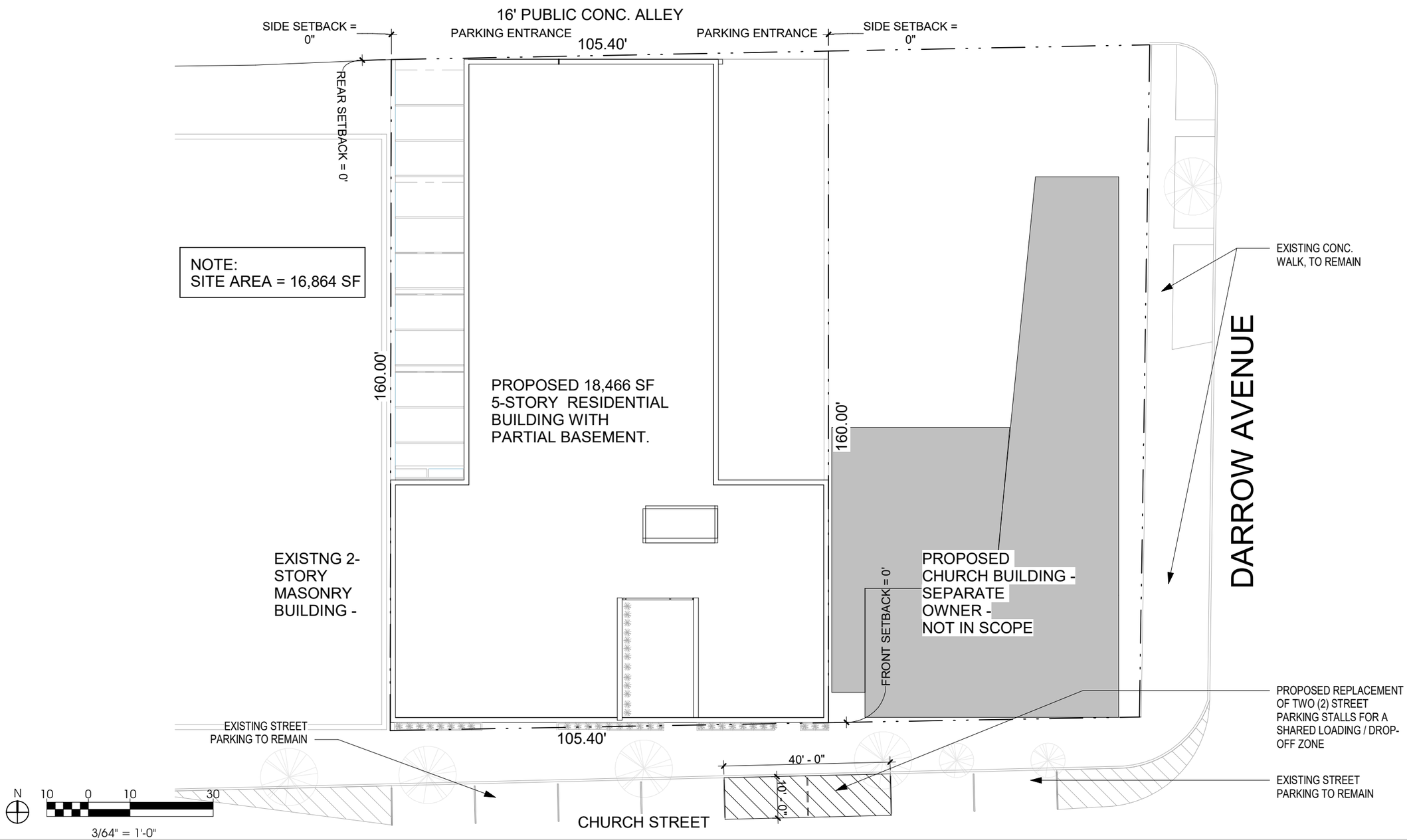
Intersection	
Int Delay, s/veh	1

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	-	-	None	-	-	None	-	-	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	EBLn1	WBLn1	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	-	-



Housing Opportunity Development Corporation

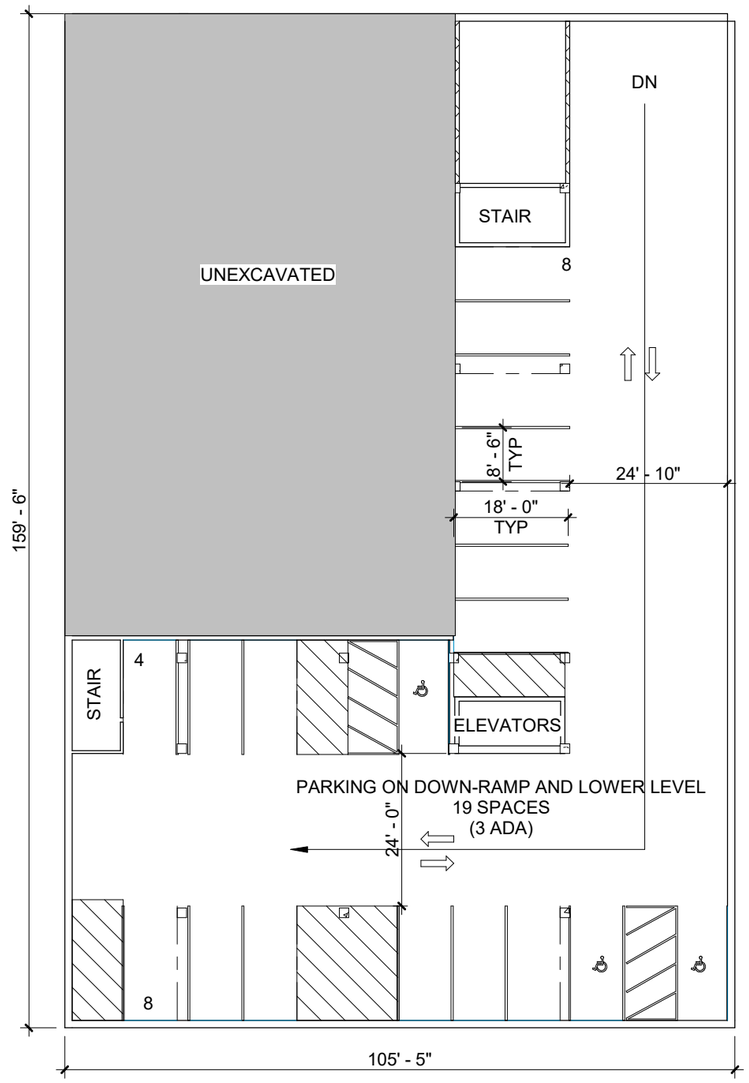
MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

SITE PLAN

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

A1.0
04.21.2022



N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

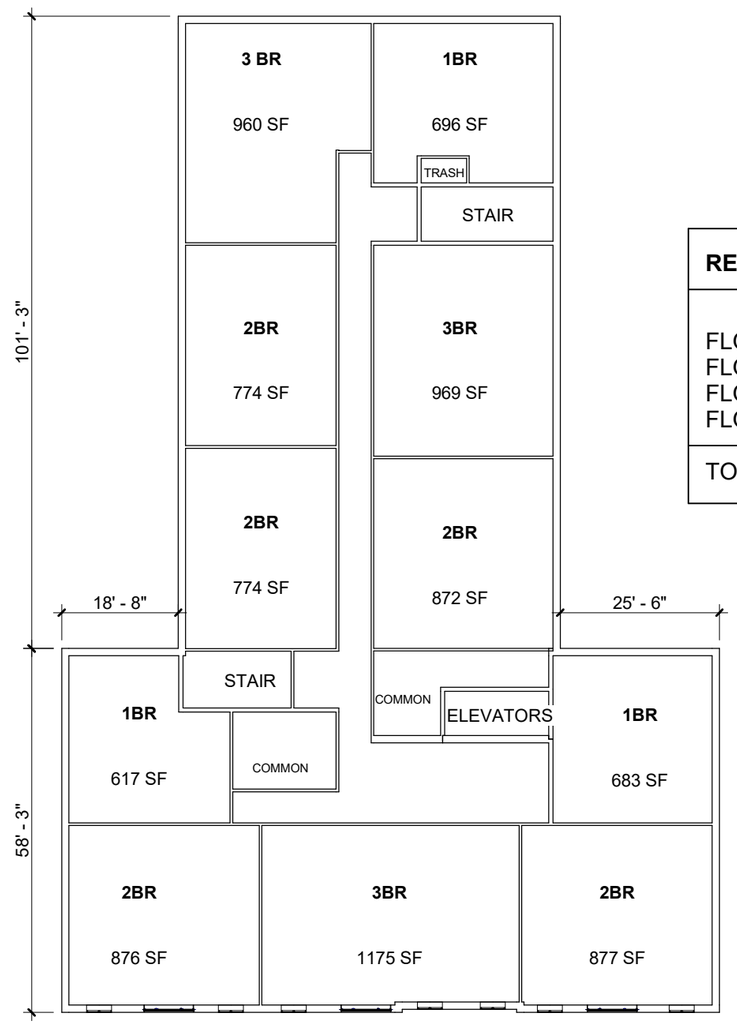
1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

LOWER LEVEL PLAN (PARKING)

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

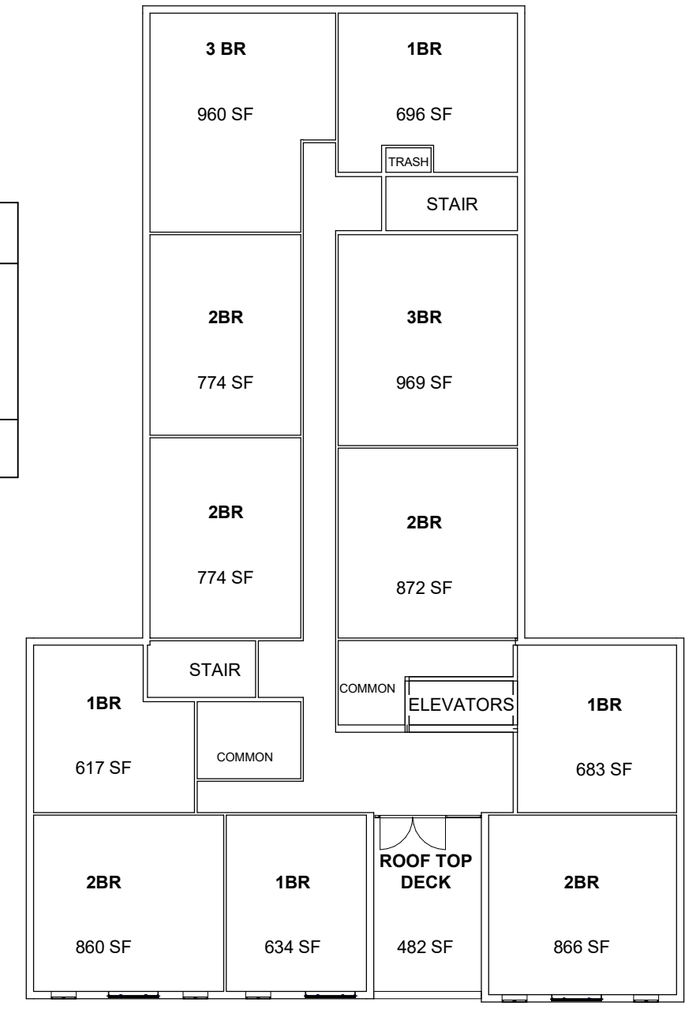
A2.0

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

N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

TYP RESIDENTIAL FLOOR PLAN (FLRS 2-5)

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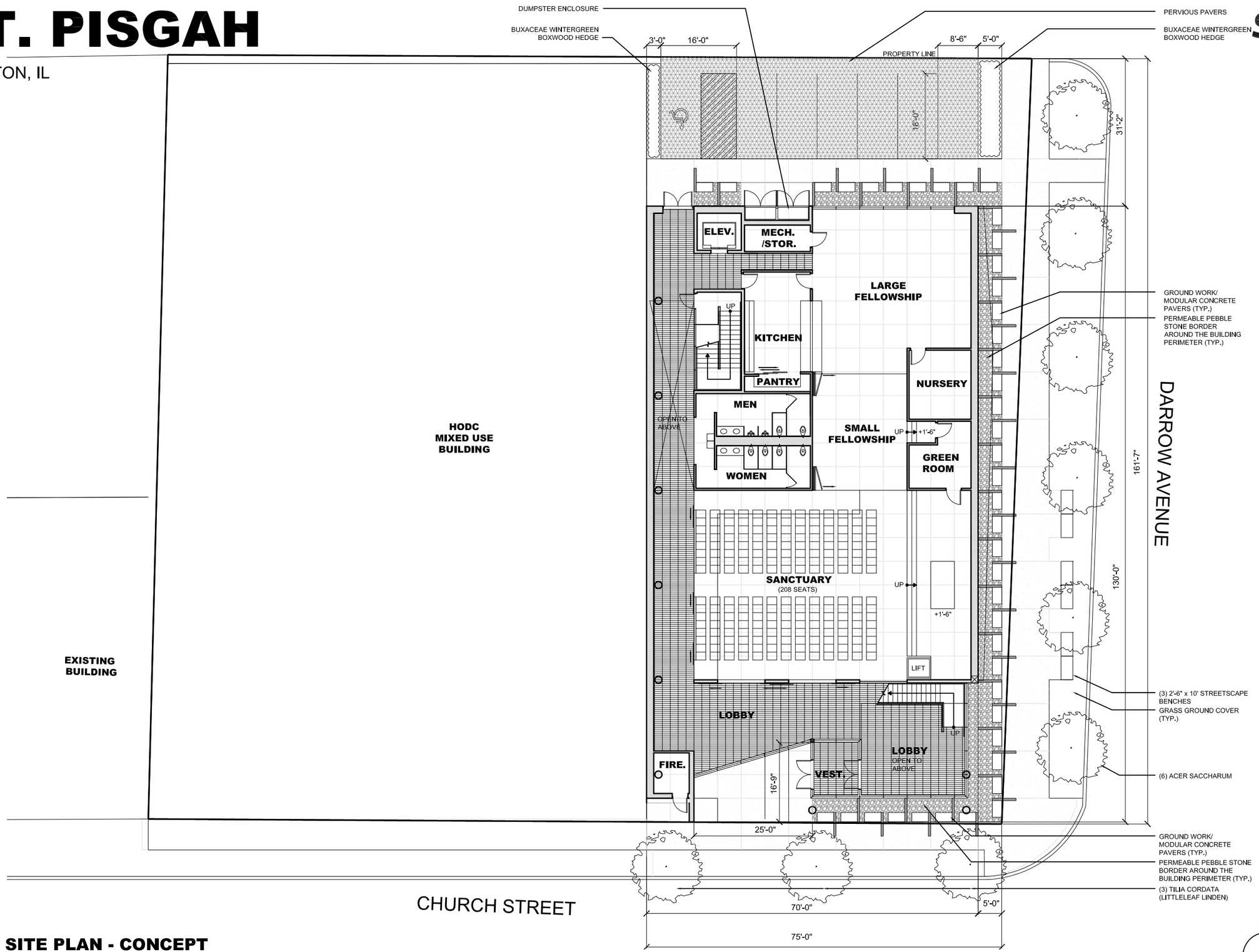
A2.3

04.21.2022

MT. PISGAH

EVANSTON, IL



SUZUKI+KIDD
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Professional Design Firm # 184.008075-0001001

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A1 **SITE PLAN - CONCEPT**

SCALE: 1:20

Project Number: 19001
Issue Date: 04.22.2022

SD101

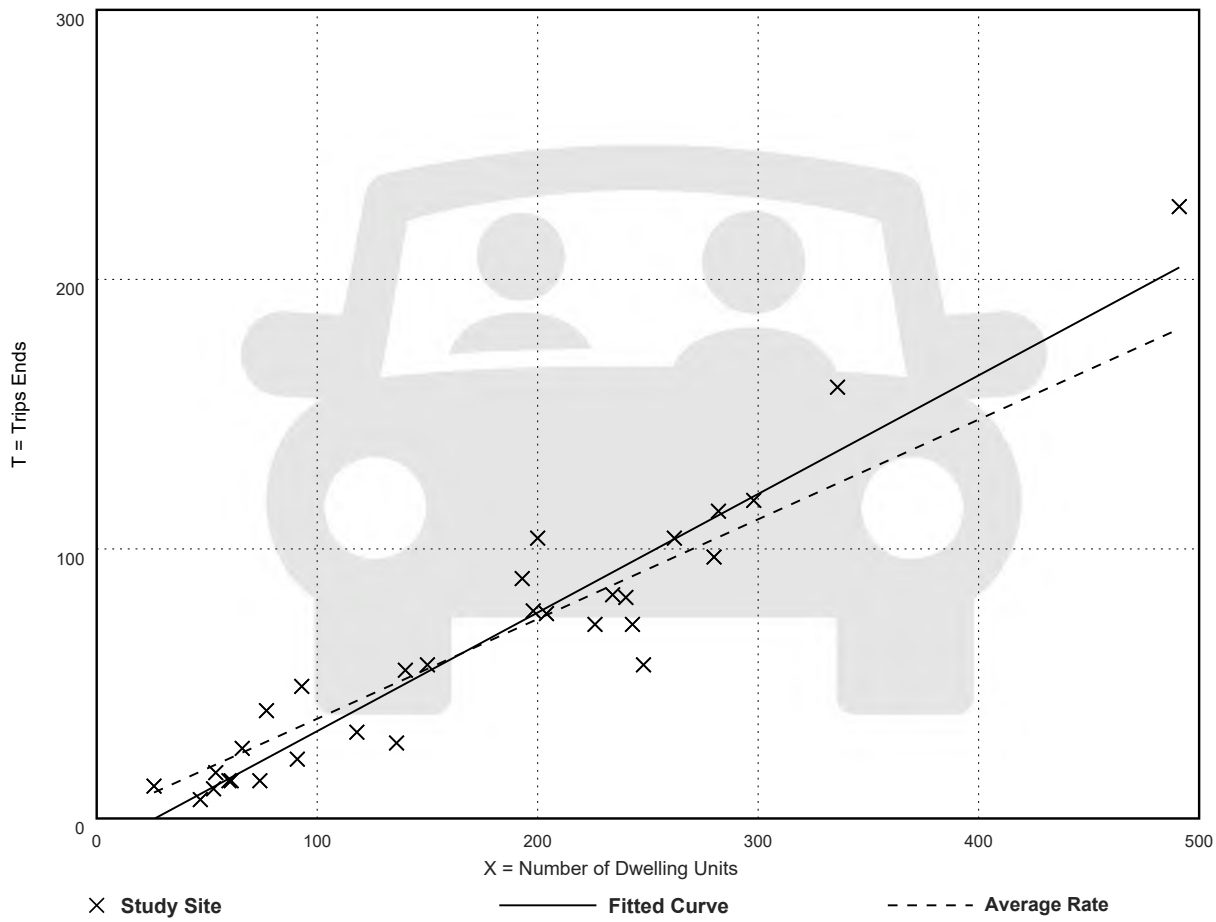
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



Fitted Curve Equation: T = 0.44(X) - 11.61

R^2= 0.91

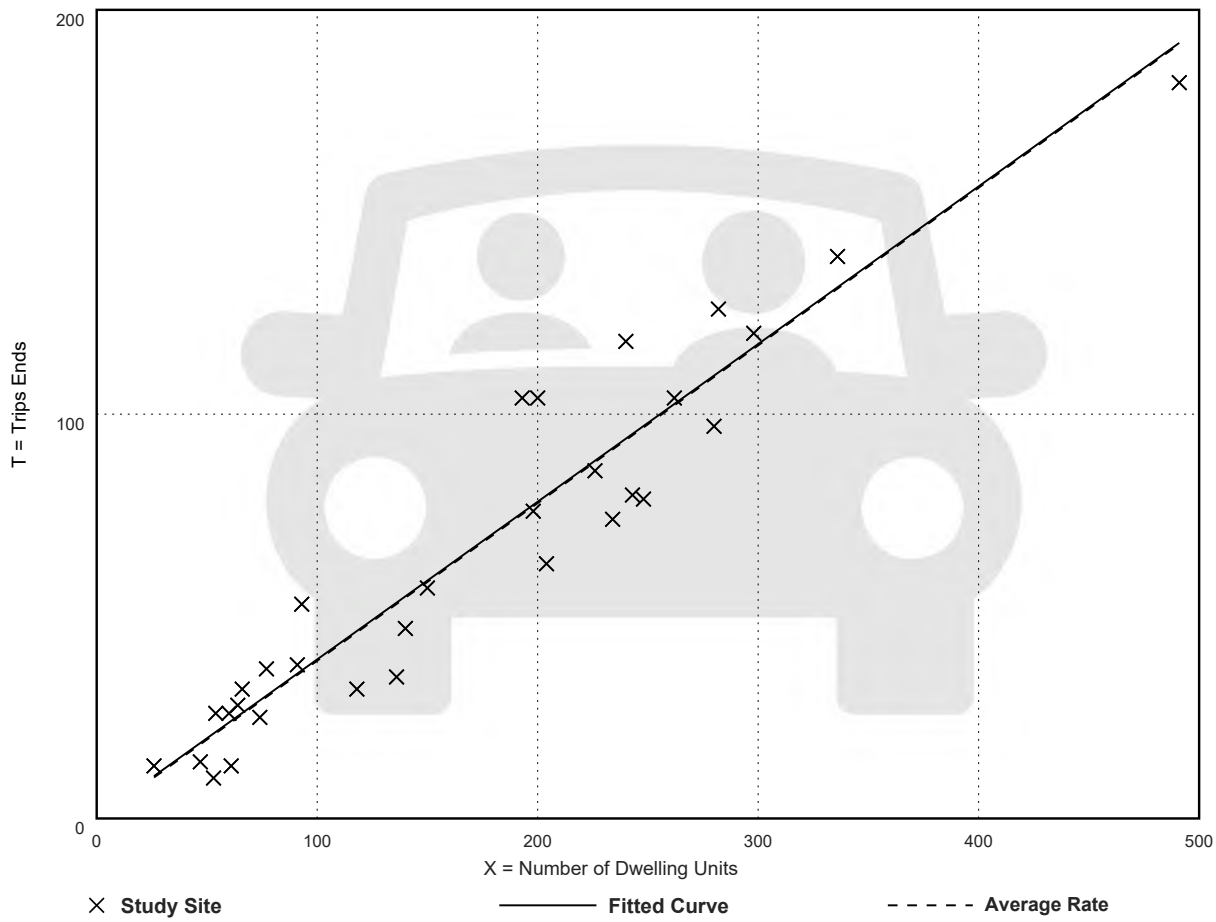
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



Fitted Curve Equation: T = 0.39(X) + 0.34

R^2= 0.91

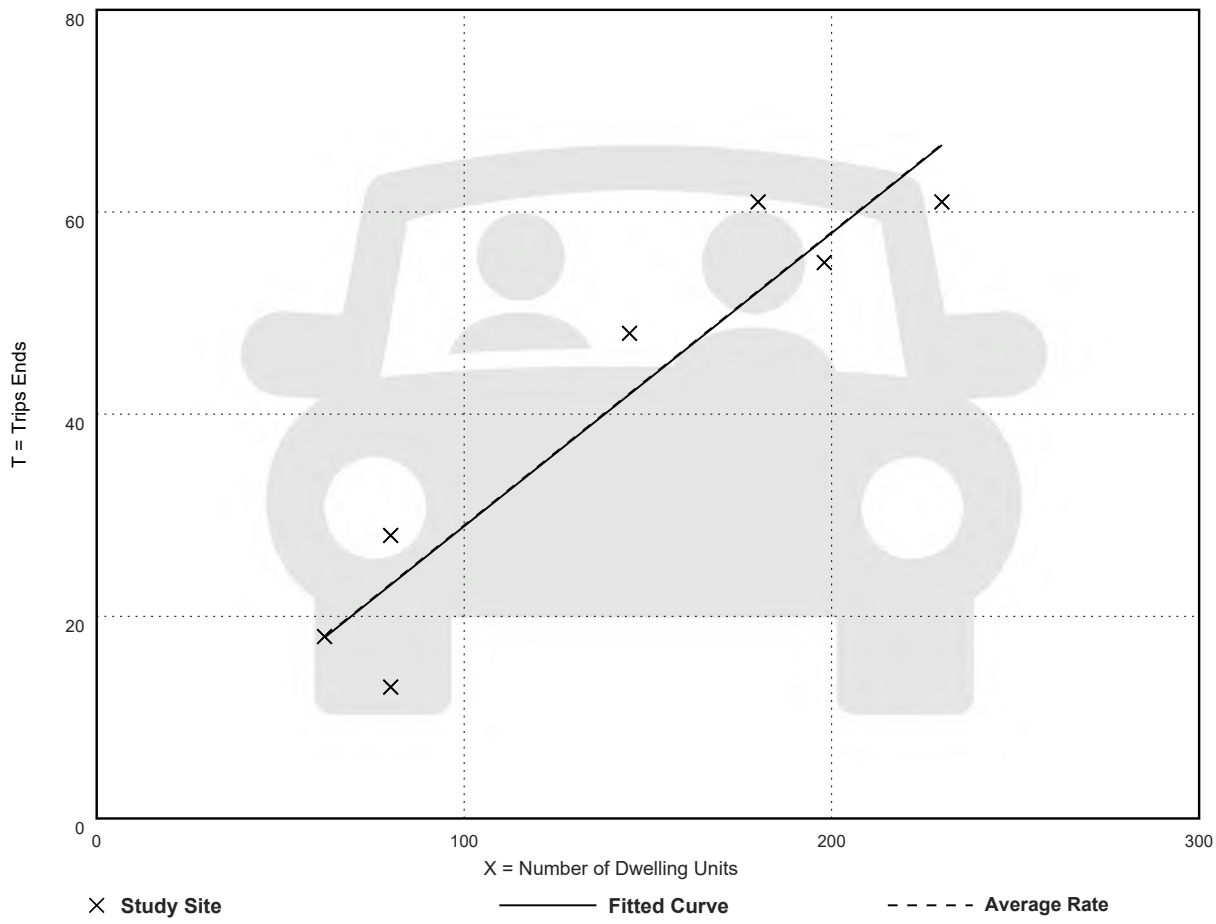
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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



Fitted Curve Equation: T = 0.29(X) - 0.09

R^2= 0.89

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)

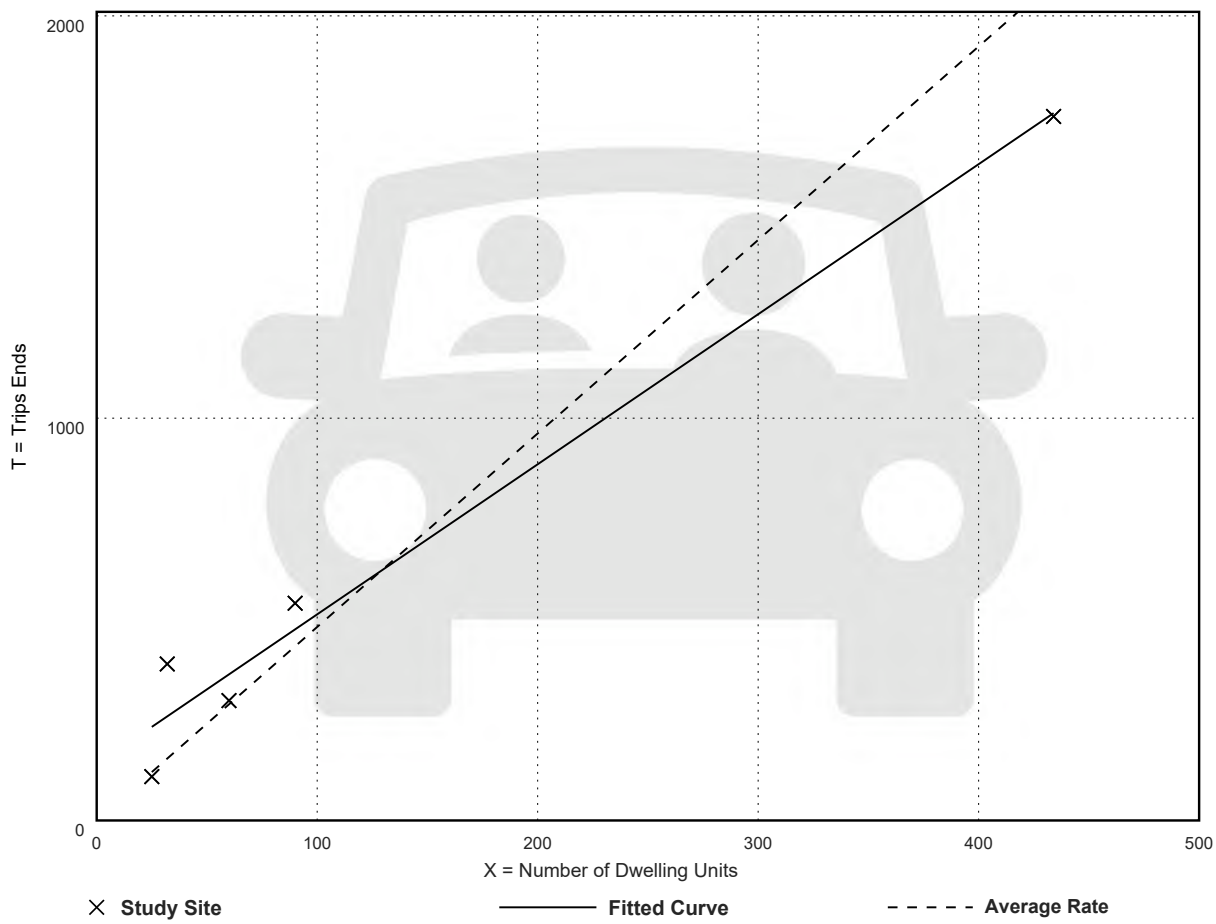
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



Fitted Curve Equation: T = 3.73(X) + 139.35

R^2= 0.98

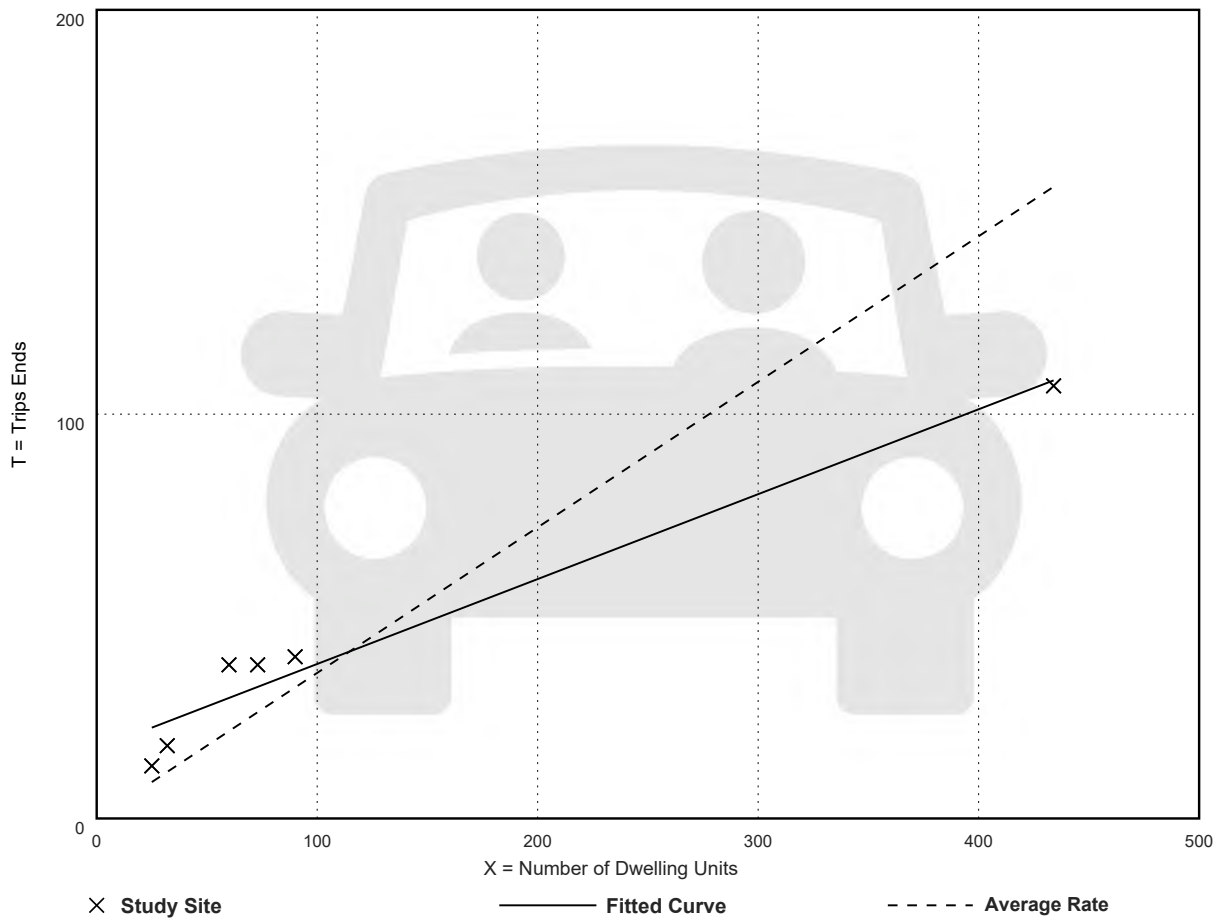
Affordable Housing - Income Limits
(223)

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



Fitted Curve Equation: T = 0.21(X) + 17.21

R^2= 0.96

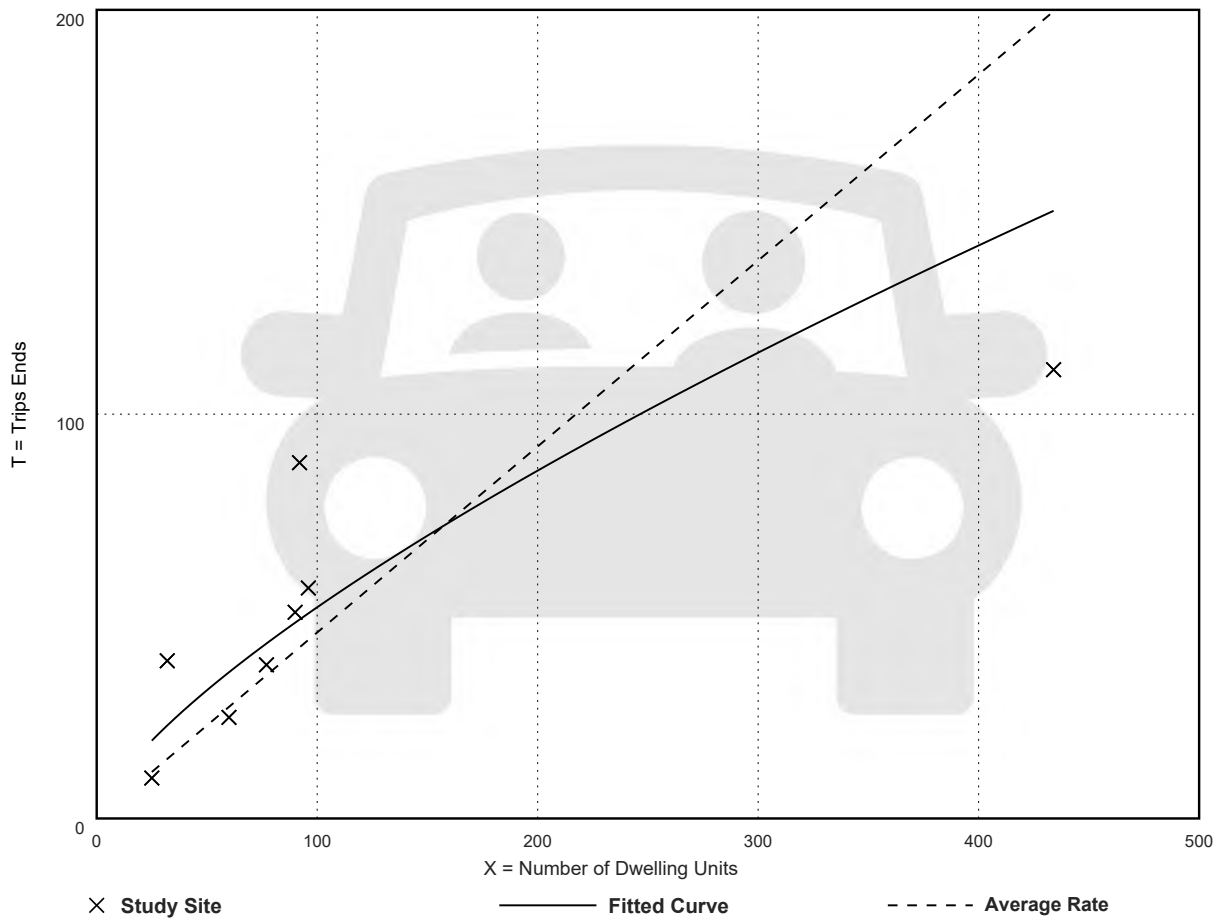
Affordable Housing - Income Limits
(223)

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



Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 0.64

R^2= 0.67

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

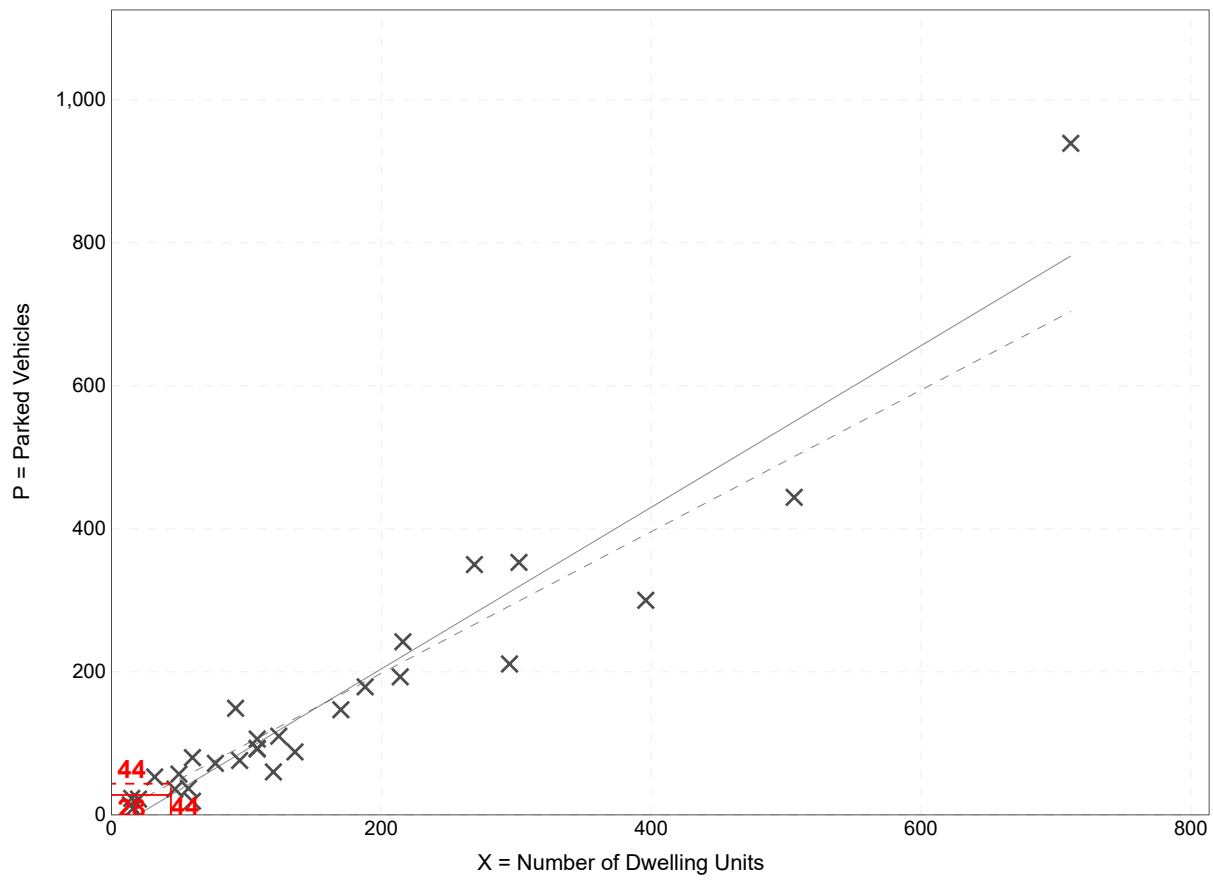
Affordable Housing - Income Limits
(223)

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



Fitted Curve Equation: P = 1.13(X) - 21.94 **R^2= 0.91**

I. BUILD CAPACITY REPORTS

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	No	No	No	No	No	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	

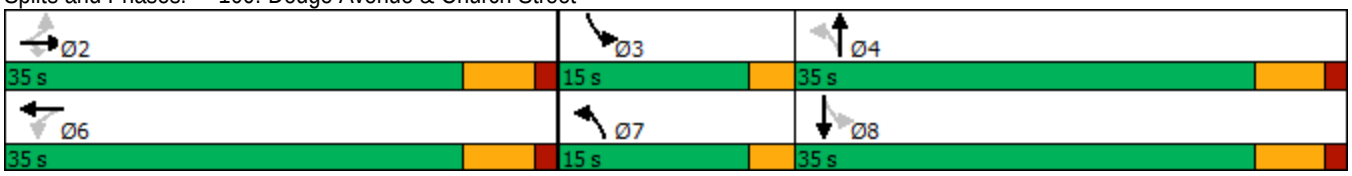
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		3	8	
Switch Phase												
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	

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	-	-	None	-	-	None	-	-	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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1253	-
HCM Lane V/C Ratio	-	-	0.029	0.002	-
HCM Control Delay (s)	-	-	13.5	7.9	0
HCM Lane LOS	-	-	B	A	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	-	-	None	-	-	None	-	-	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	EBLn1	WBLn1	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	
Conflicting Flow All	0	0	5	0	16	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1616	-	1002	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1616	-	998	1081
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	-

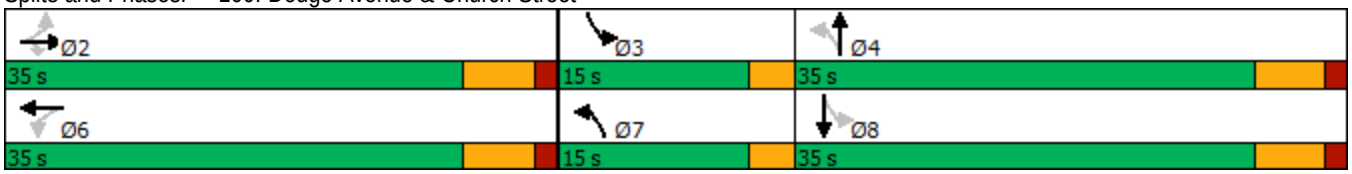
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	247	104	22	155	65	92	244	72	36	221	56
Future Volume (vph)	45	247	104	22	155	65	92	244	72	36	221	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	No	No	No	No	No	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	

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	

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	-	-	None	-	-	None	-	-	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						
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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	423	1130	-
HCM Lane V/C Ratio	-	-	0.037	0.005	-
HCM Control Delay (s)	-	-	13.8	8.2	0
HCM Lane LOS	-	-	B	A	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	-	-	None	-	-	None	-	-	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	EBLn1	WBLn1	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	
Conflicting Flow All	0	0	9	0	34	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1611	-	979	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	970	1078
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

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 3398 ✓ 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 3rd story. Proposed: 5 stores at 57.7' with partial ziggurat setback at the 5th 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: ~~52~~ 46 spaces with ~~12~~ 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 MG	

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

Planning and Development Committee Meeting Minutes - October 10, 2022 - Attachment - Pdf

(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

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.

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** Date 07/14/2022

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** Date 7/15/2022

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- [X] **(This) Completed and Signed Application Form**
- [X] **Plat of Survey** Date of Survey: 7/8/2022
- [X] **Project Site Plan** Date of Drawings: 4/21/2022
- [X] **Plan or Graphic Drawings of Proposal** (If needed, see notes)
- [X] **Non-Compliant Zoning Analysis**
- [X] **Proof of Ownership** Document Submitted: Agreement
- [X] **Application Fee (see zoning fees)** Amount $_____ plus Deposit Fee $150

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, *President* 1041 Ridge Rd, #318 Wilmette, IL 60091
Kathleen Cortez, *Vice President* 141 S Fremont St. Palatine, IL 60067
Michael Cornell, *Vice President* 211 5th Street Wilmette, IL 60091
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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 LADDS 2ND 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 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

N

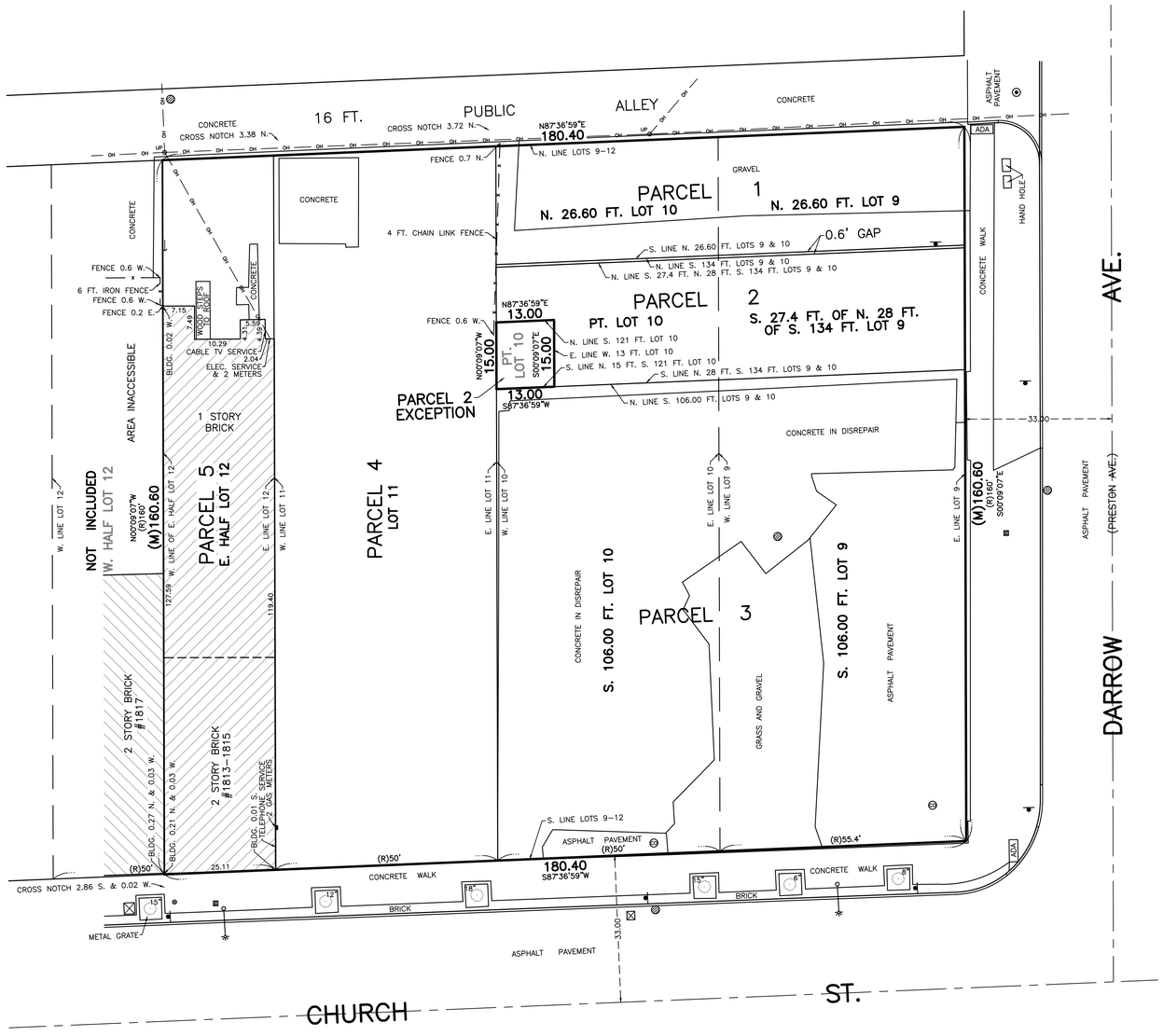
1" = 15'

0 15' 30'

GRAPHIC SCALE

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
- (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 HEREON 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
35–3409
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
BENSENVILLE, ILLINOIS

VALID ONLY WITH EMBOSSED SEAL

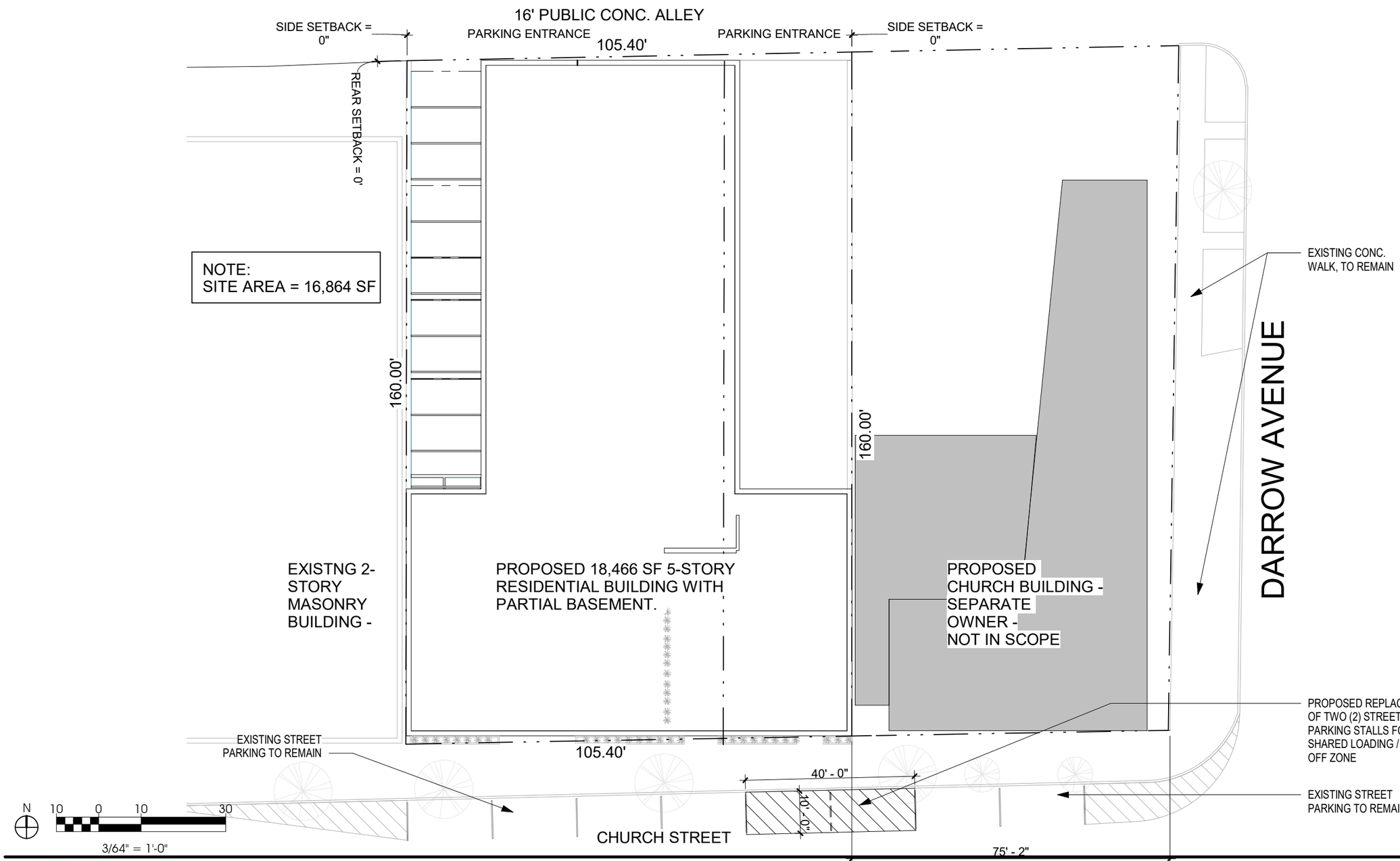
THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35–3409
(EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)

DRAFTED BY: BJE
PAGE: 1 OF 1
ORDER NO.: 220075
FILE: 13–41–13
PROJECT NO.: 2185TAM

REVISION DATE	ORDER NO.	REVISION
JULY 8, 2022	220075	BOUNDARY SURVEY

CLIENT: HOUSING DEVELOPMENT CORPORATION

Project Site Plan



Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

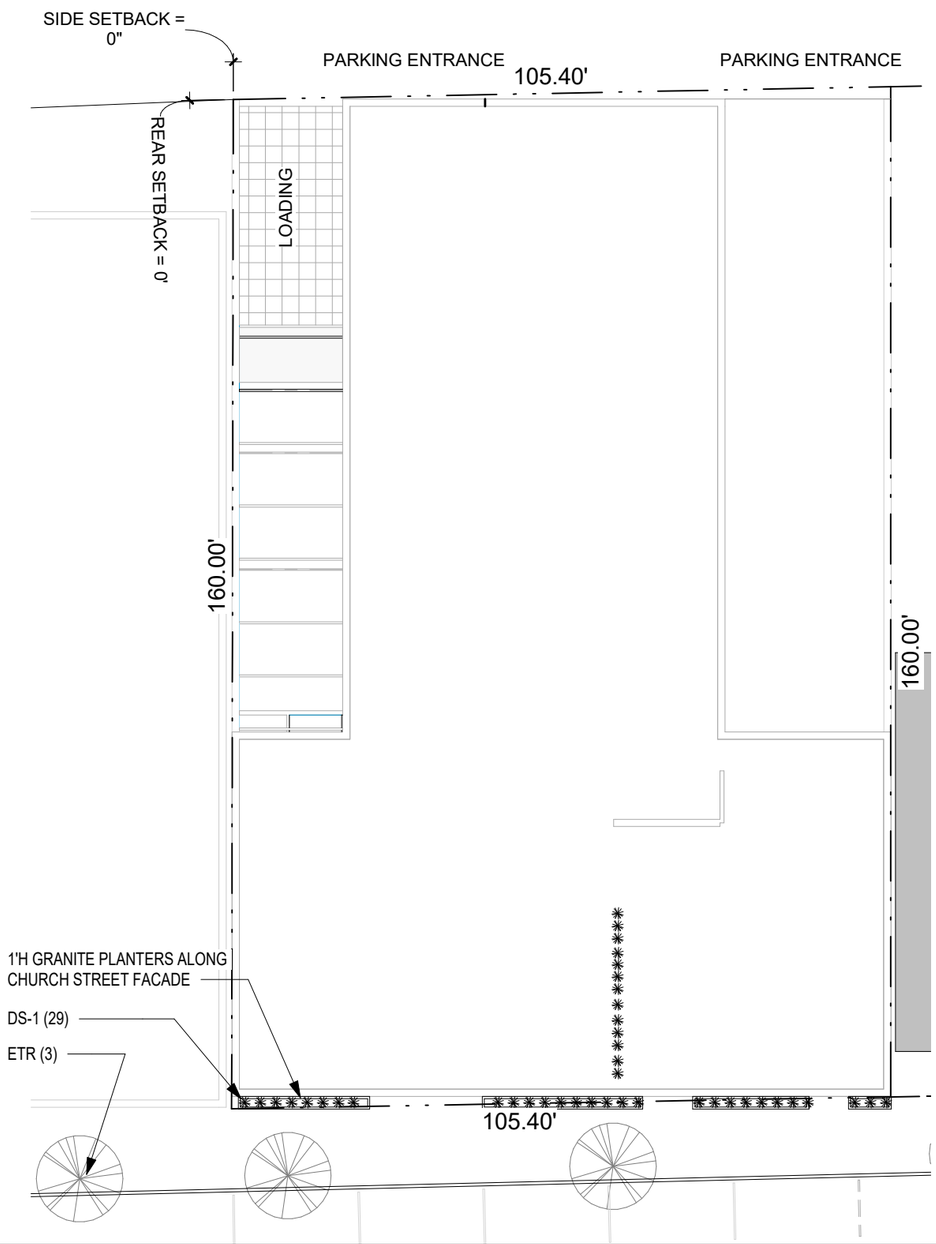
SITE PLAN

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

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 YEW	
				KALLAY'S COMPACT	KALLAY JUNIPER	
				PINUS MUGO	MUGO PINE	
TOTAL						

N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

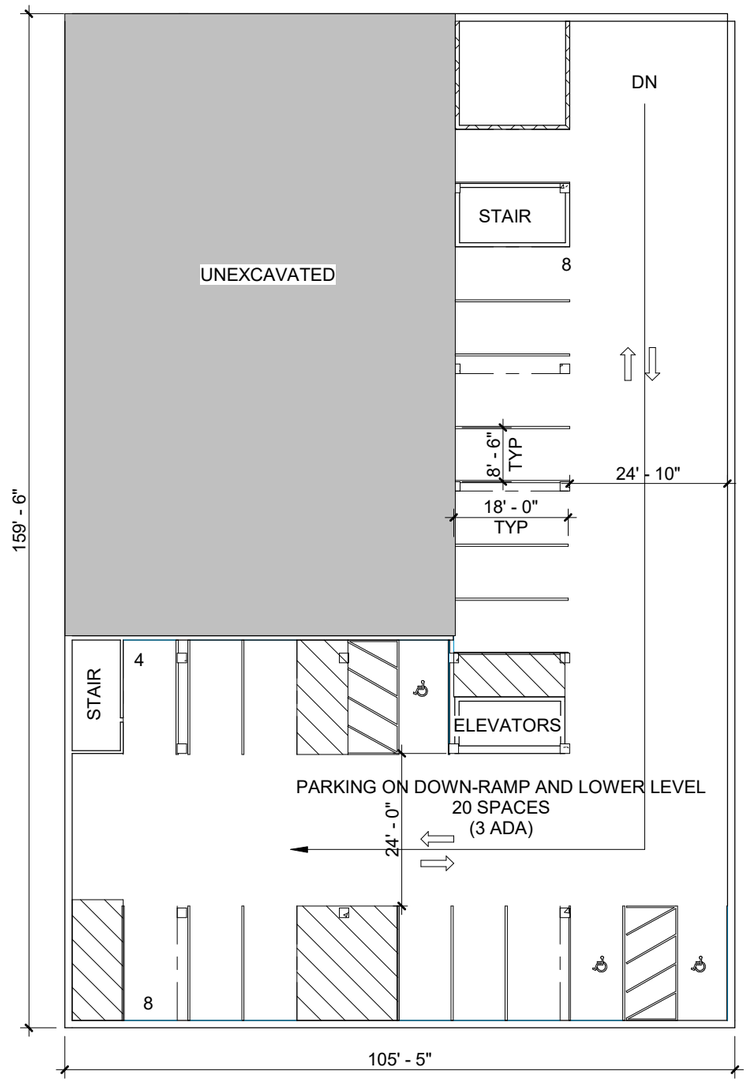
1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

LANDSCAPE PLAN

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

A1.1

02.21.2022



N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

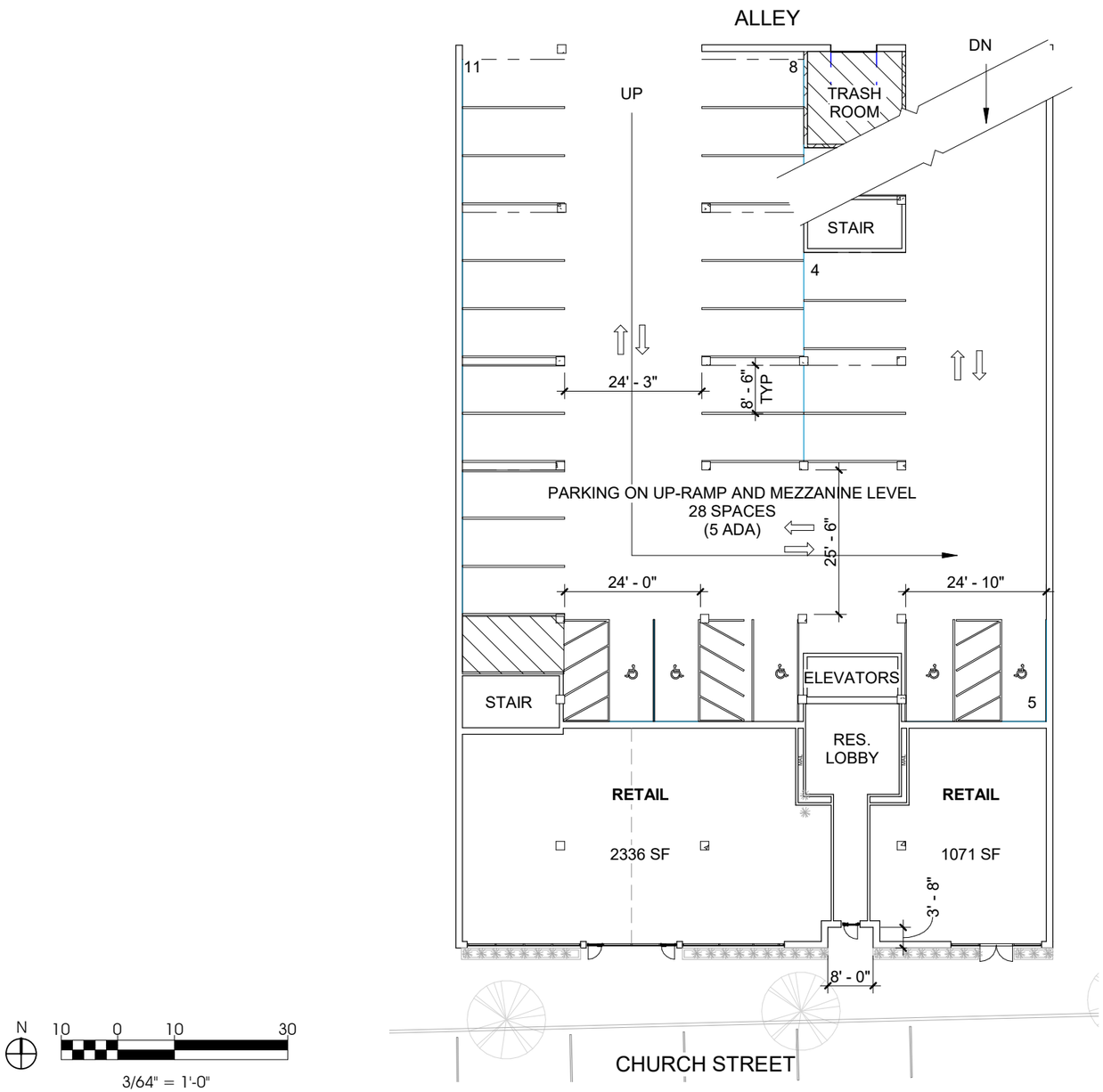
1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

LOWER LEVEL PLAN (PARKING)

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

A2.0

02.21.2022



Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

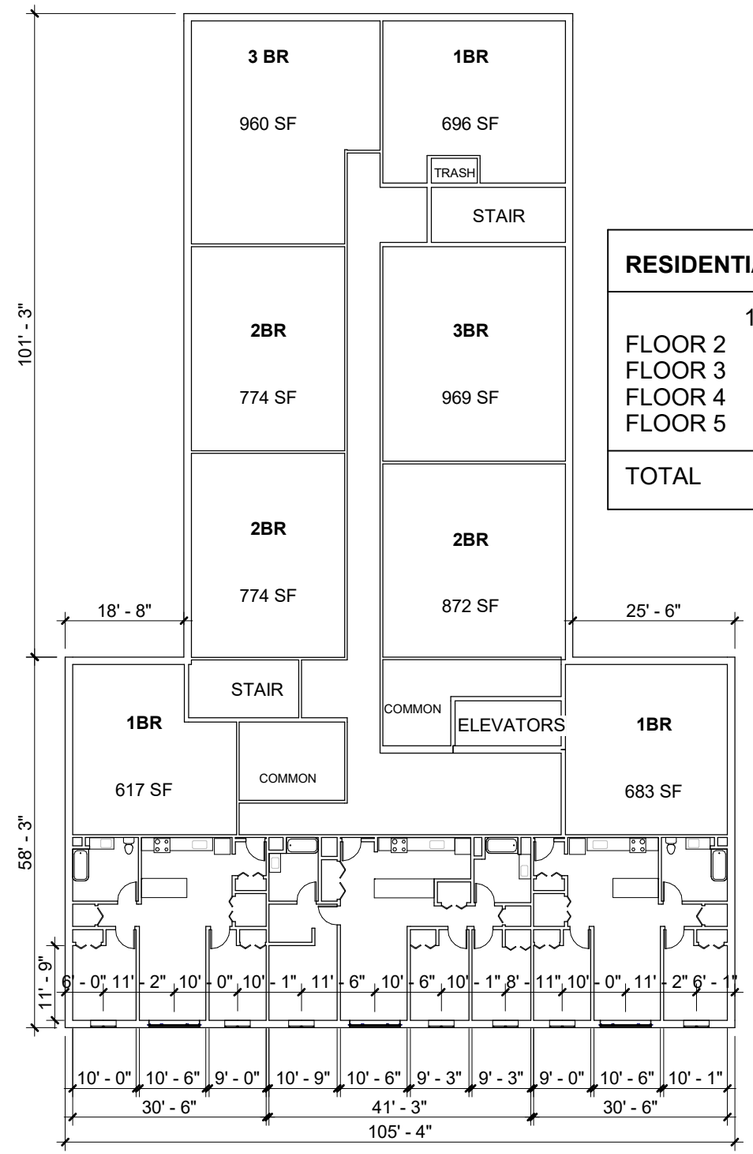
1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

1ST FLOOR PLAN (RETAIL AND PARKING)

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

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

N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

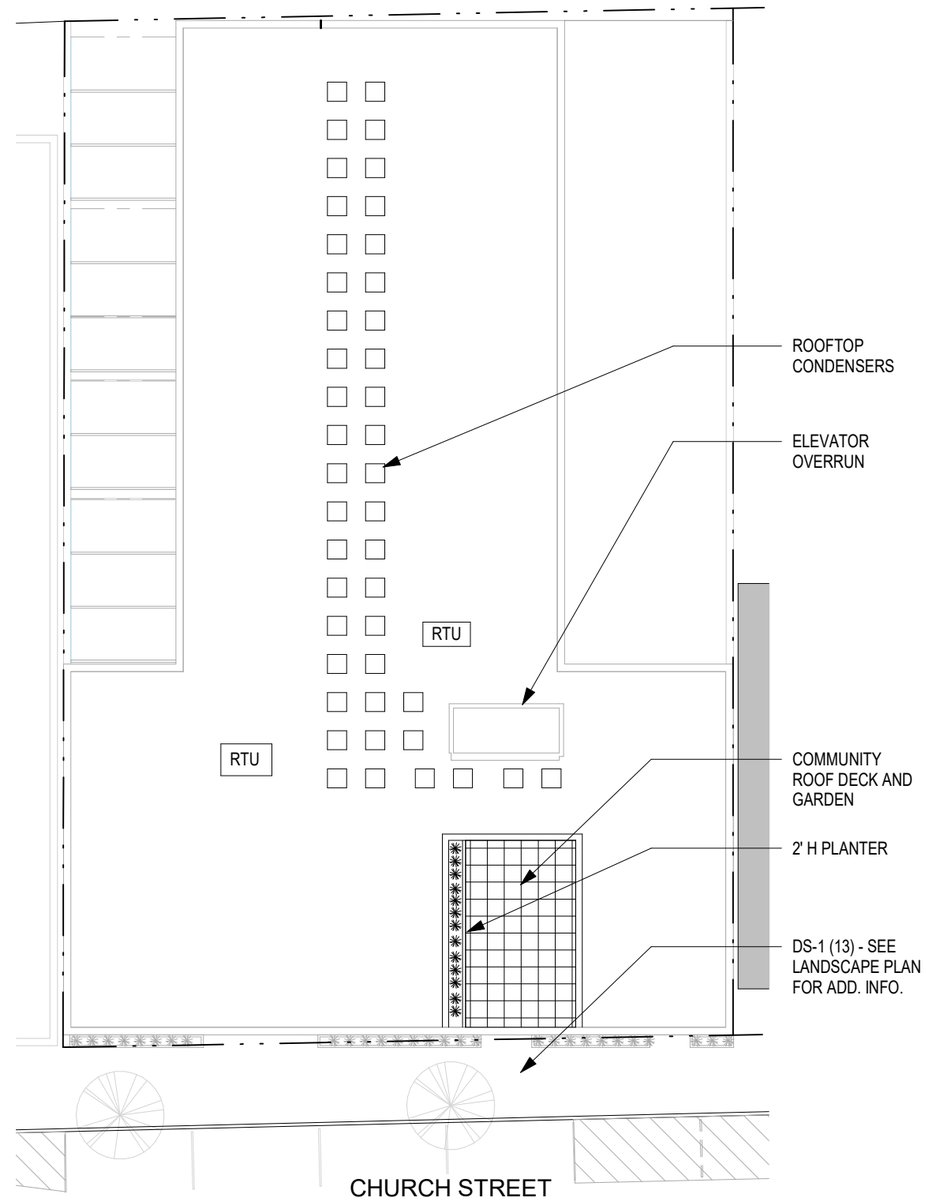
1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

TYP RESIDENTIAL FLOOR PLAN (FLOORS 2-5)

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

A2.3

02.21.2022



N 10 0 10 30

3/64" = 1'-0"

Housing Opportunity Development Corporation

MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVENSTON, ILLINOIS

ROOF PLAN

CORDOGAN CLARK
ARCHITECTURE • ENGINEERING • CONSTRUCTION

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.

g. **MT. PISGAH** will donate to HODC the land necessary to develop the Housing Project. The Sites will likely need to be re-platted.

4. **Development Roles**: **The Team** will work jointly to develop **the Master Project** including the following:
   a. ***Development Approvals***:
      i. **The Team** will participate actively in the site design process for **the Master Project** and express their roles for each component.
      ii. **MT. PISGAH** will lead efforts to educate and secure community support from neighbors locally and throughout Evanston.
      iii. **HODC** will retain and oversee professionals needed to develop **the Master Project** approved by **MT. PISGAH** including attorneys, architects, engineers, contractors and study consultants.
      iv. **HODC** will perform financial feasibility analyses to estimate Housing Project viability with final approval granted by **MT. PISGAH**.
      v. **HODC** will prepare the PUD application for submission to COE.
      vi. **The Team** will apply to the COE for zoning approvals to develop **the Master Project**.
      vii. **The Team** will attend hearings of the Plan Commission and COE city council meetings for zoning approval.
   b. ***Project Funding***
      i. **MT. PISGAH** will be primarily responsible for securing funds to develop the Worship Project.
      ii. **HODC** will be primarily responsible for securing all available federal, state, County and COE affordable housing and potential private investor funds to develop **the Housing Project**.
      iii. Each party shall be required to provide financial guarantees for their component of **the Master Project**.
   c. ***Management and Operation***:
      i. **MT. PISGAH** will be responsible for operations and management of the Worship Project.
      ii. **HODC** will be responsible for operations and management of the Housing Project upon completion including providing property management.
      iii. **The Team** will determine who is responsible for operations and management of the Retail Project.

5. **Pre-Development Expenses**. All predevelopment costs incurred and related to the Worship Project will be paid by **MT. PISGAH**. All predevelopment costs incurred and related to the Housing Project will be paid by **HODC**.

6. **Confidentiality Agreement**. **The Team** will keep all documents, data, information (whether written, in digital form, or orally conveyed), materials (whether physical or digital), conversations, agreements, and all other information and details related to the Project (collectively "Confidential Information") confidential, meaning it shall never disclose this Confidential Information to a third-party without the other party's consent unless due process is invoked individually by either party of **the Team**, in accordance with

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 3rd floor. Propose 5 stories and 57.8' to the top of the parapet, with a partial ziggurat setback at the 5th 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 3rd floor. Propose 5 stories and 57.8' to the top of the parapet, with a partial ziggurat setback at the 5th 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**

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.	**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.** **Brick is an extremely durable material made of clay.** **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.**

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.**

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Land Use Commission Public Comment

1 message

noreply@formstack.com <noreply@formstack.com> Wed, Jan 11, 2023 at 2:31 PM
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org, kashbaugh@cityofevanston.org, mklotz@cityofevanston.org

formstack

Formstack Submission For: Land Use Commission Public Comment

Submitted at 01/11/23 3:31 PM

Name:	Carlis Sutton
Address of Residence:	1821 Darrow Avenue
Phone:	(847) 570-0047
How would you like to make your public comment?:	In-person
Provide Written Comment Here:	
Agenda Item (or comment on item not on the agenda):	C. Public Hearing 1801 Church
Position on Agenda Item:	Opposed

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City of Evanston

Michael Griffith <mgriffith@cityofevanston.org>

Fwd: Land Use Commission Public Comment

1 message

Meagan Jones <mmjones@cityofevanston.org> Thu, Jan 12, 2023 at 11:50 AM
To: Michael Griffith <mgriffith@cityofevanston.org>

FYI (if it wasn't already forwarded to you).

Meagan Jones
Neighborhood and Land Use Planner
Community Development
Morton Civic Center
City of Evanston

2100 Ridge Ave. | Evanston, IL 60201 | 847-448-8170 | 224-307-8350
mmjones@cityofevanston.org | cityofevanston.org

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From: <noreply@formstack.com>
Date: Wed, Jan 11, 2023 at 6:47 PM
Subject: Land Use Commission Public Comment
To: <mmjones@cityofevanston.org>, <kashbaugh@cityofevanston.org>, <mklotz@cityofevanston.org>

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Formstack Submission For: Land Use Commission Public Comment

Submitted at 01/11/23 7:47 PM

Name:	Hanna Lindroth
Address of Residence:	2018 Lake St., Apt. 1
Phone:	(773) 440-0399
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	Since I started working at 1817 Church Street, I have been charged with overseeing environmental sustainability for our office. I am only a Senior at ETHS, but I have taken a particular interest in climate science and have been studying and taking classes for many years. Last summer this led me to establish a vegetable garden on the patio of our office. I spent weeks researching, building the raised beds from scratch, hauling a bulk order of dirt from our alley to the beds with one tiny wheelbarrow (this part alone took me a week), and finally planting and growing our vegetables. We grew carrots, 4 kinds of tomatoes, 3 kinds of peppers, 2 kinds of lettuce, zucchini, basil, and sage. We donated everything we grew to the community fridge on Dodge, and our harvest was plentiful. This year I am planning to grow even more vegetables. This garden is a host to a variety of organisms including bees, butterflies, rolly pollies, worms, and all sorts of microorganisms we can't even see. Our patio has established its own little ecosystem, but this new building you plan to develop next door stands to threaten that. Our garden is located along the East wall of the patio and right now it receives full sunlight during the growing season. This amount of sunlight is necessary for almost every common vegetable, and our garden is useless without it. If this building is built five stories high, this area will be in the shade for most of the day and we will be unable to grow. This garden not only creates food for hungry mouths in Evanston, but it houses life in the soil and supports the life around it. I would be devastated if my time and energy were put to waste, but I would be more devastated if this life that Earth so generously helped me cultivate, was destroyed. If you have never owned a garden, you are missing out on something very special. Tending to plants gives me time to tend to myself. For a brief moment in the garden, you can escape all of the stress and pain that you feel and just be grateful for the most basic joys in life. This garden was the highlight of my summer, and I know everyone at our firm, and the surrounding community, appreciates its value. Will you?
Agenda Item (or comment on item not on the agenda):	the redevelopment of 1801-1815 Church Street

Position on Agenda Item:	Other: I am in favor of developing low-income housing, but it should not be directly next to our building and 5 stories high

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City of Evanston

Michael Griffith <mgriffith@cityofevanston.org>

Fwd: Land Use Commission Public Comment

1 message

Meagan Jones <mmjones@cityofevanston.org> Wed, Jan 11, 2023 at 6:41 PM
To: Michael Griffith <mgriffith@cityofevanston.org>

FYI

Meagan Jones
Neighborhood and Land Use Planner
Community Development
Morton Civic Center
City of Evanston

2100 Ridge Ave. | Evanston, IL 60201 | 847-448-8170 | 224-307-8350
mmjones@cityofevanston.org | cityofevanston.org

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From: <noreply@formstack.com>
Date: Wed, Jan 11, 2023 at 6:39 PM
Subject: Land Use Commission Public Comment
To: <mmjones@cityofevanston.org>, <kashbaugh@cityofevanston.org>, <mklotz@cityofevanston.org>

Formstack Logo

Formstack Submission For: Land Use Commission Public Comment

Submitted at 01/11/23 7:39 PM

Name:	Katie Nawrocki
Address of Residence:	1817 Church Street
Phone:	(847) 440-5028
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	Written comments Objecting to the Major Redevelopment application for 1801-1815 Church Street: The owner and occupants of 1817 Church Street come forward with these comments in response to the proposed redevelopment of the property at 1811-1815 Church Street. Our property is directly adjacent to the proposed redevelopment. As active members of the Church and Dodge neighborhood and direct neighbors of the proposed redevelopment, we ask that the Land Use Commission and City Council consider our concerns. First, we express our support for the redevelopment in the spirit of its capacity to provide affordable housing for Evanston residents, an important goal of the City of Evanston. However, we also express our concern that the Major Redevelopment's approach will impact the neighborhood should the variations in the application be granted. 1. The Major Variations to existing height, setback, and architectural requirements will have a substantial adverse impact on the enjoyment and property value of the adjoining property, 1817 Church Street due to water drainage concerns, disruption of historical landmark architecture, and environmental impact. The Housing Opportunity Development Corporation (HODC) application requests several variations reducing the required setbacks and increasing the allowed impervious surface area of the lots to approximately 100%. We are concerned that allowing complete impervious coverage of the lot will exacerbate pre-existing water and drainage issues for the Church and Dodge neighborhood and, more specifically, our historic landmark property. The applicant's plan to store and release stormwater to the shared alley behind the redevelopment project and adjacent properties exacerbates that concern. Last year, we replaced our downstairs floors due to water damage and completed additional water remediation work to ensure the integrity of the historic building. Additionally, our building's ADA accessibility is via our rear entrance and ramp. This ramp down towards our back door will become flooded with water if the adjoining property becomes an entirely nonpermeable surface and stormwater is released into the alley. The Housing Opportunity Development Corporation application claims there is no substantial adverse impact (See Municipal Code 6-3-8-12 (E)) to adjacent properties and states that since variations such as setback relief are consistent with existing buildings, granting height relief will not block air and light from adjoining properties due to its shape. We ask that the Land Use Commission request the HODC to clarify the statement and provide evidence of the Major Variations being consistent with surrounding buildings in the neighborhood.

The building at 1817 Church Street is 3 stories. The Major Redevelopment – which proposes a 5-story building – will, without question, block air and light to the 1817 Church building, even with the proposed upside-down T-Shaped setback at the rear portion of the second story. This is a concerning adverse impact to 1817 Church and other adjacent properties in several ways, including disruption to light and the foliage on our property which requires that light, disruption of the historic landmark architecture of our building, environmental impact stemming from the size and bulk of the proposed redevelopment, and incompatible architecture with the surrounding buildings.

2. The Major Variations to existing height, setback, and architectural requirements does not keep in line with the intent of Evanston's Zoning Code, which include limiting the height and bulk of buildings erected to prevent overcrowding of land, establish, regulate, and limit setback lines along streets and property lines, and encourage the preservation and enhancement of natural resources.

Evanston's Zoning Code and Design Guidelines for developments are specifically intended to reduce the height and bulk of buildings to avoid overcrowding of land, respect existing buildings in terms of mass and scale, and complement the architectural styles of surrounding buildings. (Municipal Code 6-1-2, City of Evanston Design Guidelines for Planned and General Developments, pp. 8-26).

The Major Variations requested in HODC's application will result in a building that completely occupies its entire lot and, relative to the block, also occupies a substantial portion of the block between Dodge and Darrow Avenues. To put it more clearly, this will be a large, mid-rise building in a neighborhood consisting of low-rise commercial and small-scale residential buildings. Therefore, granting all of the Major Variations in HODC's application contravenes the City's stated intent.

3. The HODC asserts that the existence of vacant lots on a developed block qualifies as a peculiar characteristic. The existence of a vacant lots is not a peculiar or special characteristic warranting a Major Variation.

The HODC application relies on an argument that the vacant lots comprising a large portion of the redevelopment are a "particular peculiarity or special characteristic" under the Standards for Major Redevelopments (Municipal Code 6-3-8-12(E) preventing the proposed building from fitting in with the neighborhood and providing amenities if the project is built in compliance with zoning requirements. Additionally, HODC argues that compliance with zoning requirements reduces the positive impact the redevelopment will have on the community and that peculiar circumstances.

But HODC does not provide evidence or detailed reasoning on these conclusions and assertions that the existence of a vacant lot on a developed block qualifies as a peculiarity or special characteristic.

4. There is no evidence that the proposed development presents the least deviation from Evanston's current Zoning Code. Acceptance of all Major Variations is a substantial deviation from the existing requirements under the Code. A proposed development that requests some, but not all, of the 7 Major Variations would be more appropriate.

The HODC application claims that without the Major Variations, it will not have enough space for the amenities included in the proposed project. However, the applications do not provide concrete evidence for that conclusion, any specific characteristics of the property that prevent zoning compliance, or any convincing evidence that alternative compliant designs were considered and for which reasons they were abandoned.

HODC should provide additional details of other project versions that it deemed unsuitable and reasoning as to why the current Major Variations

are the best alternative.

5. The HODC asserts that one of the public benefits provided by the proposed redevelopment is affordable housing for low-income households. HODC does not explain why such a benefit requires a Major Variation or how it plans to keep the new residential units affordable.

Finally, the HODC application does not specify how affordable the housing will be in the buildings following redevelopment, other than that it will be "below market." While the definition of "affordable housing" referenced in HODC's application materials (Section F. ITE Trip Generation Data) includes all multifamily housing rented at below market rate to households with at least one employed member, merely pricing residential units at "below market" prices does not ensure that they are affordable to the members of the community that need such housing or that there is no financial incentive in allowing the variations. The City of Evanston Housing and Grants Division defines affordable housing as "residents having access to housing that cost less than 30% of gross income." HODC should provide written assurances and documentation as to how it will price the units in the redeveloped building to ensure that it provides truly affordable housing to Evanston residents.

We ask that the Land Use Commission grant a continuance of three months in order for us and other stakeholders to (i) discuss with the Housing Opportunity Development Corporation alternatives to Major Variations requested by the applicant, and (ii) present testimony that takes into account the materials submitted by Housing Opportunity Development Corporation ("HODC"), the applicant.
We understand that HODC has made documents regarding this publicly available no less than one week ago, and thus we request more time to consider this information.

Additional Questions and Points for Concern:
o Given the existence of the lot across from 1817 Church Street and the multitude of other lots, whether surface parking or truly vacant lots, throughout the 5th Ward, has HODC considered the benefits of developing multiple smaller-scale affordable housing offerings throughout the 5th Ward, rather than one single, large affordable housing complex at the proposed site? Would such an approach not offer: (a) opportunities for more rapid completion of some housing stock, (b) more architecturally diverse building opportunities, (c) opportunities to offer some of the units on a rent-to-own basis to improve opportunities for property ownership; and (d) greater opportunities for residents needing affordable housing to live throughout the Ward, rather than in one building?
o Has HODC considered partnering with an organization like Community Partners for Affordable Housing (CPAH) to provide affordable home purchase opportunities to local residents? CPAH is known to rely upon ETHS students' building trades training for some of their work -- including the nearly complete home near Emerson and Dodge -- and the proposed building site's proximity to the high school is a rare opportunity for unique collaborations.
o How much of the labor for the development will be sourced from within the 5th Ward and within Evanston?
o What are the plans for commercial tenants/occupants for the first-floor commercial spaces? While commercial spaces are valuable to the vibrance of an area, the current vacancy rate among commercial spaces in Downtown Evanston is concerning. Further, most business spaces are occupied and open for business throughout the Church/Dodge corridor now. How will HODC ensure that the new spaces will not be vacant, or if there are vacancies, how will they prevent those vacancies from detracting from the commercial corridor's currently vibrant nature?
o What is Mt. Pisgah's reason for relocating from their current location? Or, if they seek more space, what is their reason for not expanding onto the neighboring lot, which they also own, and thereby buffering other residents'

properties from the housing development that they and HODC propose?
o What is the reason for ensuring only 30 years of affordable rent in the proposed development?
o How does HODC plan to mitigate parking concerns in the area? Currently, patrons of local businesses can easily, and at no cost, find parking within a few strides of their destination.
o Has HODC considered the long-term impacts of building housing -- especially affordable housing -- on a site that has required EPA-mandated remediation? Are other building sites not more suitable, where residents' health could be better assured, and no known environmental hazards do now and have never existed on those sites? If EPA standards are heightened in the future, does this scale of development not preclude further remediation?
o Will the development be "green" in all possible ways?
o Did HODC consider an affordable transit-oriented development at an alternative site?
o What is the proposed duration of construction? How will noise and nuisance to nearby businesses be mitigated -- including to historic properties like that at 1817 Church, with 90-year-old windows, and to the nearby high school and residences?
o Does HODC intend to institute age requirements for residents of the development?
o Substantial activity on this project appears to have taken place without any updates to the City's website specifically addressing this project. Will HODC, Mt. Pisgah, and the City share any planning and communications that have transpired in the past few years during the time when the City's website has given the impression of nonactivity on this project?

Agenda Item (or comment on item not on the agenda): Public Hearing: Special Use & Major Variation | 1801-1805 Church Street and 1708-1710 Darrow Avenue | 22ZMJV-0089

Position on Agenda Item: Opposed

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Good evening. My name is Katie Nawrocki, and these comments to the Land Use Commission members are a summary of the written comments submitted on behalf of Crosby Theodore LLC, the owner of 1817 Church Street, and occupants of this property.

These comments summarize the written comments provided to the Land Use Commission in advance of this evening's hearing.

We ask that the Land Use Commission grant a **continuance of 3 months** in order for us to (i) discuss with the Housing Opportunity Development Corporation ("HODC") alternatives to Major Variations requested by the applicant, and (ii) present testimony that takes into account the materials submitted by the applicant. We understand that HODC made documents regarding this major development publicly available approximately one week ago, and thus we request more time to consider these documents.

As a threshold matter, we express our sincere support for the spirit of the proposed redevelopment given its capacity to provide affordable housing for Evanston residents. This is an important goal of the City of Evanston and the 5th Ward, and we have no objections to this goal. However, we also express our concerns that the approach of the redevelopment will adversely impact the neighborhood and our historic landmark should the Land Use Commission grant the Major Variations requested by the applicant.

Additionally, we note to the members that 1817 Church Street is a designated Historic Landmark. The building was constructed in 1927 and contains approximately 4,100 square feet of space. It has been used for both commercial and residential purposes. Its French Second Empire architectural styling contributed to its designation as a local landmark in 1996.

In sum, our concerns are as follows:

1. **The Major Variations to height, setback, and architectural requirements in the Zoning Code will have a substantial adverse impact on the use, enjoyment, and property value of the adjoining property, 1817 Church Street, due to concerns of water drainage and stormwater management, disruption of a historical landmark, and the loss of environmental resources.**

2. **The Major Variations to existing height, setback, and architectural requirements in the Zoning Code do not align with the intent of the Zoning Code, which includes (1) limiting the height and bulk of buildings erected to prevent overcrowding of land, (2) establishing, regulating, and limiting setback lines along streets and property lines, and (3) encouraging the preservation and enhancement of natural resources.**

3. **HODC maintains that the existence of vacant lots on a developed block qualifies as a peculiar characteristic. We agree that such vacant lots on a developed lot should be**

used for the benefit of the public, including for affordable housing; however, the existence of such vacant lots is not a peculiar or special characteristic warranting a Major Variation.

4. **We have not seen evidence that the proposed development presents the least deviation from Evanston's Zoning Code. Acceptance of all Major Variations is a substantial deviation from the existing requirements under the Code. Instead, a proposed development that requests some, but not all, of the 7 Major Variations may be more in line with this least deviation standard.**

5. **The HODC asserts that one of the public benefits provided by the proposed redevelopment is affordable housing for low-income households. HODC does not explain why such a benefit requires a Major Variation and cannot be accomplished without the 7 Major Variations requested.**

For the above reasons, we ask the Land Use Commission to **grant a continuance of 3 months** to allow us to (1) allow the parties to engage in a dialogue about alternatives to the Major Variations that would mitigate the adverse impact on the 1817 Church Street property and surrounding community, and (2) present testimony that takes into account the materials submitted by the applicant late last week.

Thank you for considering our comments.

City of Evanston

Melissa Klotz <mklotz@cityofevanston.org>

Land Use Commission Public Comment

1 message

noreply@formstack.com <noreply@formstack.com> Mon, Jan 9, 2023 at 4:45 PM
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org, kashbaugh@cityofevanston.org, mklotz@cityofevanston.org

formstack

Formstack Submission For: Land Use Commission Public Comment

Submitted at 01/09/23 5:45 PM

Name:	Muffy McAuley
Address of Residence:	830 Madison Street
Phone:	(847) 858-6066
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	A very similar, but smaller (27 units 4 floors) LIHTC funded rental was proposed by the same developer, HODC, for this site 13 years ago. It was rejected by the Plan Commission on the basis that it concentrated poverty in the fifth Ward. The residents of all 44 units can earn at a maximum, 30-60% of median income. It was rejected by the Zoning Board of Appeals on the basis that it had deficient parking, created too much additional traffic right across the street from the high school, that it would have a negative impact on the Church-Dodge business district and that it was too dense for for that corner. Such a development could be well absorbed in in the first, sixth or seventh wards, but not across from the high school in the fifth ward. This was rejected by every body of review in the City, including City Council in 2006. What has changed? High school is still there. Huge amounts of traffic coming to the transfer station is still a problem. There is still woefully inadequate parking in the neighborhood. And this will NOT create stakeholders in the neighborhood where that is exactly what is needed. Finally, the sheer volume of the project with no setbacks will be a veritable assault on the

	corner of Church and Dodge. It was a terrible project in 2006 and it is a worse project in 2023.
Agenda Item (or comment on item not on the agenda):	1811-15 Church Street 22ZMJV-0092
Position on Agenda Item:	Opposed

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2524 Asbury Avenue
Major Variation
23ZMJV-0001

LUC Determining Body

Memorandum

To: Chair and Members of the Land Use Commission

From: Katie Ashbaugh, AICP, Planner

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

Subject: Major Variation for Interior Side Yard Setback
2524 Asbury Avenue | 23ZMJV-0001

Date: February 3, 2023

Request

Todd Israel, architect and applicant on behalf of Adam Bezark and Caroline Hayashida, property owners, request two Major Variations to allow a single-story rear addition to a single-family home to be approximately 5 feet 9 inches from the west rear lot line where a rear yard of 30 feet is required [Section 6-8-2-8(A)(4)] and a building lot coverage of approximately 1,380 ft or 31.06% where no more than 1,333 ft or 30% is allowed [Section 6-8-2-7] in the R1 Single-Family Residential District. The Land Use Commission is the determining body for this case in accordance with Section 6-3-8-10 of the Evanston Zoning Code.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on January 19, 2023, mailed notice to owners of properties within 500 feet of the subject property, and a sign posted on the property visible from public right-of-way.

General Information

Applicant: Todd Israel, Todd Allen Israel Architect, LLC
4878 N. Sheridan Road #3
Chicago, IL 60640

Owners: Adam Bezark and Caroline Hayashida
2524 Asbury Avenue
Evanston, IL 60201

Property Address/PIN: 2524 Asbury Avenue
Evanston, IL 60201
10-12-205-022-0000

Property History

Below is a record of all known building permits and if applicable, zoning applications, located in City records.

Permit Number	Date Issued	Scope of Work
16073	1/4/1927	Single-family home w/ attached garage
7247	Unclear; 1948	Electrical permit
89-19299	7/12/1989	Re-roof
00-52855	8/11/2000	Fence replacement
11ROOF-0463	11/28/2011	Re-roof
16PLMB-0120	4/29/2016	Plumbing

Analysis

Existing & Surrounding Conditions

The site, 2524 Asbury Avenue, is an approximately 4,443 square-foot lot located on the west side of Asbury Avenue (N-S), mid-block between Central and Rosalie Streets. The property is improved with an existing two-story, single-family home that is approximately 1,330 square feet. No accessory structures are present on the property. The property is an interior lot and the home is set back approximately 16-feet 8-inches from the front (east) lot line along Asbury Avenue. The home is legal nonconforming with respect to its rear yard, being approximately 5 feet 9 inches from the west lot line.

Surrounding Zoning and Land Uses	Zoning District	Land Use
North (across alley)	R5 General Residential	Multi-family
South	R1 Single-Family Residential	Single-family homes
East (across Asbury)	R1 Single-Family Residential	Single-family homes
West	R1 Single-Family Residential	Single-family homes

Proposal

The applicant requests a 5-foot 9-inch rear yard setback from the west lot line where a minimum of 30 feet is required to accommodate the conversion and reconstruction of the existing screened porch (breezeway) into a mudroom. The existing screened porch enters into a small dining area within the kitchen. As proposed, the footprint of the home increases by 50 square feet for a total of 1,380 square feet (after rounding rules). The existing footprint of 1,330 square feet is compliant with the maximum 30% building lot coverage. The proposed building footprint is 31.06%. It should be noted that if not for the Major Variation from the required rear yard, the building lot coverage relief would be classified as a Minor Variation subject to review and determination by the Zoning

Administrator. Both are processed together and subject to review and determination by the Land Use Commission pursuant to Section 6-3-8-9 of the Zoning Code. It should also be noted that because the subject property is substandard in size with an area of 4,443 square feet where the minimum lot area in the R1 district is 7,200 square feet, a Minor Variation for any increase to the building footprint would be required. The Zoning Administrator typically grants Minor Variation requests related to building lot coverage for properties that are legal nonconforming with respect to lot area when the request would be compliant if a standard lot size existed.

The property is currently compliant with the maximum allowed impervious surface lot coverage of 45%, with an existing coverage of approximately 1,865 square feet or 41.98%. The scope of work includes the removal of an existing 348-square-foot brick paver patio (278 square feet after the 20% deduction, Section 6-8-2-10) and the construction of a new 224-square-foot deck. Decks receive a three percent (3%) "credit" of the total lot area, so only 91 square feet count toward lot coverage. Combined, the total proposed impervious surface lot coverage remains approximately 1,865 square feet or 41.98% and is compliant.

No additional zoning relief is required and no other changes to the existing building or property are proposed. No written objections were received before the distribution of this report. Two letters of support were included with the application and are attached.

Ordinances Identified for Requested Relief
Section 6-8-2-8(A)(4), R1 Single-Family Residential District, Yard Requirements, Residential Structures

1. Front yard: 27 feet
2. Street side yard: 15 feet
3. Interior side yard: 5 feet
4. *Rear yard: 30 feet*

Section 6-8-2-8(A)(4), R1 Single-Family Residential District, Building Lot Coverage
The maximum lot coverage in the R1 district is *thirty percent (30%)*.

Design and Project Review (DAPR) Discussion

January 31, 2023 – Staff attending the Design and Project Review meeting generally were supportive of the project. Public Works staff cited concerns with regard to the building lot coverage relief requested, citing potential stormwater impact. Planning & Zoning Division staff noted the building lot coverage request if filed on its own and a Major Variation was not also requested, the degree of the building lot coverage variation would qualify as a Minor Variation subject to review and determination by the Zoning Administrator. No conditions of approval were suggested for the Land Use Commission to consider.

Department Recommendation

The applicants have indicated the proposed project is the minimum relief necessary to accomplish the intended improvements while maintaining functionality in the home. If the Land Use Commission determines the standards are met, they should recommend approval of the requests as proposed.

Standards for Approval [Section 6-3-8-12(E)]

To approve a Major Variation, the Land Use Commission must find that each of the Variations meets each of the following standards.

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. Either the purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or, 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 Land Use Commission or the City Council, depending on final jurisdiction under Section 6-3-8-2 of this Chapter, 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 of this Chapter.
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.

Action by the Commission

After making findings of fact as to whether or not the requested 5-foot 9-inch rear yard and 31.06% building lot coverage do or do not meet the aforementioned standards, the Land Use Commission may either approve, approve with conditions, or deny the variations as requested.

The Land Use Commission is the determining body for these Major Variation requests pursuant to Section 6-3-8-10(C) of the Evanston City Code.

Attachments

1. Major Variation Application and Proof of Ownership

2. Aerial Photo
3. Street View
4. Zoning Map
5. Plat of Survey
6. Plans
7. Zoning Analysis
8. Public Comments

MAJOR VARIATION
APPLICATION

City of Evanston

CASE #:

zoning office use or

1. PROPERTY

Address 2524 ASBURY AVE

Permanent Identification Number(s):

PIN 1: 10-12-205-022-0000 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: TODD ISRAEL

Organization: TODD ALLEN ISRAEL, ARCHITECT LLC

Address: 4878 N. SHERIDAN RD. #3

City, State, Zip: CHICAGO, IL 60640-3700

Phone: Work: Home: Cell/Other: 773-991-6967

Fax: Work: Home:

E-mail: todd.a.israel@gmail.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:
- ☐ potential 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: ADAM BEZARK & CAROLINE HAYASHIDA

Address: 2524 ASBURY AVE.

City, State, Zip: EVANSTON, IL 60201-2352 847-905-0627 (ADAM)

Phone: Work: Home: Cell/Other: 847-913-4182 (CAROLINE)

Fax: Work: Home:

E-mail: adam@bezarkandassociates.com, chayashida44@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 may change the Applicant for this application at any time by contacting the Zoning Office in writing."

Property Owner(s) Signature(s) -- **REQUIRED** Date 12-30-22

4. SIGNATURE

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

Applicant Signature – **REQUIRED** Date 12-30-22

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: 10-18-22
- ☒ **Project Site Plan** Date of Drawings: 01-06-23
- ☒ **Plan or Graphic Drawings of Proposal** (If needed, see notes)
- ☒ **Non-Compliant Zoning Analysis**
- ☒ **Proof of Ownership** Document Submitted: Mortgage
- ☒ **Application Fee (see zoning fees)** Amount $ 385 plus Deposit Fee $150

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:

Renovation of existing 2 story brick residence with basement & attic to include removal of existing enclosed rear poch, 1 story mud room addition with new open porch, new roof above existing 1 story portion of house, and new deck.

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		
6-8-2-7	Requires a maximum building lot coverage of 30% (1,333 SF)	Building lot coverage of 31.06% (1,380 SF)

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

2		
6-8-2-8 (A)(4)	Requires a minimum rear yard setback of 30 feet.	A rear yard setback of 5.75 feet.
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?

Lot is smaller than and not typical of surrounding properties with the same zoning designation. The existing house does not comply with existing rear yard setback requirement; the relation to adjoining property to the west is more characteristic of a side yard setback.

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.

Mud room addition essentially replaces an existing enclosed porch and is set back the same distance from the west property line as the existing house and garage, which are located close to the west property line because the lot is small and shallow.

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.

The existing house occupies a small footprint that does not have space for a mud room and storage space, especially since the owners desire a workable, more modern kitchen than currently exists. The home's placement on the lot and interior circulation dictate a mud room at the rear of the property within the required rear yard setback.

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.

Mud room provides functionality to the existing house. It does not provide income.

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

The existing house does not conform to the rear yard setback requirement for the R1 district. It is situated on a a lot that is not characteristically similar to most of the surrounding properties.

without the small mud room addition.

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

Yes. Since the house occupies such a small footprint, the remodeled kitchen layout and circulation don't work without a small addition.

Because the lot is so shallow, a mud room addition would encroach upon the rear yard setback almost anywhere unless it were placed near the front of the house, which is not a natural location for a mud room and would look inappropriate.

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 __3__ above, or indicated below. (An example of this situation is if the land user is
   a division or subsidiary of another person or organization.)

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.

Property Owners:
ADAM BEZARK & CAROLINE HAYASHIDA
2524 ASBURY AVE. 847-905-0627, adam@bezarkandassociates.com (ADAM)
EVANSTON, IL 60201-2352 847-913-4182, chayashida44@gmail.com (CAROLINE)

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 ___3___ 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.

N/A

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.

N/A

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.

Architect as Applicant:

TODD ALLEN ISRAEL, ARCHITECT LLC
4878 N. SHERIDAN RD. #3
CHICAGO, IL 60640-3700

2524 Asbury Ave - Aerial

1/25/2023, 3:24:43 PM

1:250

0 0 0 0.01 mi

0 0 0.01 0.01 km

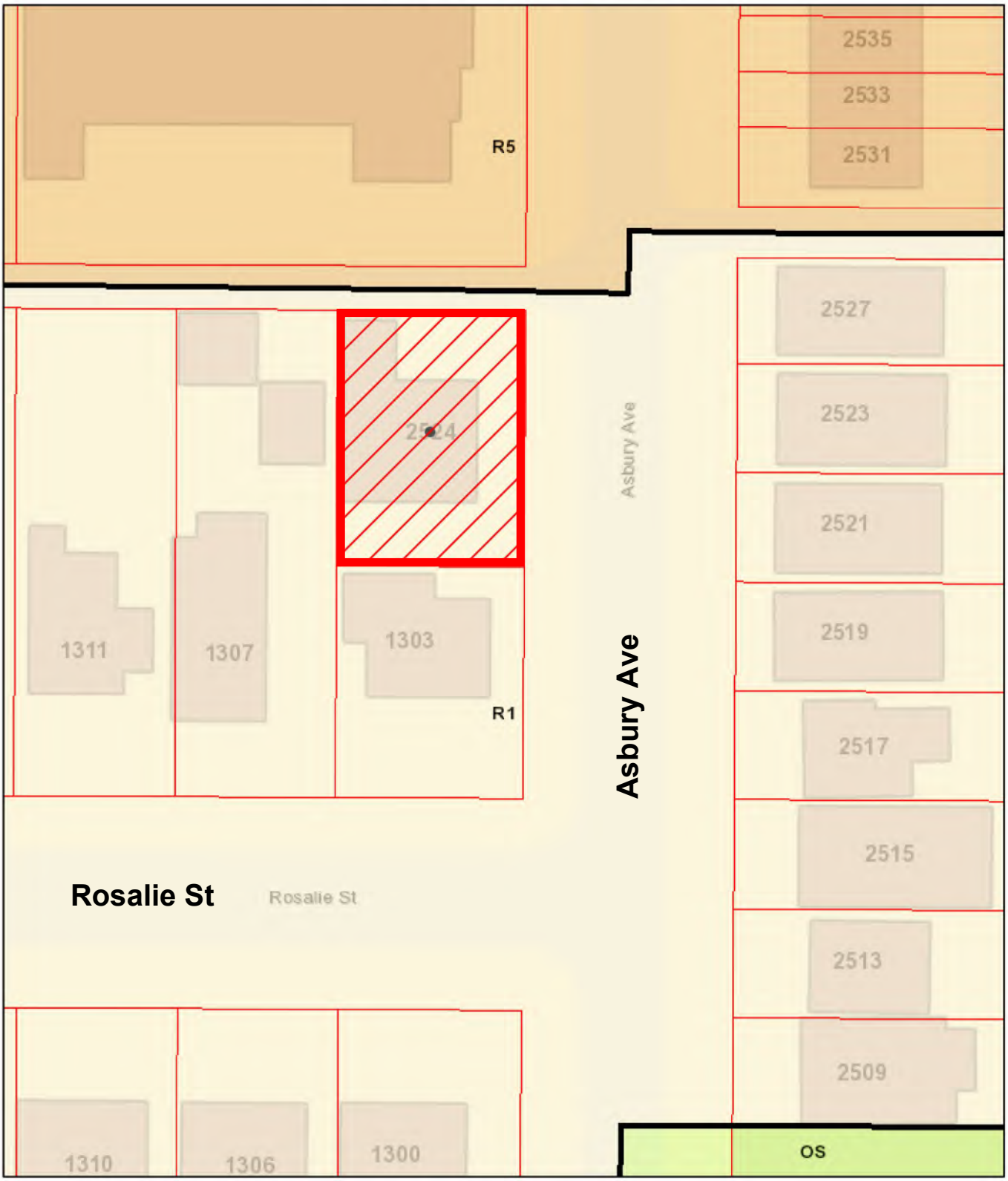
Tax Parcels

City Boundary

Cook County GIS

2524 Asbury Ave – Street view

2524 Asbury Ave - Zoning



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Zoning Boundaries & Labels

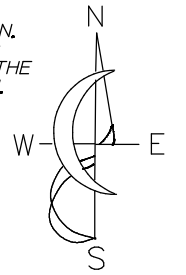
Zoning Districts

- B1 - Business
- B1a - Business
- B2 - Business
- B3 - Business
- C1 - Commercial
- C1a - Commercial Mixed-Use
- C2 - Commercial
- D1 - Downtown Fringe
- D2 - Downtown Retail Core
- D3 - Downtown Core Development
- D4 - Downtown Transition
- I1 - Industrial / Office

ArcGIS Web AppBuilder

PLAT OF SURVEY

LOT 26 (EXCEPT THE SOUTH 76 FEET THEREOF) IN BLOCK 4 IN EVANSTON PARK ADDITION. BEING A RESUBDIVISION OF BLOCKS 1. 2. 3 AND 4 IN RESUBDIVISION OF BLOCKS 1. 2. 3. 4. 6 AND 7 IN NORTH EVANSTON. BEING IN THE NORTHEAST FRACTIONAL QUARTER (1/4) AND THE NORTH HALF (1/2) OF THE SOUTHEAST QUARTER (1/4) OF SECTION 12. TOWNSHIP 41 NORTH. RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN. IN COOK COUNTY. ILLINOIS.



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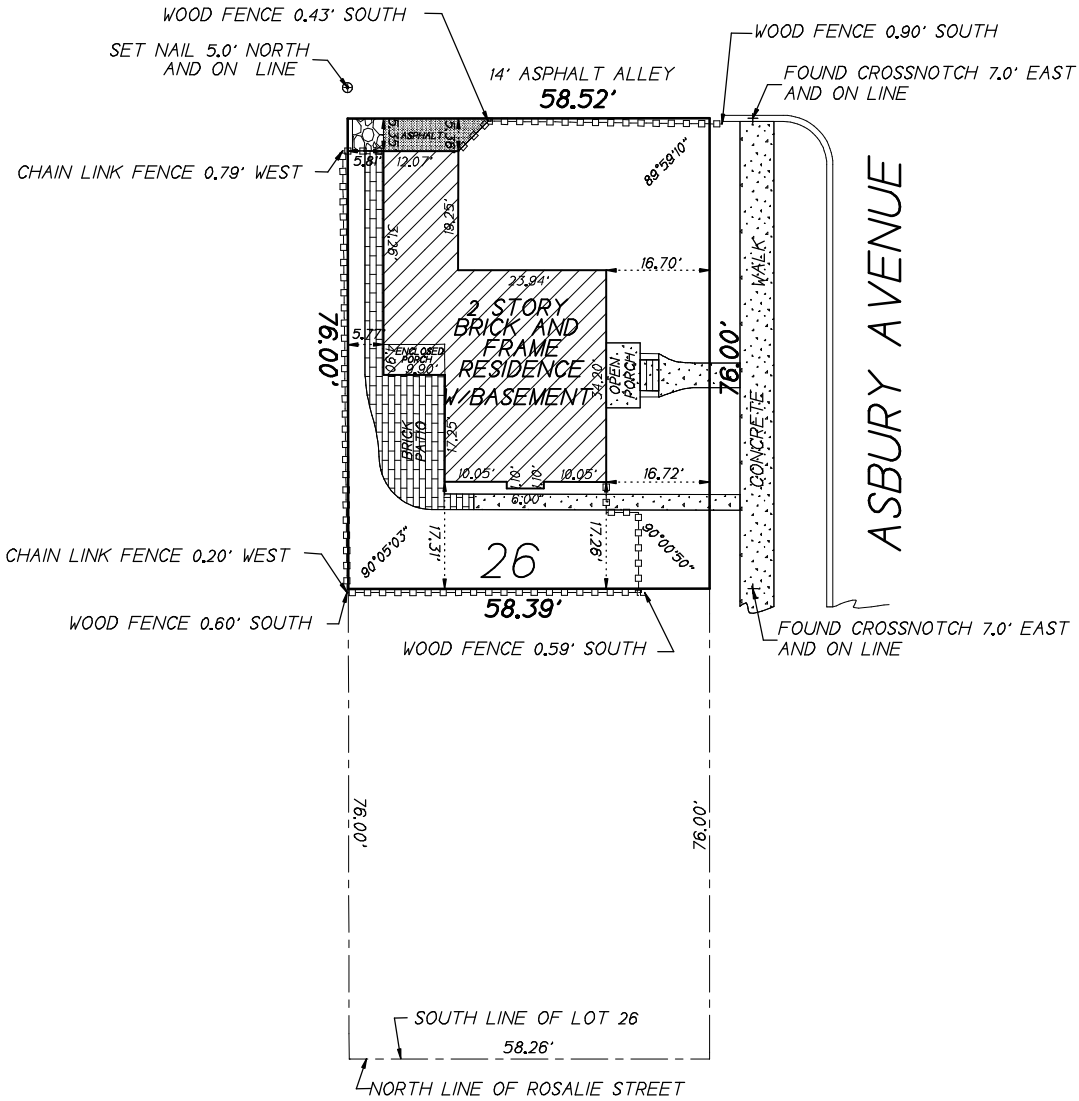
MORE COMMONLY KNOWN AS: 2524 ASBURY AVENUE. EVANSTON. ILLINOIS



SURVEY AREA - 4443 S.F.
OR 0.102 ACRE

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

I, RONALD W. STANLEY, HEREBY CERTIFY THAT THE ABOVE DESCRIBED PROPERTY HAS BEEN SURVEYED UNDER MY SUPERVISION AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECTED TO A TEMPERATURE OF 62 DEGREES FAHRENHEIT.

DES PLAINES, ILLINOIS OCTOBER 18, 2022

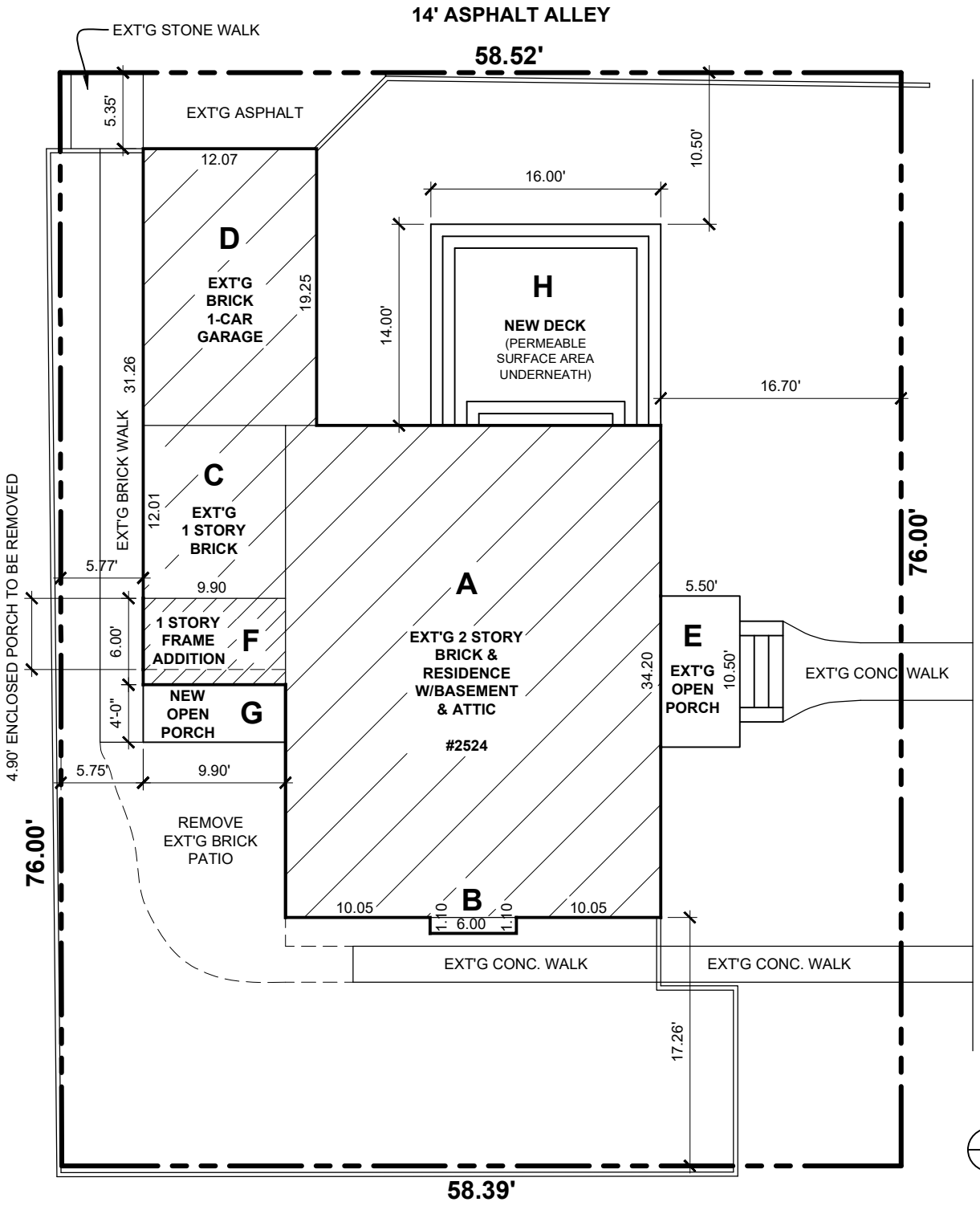
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2728

LICENSE EXPIRES – 11/30/24

SCALE: 1 INCH EQUALS 20 FEET
ORDERED BY CAROLINE HAYASHIDA
ORDER NUMBER 22-1072

PLAT PREPARED BY:
R.W. STANLEY

570 E. NORTHWEST HIGHWAY
DES PLAINES, ILLINOIS 60016
(847) 699-0018



ZONING INFORMATION

ZONING DISTRICT: R1

LOT AREA: (58.52' + 58.39')/2 x 76.00' = 4,443 SF

MAX. BUILDING LOT COVERAGE:
4,443 SF x 30% = 1,333 SF

MAX IMPERVIOUS SURFACE:
4,443 SF x 45% = 1,999 SF

BUILDING LOT COVERAGE

AREA A (MAIN BODY OF HOUSE):	
(10.05' + 6.00' + 10.05') x 34.20' =	893 SF
AREA B (CHIMNEY):	
6.00' x 1.10' =	7 SF
AREA C (1 STORY HOUSE):	
(31.26' - 19.25') = 12.01' x 9.90' =	119 SF
AREA D (GARAGE):	
12.07' x 19.25' =	233 SF
AREA E (FRONT PORCH):	
5.50' x 10.50' = 57.75 SF x 50% =	29 SF
AREA F (ADDITION):	
9.90' x 6.00' =	59 SF
AREA G (NEW OPEN PORCH):	
9.90' x 4.00' =	40 SF
TOTAL:	**1,380 SF**
	(31.06% LOT COVERAGE)

IMPERVIOUS SURFACES

BUILDING LOT COVERAGE:	1,380 SF
AREA H (NEW DECK):	
16.00' x 14.00' = 224.00 SF	
- (3% x 4,442.58) =	91 SF
EXT'G STONE WALK:	27 SF
EXT'G ASPHALT APRON:	77 SF
EXT'G BRICK WALK:	156 SF
EXT'G CONC. WALKS:	134 SF
TOTAL:	**1,865 SF**

N

SITE PLAN

SCALE 3/32" = 1'-0"

0 1' 2' 5' 10' 15' 20'

01-06-23 VARIATION APPLICATION

BEZARK-HAYASHIDA RESIDENCE
2524 ASBURY AVE.
EVANSTON, IL 60201

Todd Allen Israel
Architect LLC
4878 N. SHERIDAN RD. #3 | CHICAGO, IL 60640 | 773-991-6967

01-06-23 VARIATION APPLICATION

BEZARK-HAYASHIDA RESIDENCE
2524 ASBURY AVE.
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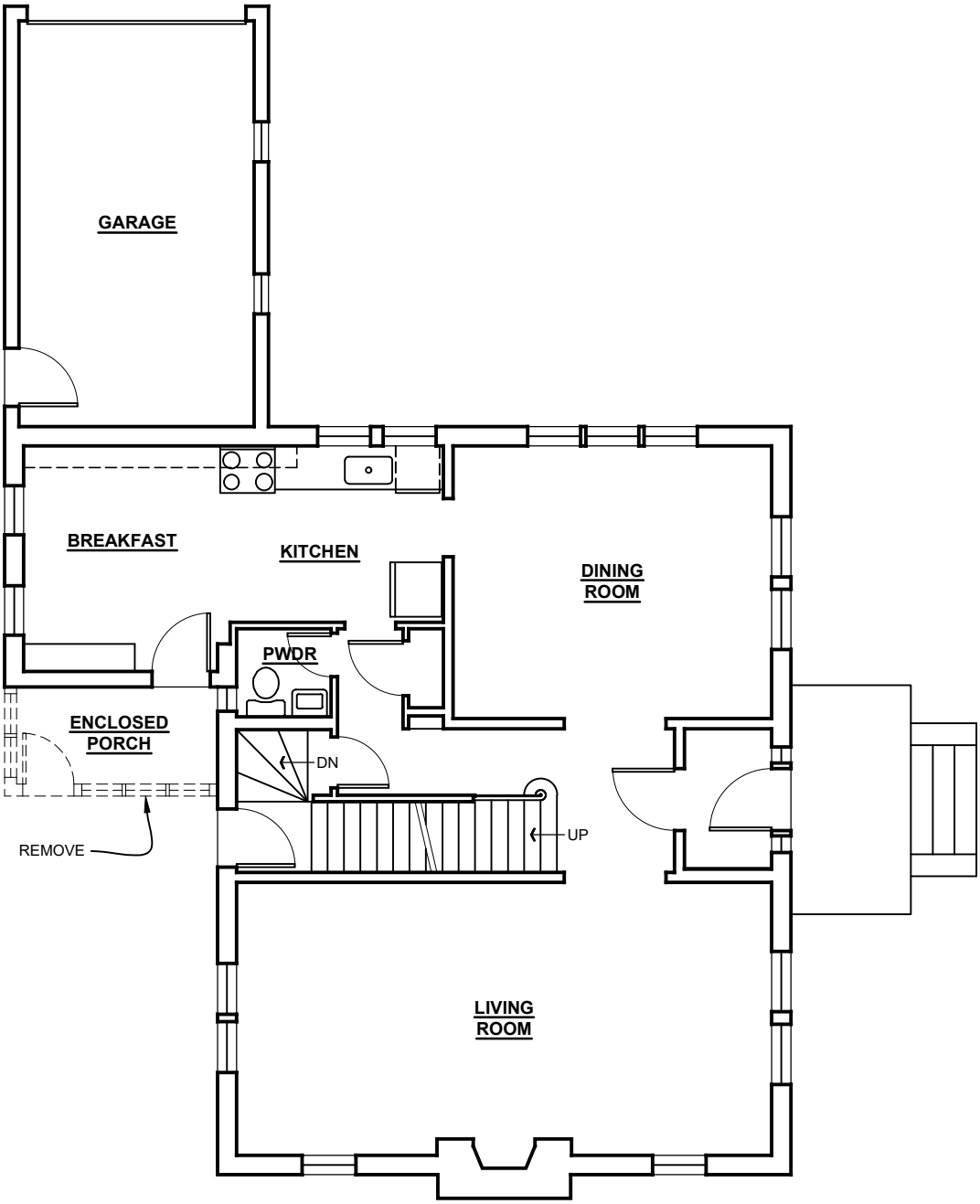

EXISTING FIRST FLOOR PLAN

SCALE 1/8" = 1'-0"

0 2' 5' 10' 15'

01-06-23 VARIATION APPLICATION

BEZARK-HAYASHIDA RESIDENCE
2524 ASBURY AVE.
EVANSTON, IL 60201

Todd Allen Israel
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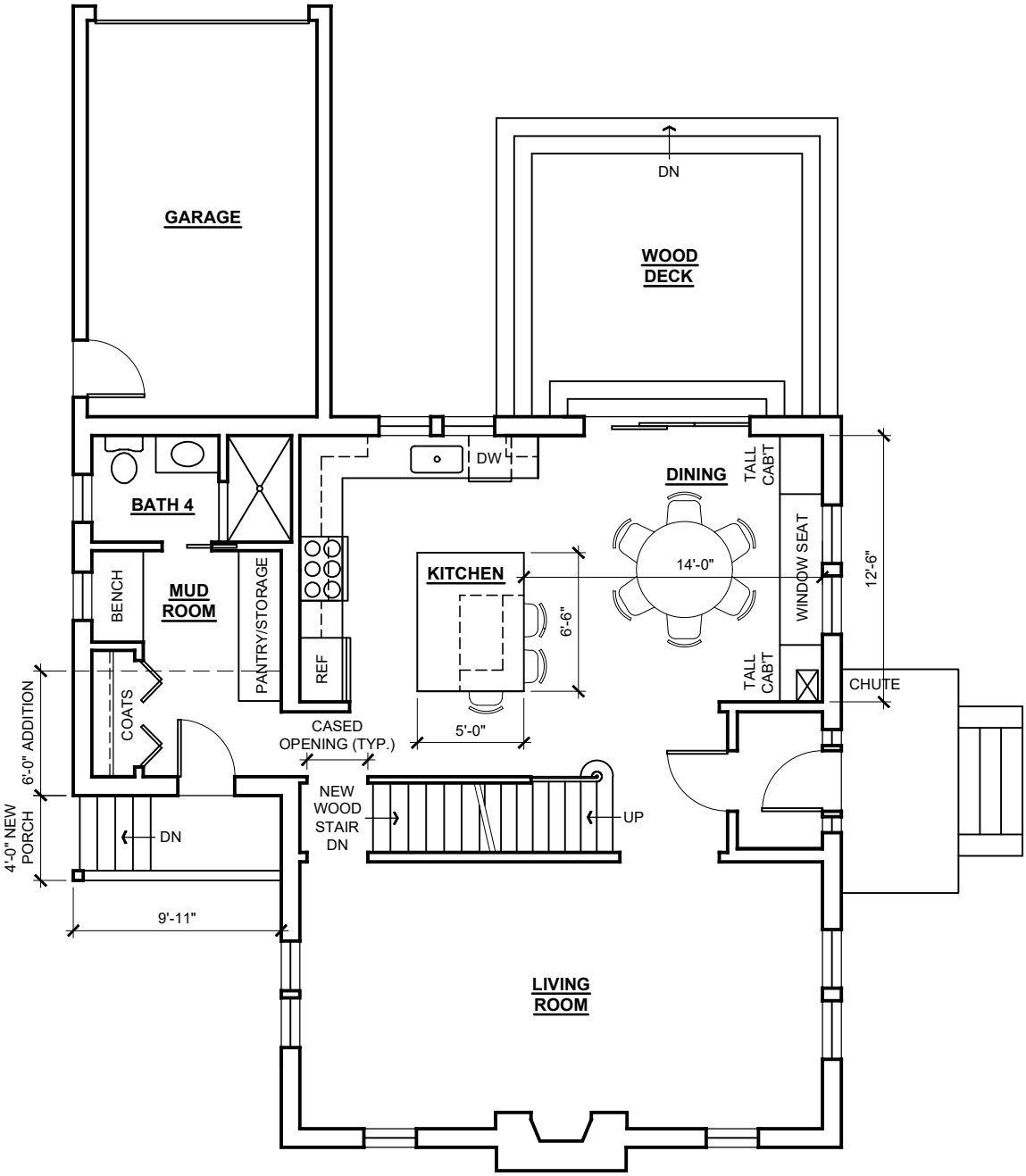
4878 N. SHERIDAN RD. #3 | CHICAGO, IL 60640 | 773-991-6967



PROPOSED FIRST FLOOR PLAN

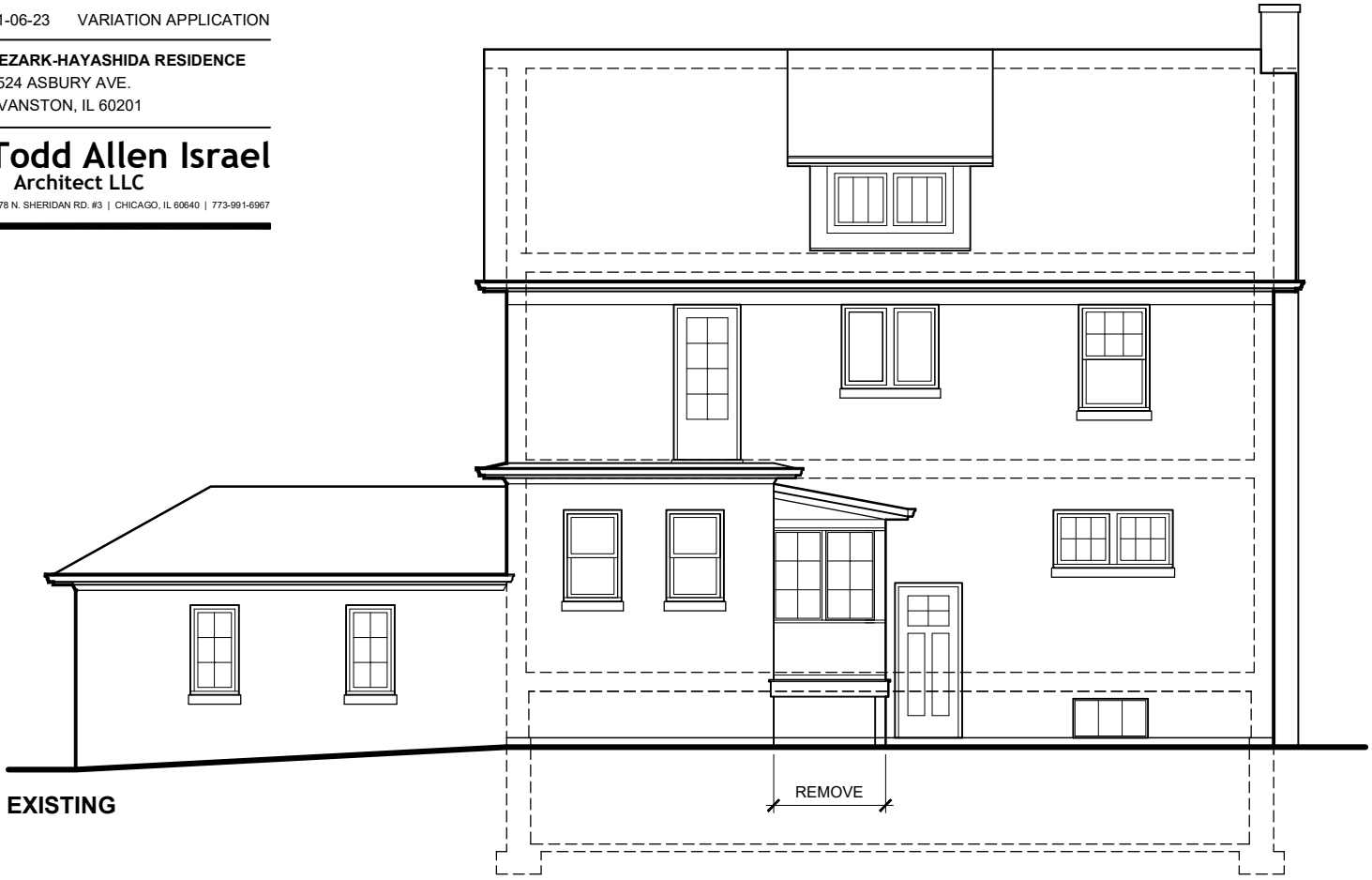
SCALE 1/8" = 1'-0"

0 2' 5' 10' 15'

01-06-23 VARIATION APPLICATION

BEZARK-HAYASHIDA RESIDENCE
2524 ASBURY AVE.
EVANSTON, IL 60201

Todd Allen Israel
Architect LLC
4878 N. SHERIDAN RD. #3 | CHICAGO, IL 60640 | 773-991-6967



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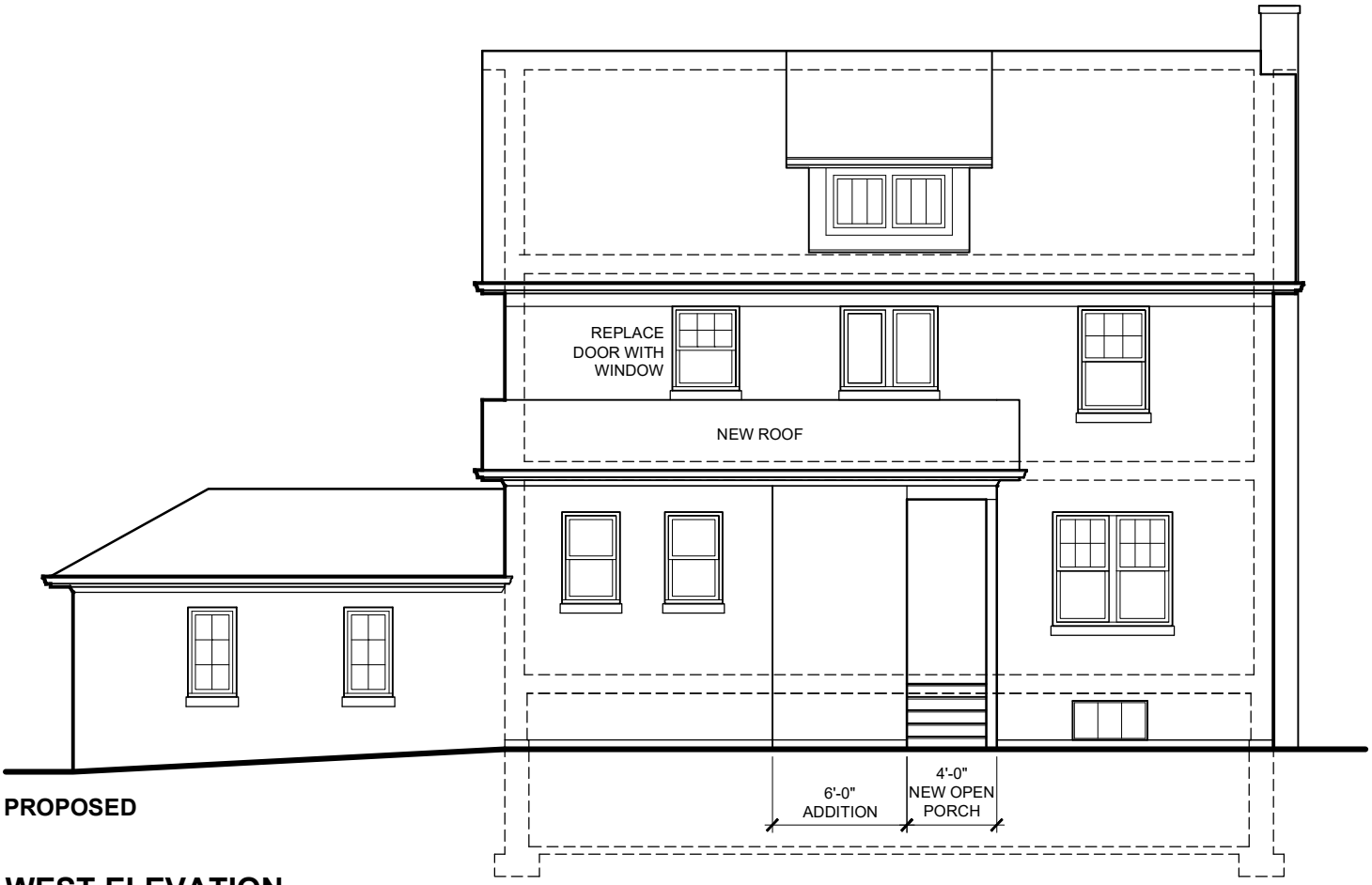


PROPOSED

WEST ELEVATION

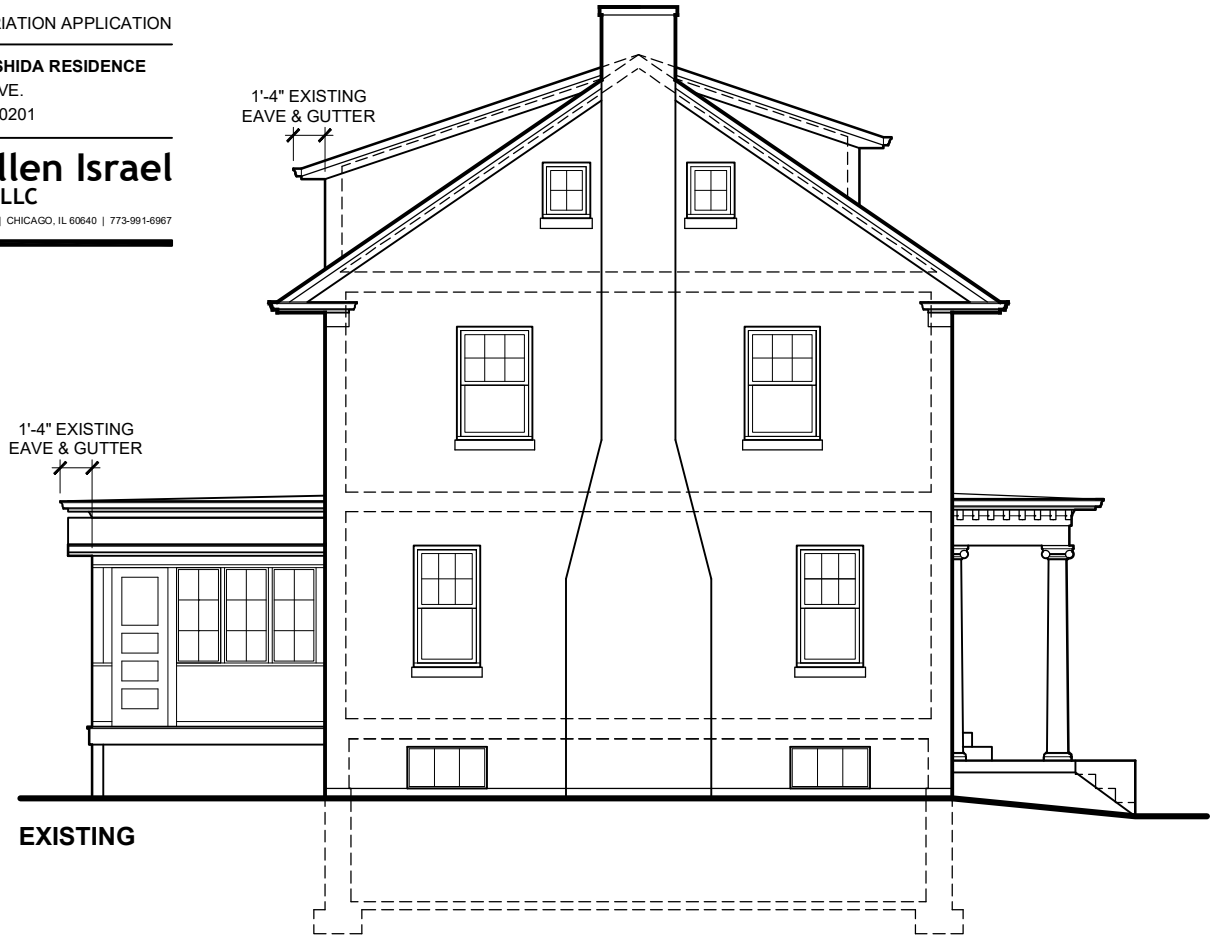
SCALE 1/8" = 1'-0"

0 2' 5' 10' 15'

01-06-23 VARIATION APPLICATION

BEZARK-HAYASHIDA RESIDENCE
2524 ASBURY AVE.
EVANSTON, IL 60201

Todd Allen Israel
Architect LLC
4878 N. SHERIDAN RD. #3 | CHICAGO, IL 60640 | 773-991-6967



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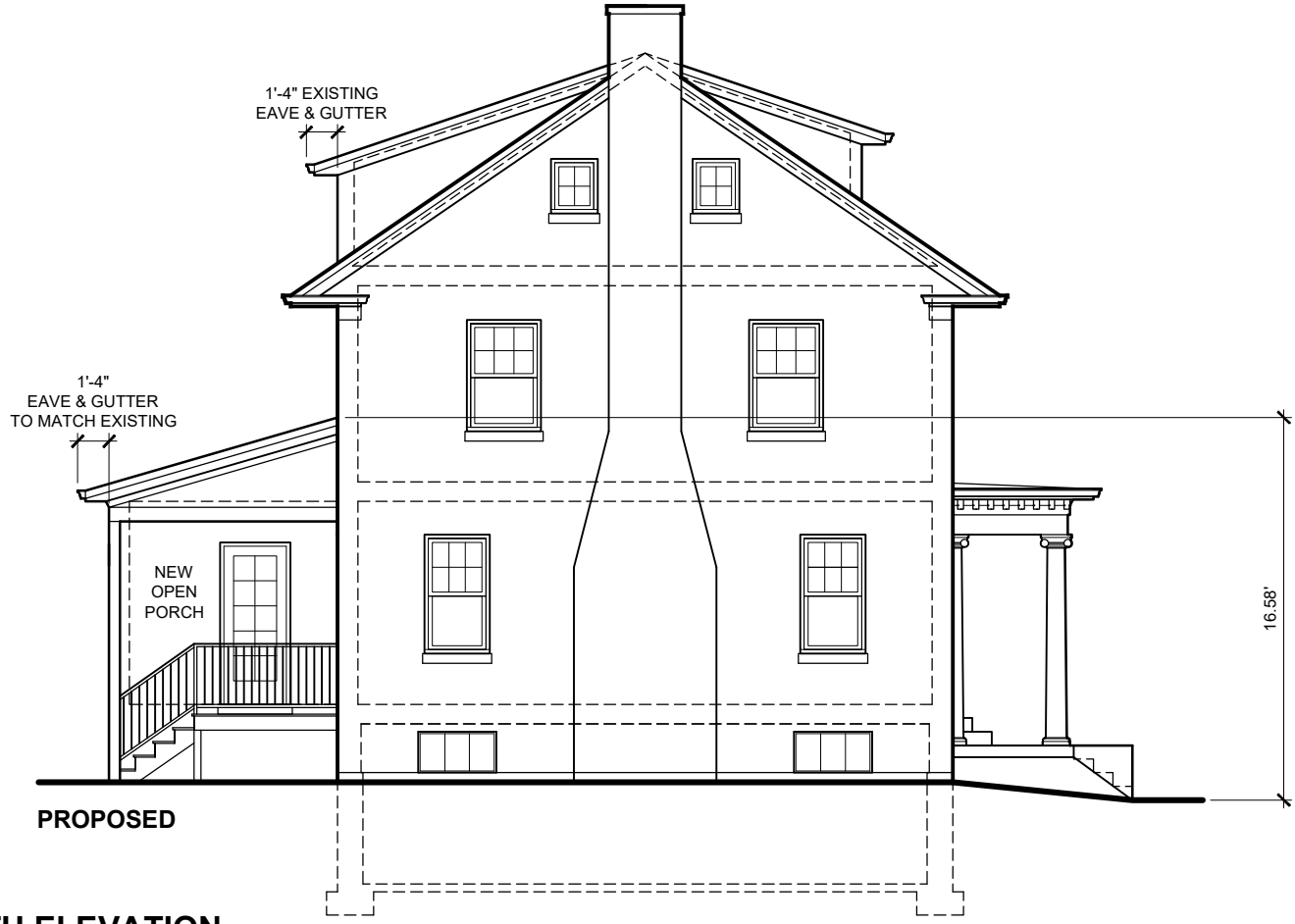


PROPOSED

SOUTH ELEVATION

SCALE 1/8" = 1'-0"

0 2' 5' 10' 15'

01-06-23 VARIATION APPLICATION

BEZARK-HAYASHIDA RESIDENCE
2524 ASBURY AVE.
EVANSTON, IL 60201

Todd Allen Israel
Architect LLC
4878 N. SHERIDAN RD. #3 | CHICAGO, IL 60640 | 773-991-6967

EXISTING

PROPOSED

EAST ELEVATION

SCALE 1/8" = 1'-0"

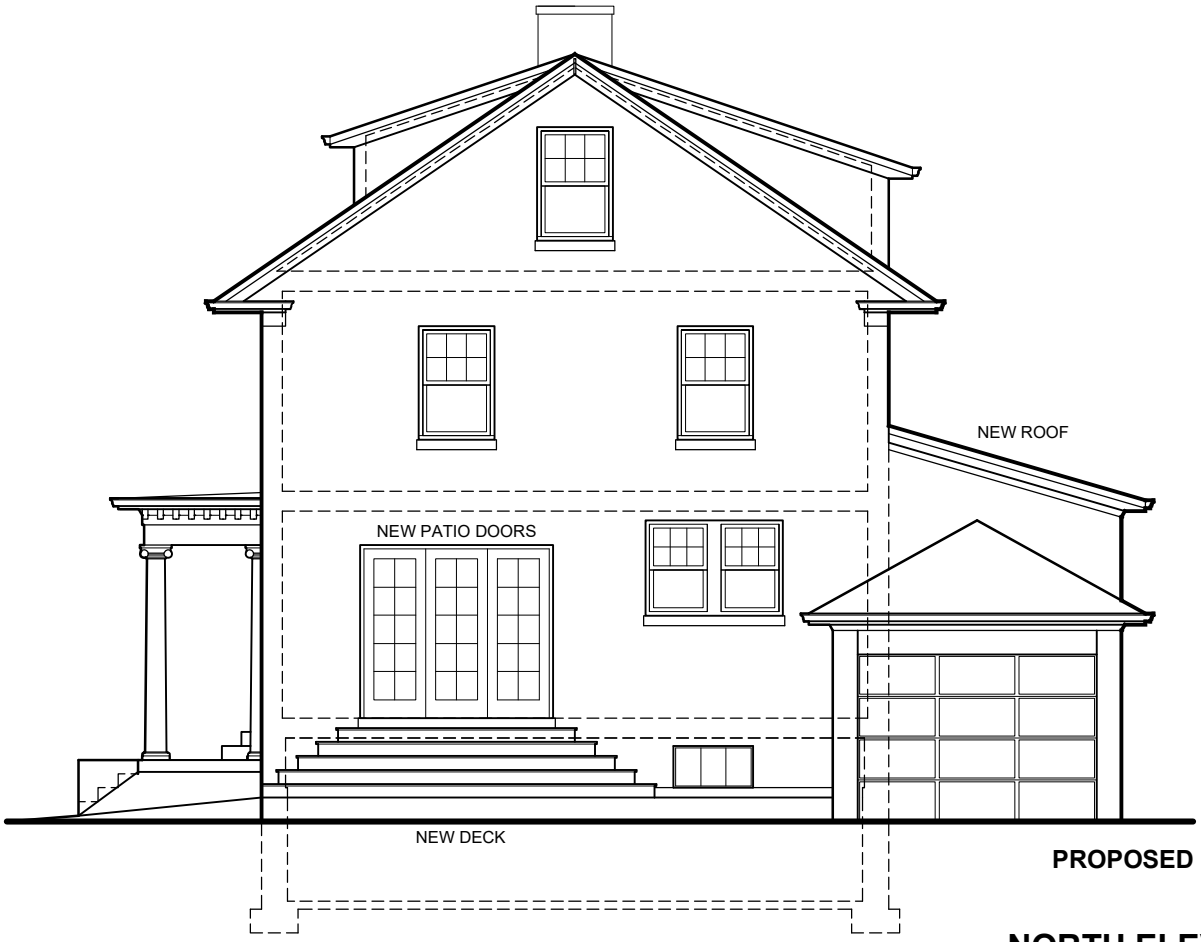
0 2' 5' 10' 15'

01-06-23 VARIATION APPLICATION

BEZARK-HAYASHIDA RESIDENCE
2524 ASBURY AVE.
EVANSTON, IL 60201

Todd Allen Israel
Architect LLC
4878 N. SHERIDAN RD. #3 | CHICAGO, IL 60640 | 773-991-6967

EXISTING



PROPOSED

NORTH ELEVATION

SCALE 1/8" = 1'-0"

0 2' 5' 10' 15'

Zoning Analysis

Summary

Case Number:	Case Status/Determination:
22ZONA-0232	Non-Compliant

Proposal:

Rear addition to principal structure

Site Information:

Property Address	2524 Asbury Ave	**Zoning District**	R1
Overlay District:	None	**Preservation District:**	None

Zoning Section	Comments
Sec 6-8-2-7	The maximum permitted building lot coverage (roofed structures) is 30% or 1,330 SF of the subject property. The proposed building lot coverage is 1,380 SF or 31.06%. *Minor Variation is required.*
Sec 6-8-2-8(A)(4)	The minimum required rear yard for principal residential structures is 30 feet. The proposed rear yard for the addition rounds to 5.75 feet. *Major Variation is required.*

General Comments:

1. Because the proposed rear yard exceeds the 35% threshold for Minor Variations [see Section 6-3-8-3(A)(2)(a)], both variations cited above must be processed as Major Variations.
2. Please provide a statement attesting that the plat of survey reflects existing conditions and also any information regarding any private easements.
3. Please note that eaves cannot encroach more than 10% into the required yard or 6 inches, when the required yard is 5 feet (the house). Please provide the information regarding the eaves for the west side of the house.

Recommendation(s):

- Submit for 2 Major Variations from the above cited code sections. The non-refundable application fee is $385 and also there is a third party printing fee for the public notices mailed to owners of property within 500 feet of the subject property. The Land Use Commission makes the final determination to approve, approve with conditions, or deny the request after conducting a duly noticed public hearing. The process takes about 60-90 days, which includes the public hearing notice no later than 15 days prior to the LUC hearing. The LUC meets every second and fourth Wednesday of the month.

Applicant	Todd Israel
Phone Number	(773) 991-6967

Katie Ashbaugh 1/6/2023

Signature Date

City of Evanston
ZONING ANALYSIS REVIEW SHEET

APPLICATION STATUS: Closed/Non-compliant December 06, 2022 **RESULTS OF ANALYSIS:** Non-Compliant

Z.A. Number: **22ZONA-0232**
Address: 2524 ASBURY AVE
Applicant: Todd Israel
Phone:

Purpose: Zoning Analysis without Bld Permit App
District: R1 **Overlay:** None **Preservation District:** Not Within
Reviewer: Katie Ashbaugh

THIS APPLICATION PROPOSES (select all that apply):

	New Principal Structure	Change of Use	Sidewalk Cafe
X	New Accessory Structure	Retention of Use	Other
X	Addition to Structure	Plat of Resubdiv./Consol.	
	Alteration to Structure	Business License	
	Retention of Structure	Home Occupation	

Proposal Description:
Addition to principal structure and new deck

ANALYSIS BASED ON:

Plans Dated:	1/6/2023
Prepared By:	Todd Allen Israel Architect, LLC
Survey Dated:	10/18/2022
Existing Improvements:	single-family home, brick patio

ZONING ANALYSIS

RESIDENTIAL DISTRICT CALCULATIONS

The following three sections applly to building lot coverage and impervious surface calculations in Residential Districts.

Front Porch Exception (Subtract 50%)	Pavers/Pervious Paver Exception (Subtract	Open Parking Debit (Add 200sqft/open space
Total Elibigle Front	**Total Paver Area**	**# Open Required Spaces**
Front Porch Regulatory Area	**Paver Regulatory Area**	**Addtn. to Bldg Lot Cov.**

PRINCIPAL USE AND STRUCTURE

	Standard	Existing	Proposed	Determination
USE:	R1	Dwelling - SF Detached	Dwelling - SF Detached	Compliant
Comments:				
Minimum Lot Width (LF) **USE:** Single Family Detached	35	76		Compliant
Comments:				
Minimum Lot Area (SF) **USE:** Single Family Detached	7,200 sqft	4443		Legal Non-Conforming
Comments:				
Dwelling Units:	1	1	1	Compliant
Comments:				
Building Lot Coverage (SF) (defined, including subtractions& additions):	30% or 1333 SF	1330 29.96845425867508%	1380 31.06%	Non-Compliant
Comments:				
Impervious Surface Coverage (SF, %)	45% or 1999 SF	1865 41.98%	1865 41.98%	Compliant
Comments:				

LF: Linear Feet SF: Square Feet FT: Feet

	Standard	Existing	Proposed	Determination
Height (FT) **Comments:** of addition only	35'	32.13'	16.58'	Compliant
Front Yard(1) (FT) **Direction:** E **Street:** Asbury **Comments:** no change	5.75	16.7		Compliant
Interior Side Yard(1) (FT) **Direction:** N **Comments:** no change	5	5.35		Compliant
Interior Side Yard(2) (FT) **Direction:** S **Comments:** no change	5	17.26		Compliant
Rear Yard (FT) **Direction:** W **Comments:**	30	5.77	5.75	Non-Compliant

ACCESSORY USE AND STRUCTURE

Use (1)	Standard	Existing	Proposed	Determination
Permitted Districts: **Comments:**	R1	Terrace (At Grade)	Deck or Patio (raised)	Compliant
Permitted Required Yard: **Comments:**	Rear, interior	Rear Yard	Interior Side Yard	Compliant
Additional Standards: **Comments:**				
Interior Side Yard(1A) (FT **Direction:** N **Comments:**	3	N/A	10.5	

RESULTS OF ANALYSIS

Results of Analysis: This Application is **Non-Compliant**

Site Plan & Appearance Review Committee approval is: **Not Required**

See attached comments and/or notes.

SIGNATURE DATE

1303 Rosalie Street
Evanston, IL 60201
773-562-0636 (Ann cell)
773-562-0634 (Joe cell)

December 15, 2022

Zoning Office
City of Evanston

Dear Zoning Officers:

We are writing to express our support for the petition of our neighbors, Caroline and Adam Bezark, for a zoning variance which would enable them to rebuild their back porch area to create an open porch in the back of their house at 2524 Asbury Avenue. Our house at 1303 Rosalie Street directly abuts their property and we share a fence line. Adam and Caroline have shared details and plans for the project with us and we think it sounds like a great improvement to their property. We strongly support their petition.

Sincerely,

Ann Berghammer Joe Berghammer

Ann and Joe Berghammer

December 14, 2022

Dear Adam and Caroline,

Thank you for sharing with us your plans to update your home on N Asbury Avenue, Evanston.

We are in full support of your plans and wish you both the very best with it.

Kindly,

Ken Tornvall Lisa Russ

Ken Tornvall and Lisa Russ

1307 Rosalie Street

Evanston, IL 60201

1420 Leonard Place
Major Variation
23ZMJV-0002

LUC Determining Body

Memorandum

To: Chair and Members of the Land Use Commission

From: Katie Ashbaugh, AICP, Planner

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

Subject: Major Variations from Setback Requirements
1420 Leonard Place | 23ZMJV-0002

Date: February 3, 2023

Request

David Reid, property owner, requests four Major Variations from the Evanston Zoning Code to allow for the construction of a new single-family home in the R3 Two-Family Residential District. The variations are as follows: a front yard setback for the principal structure of 7.7 feet where a minimum of 27 feet is required [Section 6-8-4-7(A)(1)]; a west interior side yard of 3 feet for the principal structure where a minimum of 5 feet is required [Section 6-8-4-7(A)(3)]; a west interior side yard of 2.5 feet for the eave (roof overhang) where a minimum of 4.5 feet is required [Section 6-4-1-9(B)(1)]; and a west interior side yard of 3 feet for the air conditioning equipment where a minimum of 6 feet is required [Section 6-4-6-9]. The Land Use Commission is the determining body for this case in accordance with Section 6-3-8-10 of the Evanston Zoning Code.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on January 19, 2023, mailed notice to owners of properties within 500 feet of the subject property, and a sign posted on the property visible from public right-of-way.

General Information

Applicant/Owner: David Reid
812 Gaffield Place
Evanston, IL 60201

Property Address: 1420 Leonard Place Avenue
Evanston, IL 60201

PIN: 10-12-424-001-0000

Property History

This property is vacant and no records regarding prior zoning applications or building permits exist.

Analysis

Existing & Surrounding Conditions

The site, 1420 Leonard Place, is an approximately 3,027 square-foot triangular lot located on the south side of Leonard Place (E-W). It is the last lot on the block at the west end, abutting the Union-Pacific North line. The lot has 61 feet of frontage along Leonard Place, with the west lot line running at an angle southeast ending in a point, creating the triangle shape. The property is vacant.

Surrounding Zoning and Land Uses	Zoning District	Land Use
North (across Leonard)	R3 Two-Family Residential	Single-family homes
South (across UP-N)	C2 Commercial	Commercial
East	R3 Two-Family Residential	Single-family homes
West (across UP-N)	C2 Commercial, MXE Mixed Use Employment	Commercial

Proposal

The applicant is proposing the new construction of a single-family home with an attached garage on the subject property. Per Section 6-4-1-7(B), the lot is buildable but substandard in size and the applicant is requesting zoning relief to construct the proposed home. The following four (4) variations are requested:

1. Front yard, principal structure - 7.7 feet where 27 feet is required
2. Interior side yard (west), principal structure - 3 feet where 5 feet is required
3. Interior side yard (west), eaves - 2.5 feet where 4.5 feet is required
4. Interior side yard (west), HVAC unit - 3 feet where 6 feet is required with screening

The property does not have alley access and is therefore allowed a new curb cut for a driveway across the front (north) lot line along Leonard leading to an attached garage. The attached garage provides two compliant parking stalls as required for single-family homes. The new home complies with all other applicable zoning regulations and will be subject to stormwater and building code review at the time of building permit application. No accessory structures are proposed as part of this application. Two (2) written objections were received before the distribution of this report and are attached.

Ordinances Identified for Requested Relief

- Section 6-8-4-7(A)(1), R3 Two-Family Residential District, Yard Requirements, Residential Structures

1. *Front yard: 27 feet*
2. Street side yard: 15 feet
3. Interior side yard: 5 feet
4. Rear yard: 30 feet

- Section 6-8-4-7(A)(3), R3 Two-Family Residential District, Yard Requirements, Residential Structures

  1. Front yard: 27 feet
  2. Street side yard: 15 feet
  3. *Interior side yard: 5 feet*
  4. Rear yard: 30 feet

- Section 6-4-1-9(B)(1), General Provisions, Yard Requirements, Permitted Obstructions in Required Yards

  …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.

- Section 6-4-6-9, General Provisions, Special Regulations Applicable to Air Conditioning Equipment

  Interior side yard: Eight-foot setback required; or *six-foot setback required when located within two (2) feet of the principal structure and obscured from view by screening methods such as landscaping*.

Design and Project Review (DAPR) Discussion

January 31, 2023 – Staff attending the Design and Project Review meeting were generally supportive of the project. Public Works staff discussed waste pick up with the applicant and noted it will be discussed at the time of building permit application. Public Works staff also confirmed that water and sewer connection is available to the undeveloped lot. Building & Inspection Services acknowledged the passive design for the home and appreciated the applicant's intent to be energy efficient above and beyond the building code requirements. No conditions of approval were suggested for the Land Use Commission to consider.

Department Recommendation

The applicant has indicated the proposed project is the minimum relief necessary to construct a functional and otherwise compliant single-family home on the subject property. If the Land Use Commission determines the standards are met, they should recommend approval of the variations as proposed.

Standards for Approval [Section 6-3-8-12(E)]