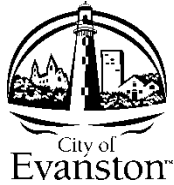


Land Use Commission

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.

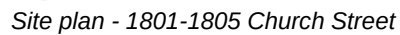
The permitted building height is 2 stories or 30 feet. The proposed building is 3 stories at 44 feet to the top of the parapet. The applicant is requesting a variation for proposed building height.

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.

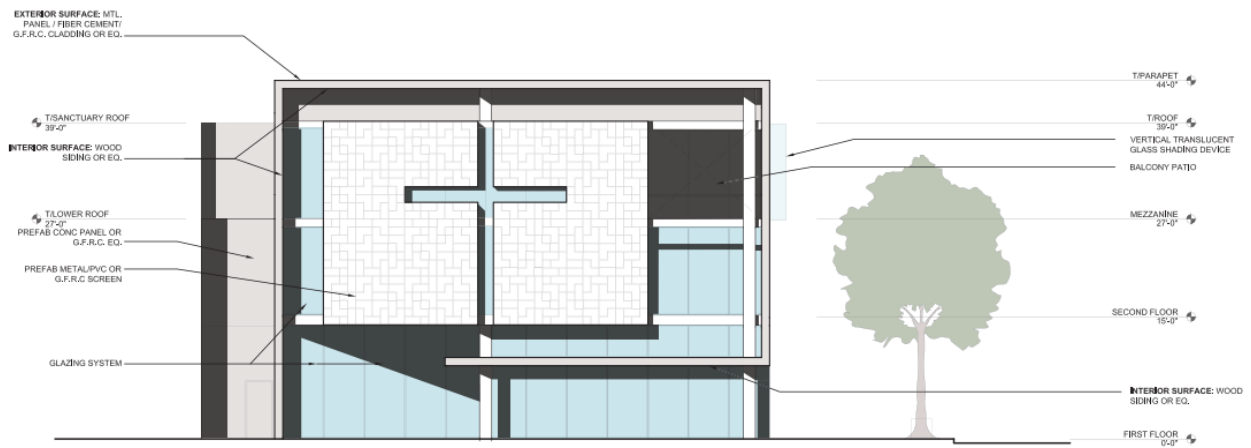
A pebble border with a concrete tub underneath (maintaining the engineered cap over contaminated soil) is proposed on three sides at the building foundation. Site plan details appear to show this border extending into the sidewalks along Church Street and Darrow Avenue. The applicant has clarified these “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.

EVANSTON, IL

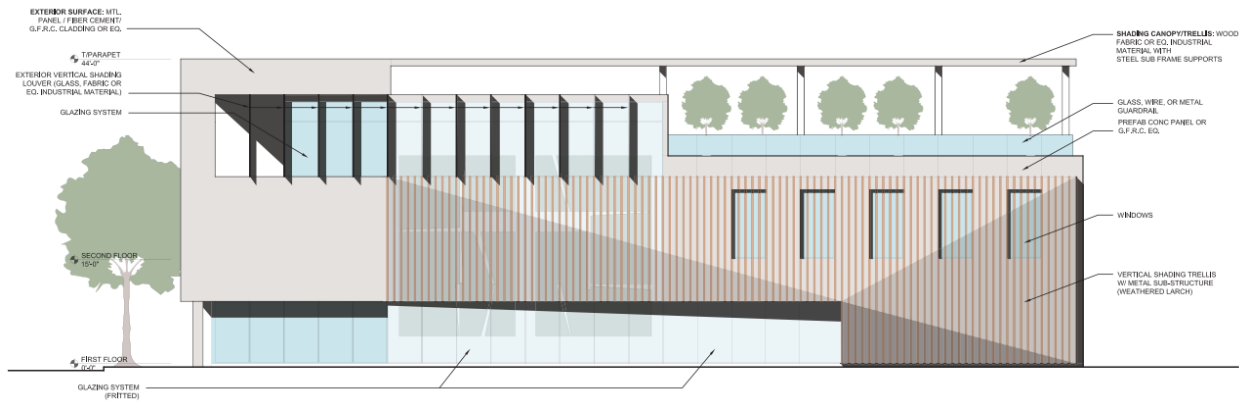


- Metal panel/fiber cement/G.F.R.C. cladding or equivalent
- Wood siding or equivalent
- Prefabricated concrete panel or G.F.R.C. equivalent
- Metal/PVC or G.F.R.C. screen
- Glazing
- Vertical translucent glass, fabric or equivalent shading device
- Wood fabric or equivalent shading trellis with steel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

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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. The maximum permitted sound level at the property line shall apply.

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

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

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

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

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

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

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

Dodge Avenue runs north-south west of the site and is classified as a Major Street by the Evanston Comprehensive Plan and by IDOT. One travel lane is provided in each direction. Dedicated left-turn lanes are provided at both north and south legs of the Church Street and Dodge Avenue intersection. The posted speed limit is 25 mph along Dodge Avenue.

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

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

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

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

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

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

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

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

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

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

Special Use

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

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

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

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

Major Variations

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

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

The overlay district regulations, largely form based, do not necessarily accommodate contemporary building/architectural styles, building 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

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

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

 = AREA NOT INCLUDED IN DEEDS

TAX PERMANENT INDEX NUMBER:

TAX PERMANENT INDEX
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:

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.

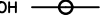
SIGNED AT BENSENVILLE, ILLINOIS THIS 8TH DAY OF JULY , A.D. 2022

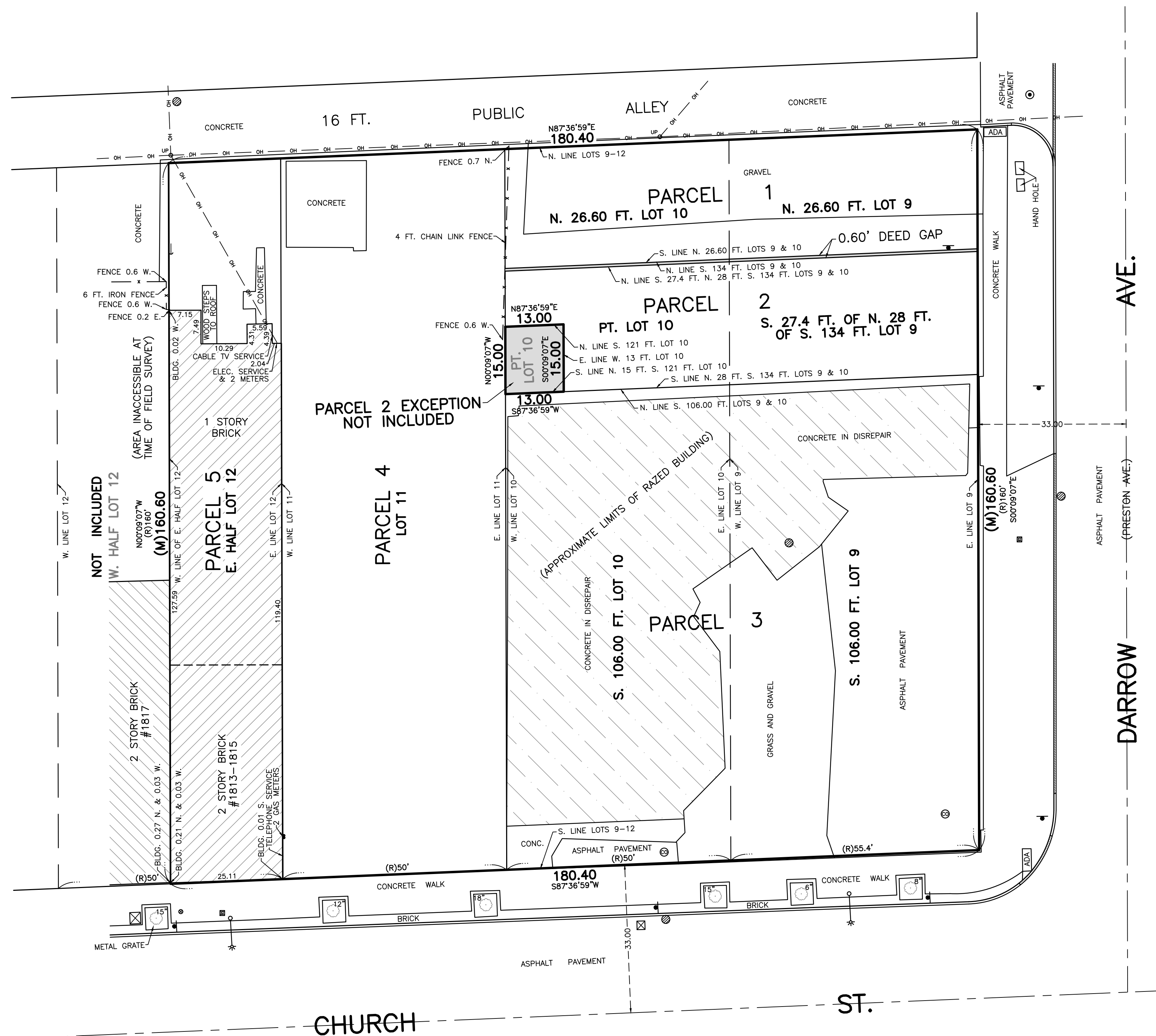
EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD.
AN ILLINOIS PROFESSIONAL DESIGN FIRM - LICENSE NO. 184-004840

THOMAS A. MOLLOY

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



	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



DRAFTED BY: SJE				
PAGE: 1 OF 1				
ORDER NO.: 220075				
FILE: 13-41-13				
PROJECT NO.: 2185TAM				
AUG. 17, 2022		220075	IN HOUSE REVIEW	
JULY 8, 2022		220075	BOUNDARY SURVEY	
REVISION DATE		ORDER NO.	REVISION	
CLIENT: HOUSING DEVELOPMENT CORPORATION				

MOUNT PISGAH

— 1805 Church St, Evanston, IL 60201 —



CONTEXT





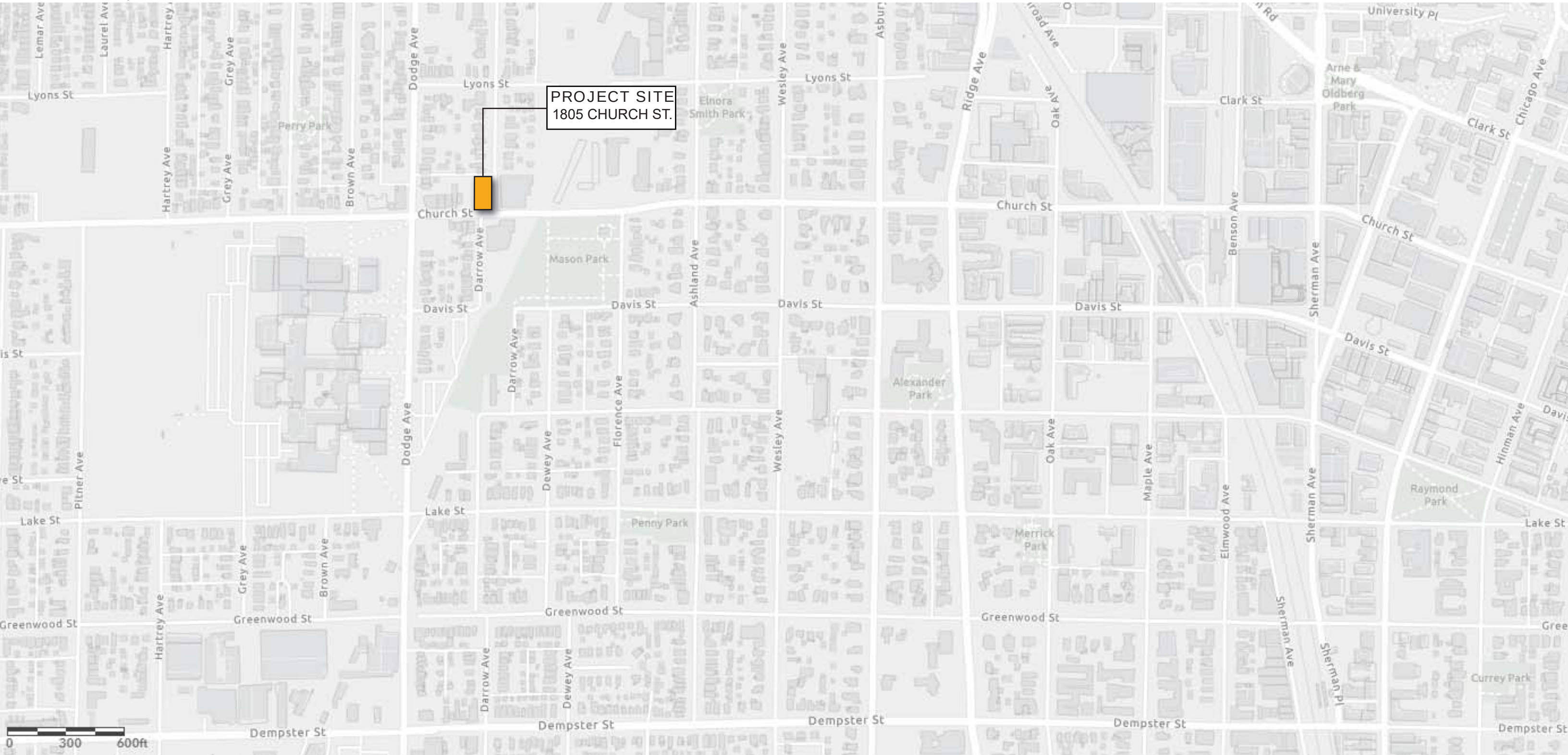
MOUNT PISGAH
1805 Church St, Evanston, IL 60201

Project Number: 19001
Issue Date: 12.23.2022

A001

MT. PISGAH

EVANSTON, IL



URBAN CONTEXT PLAN - EVANSTON, IL

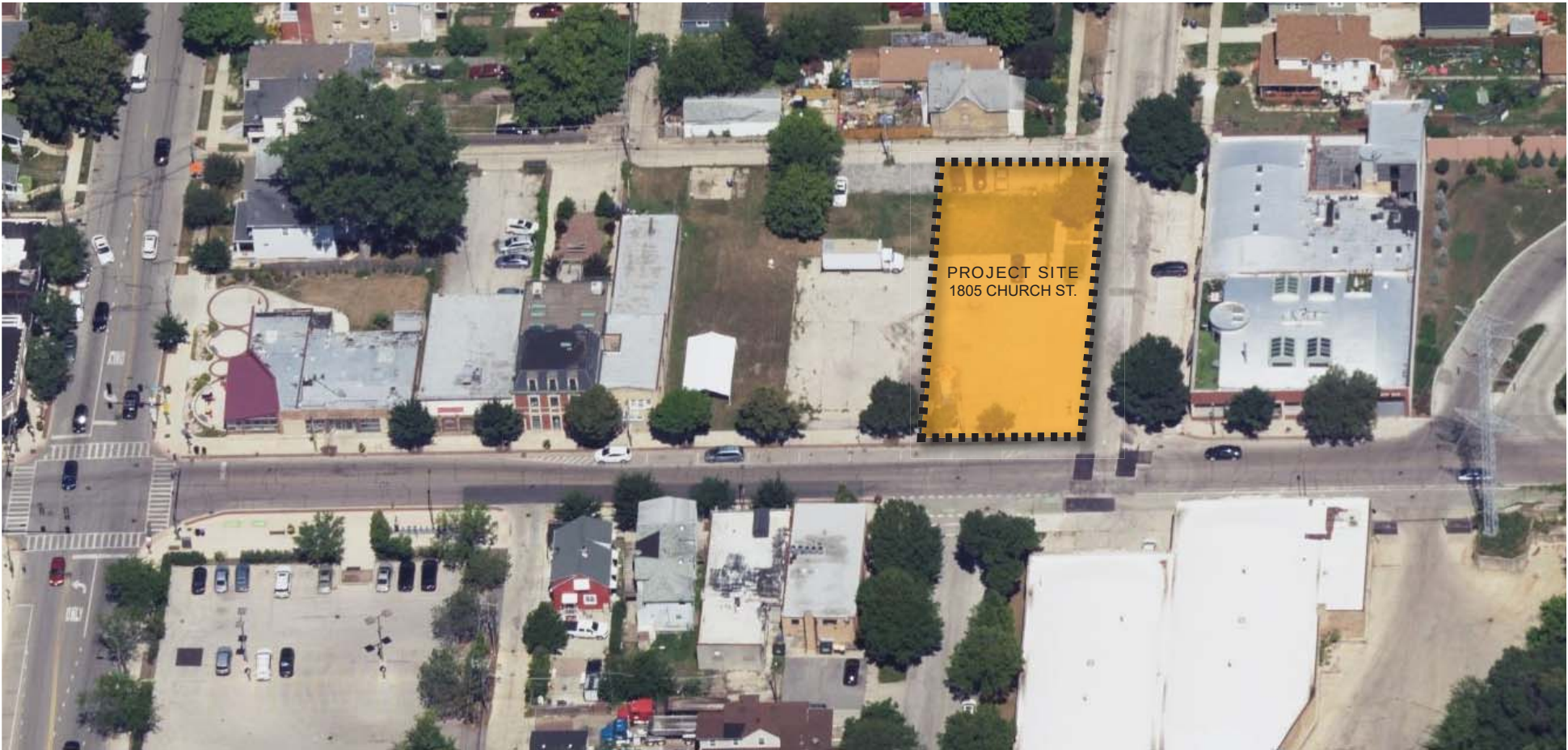


Project Number: 19001
Issue Date: 12.23.2022

A002

MT. PISGAH

EVANSTON, IL



URBAN CONTEXT - EVANSTON, IL



Project Number: 19001
Issue Date: 12.23.2022

A003

EVANSTON, IL

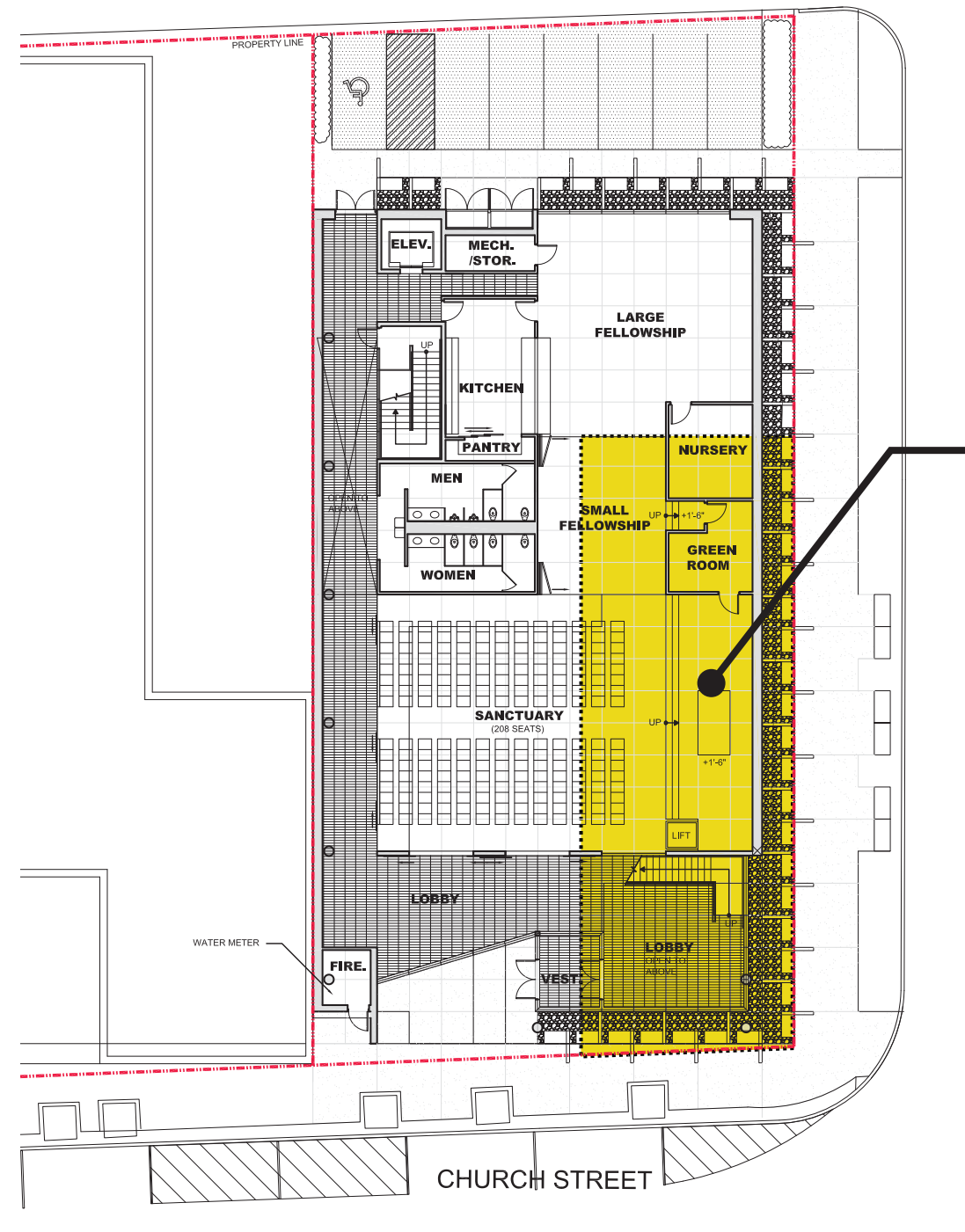
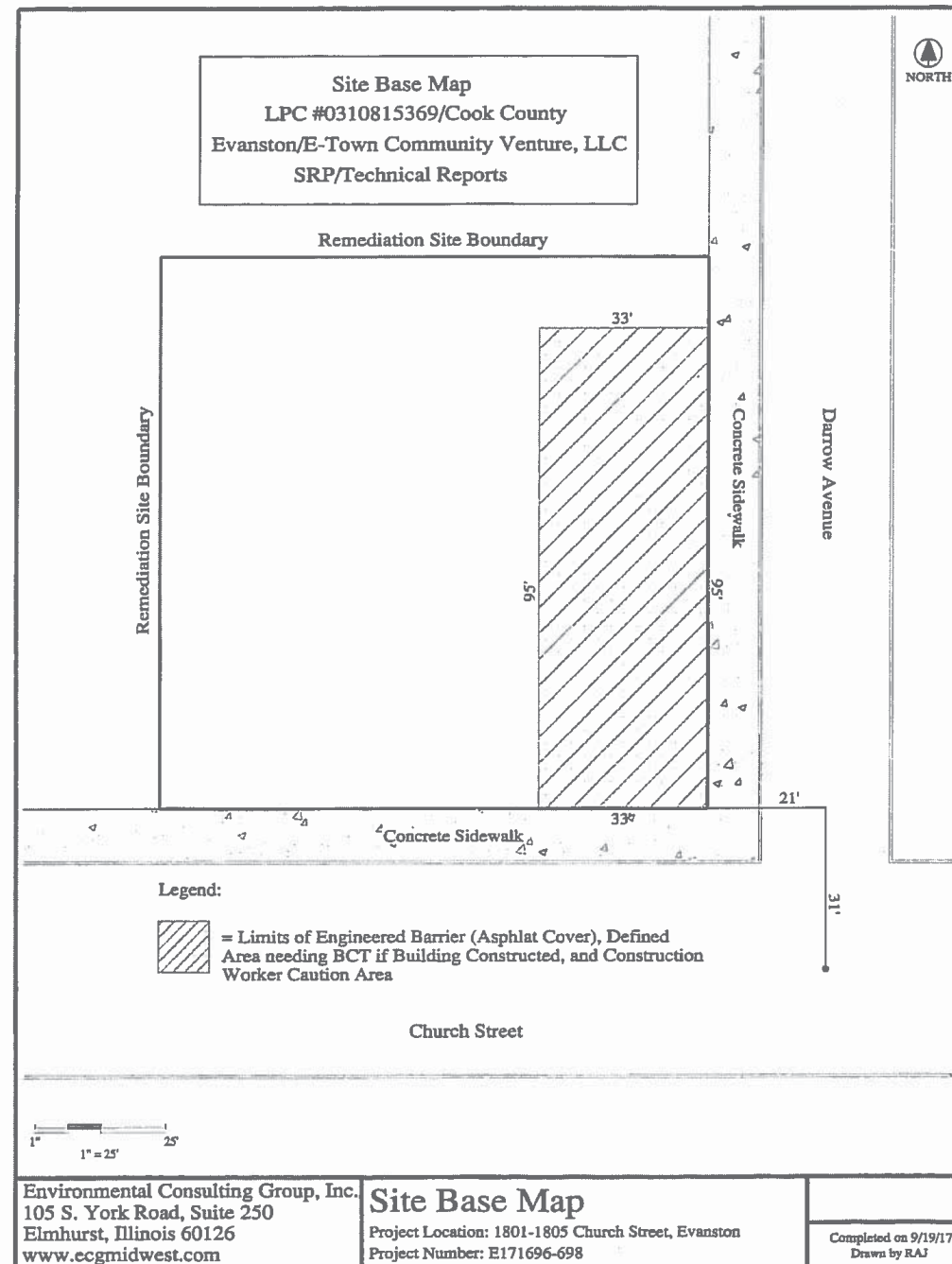
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- **YELLOW AREA INDICATES THE EXISTING BOUNDARY OF (33'x95') THE EPA ENGINEERED BARRIER. THE EXISTING EPA ENGINEERED BARRIER IS TO BE REMOVED AND REPLACED WITH A NEW ENGINEERED BARRIER.**

CONTAMINATED SOILS



Project Number: 19001
Issue Date: 12.23.2022

A004



EXISTING SUNDAY MORNING PARKING



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EVANSTON, IL



PROPOSED SUNDAY MORNING PARKING



Project Number: 19001
Issue Date: 12.23.2022

A006

SITE DESIGN



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A1

SD101

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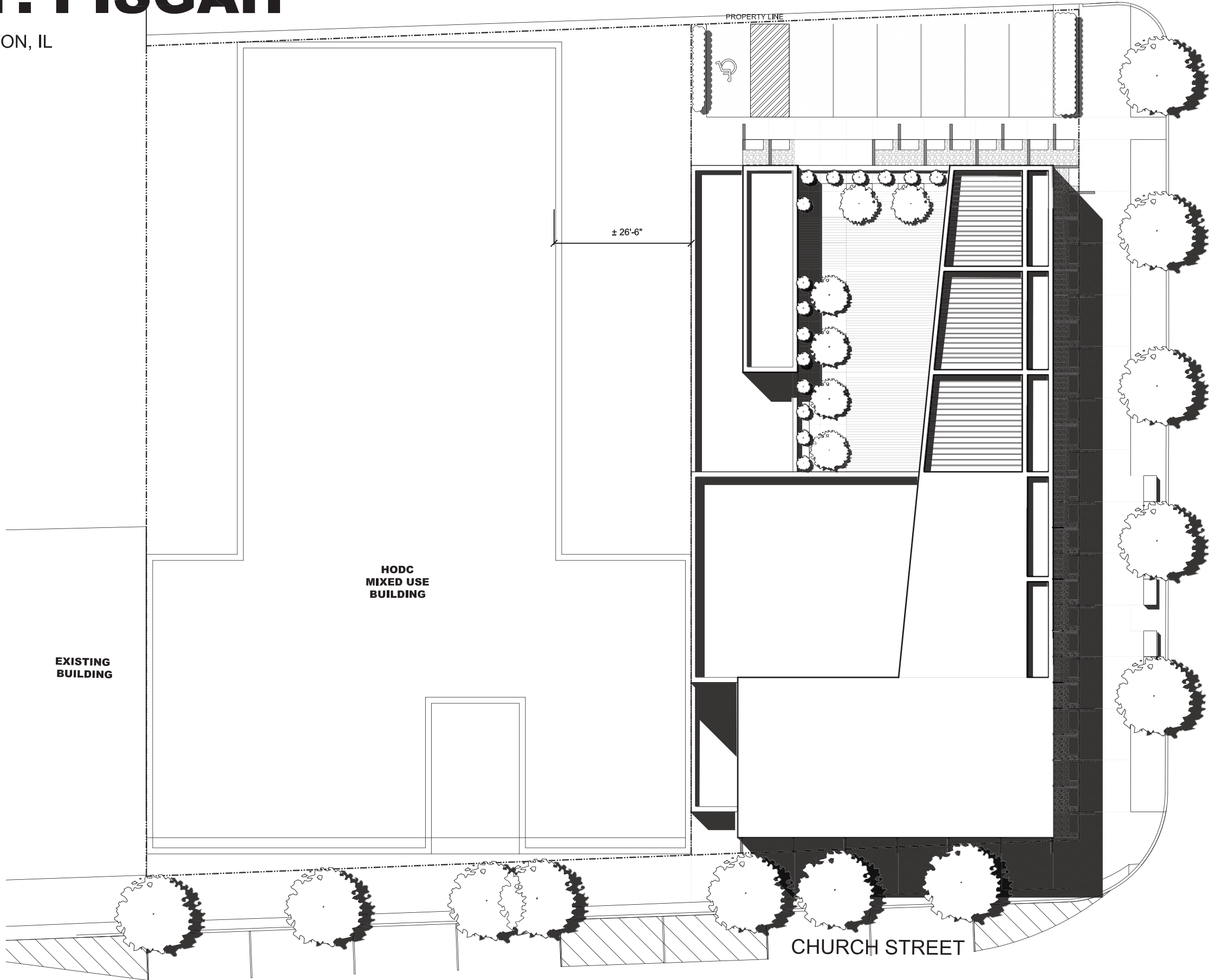
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A1

SITE ROOF PLAN - CONCEPT

SCALE: 1:20



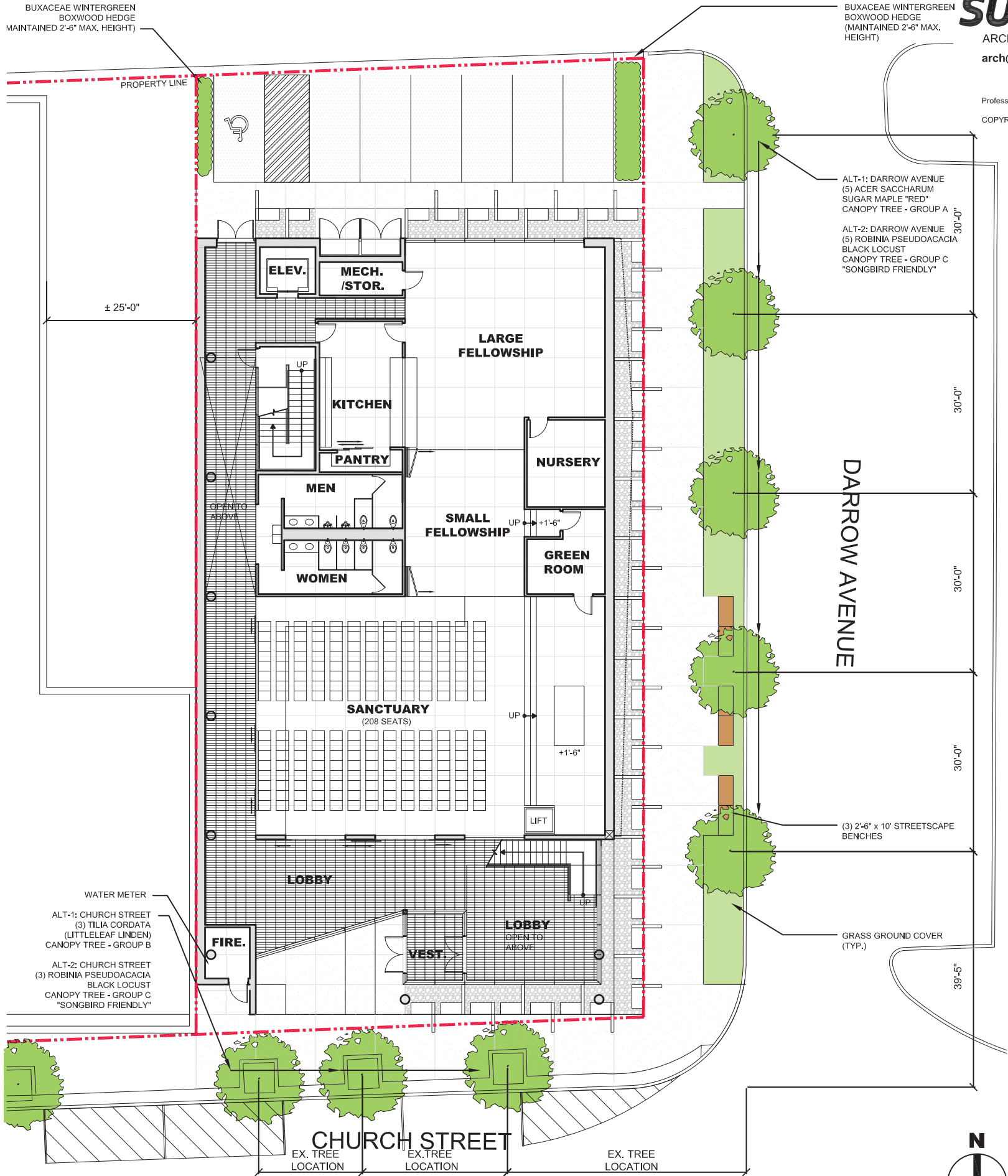
Project Number: 19001

Issue Date: 12.23.2022

SD102

MT. PISGAH

EVANSTON, IL



A1

SITE LANDSCAPE PLAN - CONCEPT

SCALE: 1:20

Project Number: 19001
Issue Date: 12.23.2022

SD103



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.

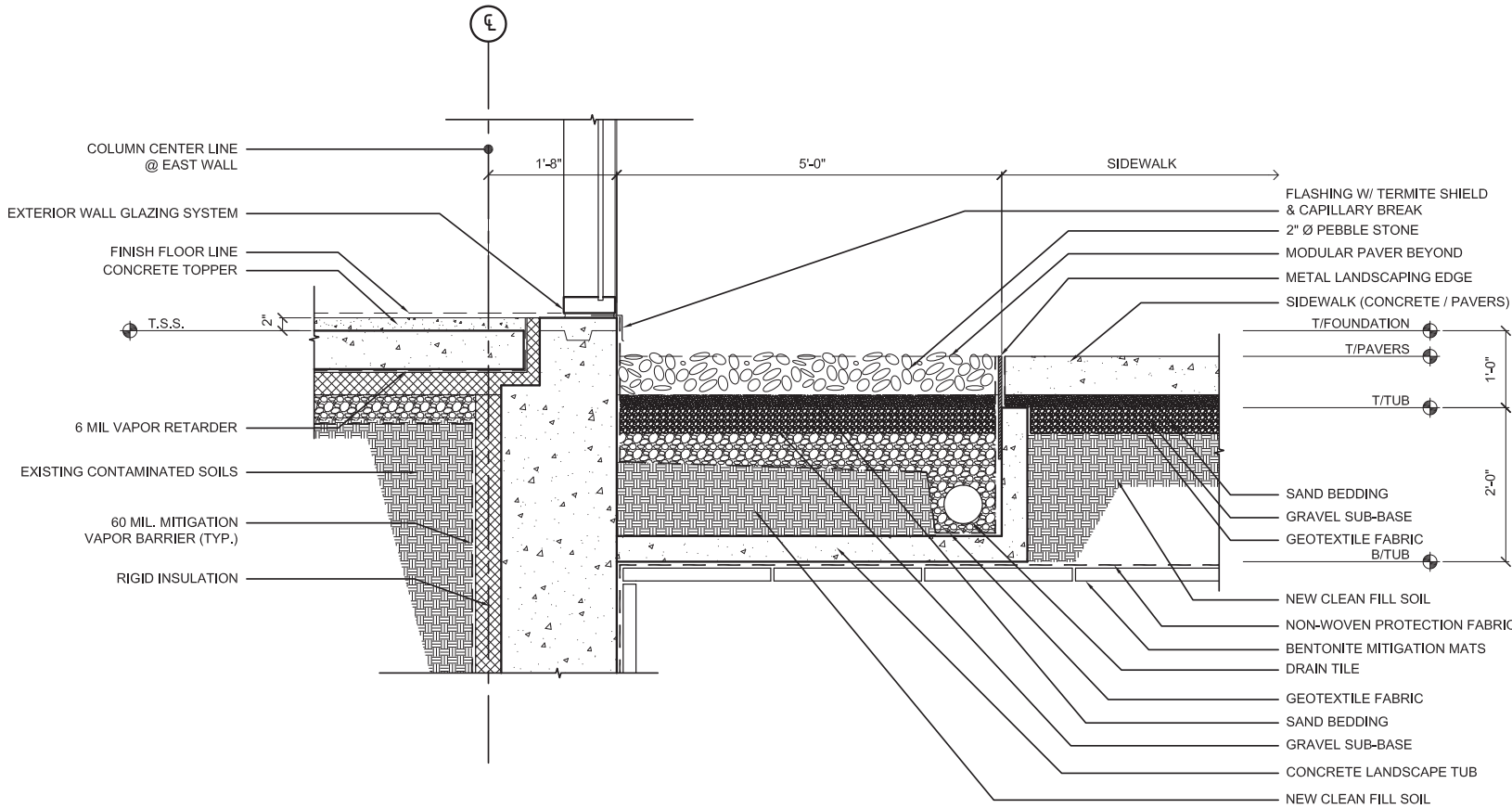
QUANTITY - 9

ALT-2 : CHURCH STREET &
DARROW AVENUE

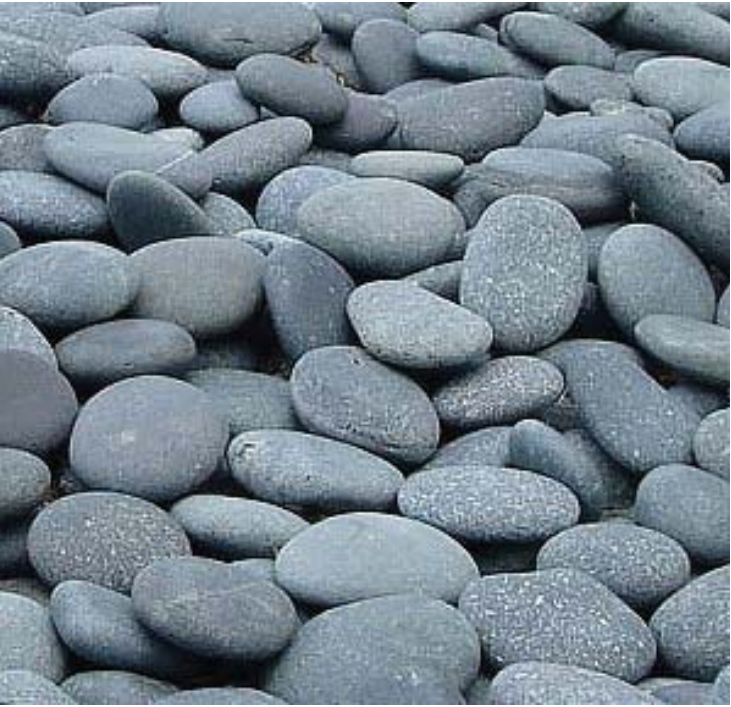
LANDSCAPE ELEMENTS

MT. PISGAH

EVANSTON, IL



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

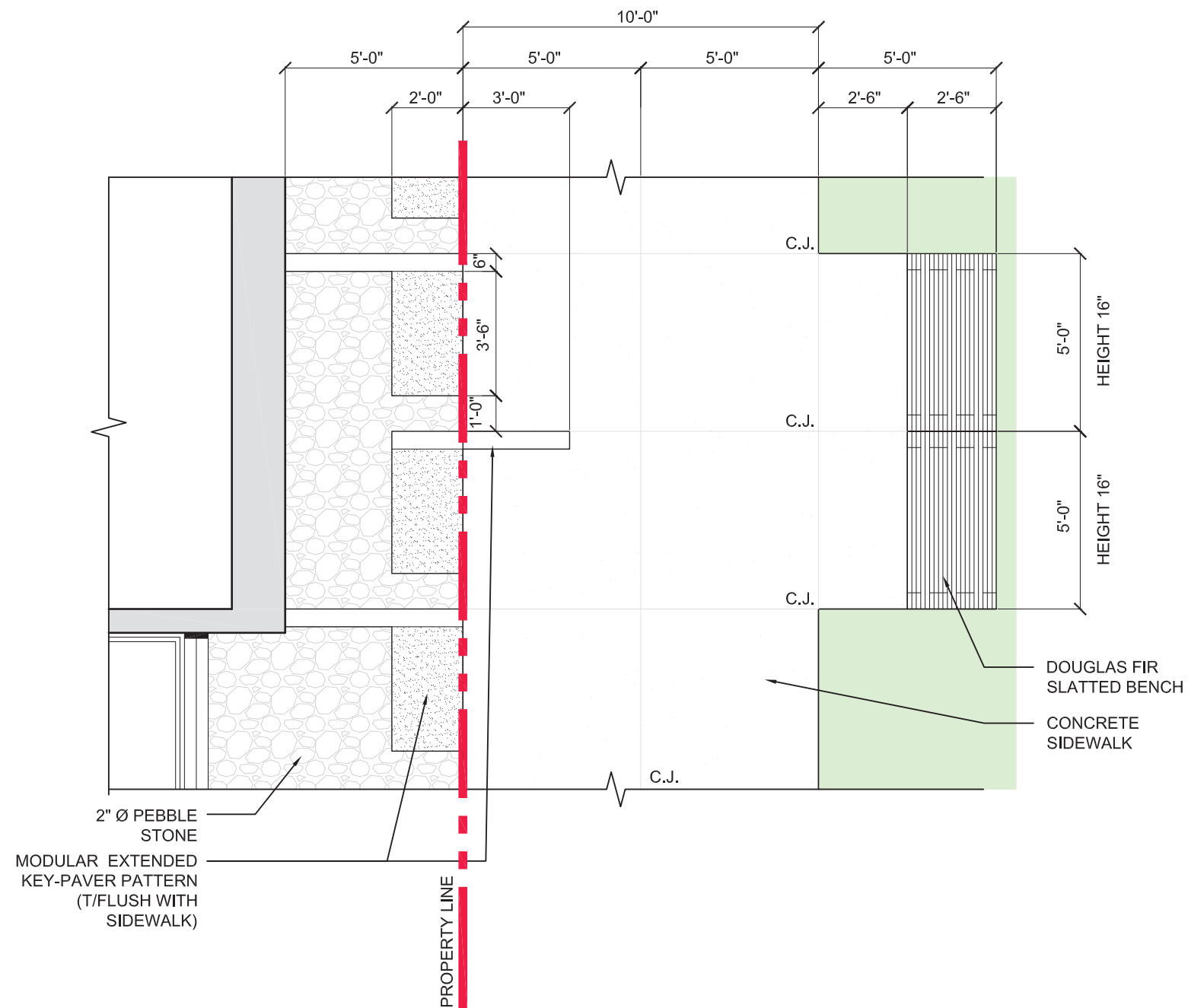
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SLATTED STREETSCAPE BENCH

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Issue Date: 12.23.2022

SD106

FLOOR PLANS

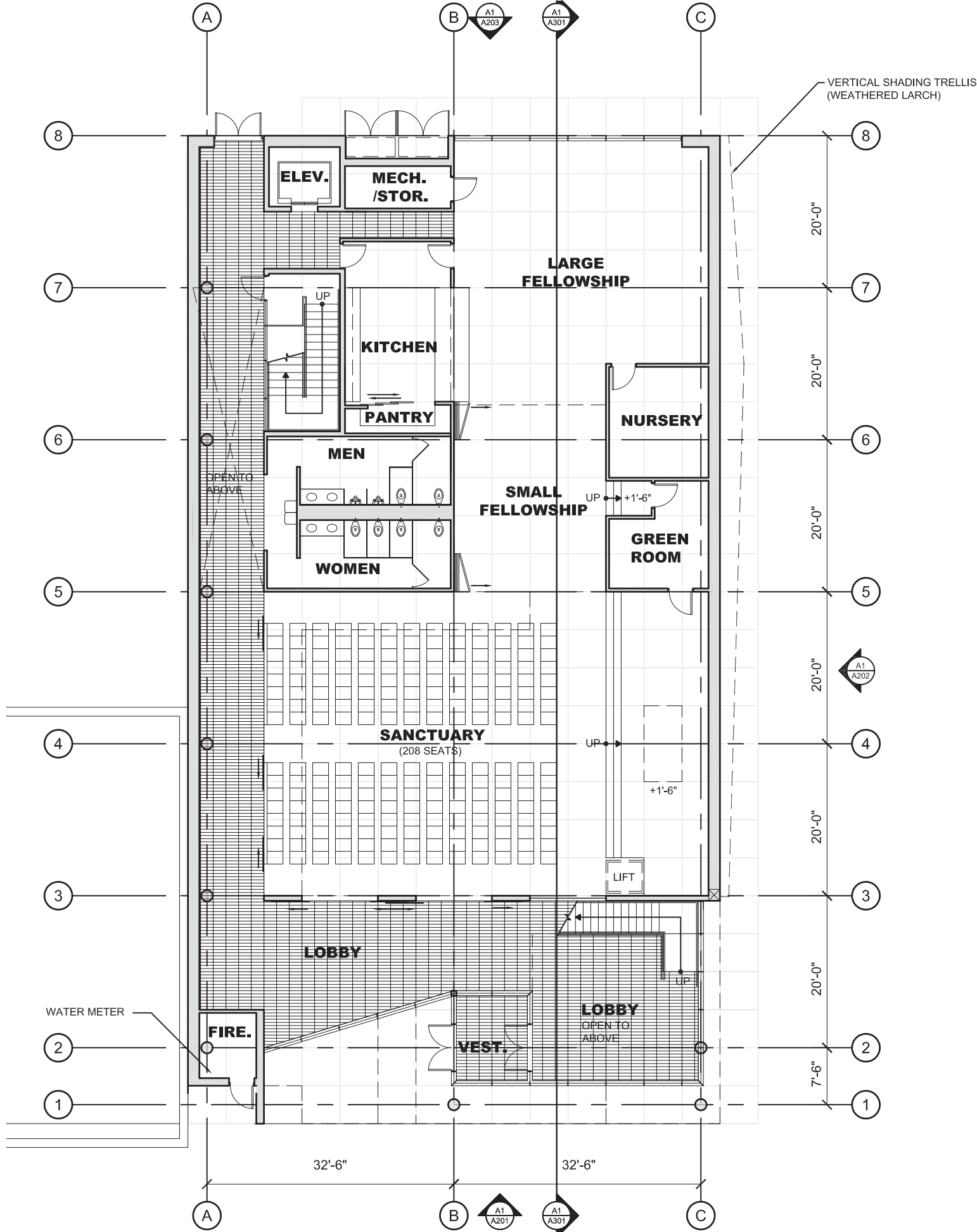


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A1 **FIRST FLOOR PLAN - CONCEPT**
SCALE: 1/16" = 1'-0"

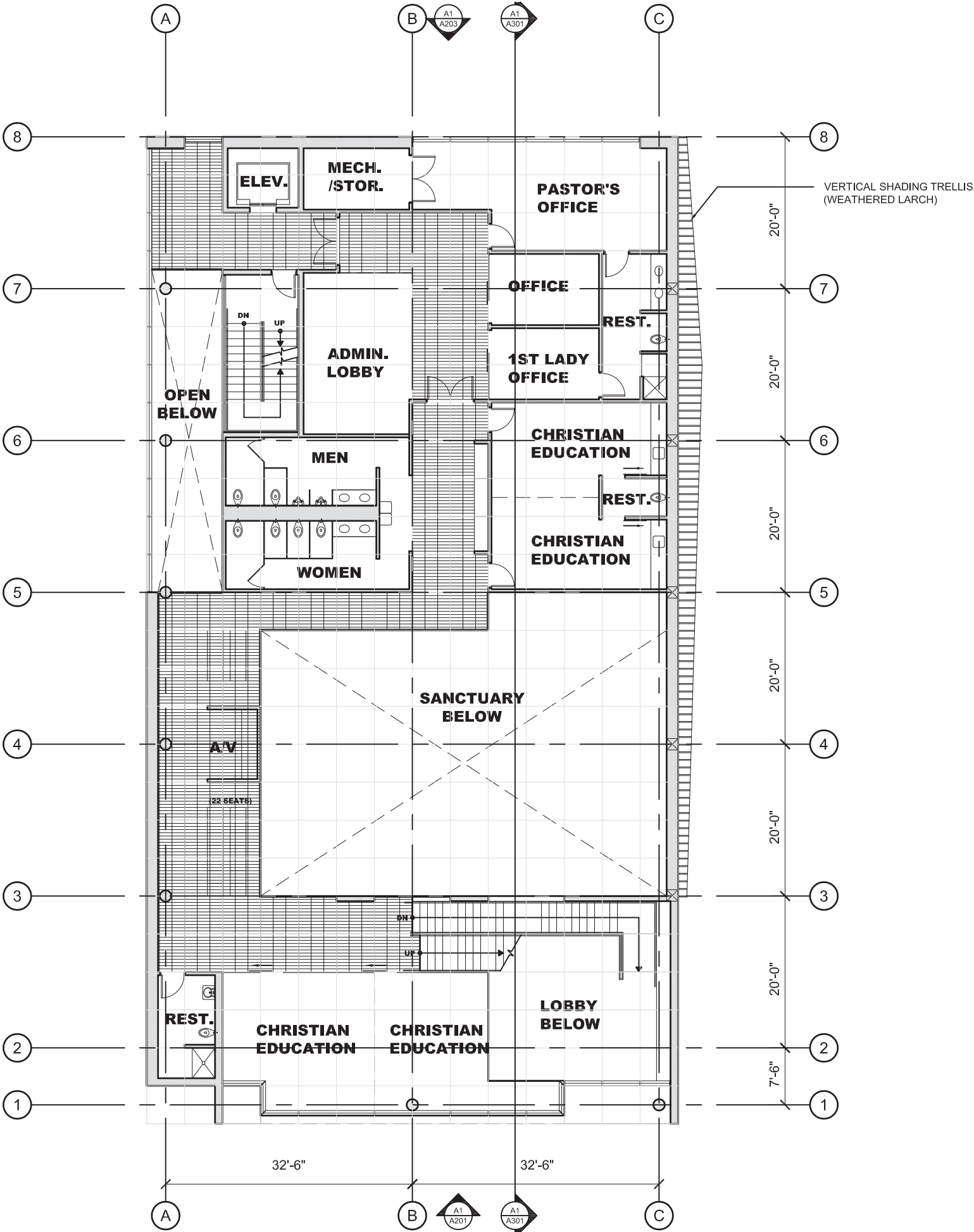


Project Number: 19001
Issue Date: 12.23.2022

A101

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EVANSTON, IL



A1

SECOND FLOOR PLAN - CONCEPT

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



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PERENNIAL GRASS



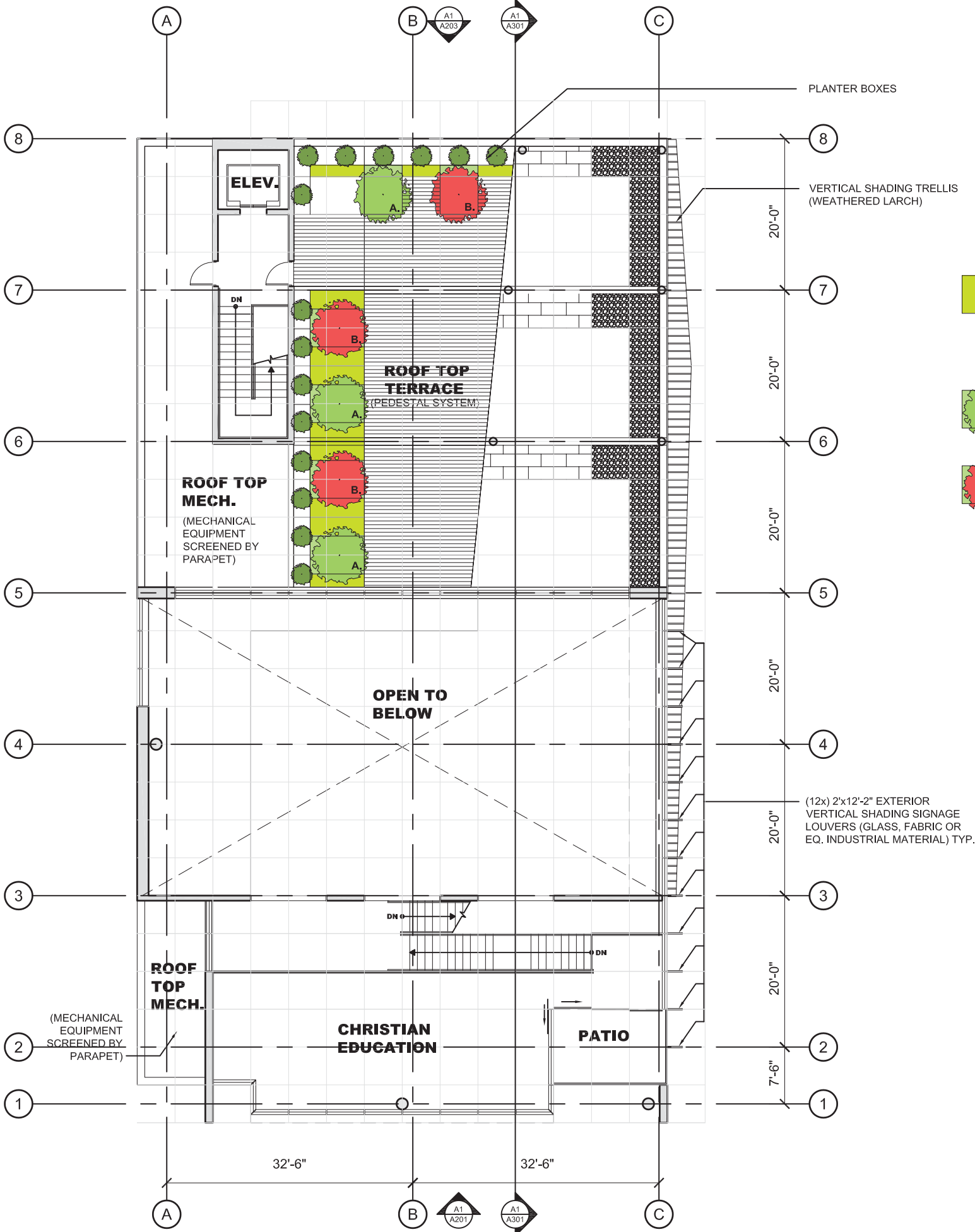
CRATAEGUS MONOGYNA
"DWARF HAWTHORN"



PYRAMIDAL NARROW
WIDTH ARBORVITAE
"HOLMSTRUP"



MALUS SPP.
"CRABAPPLE"



- 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)



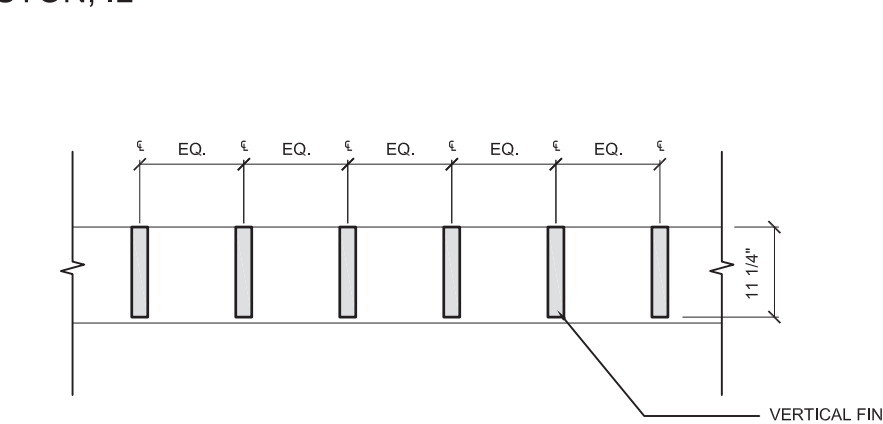
EUONYMUS ALATUS
'COMPACTA'
"BURNING BUSH"

ALT. B

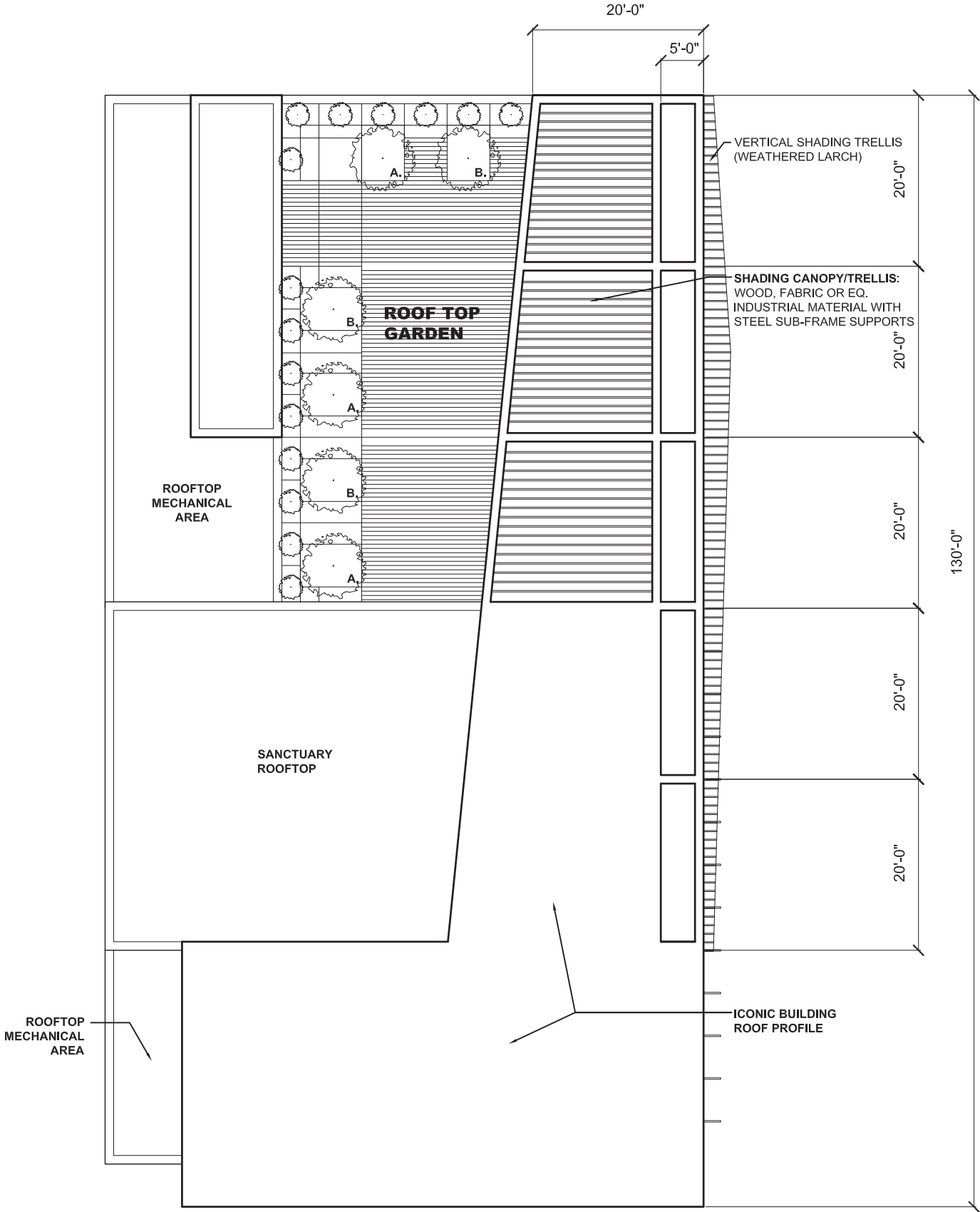


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EVANSTON, IL



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



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

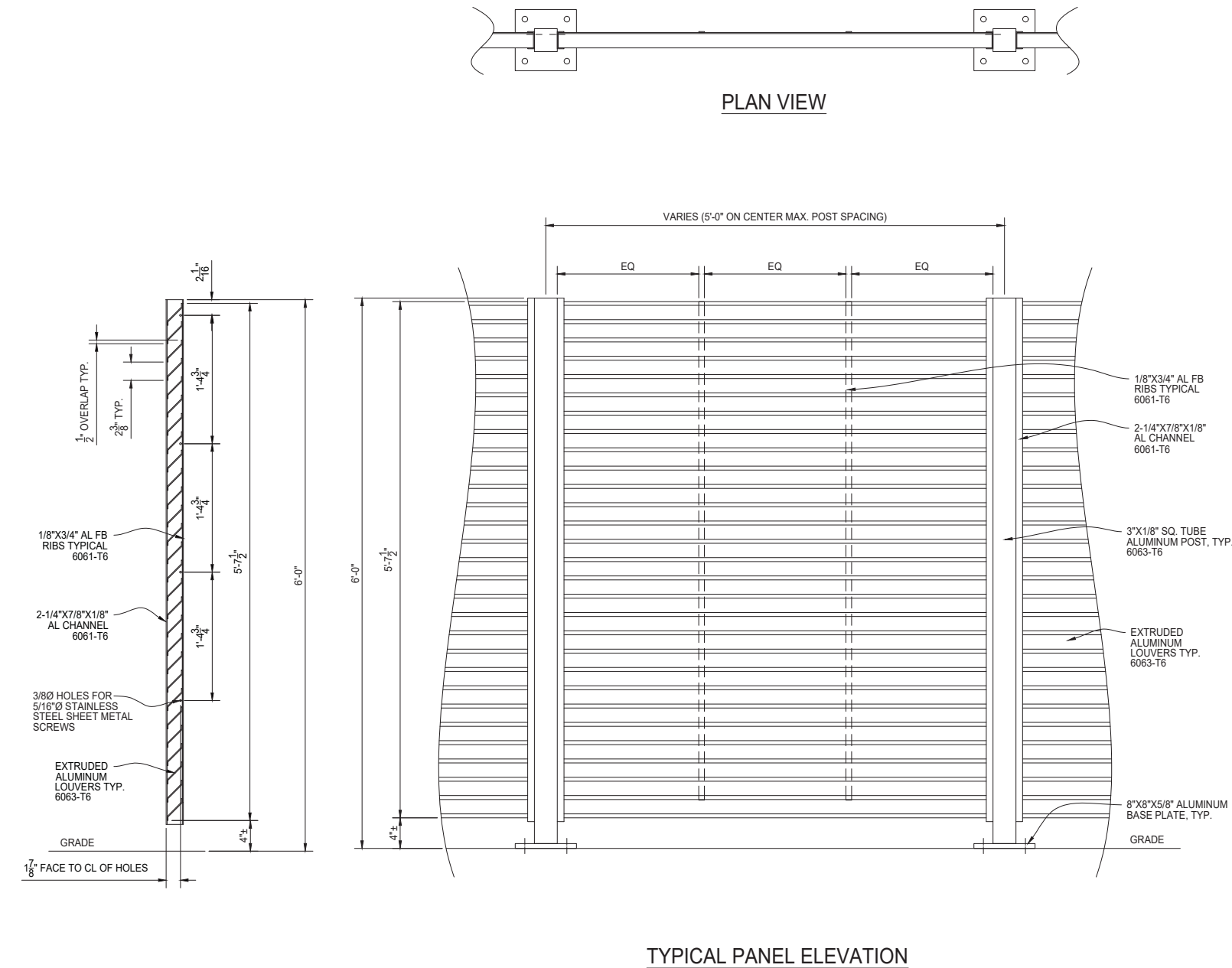


Project Number: 19001
Issue Date: 12.23.2022

A104

MT. PISGAH

EVANSTON, IL



ROOFTOP MECHANICAL EQUIPMENT SCREEN

Project Number: 19001
Issue Date: 12.23.2022

A105

ELEVATIONS/ SECTIONS



MT. PISGAH

EVANSTON, IL

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

T/SANCTUARY ROOF
39'-0"

INTERIOR SURFACE: WOOD
SIDING OR EQ.

T/LOWER ROOF
27'-0"
PREFAB CONC PANEL OR
G.F.R.C. EQ.

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

GLAZING SYSTEM

OPEN

OPEN

T/PARAPET
44'-0"

T/ROOF
39'-0"

VERTICAL TRANSLUCENT
GLASS SHADING DEVICE

BALCONY PATIO

MEZZANINE
27'-0"

SECOND FLOOR
15'-0"

INTERIOR SURFACE: WOOD
SIDING OR EQ.

FIRST FLOOR
0'-0"

A1

SOUTH ELEVATION - CONCEPT

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

Project Number: 19001
Issue Date: 12.23.2022

A201

MT. PISGAH

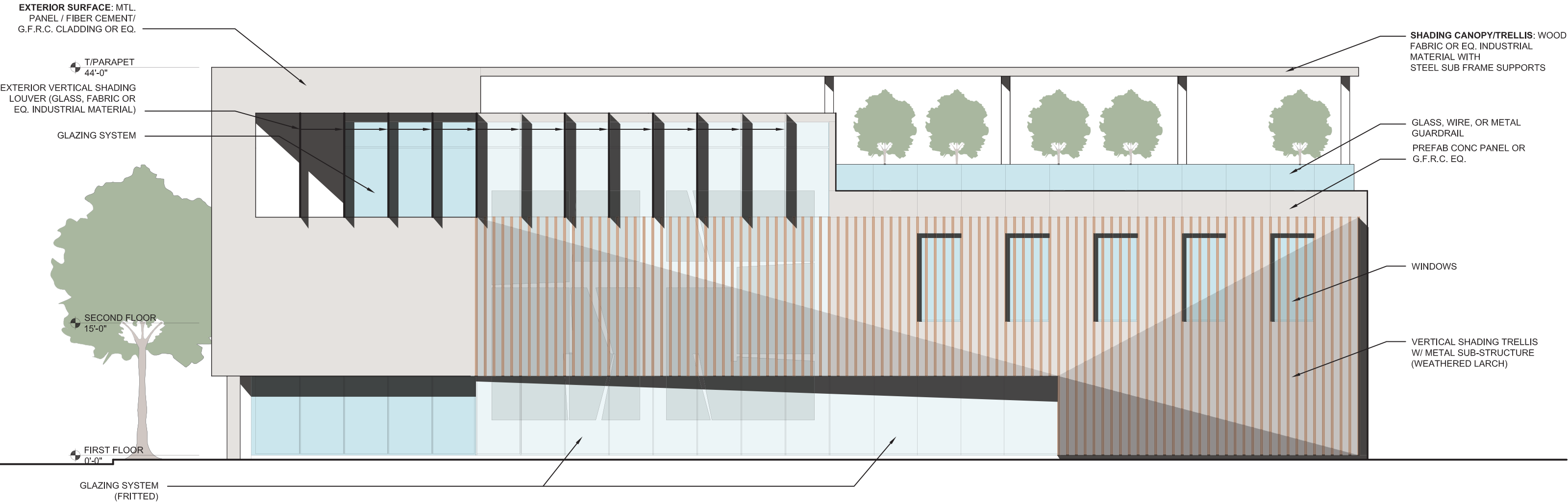
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A1

EAST ELEVATION - CONCEPT

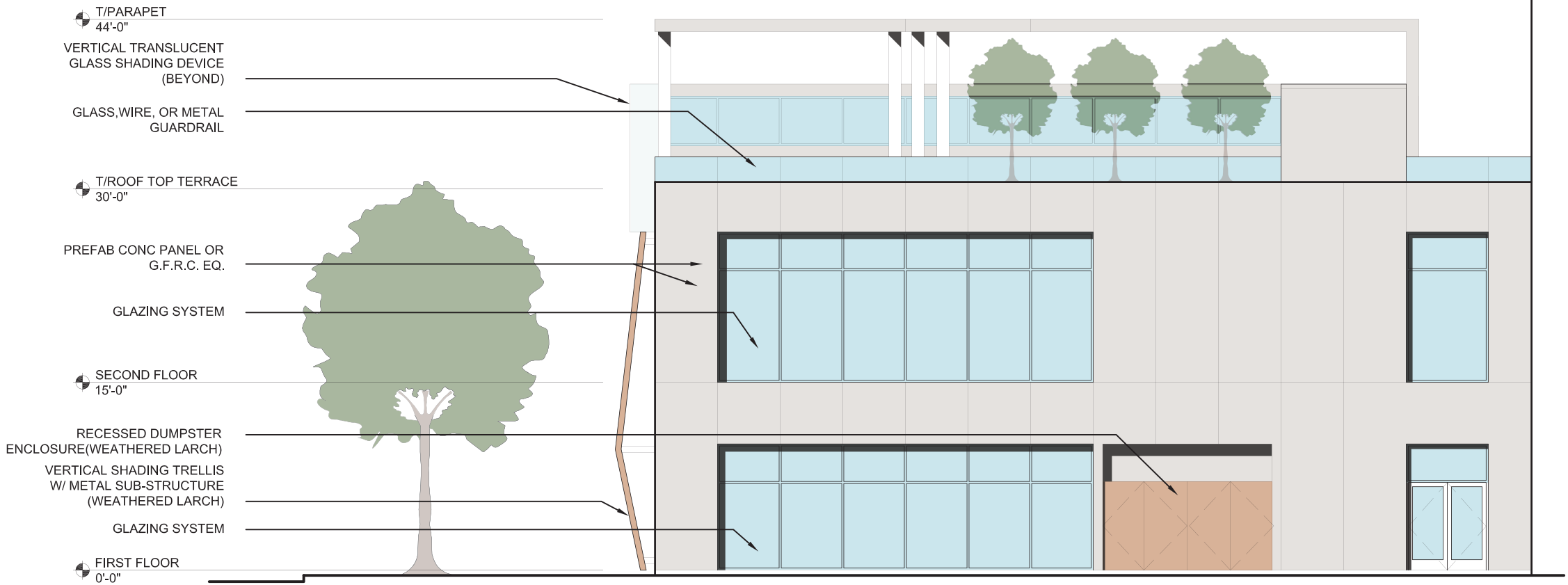
SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 12.23.2022

A202

MT. PISGAH

EVANSTON, IL



A1

NORTH ELEVATION - CONCEPT

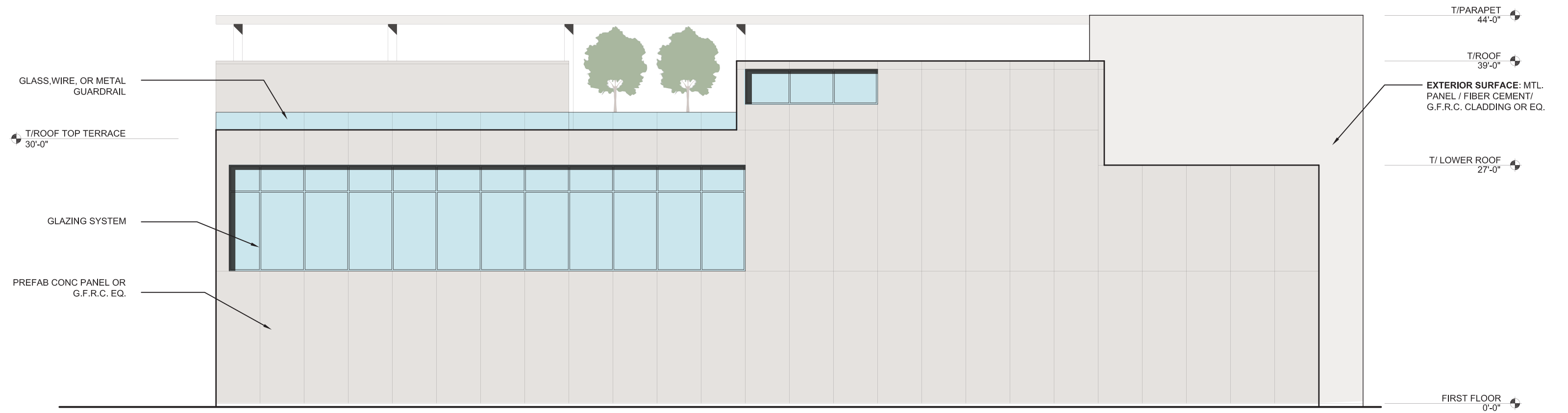
SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 12.23.2022

A203

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EVANSTON, IL



A1

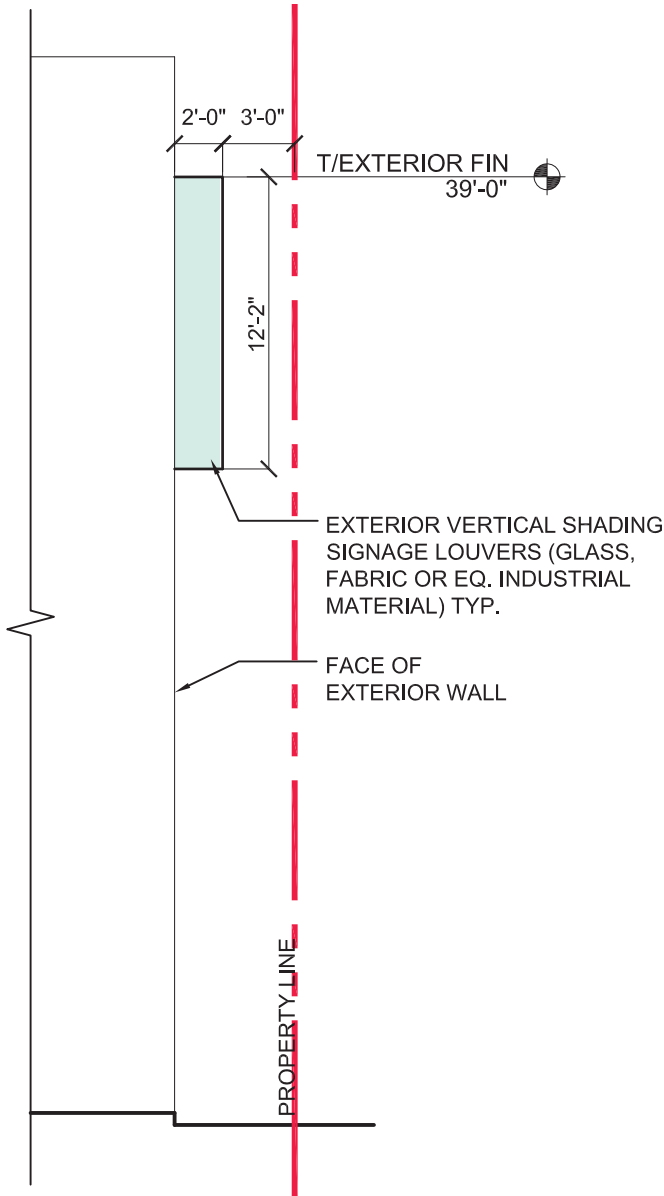
WEST ELEVATION - CONCEPT
SCALE: 3/32" = 1'-0"

Project Number: 19001
Issue Date: 12.23.2022

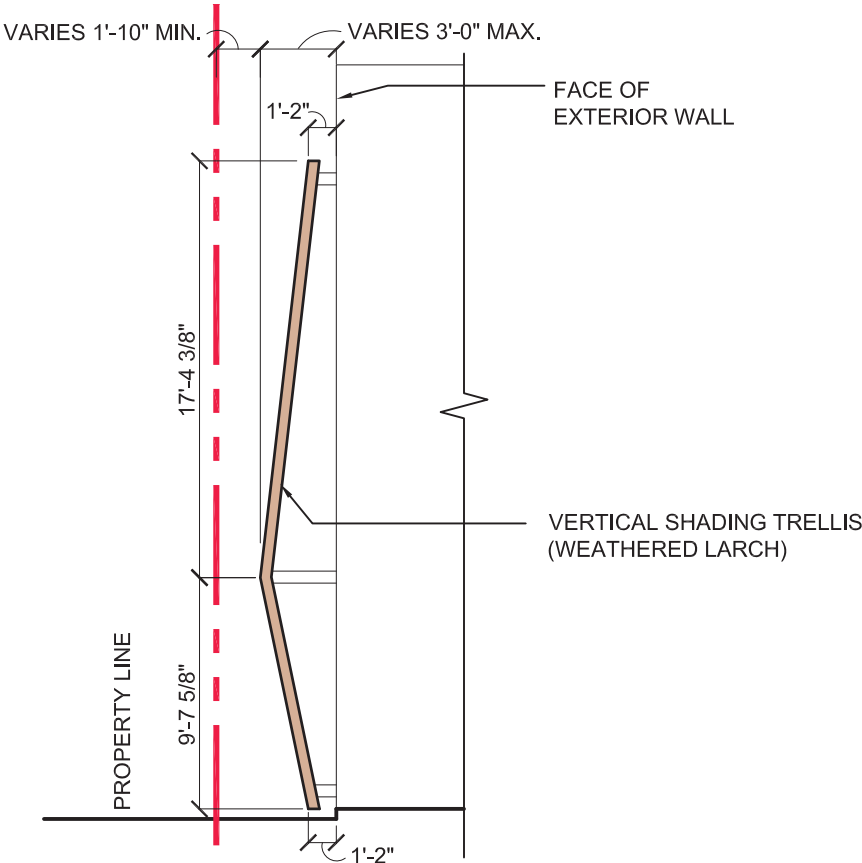
A204

MT. PISGAH

EVANSTON, IL



EXTERIOR FIN PROFILE DETAIL
SCALE: 1/8" = 1'-0"



EXTERIOR TRELLIS PROFILE DETAIL
SCALE: 1/8" = 1'-0"

MT. PISGAH

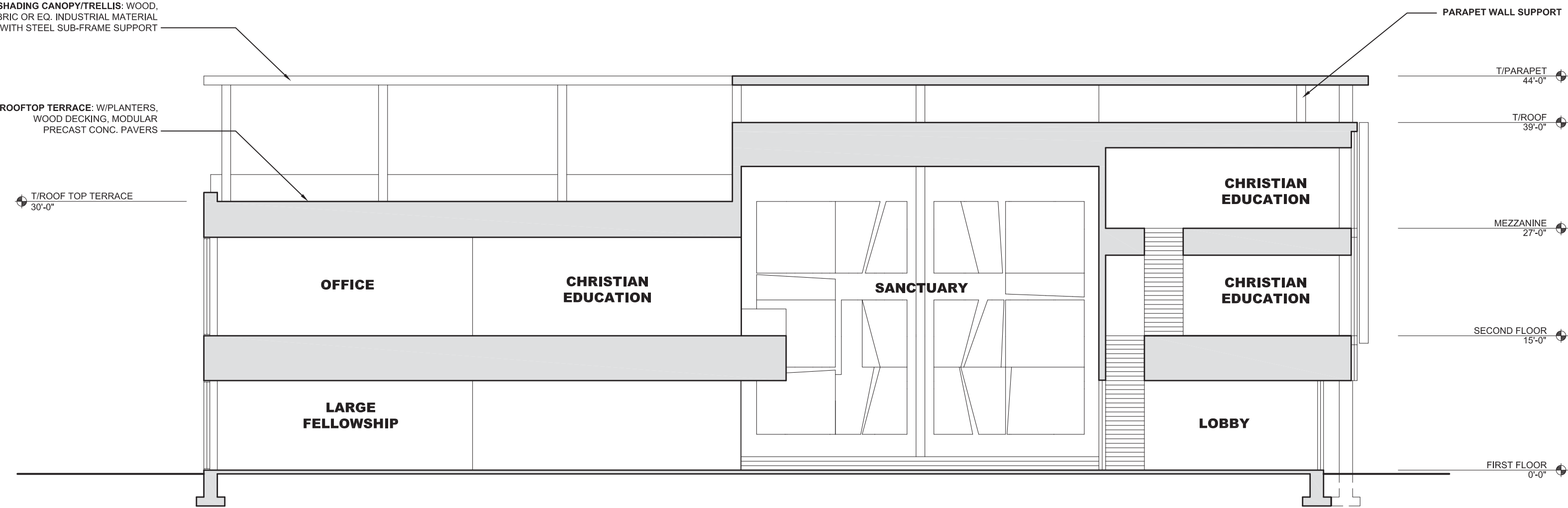
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A1

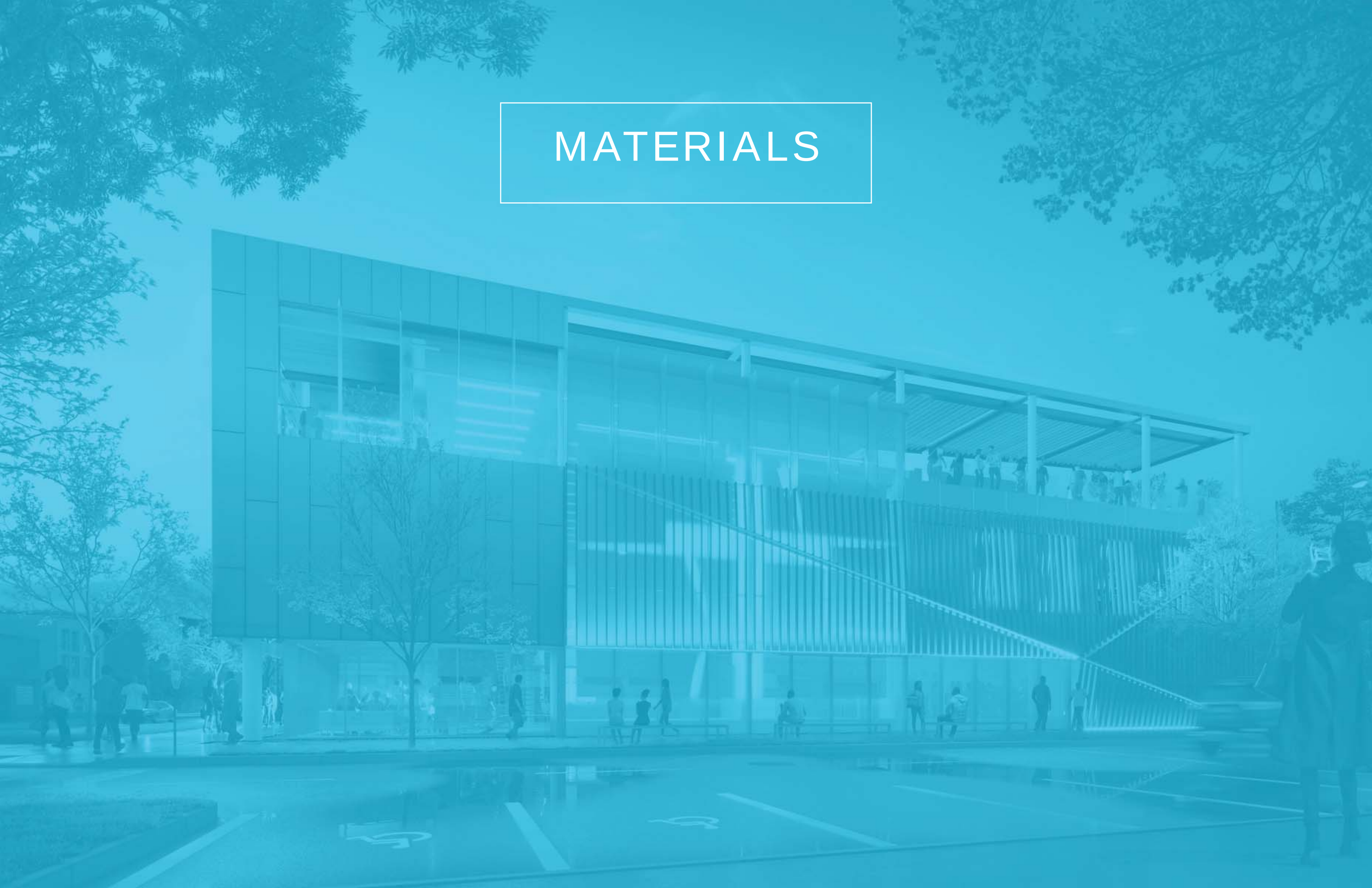
BUILDING SECTION - CONCEPT

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

Project Number: 19001
Issue Date: 12.23.2022

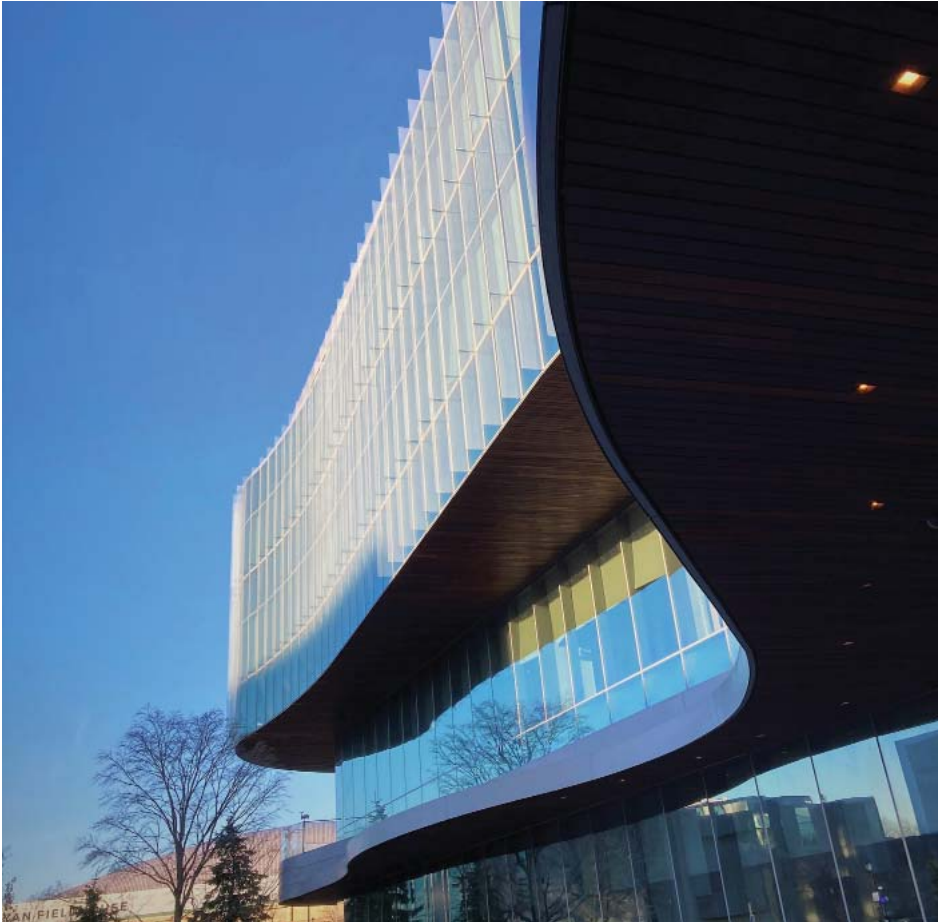
A301

MATERIALS



MT. PISGAH

EVANSTON, IL



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

MT. PISGAH

EVANSTON, IL



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

MT. PISGAH

EVANSTON, IL



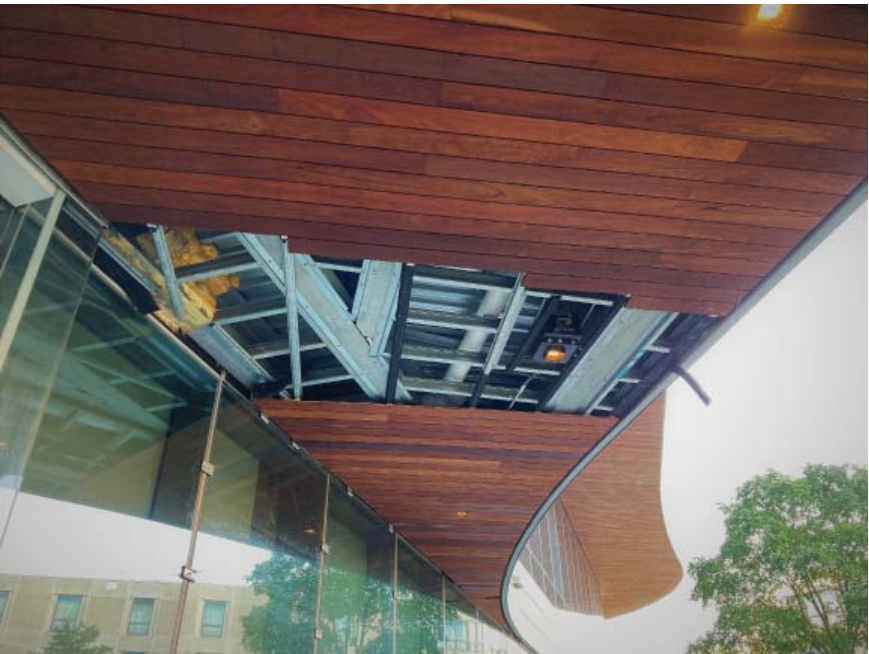
Gillson Park Beach House: Wilmette, IL

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



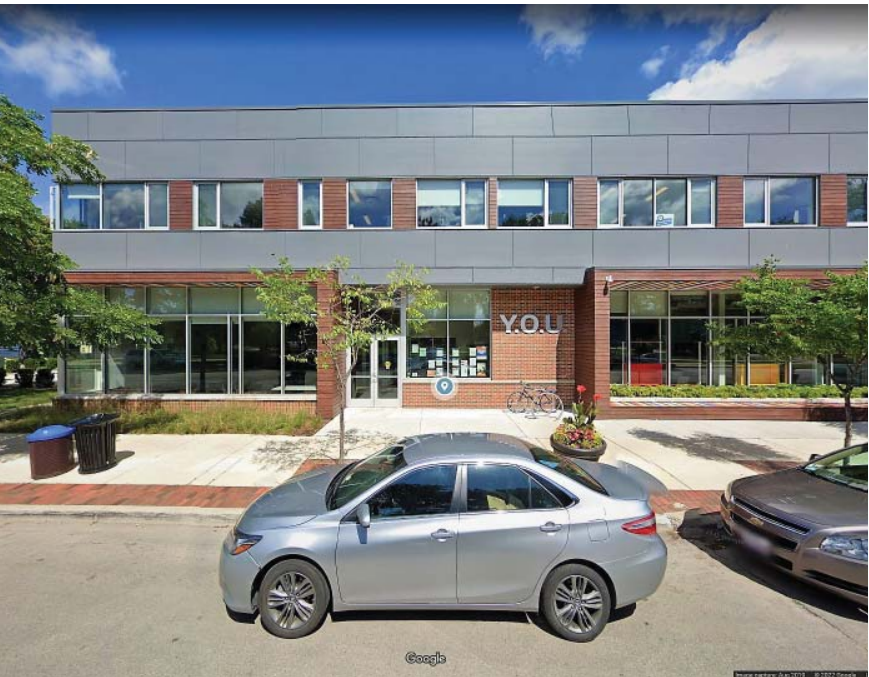
Gillson Park Beach House: Wilmette, IL

Weathered Larch Wood Trellis with cascading lights.



Kellogg 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

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VERTICAL SHADING SCREEN
WEATHERED LARCH



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



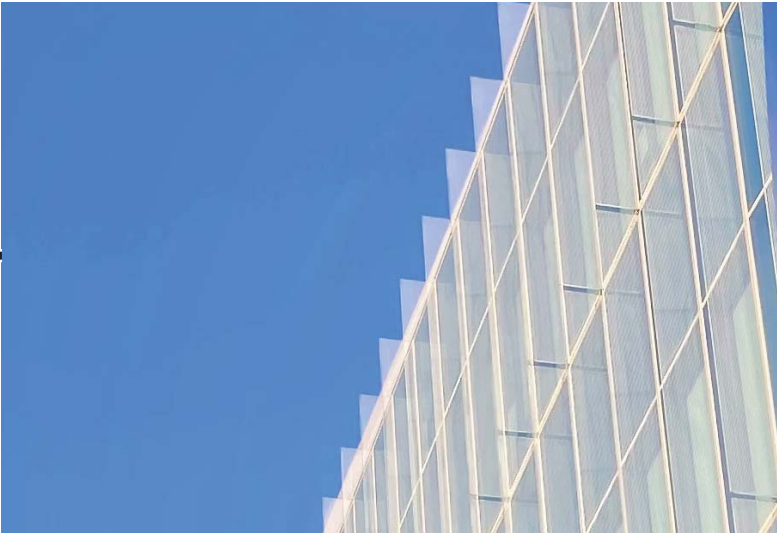
EXTERIOR MATERIALS

Project Number: 19001
Issue Date: 12.23.2022

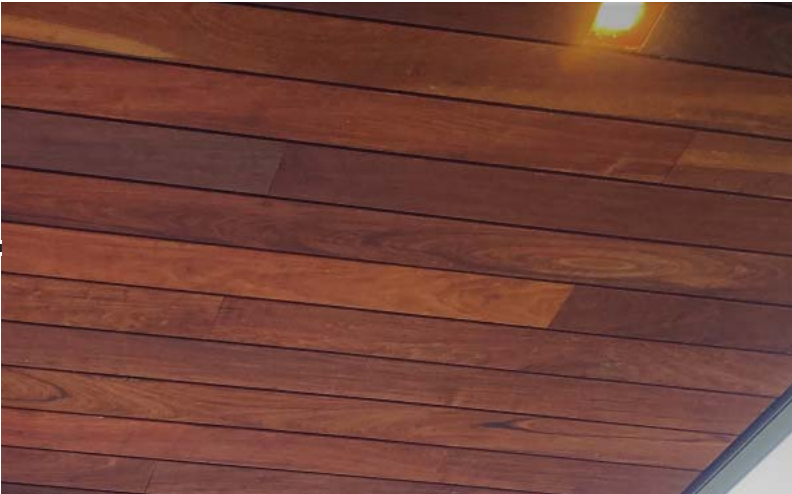
A404

MT. PISGAH

EVANSTON, IL



VERTICAL SHADING FINS
FRITTED GLAZING - TEMPERED LAMINATED



SOFFIT
STAINED CEDAR

EXTERIOR MATERIALS

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Issue Date: 12.23.2022

A405

BIRD FRIENDLY DESIGN



MT. PISGAH

EVANSTON, IL



FRITTED GLAZING

VERTICAL SHADING SCREEN



PORTICO - SHADED GLAZING TO REDUCE REFLECTION

FRITTED GLAZING SCREEN

SHADING SCREEN

BIRD FRIENDLY BUILDING DESIGN STRATEGIES

Project Number: 19001
Issue Date: 12.23.2022

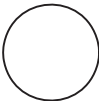
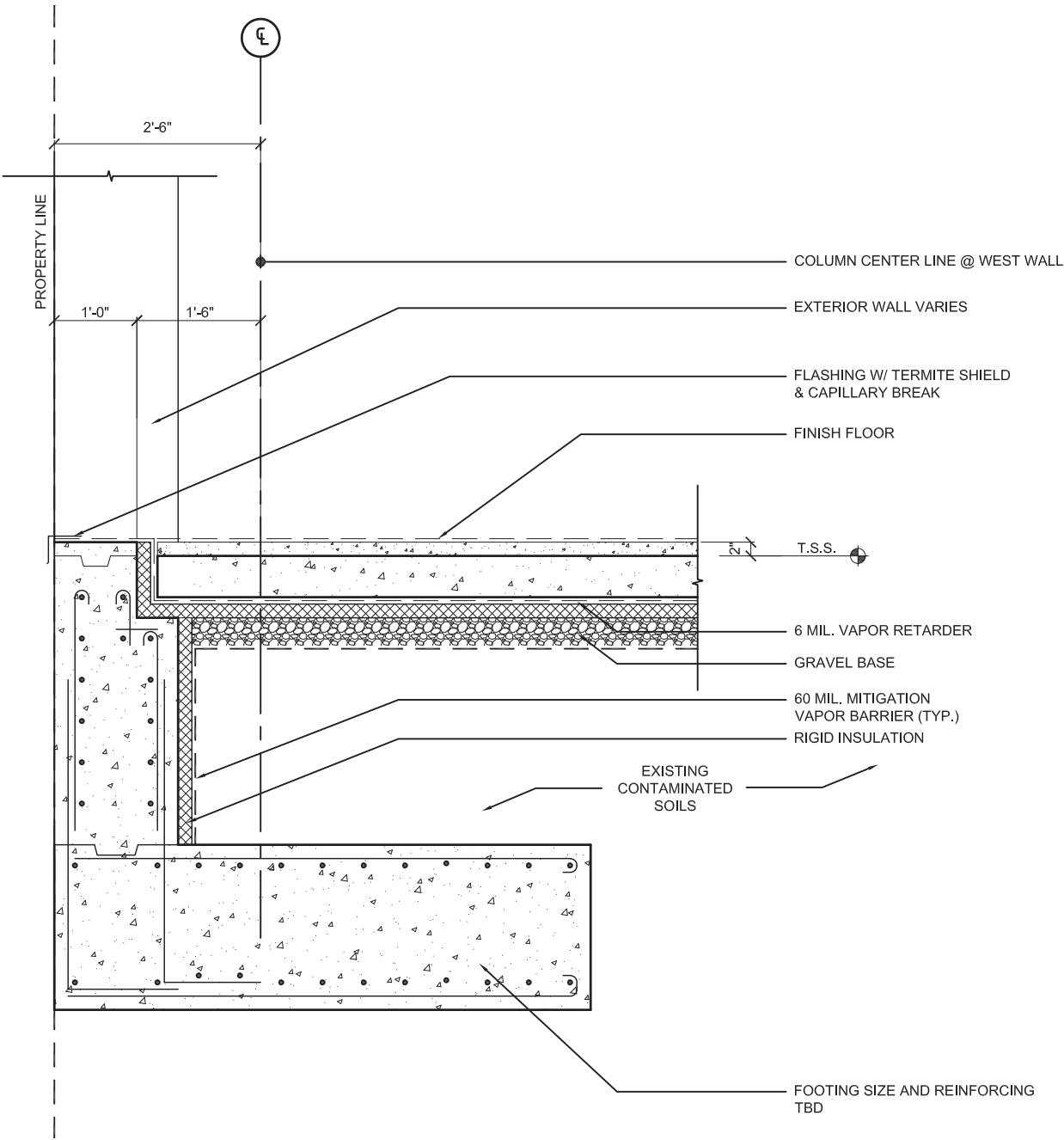
A406

DETAILS



MT. PISGAH

EVANSTON, IL



FOUNDATION DETAIL @ WEST PROPERTY LINE

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

SITE DATA



MT. PISGAH BUILDING AREA												
	Gross (S.F.)	Hallway/ Elevator/ Stairs / Lobby	Mechanical	Sanctuary	Classrooms	Gathering	Restrooms	Kitchen	Green Room	Offices	Other	Exterior Space
First Floor	8455	2457	112	2340	190	1579	484	351	185		757	
Second Floor	6148	2403	112		1251		585			1174	623	
Mezzanine	971				971							150
Rooftop Terrace	439	439										3254
Total	16013	5299	224	2340	2412	1579	1069	351	185	1174	1380	3404
	GSF Applicable to F.A.R.											
First Floor		8045										
Second Floor		5443										
Mezzanine		971										
Rooftop Terrace		0										
Lot Size		12000										
F.A.R.		1.20										

PERSPECTIVES



MT. PISGAH

EVANSTON, IL

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EXTERIOR PERSPECTIVE - EVENING VIEW

Project Number: 19001
Issue Date: 12.23.2022

A701

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EXTERIOR PERSPECTIVE - DAYLIGHT VIEW

Project Number: 19001
Issue Date: 12.23.2022

A702



INTERIOR PERSPECTIVE

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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

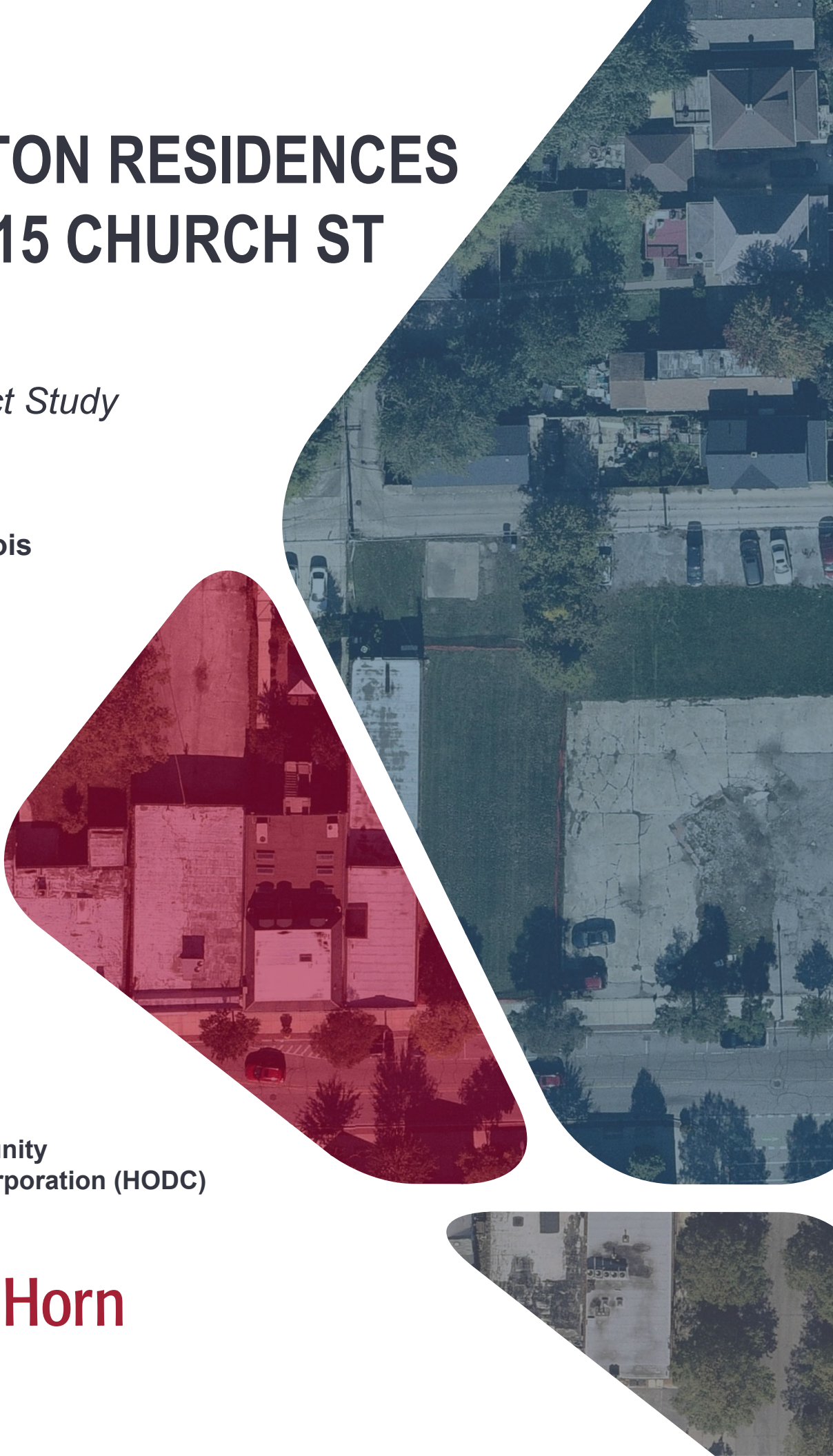


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1. INTRODUCTION

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.



2. EXISTING CONDITIONS

Kimley-Horn conducted a field review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, crash history, and parking operations. This section of the report details information on the existing conditions. **Exhibit 2** summarizes the existing traffic and parking operations, which are discussed below. **Appendix A** provides a photo inventory.

Area Land Uses

The subject site is partially developed with the existing Mt. Pisgah Ministry and an existing unmaintained parking lot. The site is located directly south of the Church Street Alley on the northwest quadrant of the intersection of Church Street and Darrow Avenue. The site is bounded by Darrow Avenue to the east, Church Street to the south, the Church Street Alley to the north, and a commercial development to the west. It should also be noted there is an existing public parking lot on the northeast corner of the site which provides approximately 10 parking spaces.

Evanston Township High School (ETHS) is located in the southwest quadrant of the Church Street / Dodge Avenue intersection. Commercial uses are located along Church Street near and at Dodge Avenue. Single family neighborhoods are located to the north. Additionally, a City owned parking lot is located in the southeast quadrant of the Church Street / Dodge Avenue intersection that is available for use by area businesses.

Existing Roadway Characteristics

A field investigation was conducted within the study area. As a result of this visit, the following information was obtained about the existing roadway network.

Church Street is an east-west street that runs along the southern frontage of the site. The Illinois Department of Transportation (IDOT) classifies Church Street as a Major Collector. Through the study area, one travel lane is provided in each direction without a dedicated median. At the signalized intersection of Church Street and Dodge Avenue, Church Street provides a dedicated right-turn lane and a shared through-left lane on the west leg. On the east leg of the intersection, Church Street does not provide dedicated turn-lanes. No turn on red signage between 7:00 AM to 6:00 PM is posted on all approaches of the Church Street / Dodge Avenue intersection. At the unsignalized intersection of Church Street and Darrow Avenue, Church Street does not provide dedicated turn lanes on both west and east legs of the intersection. A speed limit of 20 miles per hour (mph) is posted along Church Street through the study area. Church Street is under the jurisdiction of the City of Evanston.

Dodge Avenue is a north-south street located west of the site. IDOT classifies Dodge Avenue as a Major Collector. Through the study area, one travel lane is provided in each direction without a dedicated median. At its unsignalized intersection with the Church Street Alley, no dedicated turn lanes are provided. At its signalized intersection with Church Street, Dodge Avenue provides dedicated left-turn lanes on both north and south legs of the intersection. A speed limit of 25 miles per hour (mph) is posted on Dodge Avenue through the study area. Dodge Avenue is under the jurisdiction of the City of Evanston.

Darrow Avenue is a local north-south street that runs along the eastern frontage of the site. Through the study area, one travel lane is provided in each direction. At its unsignalized intersection with the Church Street Alley and Church Street, no dedicated turn lanes are provided. A speed limit of 25 miles per hour (mph) is posted on Darrow Avenue through the study area. Darrow Avenue is under the jurisdiction of the City of Evanston.

Church Street Alley is an east-west public alley that runs along the northern frontage of the site. A speed limit of 15 miles per hour (mph) is posted along the facility. The Church Street Alley does not provide dedicated turn lanes at its unsignalized intersections with Dodge Avenue or Darrow Avenue.

Non-Auto Accommodations

Non-Auto Accommodations are plentiful in the site area (see **Exhibit 2**) and include:

- CTA Bus Routes 93 and 206, which are accessible via bus stops at the intersection of Church Street / Dodge Avenue. Route 93 connects with the CTA “El” Kimball Brown Line Station, Davis Purple Line Station, and Metra’s (UP-N) Davis Street/Evanston Station. Route 206 connects with the CTA Howard Red/Purple/Yellow Station, as well as Metra’s (UP-N) Central St. Station.
- Pace Bus Routes 208 and 213 “H” which are accessible via bus stops at the intersection of Church Street / Dodge Avenue. Route 208 connects with the CTA “El” Davis Purple Line Station and Metra’s (UP-N) Davis Street/Evanston Station. This route also connects to Pace’s Northwest Transportation Center in Schaumburg. Route 213 connects with the CTA Davis Purple Line Station and Howard Red/Purple/Yellow Station, as well as Metra’s (UP-N) Davis St., Wilmette, Winnetka, Hubbard Woods, Glencoe, Braeside, and Highland Park Stations.
- Dedicated east-west cycle track located along the south side of Church Street which currently runs from Dodge Avenue east through the study area. There are plans to extend similar bicycle accommodations west from Dodge Avenue to McCormick Boulevard.
- Divvy bike sharing station along the south side of Church Street.
- Sidewalks which are provided along all study roadways, except the Church Street Alley.
- High visibility “ladder” style crosswalks, which are provided on all legs of the signalized intersection of Church Street/Dodge Avenue. A standard crosswalk is also provided on the south leg of the unsignalized intersection of Church Street/Darrow Avenue.
- The (UP-N) rail line which is accessible via the Davis Street/Evanston Station located approximately 3,500 feet east of the site.
- The CTA “L” Purple rail line, which is accessible via the Davis Station located approximately 3,800 feet east of the site.

Traffic Count Data

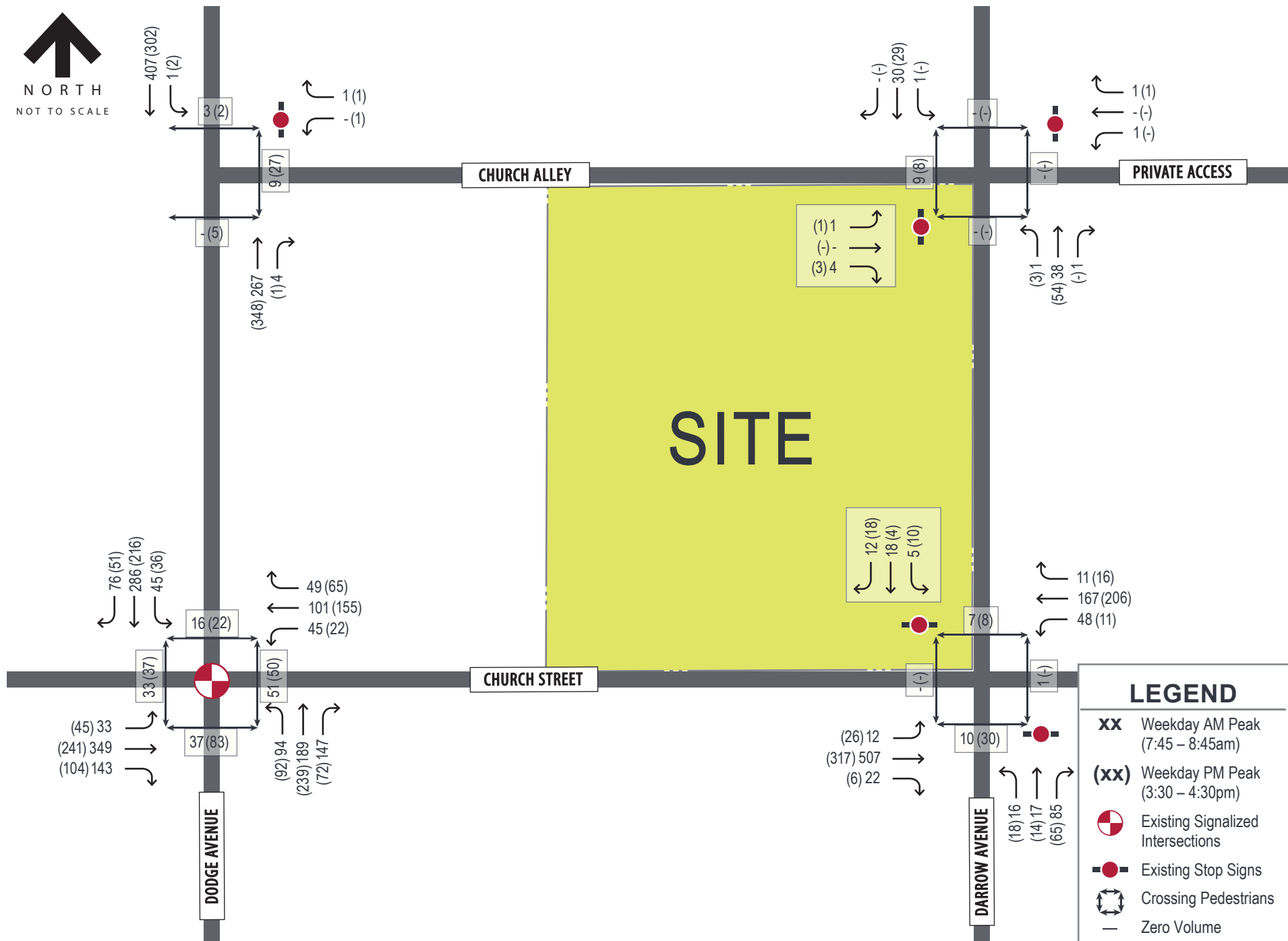
Turning movement count data was collected in January 2022 at the intersections listed below. The counts were conducted on a typical weekday from 7:00 to 9:00AM and 3:00 to 6:00PM. These time periods coincide with the typical peak traffic periods of the surrounding street system.

- Church Street and Dodge Avenue
- Church Street and Darrow Avenue
- Darrow Avenue and Church Street Alley

- Dodge Avenue and Church Street Alley

The weekday peak traffic volumes occur within the study area from 7:45 to 8:45AM and 3:30 to 4:30PM. For purposes of this analysis, the peak hour traffic volumes were balanced between intersections. Existing peak hour traffic volumes are presented in **Exhibit 3**. A summary of the traffic count data is provided in **Appendix B**.





Crash Analysis

Kimley-Horn obtained crash data from IDOT Division of Safety for the most recent available five years (2016-2020) throughout the study area. A total of 40 crashes occurred within the study area over the five-year data collection period. Approximately two-thirds (28 of 40) of these crashed resulted in property damage only. Five crashes resulted in at least one minor injury, while a further six resulted in at least one serious injury. One crash, on Dodge Avenue, resulted in an incapacitating injury. No crashes resulted in fatalities.

More than half (24 of 40) of the crashes reviewed occurred at intersections. Two-thirds of the intersection crashes occurred at Church Street / Dodge Avenue, the remaining crashes split between the Church Street / Darrow Avenue and Dodge Avenue / Alley intersections. No intersection-related crashes were recorded at the Darrow Avenue / Alley intersection.

A total of four pedestrian and cyclist related crashes occurred. Details for each of these events are summarized below:

- One cyclist was struck by a driver at the Church Street / Dodge Avenue intersection, resulting in a serious injury. The crash occurred during the day.
- One pedestrian was struck by a driver at the Church Street / Dodge Avenue intersection, resulting in a serious injury. The crash occurred during the day.
- One pedestrian was struck by a driver performing a left-turn at the Church Street / Darrow Avenue Street intersection, resulting in a serious injury. The crash occurred after dark.
- One pedestrian was struck by a driver along Dodge Avenue, resulting in a minor injury. The crash occurred after dark.

Crash types by intersection and segment are summarized in **Table 2.1**, and an exhibit of crash locations is provided in **Appendix C**.

Table 2.2.1 Crash Analysis Summary (2016-2020)

Crash Type	Intersection			Segment			Total
	Church Street / Dodge Avenue	Church Street / Darrow Avenue	Dodge Avenue / Alley	Church Street	Dodge Avenue	Darrow Avenue	
Angle	-	-	-	-	1	1	2
Fixed Object	3	1	-	-	-	-	4
Front to Front	-	-	-	-	-	1	1
Front to Rear	6	1	1	1	1	-	10
Parked Motor Vehicle	3	1	1	2	4	1	12
Pedestrian / Cyclist	2	1	-	-	1	-	4
Sideswipe – Same Direction	1	-	-	1	1	-	3
Turning	1	2	-	1	-	-	4
Total	16	6	2	5	8	3	40

Parking Availability

During the site field visit conducted, Kimley-Horn also collected information about parking in the area. Parking operations are depicted on **Exhibit 2**. An existing public parking lot is located in the northeast corner of the proposed site and provides 10 parking stalls. On the day of the site visit, which was a weekday in January, it was observed that 2 of the approximate 10 available parking stalls in that lot were occupied. An additional public surface parking lot is located at the southeast corner of the intersection of Church Street and Dodge Avenue. As can be seen in Appendix A, this lot contains signage dedicating its use for local businesses only without the allowance of Evanston Township High School (ETHS) parking. On the day of the site visit, it was observed that 7 of the 52 available parking stalls in that lot were occupied.

Additionally, street parking is generally available throughout the study area. Each section of parking has specific guidelines/restrictions, which are displayed in detail Appendix A. It is worth noting that 8 parallel parking stalls are currently provided along the north side of Church Street, immediately south of the proposed development. These stalls currently allow for two-hour parking from 9AM-6PM, except for Sundays and holidays where this restriction is lifted. It is also worth noting that parking along the west side of Darrow Avenue, immediately east of the proposed development, is prohibited.

Existing Capacity Analysis

Capacity analysis for the existing and future conditions was performed using Synchro Version 11. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). LOS C is often considered for “design” purposes and LOS D is often considered as the lower threshold of providing acceptable traffic operations.

The LOS grades shown below, which are provided in the Transportation Research Board’s Highway Capacity Manual (HCM), quantify and categorize the driver’s discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.2**

Table 2.2 Level of Service Grading Descriptions¹

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

¹Highway Capacity Manual, 6th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.3**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2.3 Level of Service Grading Criteria¹

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F ²	> 50	> 80

¹Highway Capacity Manual, 6th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. The results of capacity analysis for existing conditions are summarized in **Table 2.4**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results for the unsignalized study intersections are based on HCM 6th Edition capacity analysis, while results for the signalized intersection of Church Street / Dodge Avenue are based on Synchro Lanes, Volumes, Timings (LVT) results. Synchro LVT analysis was performed at this location due to limitations in HCM methodology preventing the analysis of intersections along roads with speed limits less than 25 MPH. The speed limit posted along Church Street through the study area is only 20 MPH. Signal timings at Church Street / Dodge Avenue were obtained from City of Evanston. Copies of the Synchro reports are provided in **Appendix D**.

Table 2.4 Existing (2022) Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Church Street / Dodge Avenue *				
Eastbound	24	C	17	B
Westbound	21	C	18	B
Northbound	18	B	19	B
Southbound	29	C	26	C
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	$3.73X + 139.35$	$0.21X + 17.21$	$\ln(T) = 0.72 \ln(X) + 0.64$

¹The subject site is located approximately 3,500 feet west of the Davis Street/Evanston Union-Pacific North rail line station and approximately 3,800 feet west of the Davis CTA Purple Line rail station. The intersection at Church Street/Dodge Avenue also provides bus stops for CTA Bus Routes 93 and 206 and Pace Bus Routes 208 and 213 "H".

Table 3.2 ITE Trip Generation Comparison – Residential Land Use

Land Use	Size	Daily	Weekday					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise) – Not Close to Rail Transit	44 DU	163	2	6	8	11	7	18
Multi-Family Housing (Mid-Rise) – Close to Rail Transit	44 DU	209	8	7	15	5	8	13
Affordable Housing	44 DU	303	8	18	26	17	12	29

Based on a comparison of the difference in estimated site-generated trips arising from using various ITE Land Use Codes, it was determined to utilize Affordable Housing – LUC 223 to provide the most conservative estimate for the projected site-generated traffic volumes for this portion of the proposed development. **Table 3.3** displays trip generation data for the remaining land uses of the site, while including LUC 223 for the residential development. It should be noted that the data presented for Multi-Family Housing – Close to Rail Transit land use category seems counterintuitive, as generally vehicular trips decrease as access to transit increases. This irregularity is due to the lack of data that ITE poses for the “Close to Rail Transit” subcategory and does not impact the analysis due to the selection of Affordable Housing land use category.

Table 3.3 ITE Trip Generation Data – Overall Development

Land Use	Size	Weekday		
		Daily	AM Peak Hour	PM Peak Hour
Strip Retail Plaza - LUC 822	/ 1000 SF GFA	$42.20X + 229.68$	$\ln(T) = 0.66 \ln(X) + 1.84$	$\ln(T) = 0.71 \ln(X) + 2.72$
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

¹The Mt. Pisgah Ministry holds nightly corporate prayer services from 6-7pm on Mondays-Fridays and weekly religious service at 11am on Sundays. These hours do not align with the AM and PM peak hours of the adjacent roadway facilities in which this analysis is based.

Note the absence of site-generated trips from the proposed relocation of the Mt. Pisgah Ministry. After a review of the church’s website and conversations with church representatives, it was determined that the peak hour of the facility does not align with the weekday peak hours of the other land uses proposed for this development. Site-generated traffic attributed to the proposed relocation of the Mt. Pisgah Ministry was therefore not included in this analysis. **Table 3.4** summarizes the daily, weekday morning, and weekday evening peak hour trip generations of the remaining proposed land uses of the development.

Table 3.4 Site-Generated Traffic Projections

Land Use	Size	Daily	Weekday					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Affordable Housing	44 DU	303	8	18	26	17	12	29
Strip Retail Plaza	3,546 SF	379	9	6	15	19	18	37
Church ¹	208 Seats	-	-	-	-	-	-	-
	Subtotals =	682	17	24	41	36	30	66
	Less Non-Auto Trips @ 40%	-273	-7	-9	-16	-15	-12	-27
	Total New Trips =	409	10	15	25	21	18	39

¹The Mt. Pisgah Ministry does not hold services during the AM and PM peak hours of the adjacent roadway facilities. Therefore, all site-generated trips from this land use are not considered in this analysis.

US census data indicates that an average of 40% of Evanston workers in the adjacent census tracts of the study area use alternate modes of transportation, as displayed in the **Appendix G**. Due to this finding and the existence of multiple non-auto transportation options in the area, a trip discount of 40% was applied to the site-generated traffic projections of the development. This discount is reflected in **Table 3.4**, as it is anticipated that the diverse, yet compatible array of uses in such a public transit-rich area will create many opportunities for non-auto trips.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease of motorist travel. The anticipated directional distribution is shown in **Table 3.5**. The total trip assignment is presented in **Exhibit 4** on the following page.

Table 3.5 Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution
West on Church Street	30%
East on Church Street	25%
South on Dodge Avenue	25%
North on Dodge Avenue	15%
North on Darrow Avenue	5%
Total	100%



LEGEND

- xx** Weekday AM Peak
(7:45 – 8:45am)
- (xx)** Weekday PM Peak
(3:30 – 4:30pm)
-  Existing Signalized Intersections
-  Existing Stop Signs
-  Proposed Stop Signs
-  Crossing Pedestrians
-  Zero Volume

Parking Considerations

Before evaluating the total requirement of off-street parking spaces required for the development, the City of Evanston Code of Ordinances was referenced to determine if the development qualified for any reductions in parking due to its transit-oriented location. Areas in Evanston that qualify for such a reduction are limited to zoning districts D1, D2, D3, and D4 (as dictated in Title 6, Chapter 16-3-5 of the Code of Ordinances) in addition to City of Evanston defined TOD (Transit-Oriented Development) areas. The proposed development is not in one of the specified zoning districts and is not located in a TOD area, so any parking requirements dictated by the City code were not applied.

The City of Evanston Code of Ordinances Table 16-B – Schedule of Minimum Off Street Parking Requirements dictates the provision of 1 parking stall for every 10 seats in the main auditorium, assembly hall, or sanctuary of a religious institution. Considering the proposed 208-seat relocation of Mt. Pisgah Ministry, the resulting total church parking required is **21 total parking spaces**.

It is assumed that the 21 total parking spaces required for the facility will be available through nearby on-street parking options and existing public parking lots in the area. The existing public parking lot on the northeast corner of the site, which will be resurfaced for the development, will provide 7 public parking stalls (1 of which is ADA accessible) and is assumed to be open for church parking use. The existing public parking lot on the southeast corner of Dodge Avenue / Church Street additionally provides 52 parking stalls for local businesses and is located within 1,200 feet of the proposed church, which allows the spaces to be utilized to meet the zoning requirement as long as an agreement is reached between the church and the owner of the parking lot. Street parking along Darrow and Church Street will also allow for parking during church hours.

The City of Evanston Code of Ordinances 6-15-1-5 provides guidance for the calculation of off-street parking requirements for mixed use developments that receive the Inclusionary Housing Bonuses (IHO), such as the proposed five-story residential and retail building. The list below determines parking requirements for the proposed five-story mixed residential and commercial building.

- Multiple-family dwellings
 - Dwelling unit with 1 or fewer bedrooms: 0.75 parking spaces for each dwelling unit
 - Dwelling unit with 2 bedrooms: 1.25 parking spaces for each dwelling unit
 - Dwelling unit with 3 or more bedrooms: 1.5 spaces for each dwelling unit
 - Inclusionary Dwelling Unit: No parking required
- Retail Goods/Services Establishments and Food Stores
 - 1 parking space per 350 square feet of gross floor area

Based on the site plan provided in Appendix E, the proposed retail portions of the five-story building in the development will contain a combined 3,546 square feet of gross floor area. Using the rates provided above and removing 2,000 square feet that is exempt per City code, the resulting total retail parking required by the City of Evanston is roughly **4 total parking spaces**.

While the guidance provided in the City of Evanston Code of Ordinances helps determine the number of off-street parking stalls required for multiple-family dwellings, due to the nature of the low-income housing, it is anticipated that auto ownership of the eventual residents of the proposed development will be lower than market rate multi-family housing. The proposed residential development will contain 13 one-bedroom units (incl. 2 IHO), 20 two-bedroom units (incl. 4 IHO), and 11 three-bedroom units

(incl 3 IHO). Using the rates provided above, the resulting total residential parking required by the City of Evanston is roughly **41 total parking spaces**. However, the ITE Parking Generation Manual, Fifth Edition was further referenced to determine empirical parking demand for a residential development of this nature. As displayed in **Appendix H**, the peak parking demand on a typical weekday for LUC 223 – Affordable Housing is projected at **28 parking spaces**. Additionally, the peak parking demand on a typical Saturday is projected at 21 parking spaces.

The site plan indicates that 47 total parking spaces are to be provided, which exceeds the typical requirements of a development of this nature as defined in the ITE Parking Generation Manual, Fifth Edition, while also exceeding the City of Evanston code requirement of 45 spaces. Due to the site's proximity to numerous non-auto transit options and the typical parking requirements of similar developments, it is anticipated that the proposed parking supply of 47 parking spaces will adequately accommodate peak parking demand.

The site plan depicts the conversion of 2 of the 8 on-street parking stalls to a shared loading/drop-off zone that are currently provided along the north side of Church Street, immediately south of the development. A bump-out at the northwest quadrant of Church Street and Darrow Avenue is recommended to shorten crossing distance for pedestrians. The 6 remaining parking stalls along the north side of Church Street are recommended to remain to facilitate access to the proposed retail development.

4. FUTURE CONDITIONS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future projections for analysis.

Build Capacity Analysis

Build volumes, composed of background traffic (Exhibit 3) and the site trip assignment (Exhibit 4), are presented in **Exhibit 5**. Based on the volumes presented in Exhibit 5, capacity results were identified for the study intersections under Build conditions. The results of the capacity analysis are summarized in **Table 4.1**. Consistent with the Existing (2022) Conditions analysis, the results are based on Synchro's HCM 6th Edition with the exception of the signalized intersection of Church Street / Dodge Avenue, which is based on Synchro LVT reporting due to the existing posted speed limit along Church Street. Copies of the Synchro reports are included in **Appendix I**.

Table 4.1 Build Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Church Street / Dodge Avenue ★				
Eastbound	24	C	18	B
Westbound	21	C	18	B
Northbound	18	B	18	B
Southbound	29	C	26	C
Intersection	23	C	20-	B
Church Street / Darrow Avenue △				
Eastbound (Left)	8	A	8	A
Westbound (Left)	9	A	8	A
Northbound	18	C	14	B
Southbound	20+	C	15	B
Dodge Avenue / Church Alley △				
Westbound	14	B	14	B
Southbound (Left)	8	A	8	A
Darrow Avenue / Church Alley / Private Access △				
Eastbound	9	A	9	A
Westbound	9	A	9	A
Northbound (Left)	7	A	7	A
Southbound (Left)	7	A	7	A
Church Alley / Site Access △				
Westbound (Left)	7	A	7	A
Northbound	9	A	9	A

△ - Minor-Leg Stop-Controlled Intersection

★ - Signalized Intersection



With the addition of site-generated traffic, delay is expected to slightly increase as compared to existing conditions. All study intersections are expected to continue operating at the same level of service in both morning and evening peak hours with the exception of the Church Street / Dodge Avenue. The westbound and northbound movements at this intersection are expected to operate at LOS C (as compared to LOS B under Existing conditions). No improvements are recommended as the LOS is well within acceptable operations.

The 95th percentile queues for all stop-controlled movements during the morning and evening peak hours throughout the study area are projected to remain at one vehicle or less. Furthermore, the 95th percentile queues during both peak hours for the turning movements at the intersection of Church Street / Dodge Avenue are projected to remain within the provided storage.

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the existing roadway network will readily accommodate the proposed development traffic. No major geometric improvements, such as adding turn lanes, are anticipated to be needed.

Thus, the following recommendations focus on site operations:

- Create a sidewalk bump-out at the northwest corner of the intersection of Church Street / Darrow Avenue. A striped crosswalk across Darrow Avenue at this location is also recommended and will help draw pedestrian trips and facilitate safe access to the proposed development.
- Maintain the existing parking stalls along the north side of Church Street between Dodge Avenue and Darrow Avenue.
- Replace any sidewalk that is displaced during development.
- Provide Stop control and a stop bar for northbound site traffic exiting onto the Church Street Alley at the new access drive.
- Bike storage / racks should be provided for both residents of the multi-family dwellings and the commercial uses to encourage use of the existing dedicated bike facilities along Church Street and Dodge Avenue.
- The project civil engineer should run AutoTurn to examine turning operations at the new access drive and throughout the study area.

TECHNICAL APPENDIX

- A. Photo Inventory
- B. Traffic Count Data
- C. IDOT Crash Data
- D. Existing (2022) Capacity Reports
- E. Conceptual Site Plan
- F. ITE Trip Generation Data
- G. Census Data
- H. ITE Parking Generation Data
- I. Build Capacity Reports

A. PHOTO INVENTORY



NORTHBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



SOUTHBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



EASTBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



WESTBOUND APPROACH OF
CHURCH ST / DODGE AVE INTERSECTION



NORTHBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



SOUTHBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



EASTBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



WESTBOUND APPROACH OF
CHURCH ST / DARROW AVE INTERSECTION



NORTHBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



SOUTHBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



WESTBOUND APPROACH OF
DODGE AVE / CHURCH ALLEY INTERSECTION



NORTHBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



SOUTHBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



EASTBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



WESTBOUND APPROACH OF
DARROW AVE / CHURCH ALLEY INTERSECTION



DODGE AVE EASTBOUND PACE BUS STOP



DODGE AVE & CHURCH ST DIVY BIKE STATION



DODGE AVE EASTBOUND BIKE PATH



DODGE AVE EASTBOUND PARKING SIGNAGE



DODGE AVE EASTBOUND PARKING SIGNAGE



DODGE AVE WESTBOUND PARKING SIGNAGE



DODGE AVE WESTBOUND PARKING SIGNAGE



DODGE AVE WESTBOUND PARKING SIGNAGE



NORTHBOUND DODGE AVE PARKING SIGNAGE



NORTHBOUND DODGE AVE CTA BUS STOP



SOUTHBOUND DODGE AVE CTA BUS STOP



NORTHBOUND DODGE AVE PARKING SIGNAGE



SIGNAGE AT PUBLIC PARKING LOT AT SOUTHEAST CORNER OF CHURCH ST/DODGE AVE INTERSECTION



PUBLIC PARKING LOT AT NORTHEAST CORNER OF PROPOSED DEVELOPMENT



WESTBOUND CHURCH ALLEY & PUBLIC PARKING LOT



NORTHBOUND DARROW AVENUE PARKING SIGNAGE

B. TRAFFIC COUNT DATA

Study Name 1_Church Street & Dodge Avenue
Date Thursday, January 20, 2022

		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%		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	0	2	0	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

		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

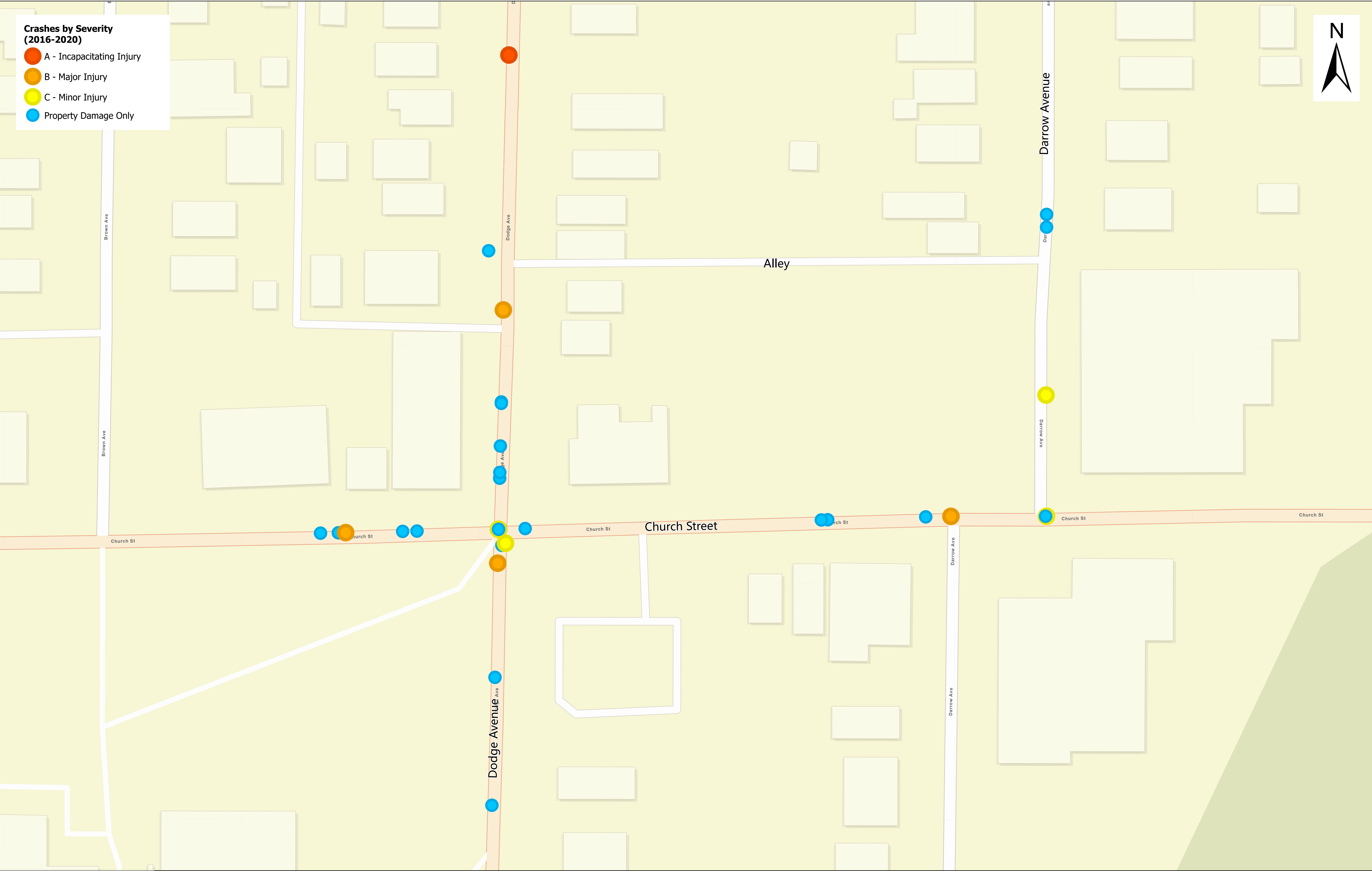
[illegible]

Study Name 4_Darrow Avenue & Church Alley
Date Thursday, January 20, 2022

Report Summary

Time Period	Class.	Eastbound						Westbound						Northbound						Southbound						Crosswalk		
		U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	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
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
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%
	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
	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%
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
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
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%
	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
	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%	4%	0%	4%	0%	0%	0%	0%	0%	0%	4%	2%		0%

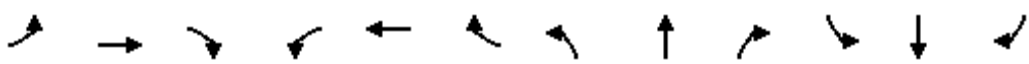
C. IDOT CRASH DATA



D. EXISTING (2022) CAPACITY REPORTS

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	349	143	45	101	49	94	189	147	45	286	76
Future Volume (vph)	33	349	143	45	101	49	94	189	147	45	286	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	11	12	10	15	12	10	16	12
Storage Length (ft)	0		0	0		0	45		0	50		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	0.91		0.98		0.95	0.96		0.97	0.97	
Frt			0.850		0.966			0.934			0.969	
Flt Protected		0.996			0.989		0.950			0.950		
Satd. Flow (prot)	0	1450	1478	0	1358	0	1636	1802	0	1546	1675	0
Flt Permitted		0.959			0.840		0.319			0.473		
Satd. Flow (perm)	0	1394	1340	0	1145	0	523	1802	0	744	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		22			50			17	
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		957			414			841			197	
Travel Time (s)		32.6			14.1			28.7			6.7	
Confl. Peds. (#/hr)	16		37	37		16	51		33	33		51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	5%	2%	7%	8%	18%	3%	6%	2%	9%	5%	5%
Parking (#/hr)		7			7						7	
Adj. Flow (vph)	35	367	151	47	106	52	99	199	155	47	301	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	402	151	0	205	0	99	354	0	47	381	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.31	1.09	1.00	1.25	1.00	1.09	0.88	1.00	1.09	1.03	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		6.0	14.0		6.0	14.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	41.2%	41.2%	41.2%	41.2%	41.2%		17.6%	41.2%		17.6%	41.2%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0		12.0	29.0		12.0	29.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		3.0	6.0		3.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0		3.0	5.0		3.0	5.0	
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0			14.0			14.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)		29.7	29.7		29.7		34.2	26.0		31.0	22.7	
Actuated g/C Ratio		0.40	0.40		0.40		0.46	0.35		0.42	0.31	
v/c Ratio		0.72	0.24		0.43		0.27	0.53		0.12	0.72	
Control Delay		30.9	4.7		20.7		11.6	19.7		10.2	30.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		30.9	4.7		20.7		11.6	19.7		10.2	30.7	
LOS		C	A		C		B	B		B	C	
Approach Delay		23.7			20.7			17.9			28.5	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		161	0		63		23	115		11	151	
Queue Length 95th (ft)		#348	38		141		46	197		26	254	
Internal Link Dist (ft)		877			334			761			117	
Turn Bay Length (ft)							45			50		
Base Capacity (vph)		562	630		474		432	783		481	685	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.72	0.24		0.43		0.23	0.45		0.10	0.56	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 73.6												
Natural Cycle: 55												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.72												

Lanes, Volumes, Timings 100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
AM Peak Hour

Intersection Signal Delay: 23.0

Intersection LOS: C

Intersection Capacity Utilization 81.8%

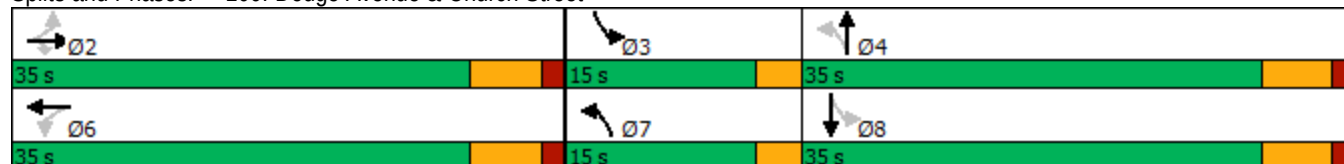
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 100: Dodge Avenue & Church Street



HCM 6th TWSC
200: Darrow Avenue & Church Street

Existing (2022) Traffic Volumes

AM Peak Hour

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				

HCM 6th TWSC
300: Dodge Avenue & Church Alley

Existing (2022) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	267	4	1	407
Future Vol, veh/h	1	1	267	4	1	407
Conflicting Peds, #/hr	3	0	0	9	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	8	50	2	5
Mvmt Flow	1	1	281	4	1	428
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	725	292	0	0	294	0
Stage 1	292	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	392	747	-	-	1268	-
Stage 1	758	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	387	741	-	-	1257	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	508	1257	-	
HCM Lane V/C Ratio	-	-	0.004	0.001	-	
HCM Control Delay (s)	-	-	12.1	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

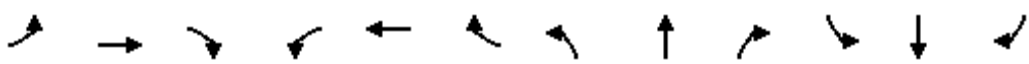
HCM 6th TWSC
400: Darrow Avenue & Church Alley/Private Access

Existing (2022) Traffic Volumes
AM Peak Hour

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	4	1	1	1	1	38	1	1	30	1
Future Vol, veh/h	1	1	4	1	1	1	1	38	1	1	30	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	9	9	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	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	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1579	-	-	966	885	1544	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.007	0.004	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.8	9.1	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	241	104	22	155	65	92	239	72	36	216	51
Future Volume (vph)	45	241	104	22	155	65	92	239	72	36	216	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	11	12	10	15	12	10	16	12
Storage Length (ft)	0		0	0		0	45		0	50		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	0.82		0.97		0.94	0.98		0.96	0.98	
Frt			0.850		0.964			0.965			0.971	
Flt Protected		0.992			0.995		0.950			0.950		
Satd. Flow (prot)	0	1480	1463	0	1444	0	1652	1906	0	1478	1706	0
Flt Permitted		0.916			0.955		0.416			0.547		
Satd. Flow (perm)	0	1361	1193	0	1374	0	679	1906	0	817	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		24			19			15	
Link Speed (mph)		20			20			25			25	
Link Distance (ft)		957			414			841			197	
Travel Time (s)		32.6			14.1			22.9			5.4	
Confl. Peds. (#/hr)	22		83	83		22	50		37	37		50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	2%	3%	2%	3%	6%	2%	4%	2%	14%	4%	2%
Parking (#/hr)		7			7						7	
Adj. Flow (vph)	47	254	109	23	163	68	97	252	76	38	227	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	301	109	0	254	0	97	328	0	38	281	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.31	1.09	1.00	1.25	1.00	1.09	0.88	1.00	1.09	1.03	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		6.0	14.0		6.0	14.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	41.2%	41.2%	41.2%	41.2%	41.2%		17.6%	41.2%		17.6%	41.2%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0		12.0	29.0		12.0	29.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		3.0	6.0		3.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0		3.0	5.0		3.0	5.0	
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0			14.0			14.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)		29.6	29.6		29.6		29.7	23.2		26.2	18.0	
Actuated g/C Ratio		0.43	0.43		0.43		0.43	0.34		0.38	0.26	
v/c Ratio		0.51	0.19		0.42		0.24	0.50		0.10	0.61	
Control Delay		21.1	4.8		17.6		11.9	20.5		10.7	27.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		21.1	4.8		17.6		11.9	20.5		10.7	27.8	
LOS		C	A		B		B	C		B	C	
Approach Delay		16.8			17.6			18.5			25.8	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		94	0		68		23	90		9	102	
Queue Length 95th (ft)		208	32		158		46	192		23	179	
Internal Link Dist (ft)		877			334			761			117	
Turn Bay Length (ft)							45			50		
Base Capacity (vph)		586	575		605		469	832		471	743	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.51	0.19		0.42		0.21	0.39		0.08	0.38	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 68.8												
Natural Cycle: 50												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.61												

Lanes, Volumes, Timings
 100: Dodge Avenue & Church Street

Existing (2022) Traffic Volumes

PM Peak Hour

Intersection Signal Delay: 19.5

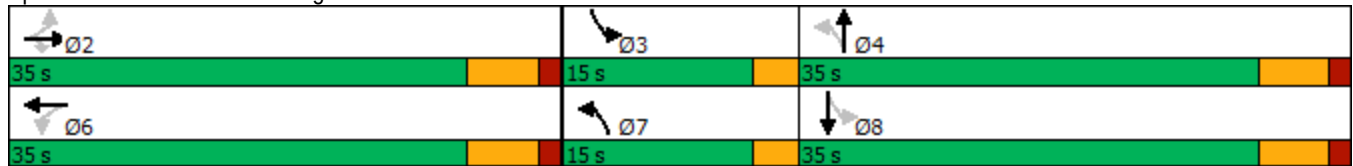
Intersection LOS: B

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 100: Dodge Avenue & Church Street



HCM 6th TWSC
200: Darrow Avenue & Church Street

Existing (2022) Traffic Volumes

PM Peak Hour

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	317	6	11	206	16	18	14	65	10	4	18
Future Vol, veh/h	26	317	6	11	206	16	18	14	65	10	4	18
Conflicting Peds, #/hr	30	0	8	8	0	30	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	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				

HCM 6th TWSC
300: Dodge Avenue & Church Alley

Existing (2022) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	348	1	2	302
Future Vol, veh/h	1	1	348	1	2	302
Conflicting Peds, #/hr	2	5	0	27	27	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	2	2	4
Mvmt Flow	1	1	366	1	2	318
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	718	399	0	0	394	0
Stage 1	394	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	396	651	-	-	1165	-
Stage 1	681	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	384	631	-	-	1135	-
Mov Cap-2 Maneuver	384	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.6	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	477	1135	-	
HCM Lane V/C Ratio	-	-	0.004	0.002	-	
HCM Control Delay (s)	-	-	12.6	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

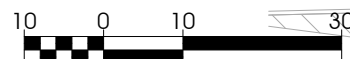
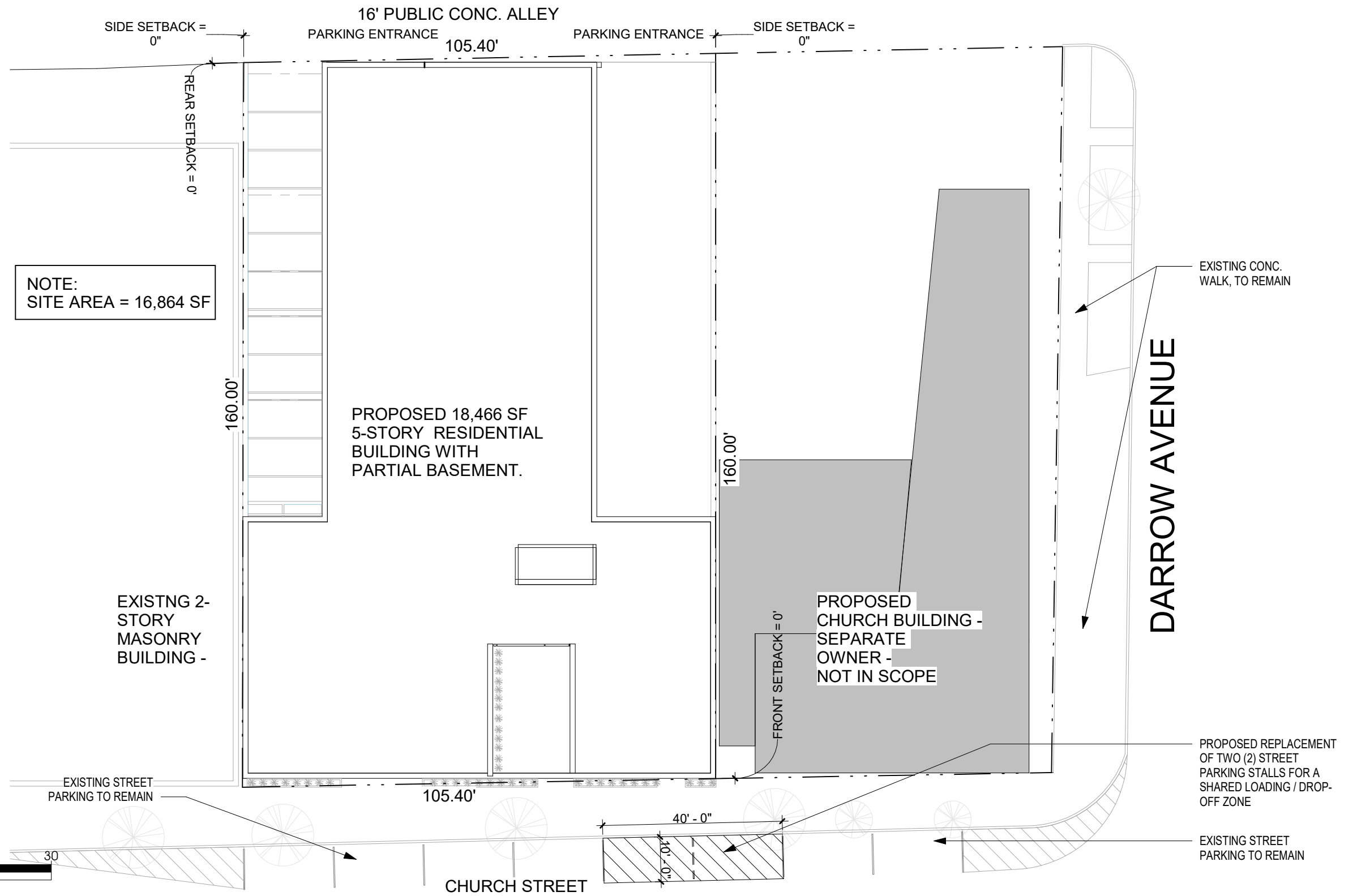
HCM 6th TWSC
400: Darrow Avenue & Church Alley/Private Access

Existing (2022) Traffic Volumes

PM Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	3	1	1	1	3	54	1	1	29	1
Future Vol, veh/h	1	1	3	1	1	1	3	54	1	1	29	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	8	8	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	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 O(veh)	0	-	-	0	0	0	-	-				

E. CONCEPTUAL SITE PLAN



3/64" = 1'-0"



Housing
Opportunity
Development
Corporation

MT. PISGAH APARTMENTS

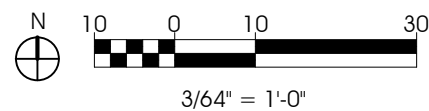
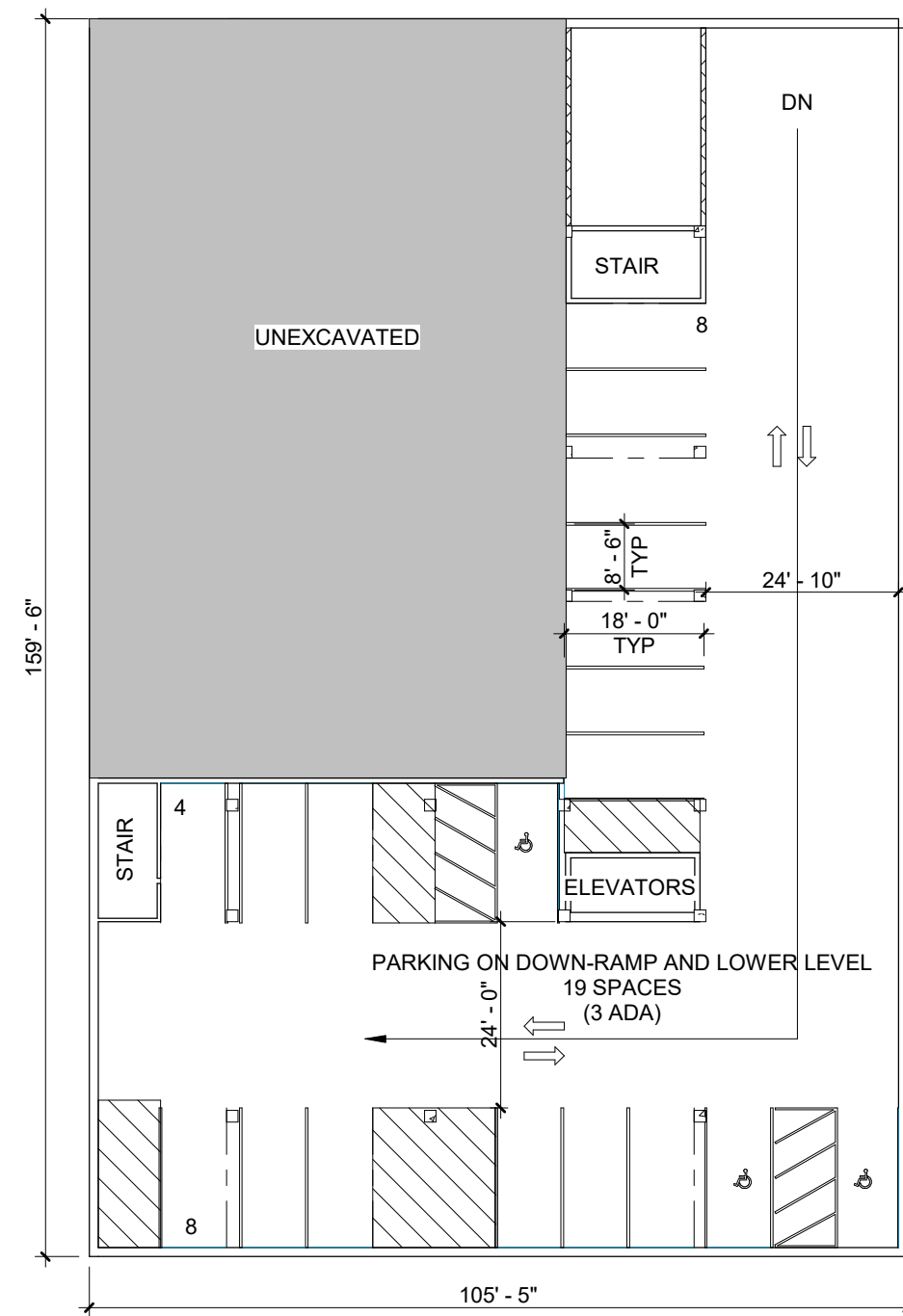
1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

SITE PLAN



A1.0

04.21.2022



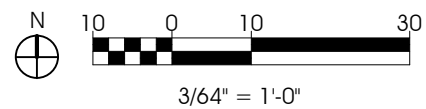
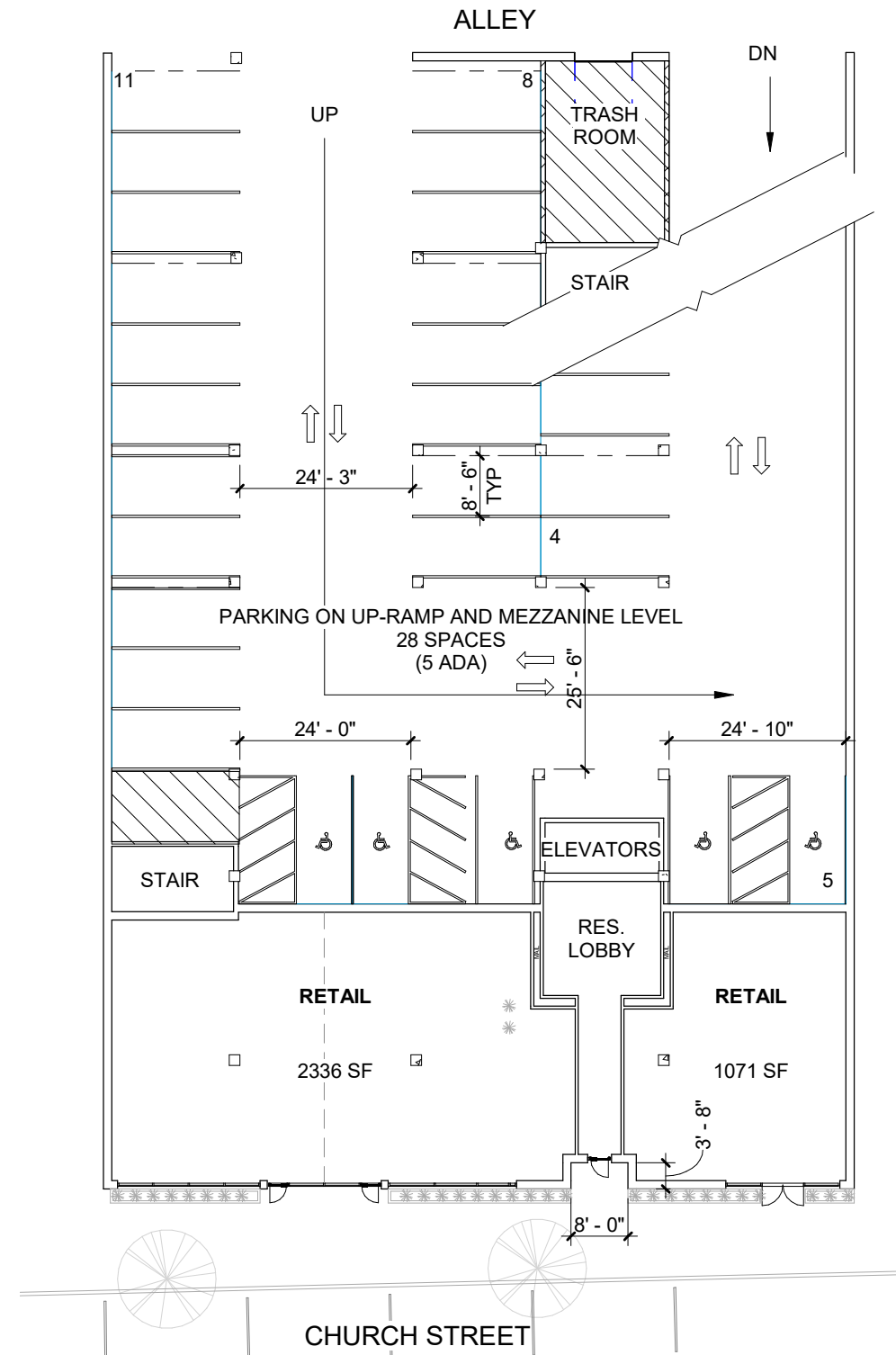
MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

LOWER LEVEL PLAN (PARKING)



A2.0
04.21.2022



MT. PISGAH APARTMENTS

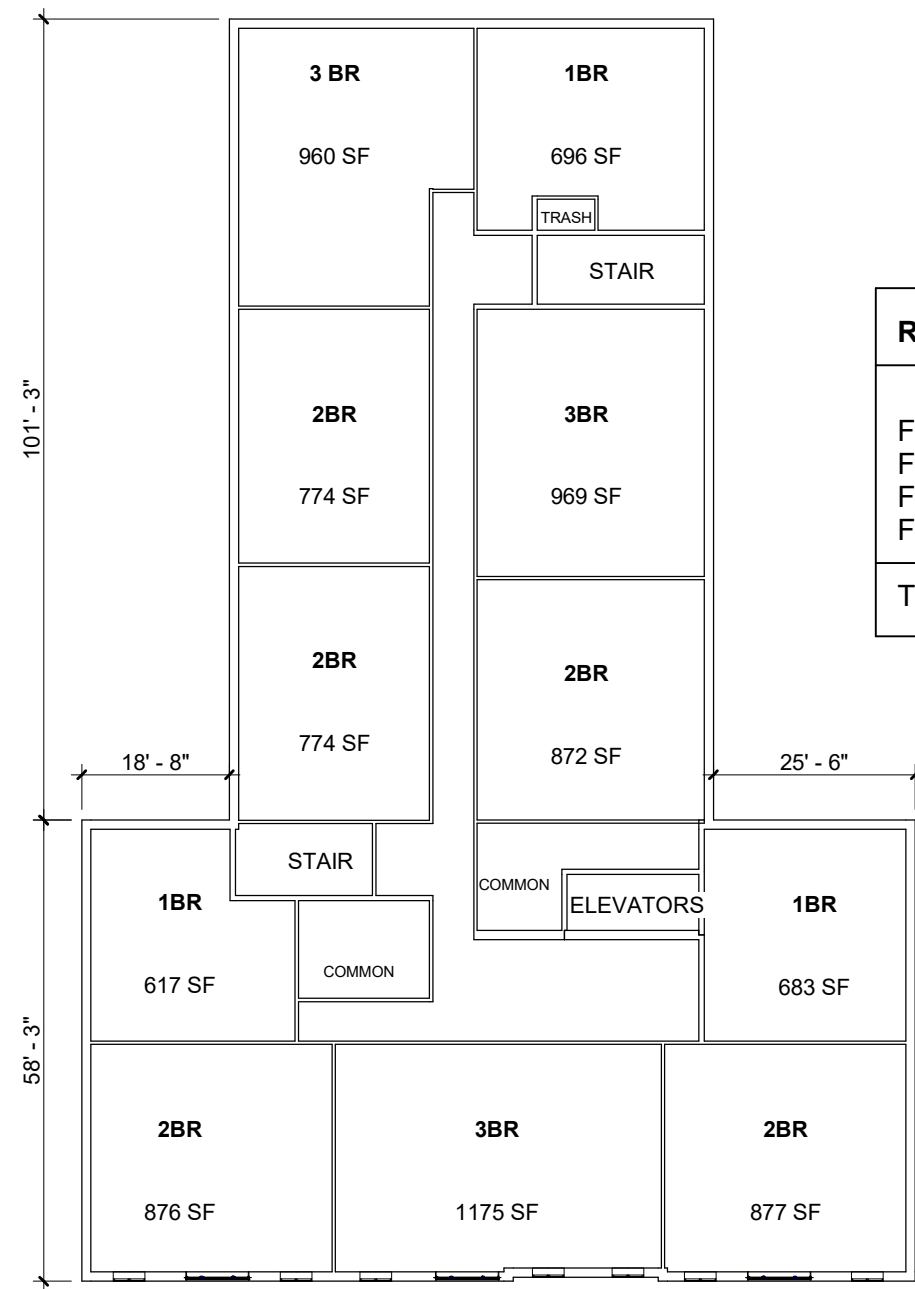
1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

1ST FLOOR PLAN (RETAIL AND PARKING)



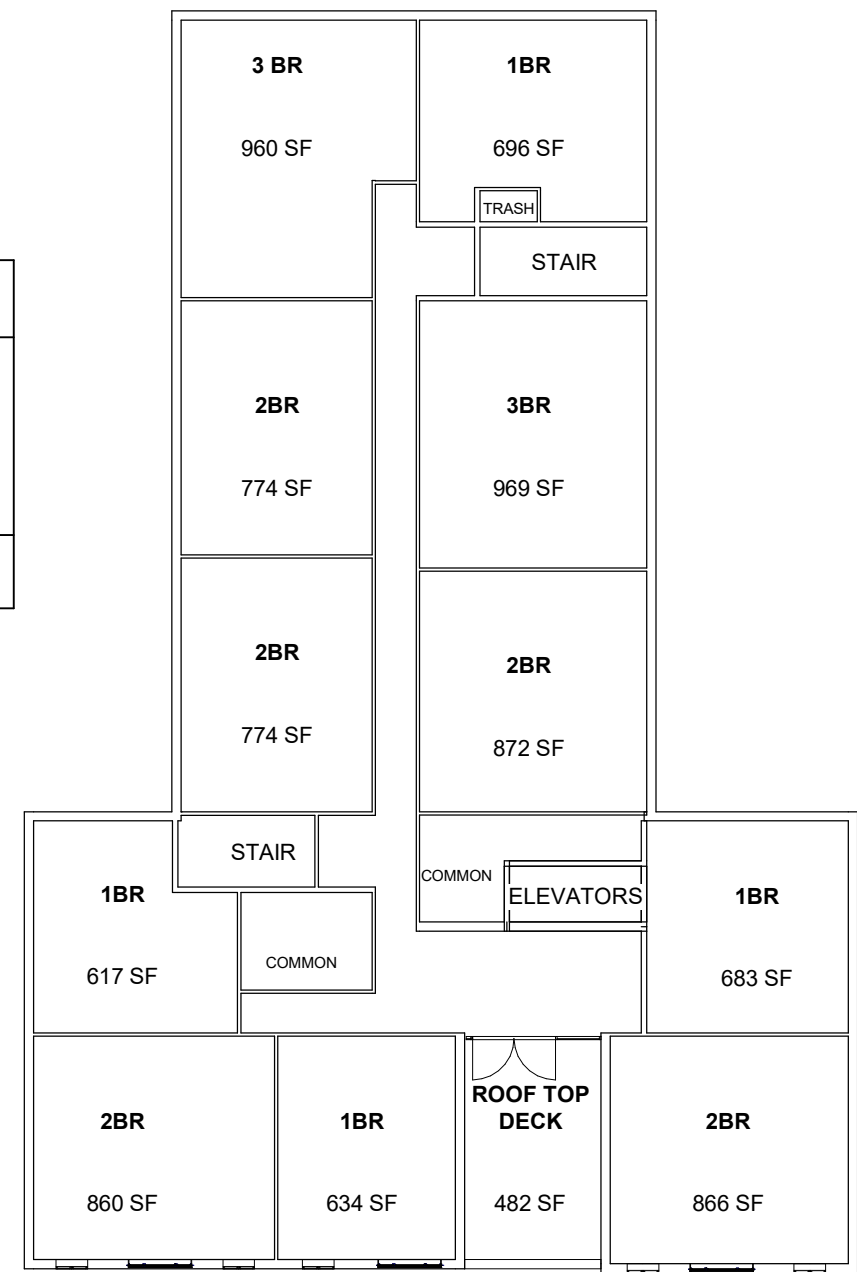
A2.1

04.21.2022

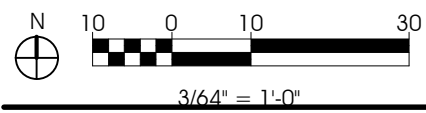


TYPICAL FLOOR PLAN (FLOORS 2-4)

RESIDENTIAL UNIT COUNT				
	1BRS	2BRS	3BRS	TOTAL
FLOOR 2	3	5	3	11
FLOOR 3	3	5	3	11
FLOOR 4	3	5	3	11
FLOOR 5	4	5	2	11
TOTAL	13	20	11	44



5TH FLOOR PLAN



MT. PISGAH APARTMENTS

1805 - 1815 CHURCH STREET, EVANSTON, ILLINOIS

TYP RESIDENTIAL FLOOR PLAN (FLRS 2-5)

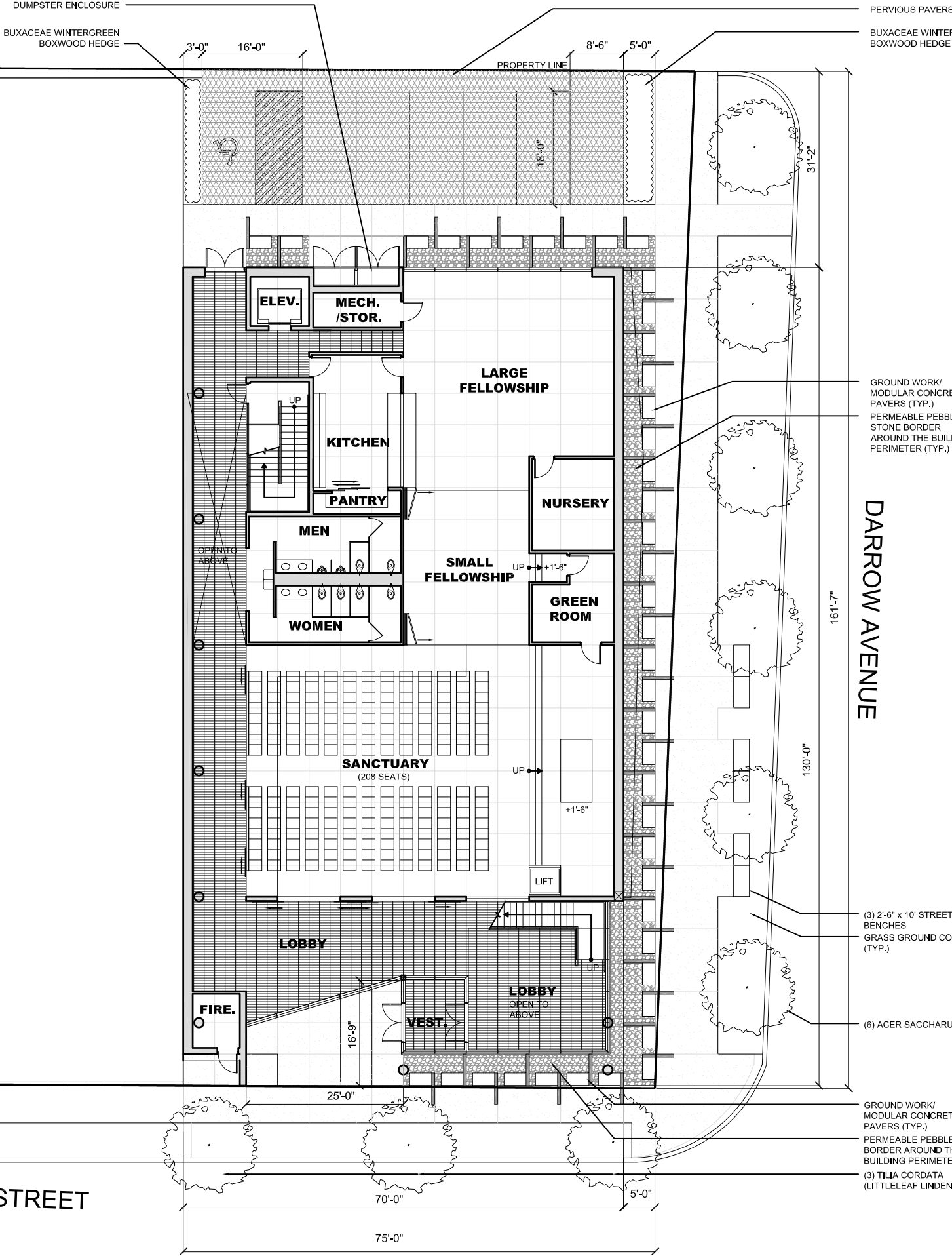


A2.3

04.21.2022

MT. PISGAH

EVANSTON, IL



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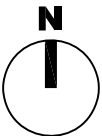
Professional Design Firm # 184.008075-0001001
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EXISTING BUILDING

HODC MIXED USE BUILDING

CHURCH STREET

DARROW AVENUE



F. ITE TRIP GENERATION DATA

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

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

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

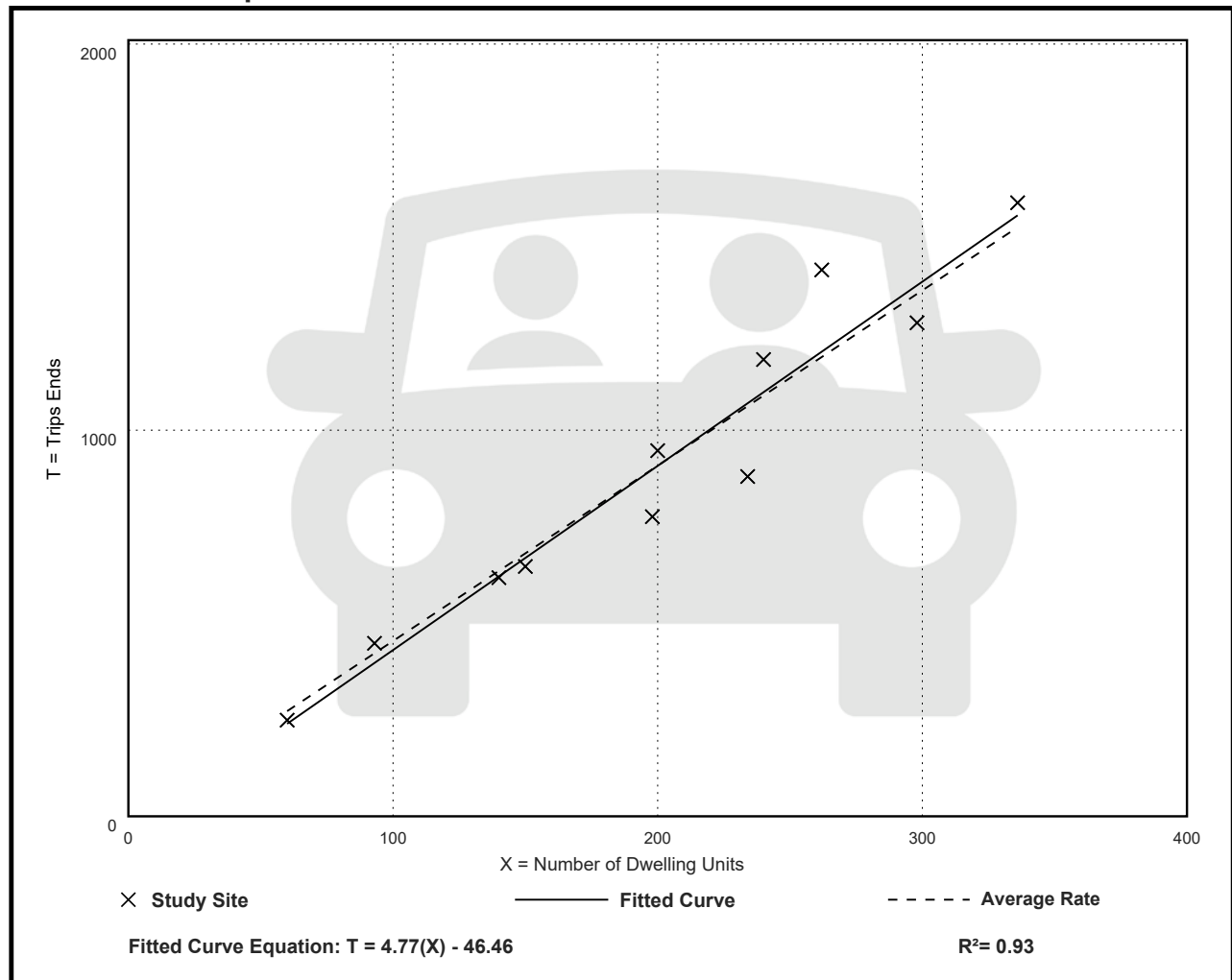
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

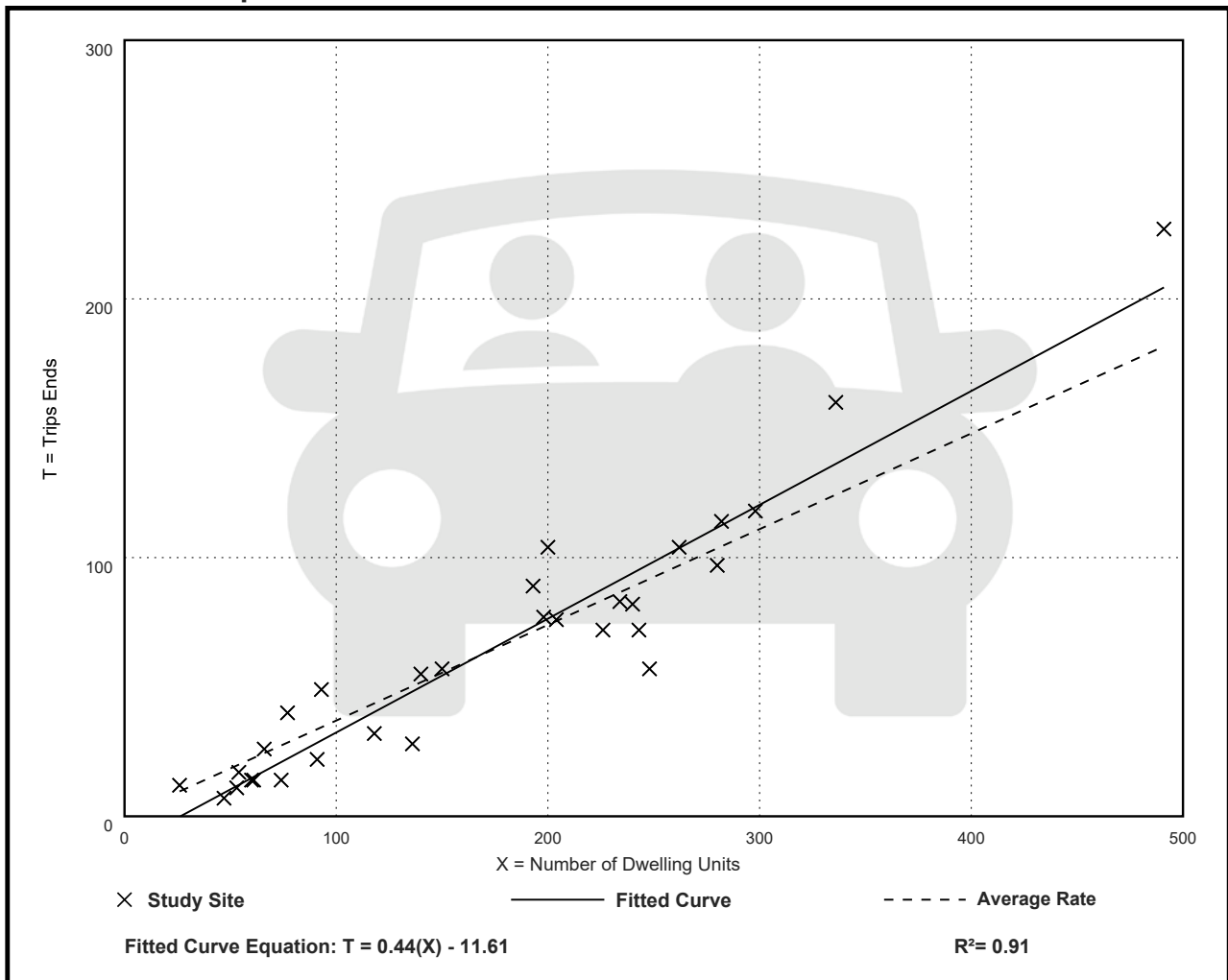
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

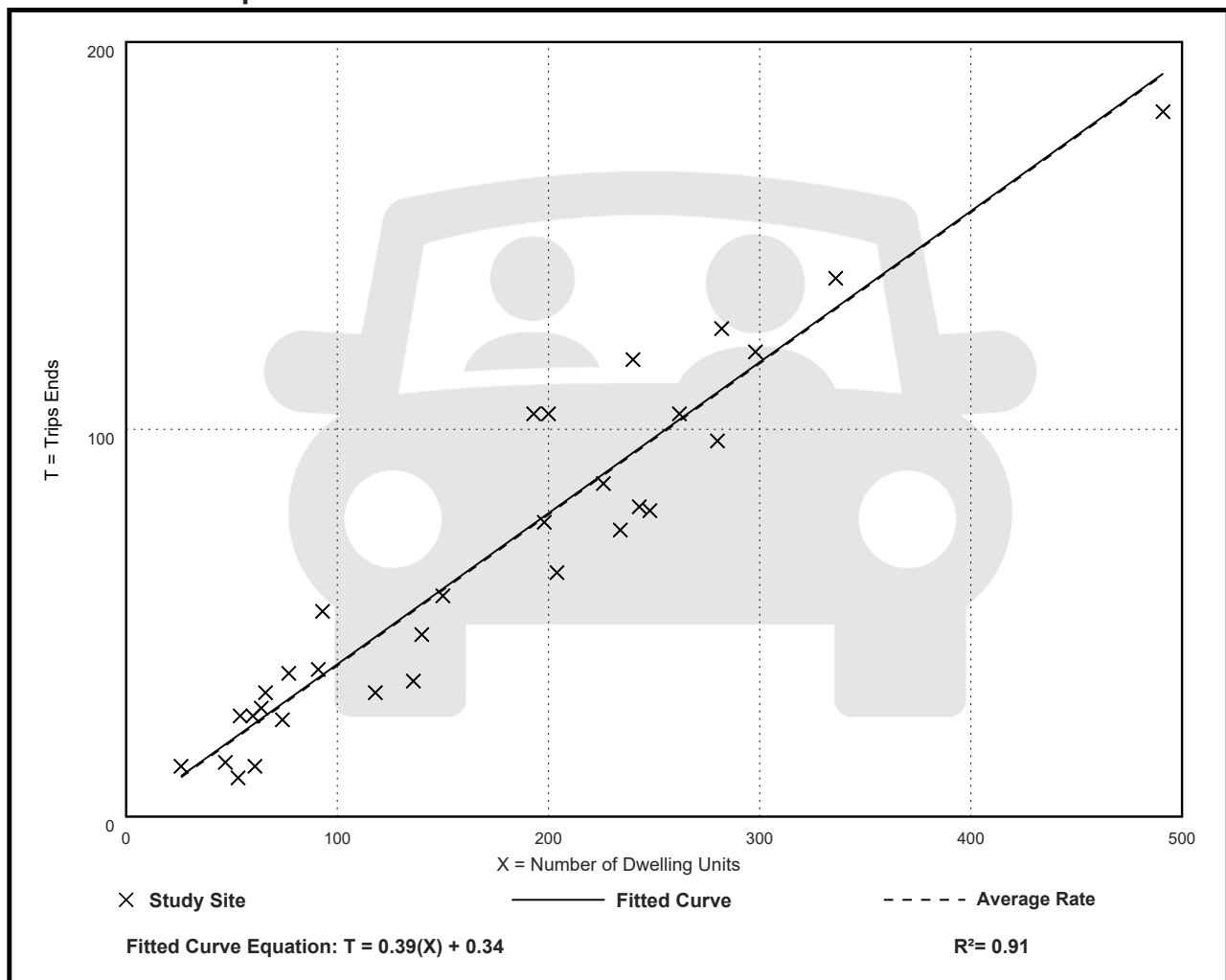
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 393

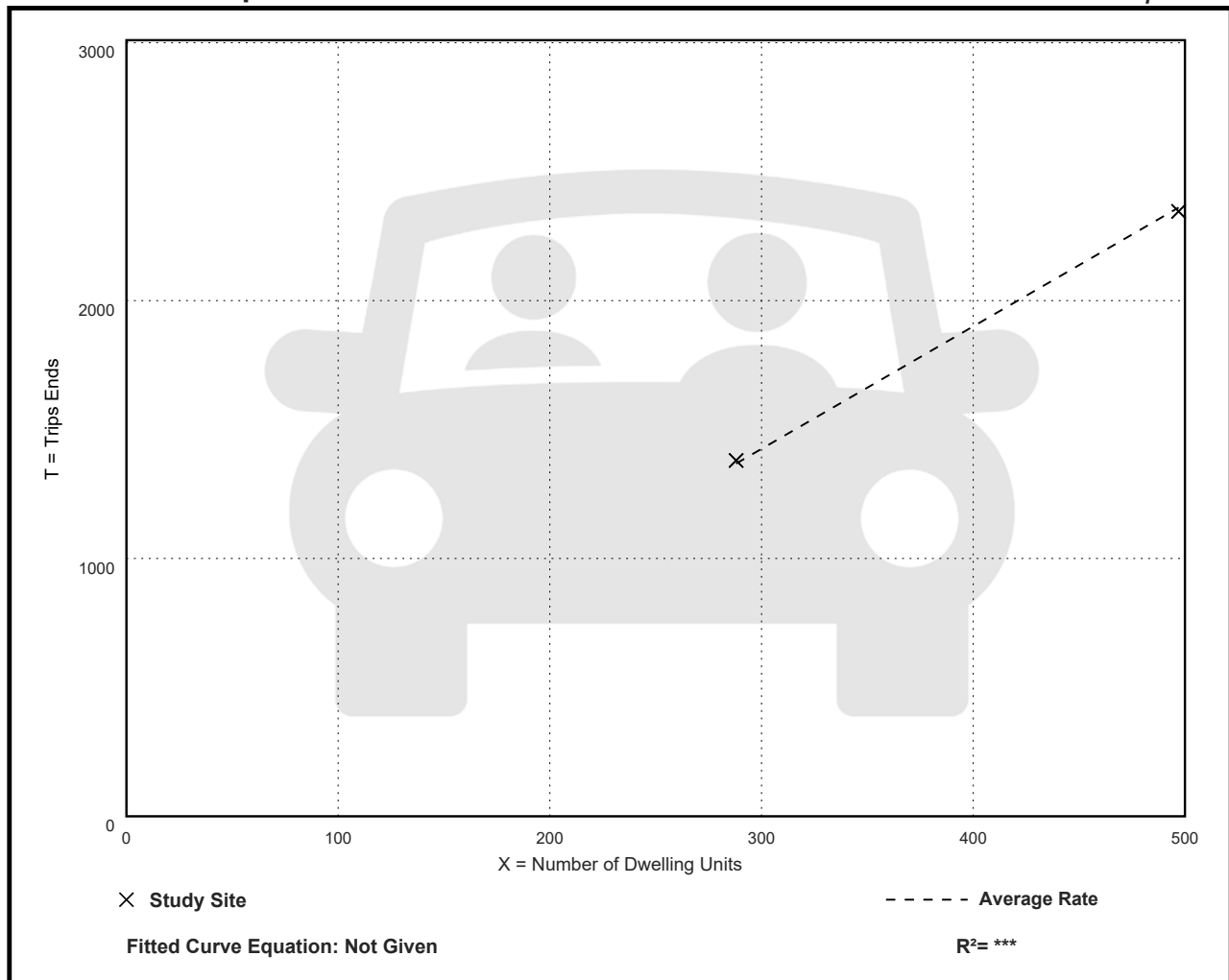
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.75	4.72 - 4.79	***

Data Plot and Equation

Caution – Small Sample Size



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

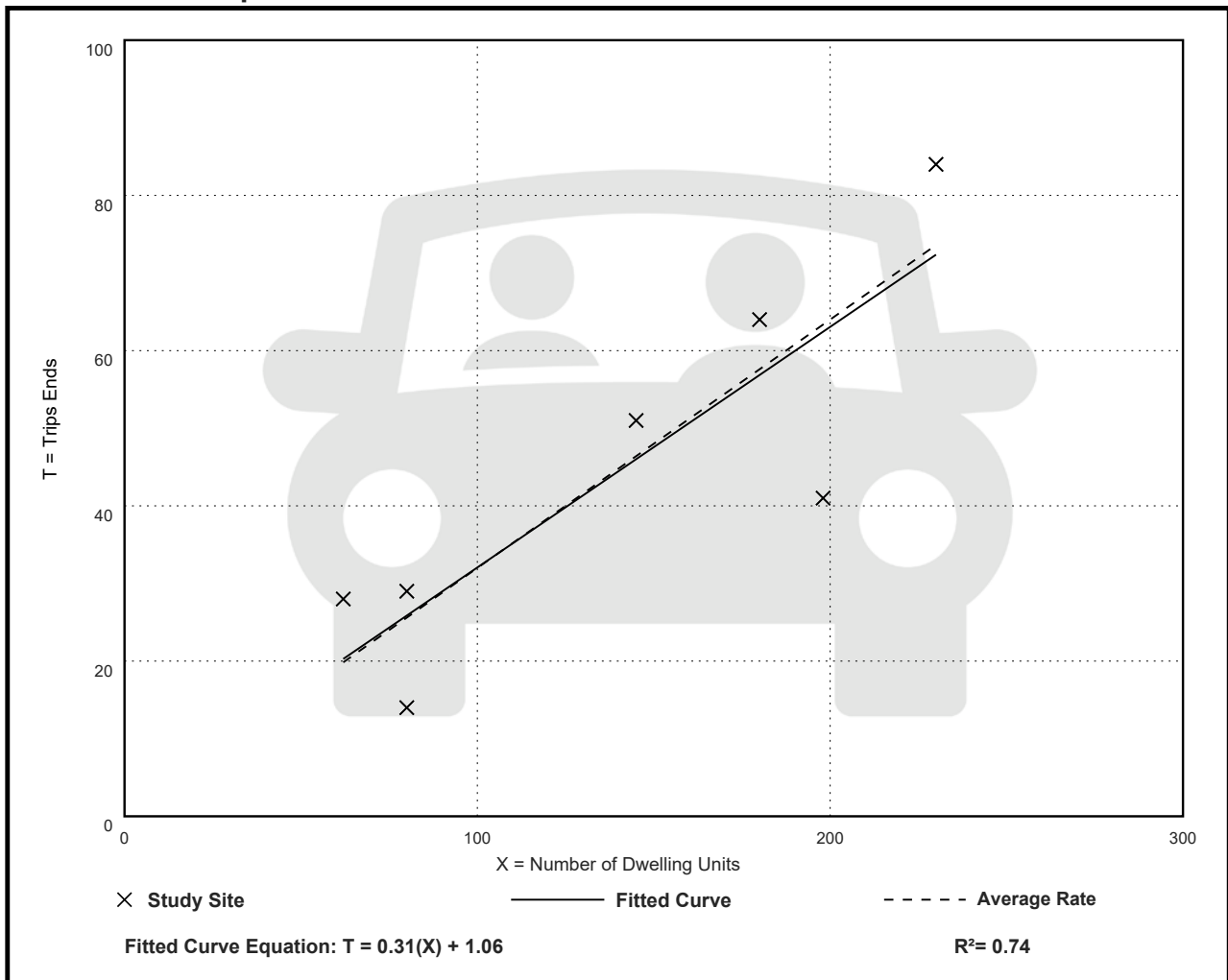
Avg. Num. of Dwelling Units: 139

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.18 - 0.45	0.09

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

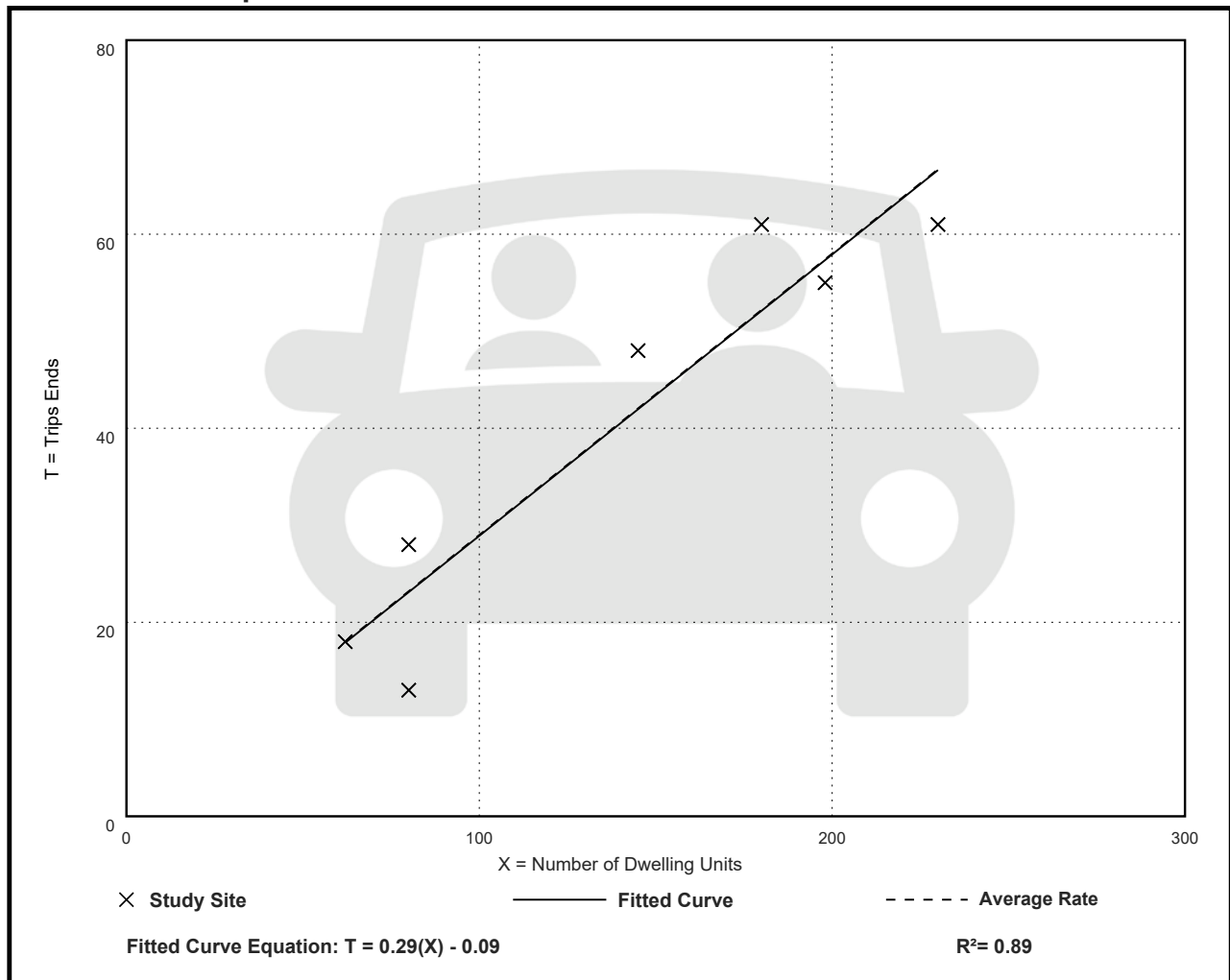
Avg. Num. of Dwelling Units: 139

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.16 - 0.35	0.05

Data Plot and Equation



Land Use: 223

Affordable Housing

Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

Land Use Subcategory

Data are presented for three subcategories for this land use: (1) sites with income limitations for its tenants (denoted as income limits in the data plots), (2) sites with both minimum age thresholds and income limitations for its tenants (denoted as senior in the data plots), and (3) sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting.

Additional Data

For most study sites contained in this land use, all dwelling units in the development are classified as affordable units. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s and 2010s in California, Ontario (CAN), and New Jersey.

Source Numbers

237, 918, 1003, 1004, 1046, 1057

Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

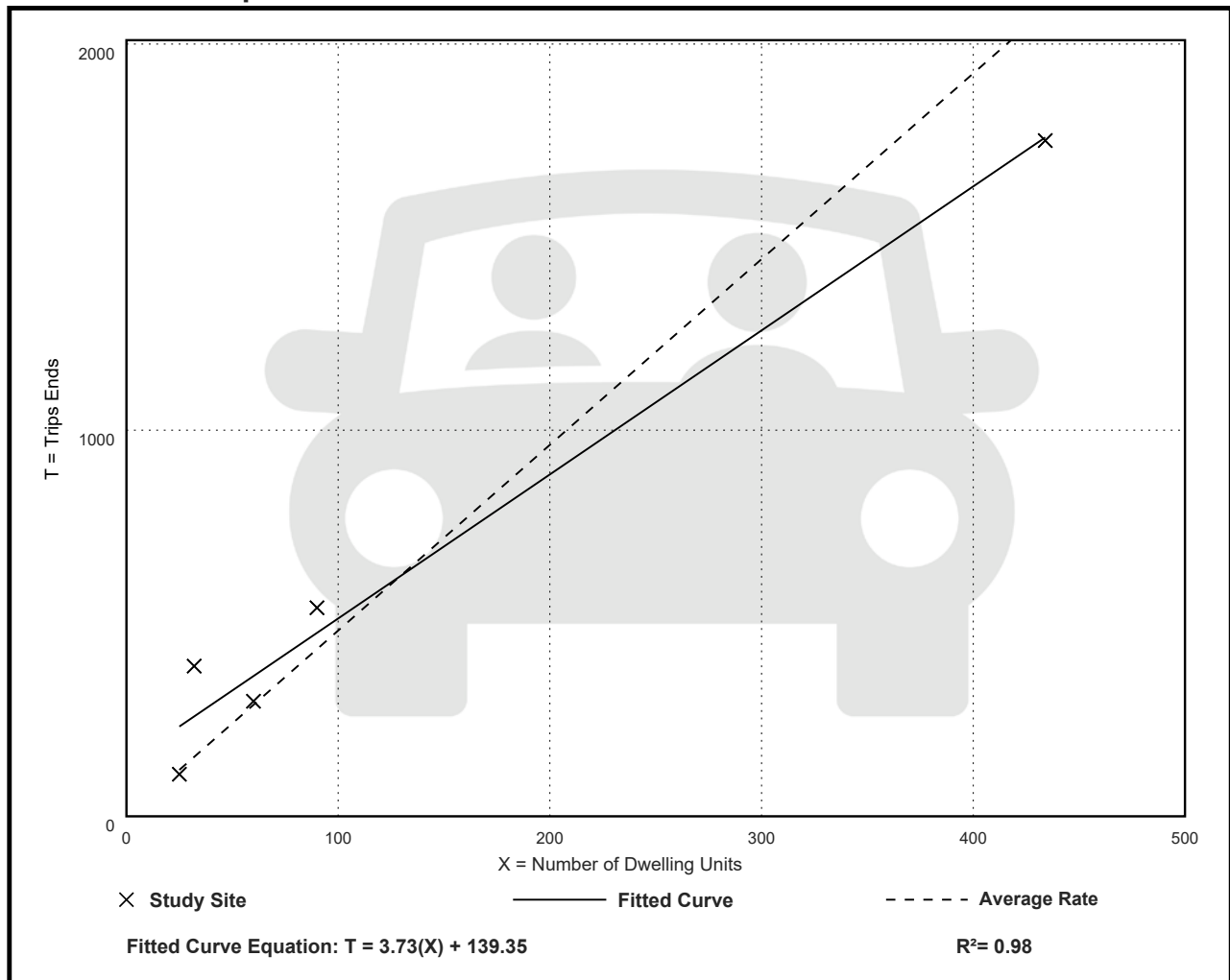
Avg. Num. of Dwelling Units: 128

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.81	4.03 - 12.16	2.03

Data Plot and Equation



Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

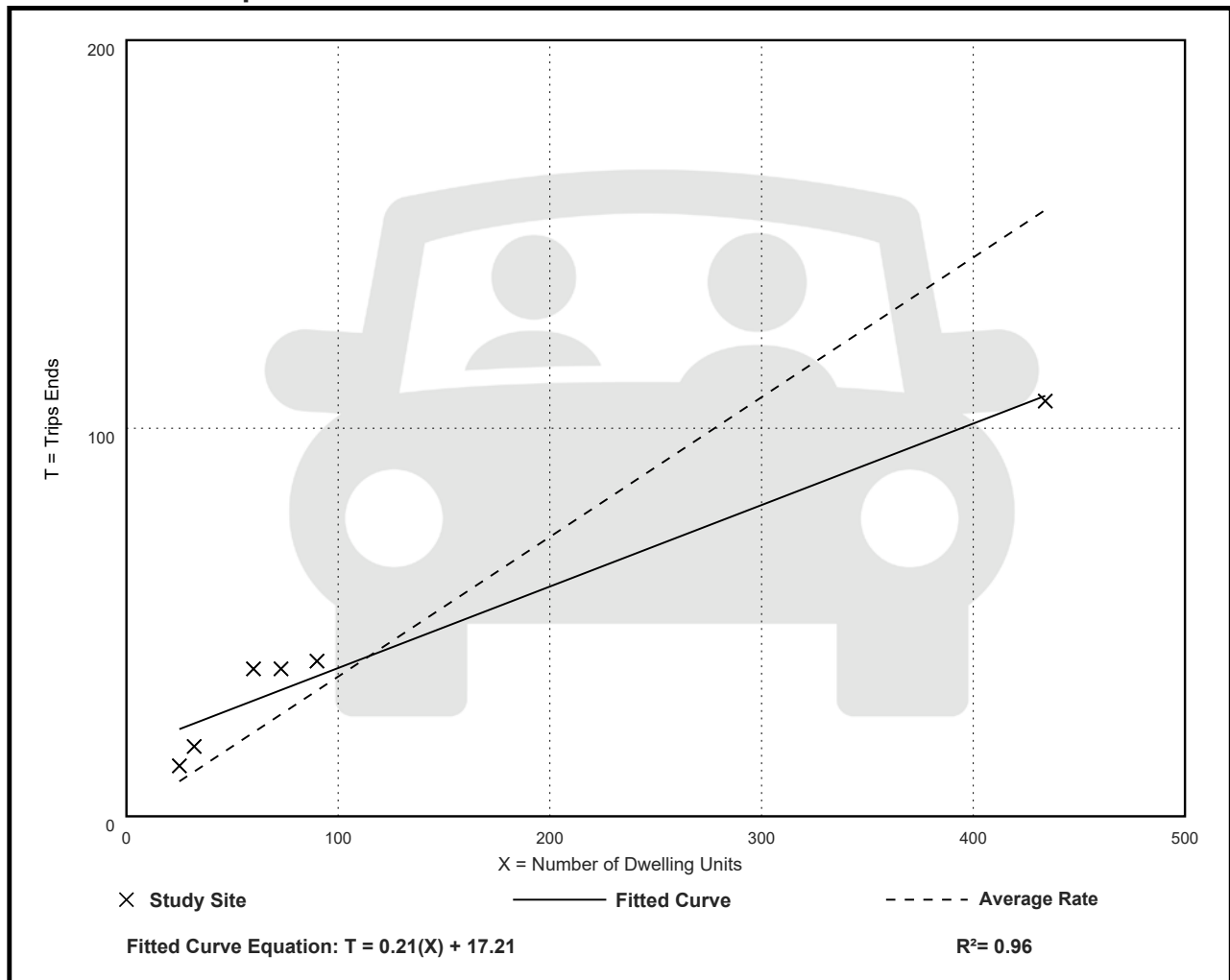
Avg. Num. of Dwelling Units: 119

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.25 - 0.63	0.16

Data Plot and Equation



Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

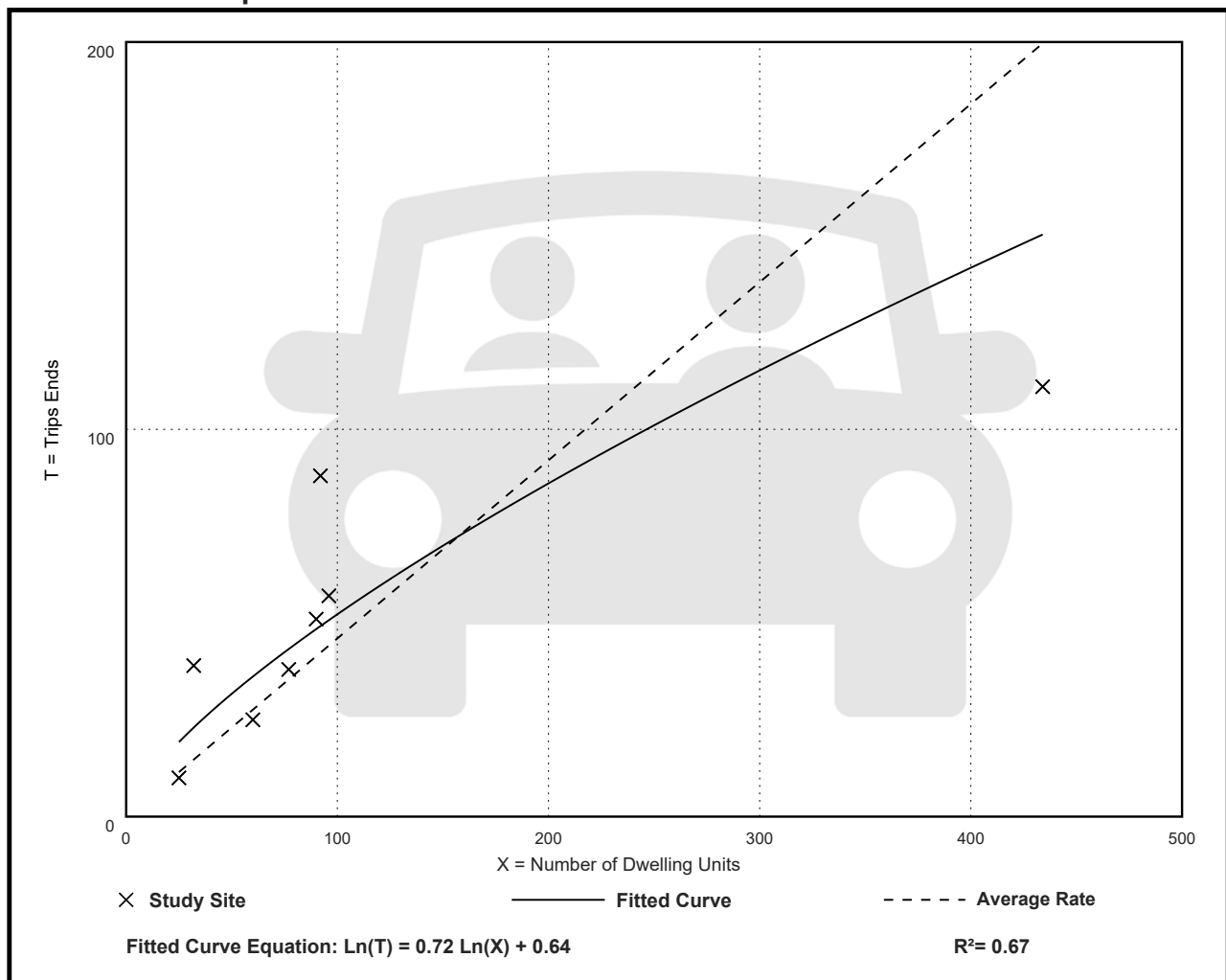
Avg. Num. of Dwelling Units: 113

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.26 - 1.22	0.28

Data Plot and Equation



G. CENSUS DATA

Table: ACSDT5Y2019.B08301

Label	Census Tract 8092, Cook County, Illinois	Census Tract 8095, Cook County, Illinois	Census Tract 8096, Cook County, Illinois	TOTAL	%		Selected Discount
	Estimate	Estimate	Estimate				
Total:	1,819	2,106	1,483	5408			40%
Car, truck, or van:	1,191	946	1,051	3188	59%		
Public transportation (excluding taxicab):	206	355	227	788	15%		
Taxicab	0	0	0	0	0%		
Motorcycle	0	0	0	0	0%		
Bicycle	62	126	67	255	5%		
Walked	136	433	49	618	11%		
Other means	22	9	16	47	1%		
Worked from home	202	237	73	512	9%		

H. ITE PARKING GENERATION DATA

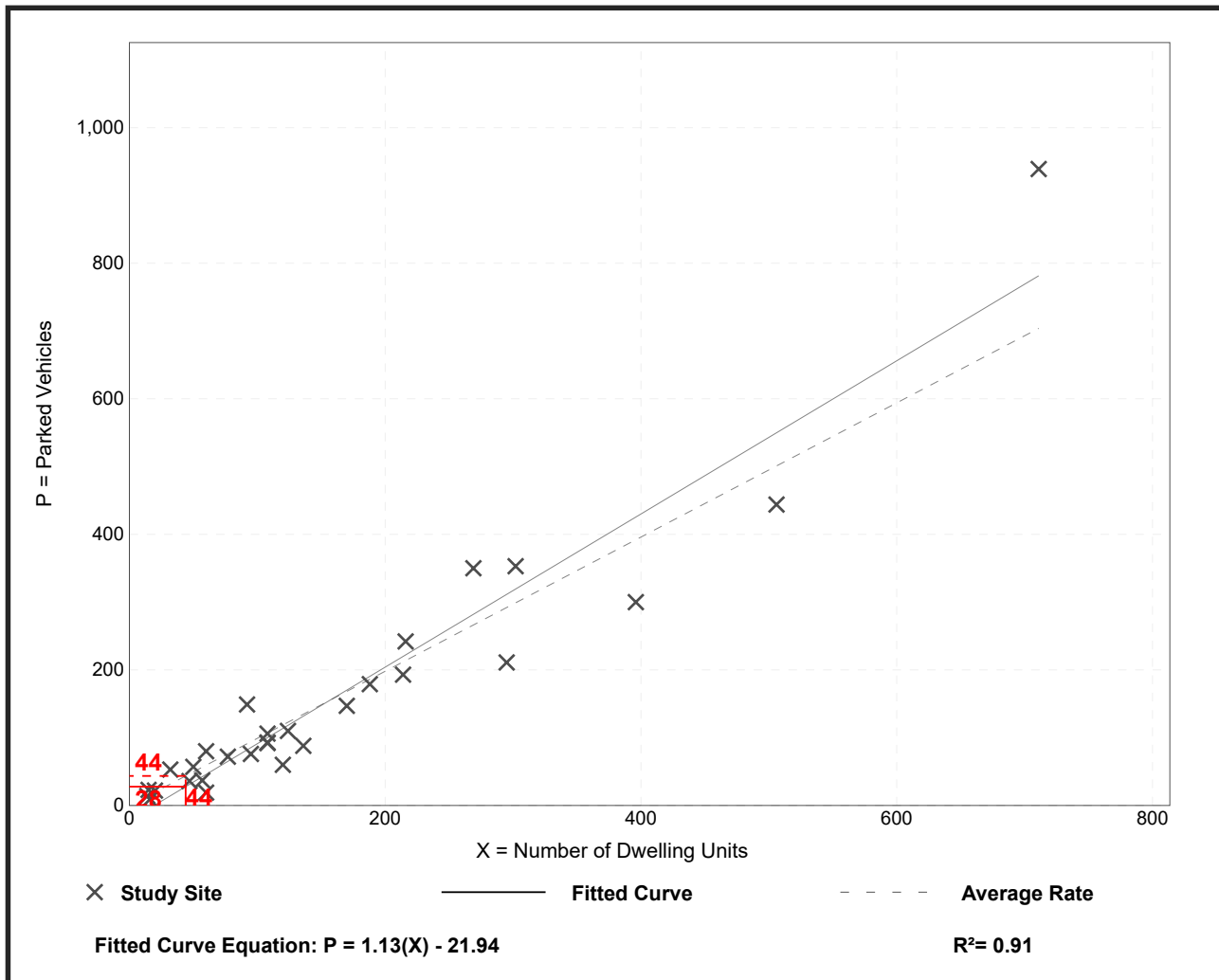
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
 On a: Weekday (Monday - Friday)
 Setting/Location: General Urban/Suburban
 Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 29
 Avg. Num. of Dwelling Units: 159

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.99	0.32 - 1.66	0.85 / 1.33	0.89 - 1.09	0.27 (27%)

Data Plot and Equation



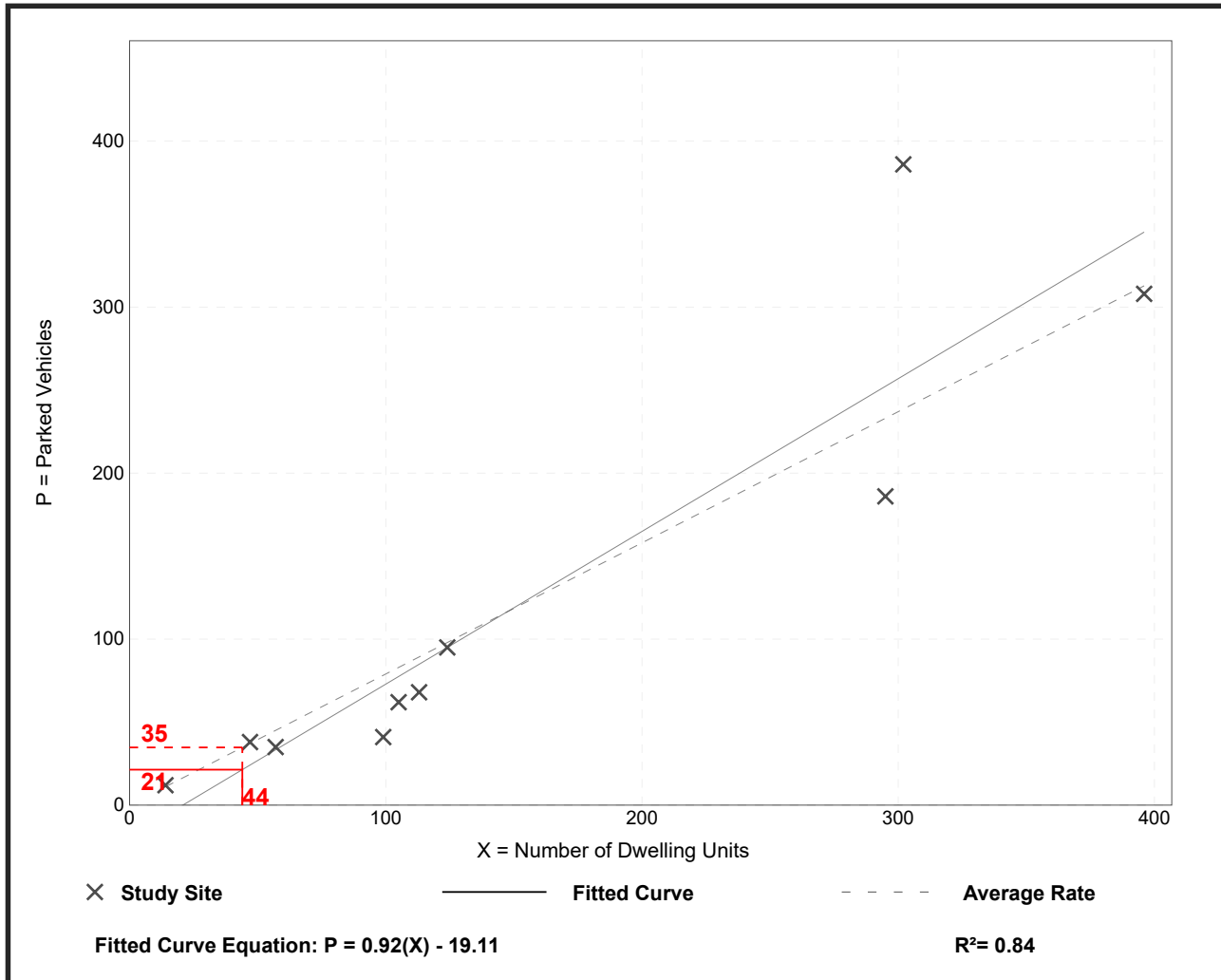
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
 On a: Saturday
 Setting/Location: General Urban/Suburban
 Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.
 Number of Studies: 10
 Avg. Num. of Dwelling Units: 155

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.79	0.41 - 1.28	0.61 / 1.00	***	0.27 (34%)

Data Plot and Equation



I. BUILD CAPACITY REPORTS

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	352	143	45	101	49	94	192	147	45	290	81
Future Volume (vph)	33	352	143	45	101	49	94	192	147	45	290	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	11	12	10	15	12	10	16	12
Storage Length (ft)	0		0	0		0	45		0	50		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	0.91		0.98		0.95	0.96		0.97	0.97	
Frt			0.850		0.966			0.935			0.967	
Flt Protected		0.996			0.989		0.950			0.950		
Satd. Flow (prot)	0	1450	1478	0	1358	0	1636	1805	0	1546	1670	0
Flt Permitted		0.959			0.832		0.311			0.470		
Satd. Flow (perm)	0	1394	1340	0	1134	0	511	1805	0	739	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		22			49			18	
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		957			414			841			197	
Travel Time (s)		32.6			14.1			28.7			6.7	
Confl. Peds. (#/hr)	16		37	37		16	51		33	33		51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	5%	2%	7%	8%	18%	3%	6%	2%	9%	5%	5%
Parking (#/hr)		7			7						7	
Adj. Flow (vph)	35	371	151	47	106	52	99	202	155	47	305	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	406	151	0	205	0	99	357	0	47	390	0
Enter Blocked Intersection	No	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	

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		6.0	14.0		6.0	14.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	41.2%	41.2%	41.2%	41.2%	41.2%		17.6%	41.2%		17.6%	41.2%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0		12.0	29.0		12.0	29.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		3.0	6.0		3.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0		3.0	5.0		3.0	5.0	
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0			14.0			14.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)		29.7	29.7		29.7		34.5	26.2		31.3	22.9	
Actuated g/C Ratio		0.40	0.40		0.40		0.47	0.35		0.42	0.31	
v/c Ratio		0.72	0.24		0.44		0.27	0.53		0.12	0.74	
Control Delay		31.5	4.7		21.0		11.6	19.7		10.2	31.2	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		31.5	4.7		21.0		11.6	19.7		10.2	31.2	
LOS		C	A		C		B	B		B	C	
Approach Delay		24.2			21.0			18.0			29.0	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		166	0		64		23	116		11	156	
Queue Length 95th (ft)		#354	38		141		46	201		26	261	
Internal Link Dist (ft)		877			334			761			117	
Turn Bay Length (ft)							45			50		
Base Capacity (vph)		560	628		468		429	784		480	681	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.72	0.24		0.44		0.23	0.46		0.10	0.57	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 73.9												
Natural Cycle: 55												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.74												

Lanes, Volumes, Timings 100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
AM Peak Hour

Intersection Signal Delay: 23.4

Intersection LOS: C

Intersection Capacity Utilization 82.5%

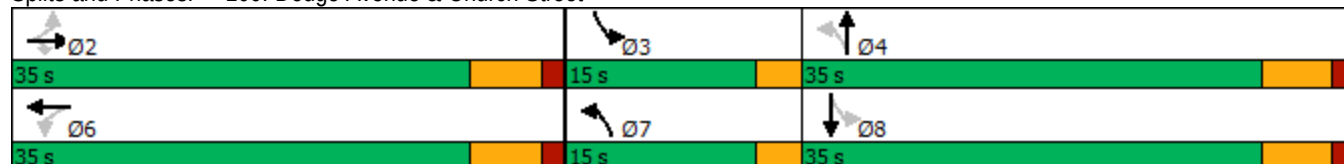
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 100: Dodge Avenue & Church Street



Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	507	22	48	167	14	16	17	85	9	18	12
Future Vol, veh/h	15	507	22	48	167	14	16	17	85	9	18	12
Conflicting Peds, #/hr	10	0	7	7	0	10	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	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	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	437	1253	-	
HCM Lane V/C Ratio	-	-	0.029	0.002	-	
HCM Control Delay (s)	-	-	13.5	7.9	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	-	-	-	-	-	-	-

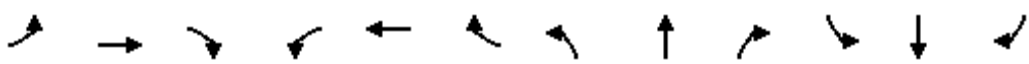
Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9.2		1.1		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	990	870	1544	-
HCM Lane V/C Ratio	0.005	-	-	0.011	0.004	0.001	-
HCM Control Delay (s)	7.3	0	-	8.7	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
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	-	

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	247	104	22	155	65	92	244	72	36	221	56
Future Volume (vph)	45	247	104	22	155	65	92	244	72	36	221	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	12	11	12	10	15	12	10	16	12
Storage Length (ft)	0		0	0		0	45		0	50		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	0.82		0.97		0.94	0.98		0.96	0.98	
Frt			0.850		0.964			0.966			0.970	
Flt Protected		0.992			0.995		0.950			0.950		
Satd. Flow (prot)	0	1481	1463	0	1444	0	1652	1908	0	1478	1702	0
Flt Permitted		0.917			0.954		0.405			0.539		
Satd. Flow (perm)	0	1363	1193	0	1373	0	662	1908	0	805	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		24			19			16	
Link Speed (mph)		20			20			25			25	
Link Distance (ft)		957			414			841			197	
Travel Time (s)		32.6			14.1			22.9			5.4	
Confl. Peds. (#/hr)	22		83	83		22	50		37	37		50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	2%	3%	2%	3%	6%	2%	4%	2%	14%	4%	2%
Parking (#/hr)		7			7						7	
Adj. Flow (vph)	47	260	109	23	163	68	97	257	76	38	233	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	307	109	0	254	0	97	333	0	38	292	0
Enter Blocked Intersection	No	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	

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		6.0	14.0		6.0	14.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	41.2%	41.2%	41.2%	41.2%	41.2%		17.6%	41.2%		17.6%	41.2%	
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0		12.0	29.0		12.0	29.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		3.0	6.0		3.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0		3.0	5.0		3.0	5.0	
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0			14.0			14.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)		29.7	29.7		29.7		30.4	23.9		26.8	18.6	
Actuated g/C Ratio		0.43	0.43		0.43		0.44	0.34		0.39	0.27	
v/c Ratio		0.53	0.19		0.42		0.24	0.50		0.10	0.62	
Control Delay		22.0	5.0		18.2		11.8	20.2		10.6	27.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		22.0	5.0		18.2		11.8	20.2		10.6	27.8	
LOS		C	A		B		B	C		B	C	
Approach Delay		17.6			18.2			18.3			25.8	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		98	0		69		23	92		9	107	
Queue Length 95th (ft)		221	33		164		46	194		23	185	
Internal Link Dist (ft)		877			334			761			117	
Turn Bay Length (ft)							45			50		
Base Capacity (vph)		581	571		599		466	836		470	735	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.53	0.19		0.42		0.21	0.40		0.08	0.40	
Intersection Summary												
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 69.5												
Natural Cycle: 50												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.62												

Lanes, Volumes, Timings
100: Dodge Avenue & Church Street

Build (2022) Traffic Projections
PM Peak Hour

Intersection Signal Delay: 19.8

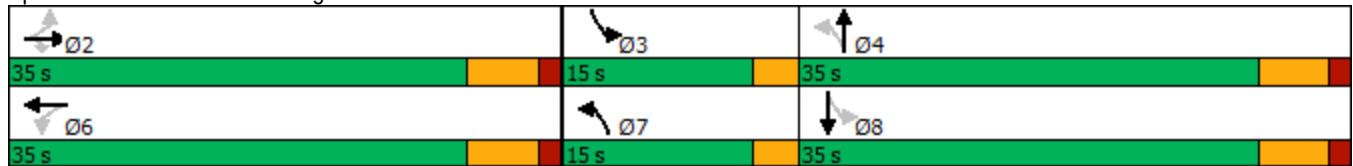
Intersection LOS: B

Intersection Capacity Utilization 67.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 100: Dodge Avenue & Church Street



Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	317	6	11	206	22	18	14	65	15	4	18
Future Vol, veh/h	32	317	6	11	206	22	18	14	65	15	4	18
Conflicting Peds, #/hr	30	0	8	8	0	30	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	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	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	423	1130	-	
HCM Lane V/C Ratio	-	-	0.037	0.005	-	
HCM Control Delay (s)	-	-	13.8	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM 6th TWSC
400: Darrow Avenue & Church Alley/Private Access

Build (2022) Traffic Projections
PM Peak Hour

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					

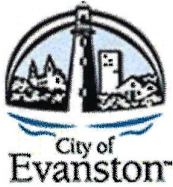
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1580	-	-	979	838	1524	-
HCM Lane V/C Ratio	0.01	-	-	0.011	0.004	0.001	-
HCM Control Delay (s)	7.3	0	-	8.7	9.3	7.4	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

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



Zoning Analysis Summary

01-05-23 *MJP*
UPDATED: ~~12-06-22~~

Case Number:	Case Status/Determination:
22ZONA-0018 – 1801-1805 CHURCH STREET MT. PISGAH CHURCH	NON-COMPLIANT

Plan Dated: 10-13-22

Proposal: By: SUZUKI+KIDD

CONSTRUCT NEW 3-STORY RELIGIOUS INSTITUTION FOR MT. PISGAH WITH OFF-SITE LEASED PARKING SPACES

Zoning Section:	Comments:
	The proposed development site includes the following PINs and includes the proposed development at 1811-1815 Church Street: 10-13-220-031-0000 10-13-220-032-0000 10-13-220-040-0000 10-13-220-041-0000 10-13-220-035-0000
6-15-15-II-E.7 6-15-15-IV-A.9	Development site is located within the B2 Business District, oWE West Evanston Overlay District, and WE7 District in the West Evanston Zoning Overlay for Redevelopment Areas, at the northwest corner of Church Street and Darrow Avenue. WE7 District allows for the development of iconic buildings. Iconic building type is meant to allow for the unique building styles typically associated with neighborhood-scale churches, synagogues, religious assembly, community or cultural uses, libraries, and civic or governmental uses. Iconic building type may only occur on corner parcels with two intersecting street frontages; site is a corner parcel.
Subdivision	As proposed, a plat of subdivision is required to establish new lot/property lines related to the proposed development to the west (1811-1815 Church Street – new Mt. Pisgah Apartments – HODC). East Lot: <i>12,036</i> 12,000 <i>sf</i> Lot size, proposed: 12,000 <i>sf</i> Lot width, proposed: 75.0'

	West Lot: 16,914 16,864 sf Lot size, proposed: 16,864 sf Lot width, proposed: 105.4'
6-15-15-II.A.1	Though not a Planned Development per the oWE West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required.
6-15-15-XVII-B.4, 6-15-15-XVII-B.6	Permitted Uses: Special Use approval required (see note below) Standard: Churches, synagogues, religious assembly, community or cultural uses, libraries, and government or civic uses. Proposed: Church, religious assembly. Use is approximately 16,013 square feet. Special Use approval is required for a use with B2 base zoning between 10,000-40,000 square feet.
6-15-15-IV, Table IV.A	No minimum lot size requirement. No maximum Floor Area Ratio (FAR) requirement. No maximum building coverage requirement.
6-15-15-IV, Table IV-A, 6-15-15-XVII-A.10	Lot width: Compliant Standard: 50.0' Proposed: 75.0'
6-15-15-XVII-A.2	Front yard build to zone: Non-compliant Standard: 5'-25' Proposed: 5' at the 1 st floor but 0' setback for upper floors. Front building façade required to be constructed within Build-to Zones located between 5'-25' from the property line.
6-15-15-XVII-A.2	Corner side yard build to zone: Compliant Standard: 5'-25' Proposed: 5.0'
6-15-15-XVII-A.6	Interior side yard setback: Non-compliant Standard: 5.0' Proposed: 0.0' setback from west interior side property line
6-15-15-XVII-A.7	Rear yard setback: Compliant Standard: 5.0' Proposed: 5.0'+
6-15-15-XVII-A.8, 6-15-15-XVII-A.9	Impervious surface coverage: Non-compliant Standard: 60% of lot area (7,200sf) + 20% semi-pervious surface area (2,400sf) Proposed: 90.3%, 10,840sf Since a tub/cap is under the pebble border area, these areas count 100% of measured area towards impervious surface coverage.

6-15-15-XVII-B.1	Building height: Non-compliant Standard: 2 stories or 30' Proposed: 3 stories at 44.0' to parapet. Mezzanine counts as a story. Clarify shading canopy/trellis, whether an open or solid roof. If open, then compliant. If solid, increases the building height relief required.
6-15-15-XVII-C.5, 6-15-15-XVII-C.6	Exterior building materials: Compliant Standard: Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over 3" in height, and EIFS are not permitted. Proposed: ▪ MTL. panel/fiber cement/G.F.R.C. cladding or equivalent ▪ Wood siding or equivalent, ▪ Prefab concrete panel or G.F.R.C. equivalent, ▪ Glazing system, ▪ Metal/PVC or G.F.R.C screen, ▪ Translucent glass shading device (fins) (Sheet A202 notes glass, fabric or equivalent industrial material), ▪ Wood fabric or equivalent industrial material with steel frame support (roof trellis), trellis, ▪ Glass, wire, or metal guardrail ▪ Metal trellis (east building elevation)
6-15-15-IV, Table IV.A 6-15-15-V-C.4	Building base: Non-compliant Standard: Stoop base type required. Ground story elevation required to be located a maximum of 2.5' above the sidewalk or with a visible occupied basement a maximum of 4.5' above the sidewalk, entry off a stoop (open platform) at least 3' deep and 4' wide. Proposed: Storefront base type. Ground story is at grade.
6-15-15-IV, Table IV.A 6-15-15—VI-A.3	Building cap: Non-compliant Standard: Parapet, pitch, spire, and tower; proposed building cap most similar to a parapet, occupied space behind parapet not permitted. Standard: Parapet with occupied space behind.
6-16-2, Table 16-B, 6-16-2-1	Parking: Compliant Standard: 21 Proposed: 21 1 parking space per 10 seats in main auditorium, assembly hall or sanctuary. 208 seats in sanctuary 208/10 = 20.8 = 21 spaces 7 on-site parking spaces provided + 14 off-site spaces at ETHS parking lot located within 550' from church site (high school does not operate its principal use on Sundays).

	Obtain written approval from the property owner for use of the off-site parking spaces to confirm zoning compliance.
6-16-5, Table 16-E	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.

Join Zoom Meeting

<https://us06web.zoom.us/j/86310981739?pwd=czhWT1pkZllySW42YUFCWjF6eXRTUT09>

Meeting ID: 863 1098 1739

Passcode: 876506

Community members may watch the City Council meeting online at www.cityofevanston.org/channel16 or on Cable Channel 16.

Page

(I) CALL TO ORDER - COUNCILMEMBER REID

(II) APPROVAL OF MINUTES

PM1. **Approval of the Minutes of the Regular Planning & Development Committee meeting of October 10, 2022**

3 - 5

Staff recommends approval of the Minutes of the Regular Planning & Development Committee meeting of October 10, 2022.

For Action

(III) PUBLIC COMMENT

(IV) ITEMS FOR CONSIDERATION

(V) ITEMS FOR DISCUSSION

D1. Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development

6 - 9

Staff requests the Planning & Development Committee discuss the intent and policies of the West Evanston Master Plan and the corresponding zoning regulations of the oWE West Evanston Overlay District, and establish an appropriate path forward for future development in the western portion of Evanston and corresponding Five-Fifths TIF area. The existing plan and zoning regulations are proving problematic to anticipated and encouraged redevelopment such as the Mt. Pisgah site at Church & Darrow.

For Discussion

[Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development - Attachment - Pdf](#)

(VI) ITEMS FOR COMMUNICATION

(VII) ADJOURNMENT



Planning & Development Committee

Monday, October 10, 2022 @ 6:00 PM

Lorraine H. Morton Civic Center, James C. Lytle City Council Chambers, Room 2800

COMMITTEE MEMBER PRESENT:

Juan Geracaris, Councilmember, Jonathan Nieuwsma, Councilmember, Eleanor Revelle, Councilmember, Clare Kelly, Councilmember, Devon Reid, Chair, and Bobby Burns, Councilmember

COMMITTEE MEMBER ABSENT:

Melissa Wynne, Councilmember

STAFF PRESENT:

Sarah Flax, Interim Director of Community Development and Elizabeth Williams, Planning and Zoning Manager

(I) CALL TO ORDER - COUNCILMEMBER REID

A quorum being present Councilmember Reid called the meeting to order at 6:40 p.m.

(II) APPROVAL OF MINUTES

PM1. Approval of the Minutes of the Regular Planning & Development Committee meeting of September 27, 2022

Staff recommends approval of the Minutes of the Regular Planning & Development Committee meeting of September 27, 2022.

Moved by Councilmember Jonathan Nieuwsma

Seconded by Councilmember Bobby Burns

Ayes:

Councilmember Juan Geracaris, Councilmember Jonathan Nieuwsma, Councilmember Bobby Burns, Councilmember Eleanor Revelle, Councilmember Clare Kelly, and Councilmember Devon Reid

Carried 6-0 on a recorded vote

(III) PUBLIC COMMENT

Comments on D1:

Betty Ester asked for clarification and community involvement on what components of the plan were for discussion.

Trisha Connolly desires more community engagement and a written plan on how that will be conducted.

Tina Paden noted that items in the plan including a new school, affordable housing, and money for small landlords have not occurred. She also expressed the need for more community involvement.

Carlis Sutton stated need for public input.

Sam Vaghani noted that the Evanston's LEED for Cities and Communities certification in 2018 demonstrated leadership and would like to see neighboring communities also involved.

Priscilla Chiles would like more community input.

Janet Alexander asked for confirmation that this item was only for discussion and that there would be time for more community meetings. Councilmember Reid confirmed that was correct.

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(IV) ITEMS FOR CONSIDERATION

(V) ITEMS FOR DISCUSSION

- D1. Discussion of the West Evanston Plan & Overlay Area and its impact on current and future development

Motion to table the D1 discussion of the West Evanston Plan & Overlay Area and its impact on current and future development.

Moved by Councilmember Juan Geracaris

Seconded by Councilmember Jonathan Nieuwsma.

Ayes: Councilmember Eleanor Reville, 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: 1 0 - 1 3 - 2 2 0 - 0 3 5 - 0 0 0 0 PIN 2: 1 0 - 1 3 - 2 2 0 - 0 4 1 - 0 0 0 0

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

2. APPLICANT

Name: Pastor Clifford Wilson

Organization: Mt. Pisgah Ministry, Inc.

Address: 1813 Church Street

City, State, Zip: Evanston IL 60201

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

Fax: Work: Home:

E-mail: cwilson@mtpisgahministry.org

Please circle the primary means of contact.

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

- | | | | |
|--|--|---|--|
| ☐ same | ☐ 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**

7/14/2022

Date

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

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

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

Plat of Survey

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

Site Plan

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

Plan or Graphic Drawings of Proposal

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

Proof of Ownership

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

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

Non-Compliant Zoning Analysis

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

Application Fee

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

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

6. PROPOSED PROJECT

A. Briefly describe the proposed project:
Construct new 3-story religious institution for Mt. Pisgah with leased off-site parking on the vacant lot.

B. Have you applied for a Building Permit for this project? ☒ NO ☐ YES
(Date Applied: Building Permit Application #:

REQUESTED VARIATIONS

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

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

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

2		
3		

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

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

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

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

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

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

3. Either...

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

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

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

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

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

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



City of Evanston

DISCLOSURE STATEMENT FOR ZONING HEARINGS

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

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

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

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

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

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

If Applicant or Proposed Land User is a Corporation

N/A

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

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

See attached the board of directors.

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

Applicant is a charitable nonprofit organization and has no shareholders.

If Applicant or Proposed Land User is not a Corporation

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

Applicant is a charitable organization.



A Local Church
Ministering
Globally

Mt. Pisgah Ministry, Inc.

Clifford J. Wilson, Pastor

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

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

BOARD OF DIRECTORS

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

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

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

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

Derrick Boney
2207 Foster St, Evanston IL 60201

Gerold Wilson
1521 N. McAree Rd, Waukegan IL 60085

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

Plat of Survey

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

OF

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 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.

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

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.

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.

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.

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

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



(M)	Measured
(R)	Record
ADA	ADA Tactile Don



CLIENT: HOUSING DEVELOPMENT CORPORATION

Project Site Plan

EVANSTON, IL

BUXACEAE WINTERGREEN
BOXWOOD HEDGE

— BUXACEAE WINTERGREEN
BOXWOOD HEDGE

224.245.8142
suzukikidd.com

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SD101

161'-7"

130'-0"

(3) 2'-6" x 10' STREETSCAPE
BENCHES
GRASS GROUND COVER
(TYP.)

+ (6) ACER SACCHARUM

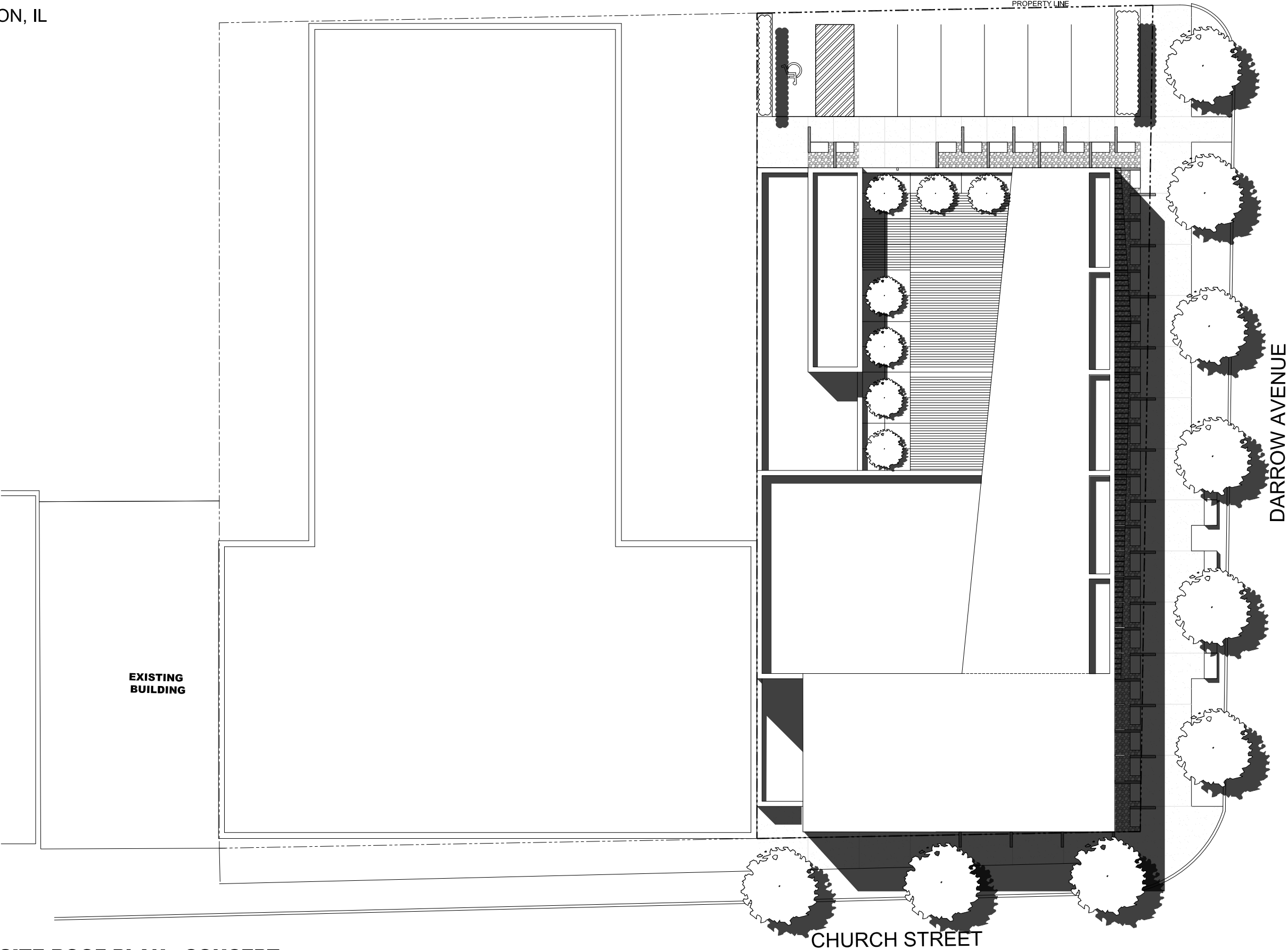
- GROUND WORK/
MODULAR CONCRETE
PAVERS (TYP.)
- PERMEABLE PEBBLE STONE
BORDER AROUND THE
BUILDING PERIMETER (TYP.)
- (3) *TILIA CORDATA*
(LITTLELEAF LINDEN)



Plan or Graphic Drawings of Proposal

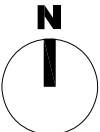
MT. PISGAH

EVANSTON, IL



A1

SITE ROOF PLAN - CONCEPT
SCALE: 1:20

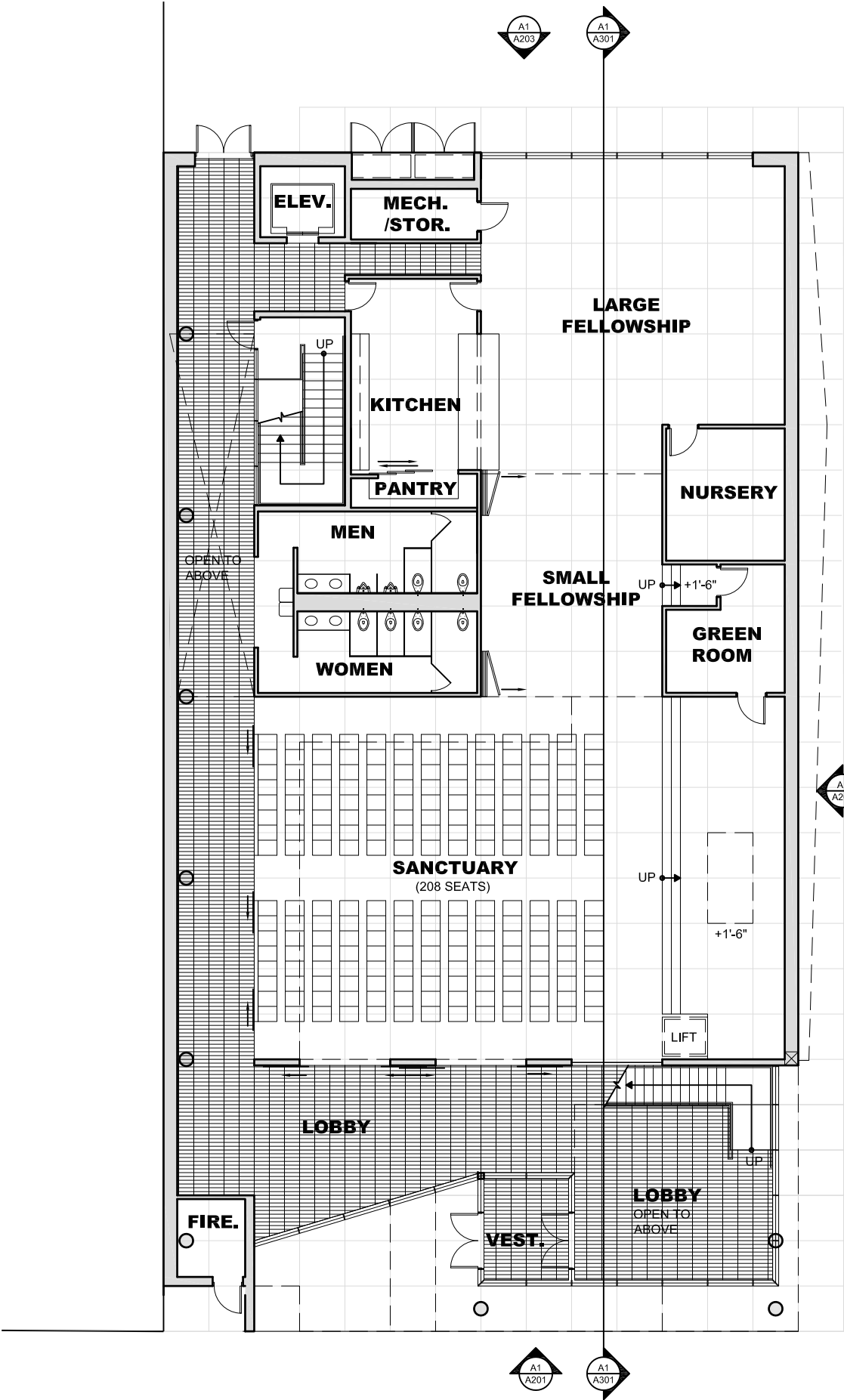


Project Number: 19001
Issue Date: 01.24.2022

SD102

MT. PISGAH

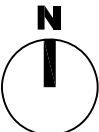
EVANSTON, IL



A1

FIRST FLOOR PLAN - CONCEPT

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



Project Number: 19001
Issue Date: 01.24.2022

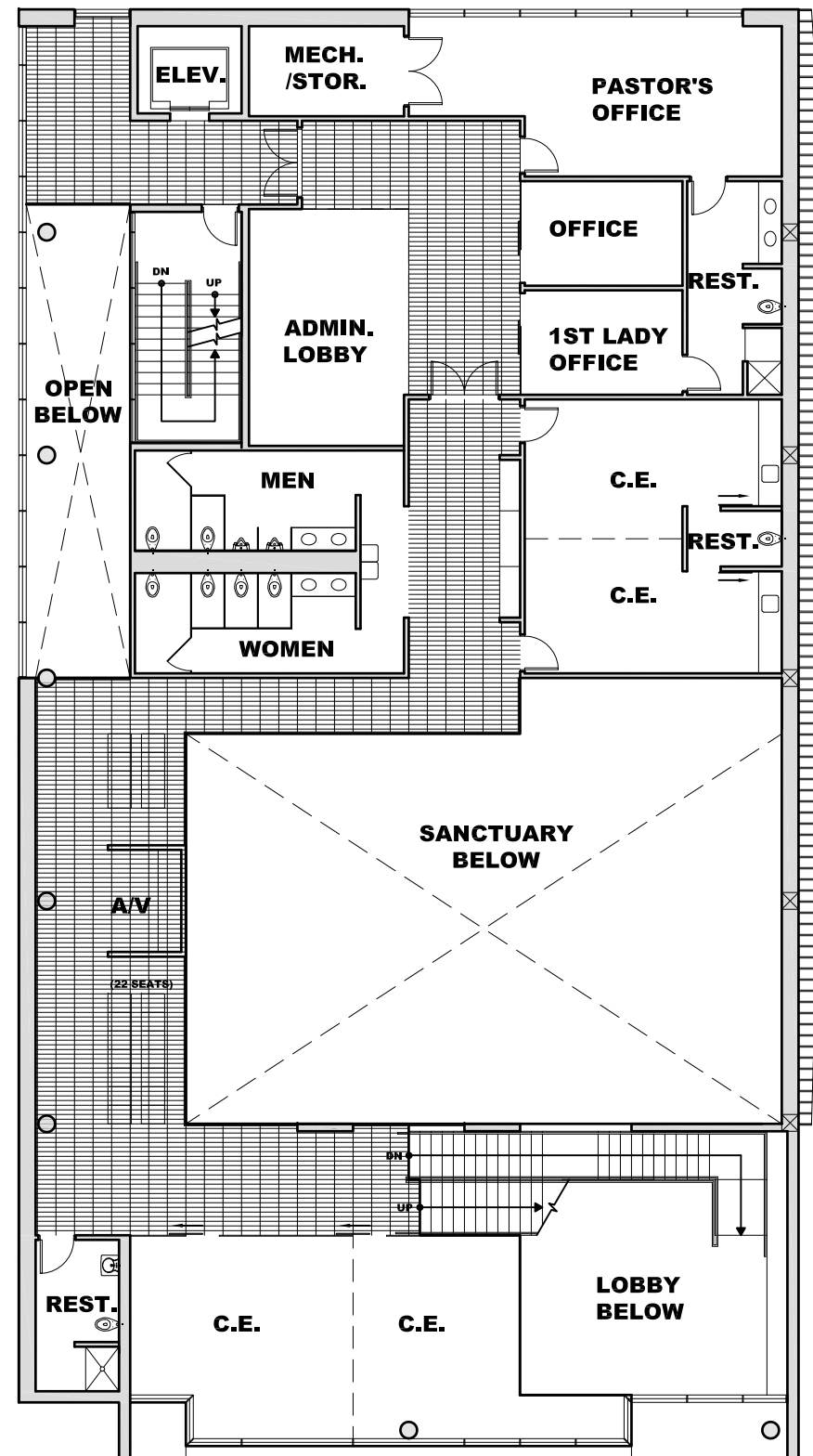
A101

EVANSTON, IL

SUZUKI+KIDD
ARCHITECTS - DESIGNERS - URBANISTS
arch@suzukikidd.com | 224.245.8142
suzukikidd.com

Professional Design Firm # 184.008075-0001001

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A1

SECOND FLOOR PLAN - CONCEPT

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

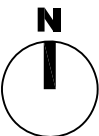
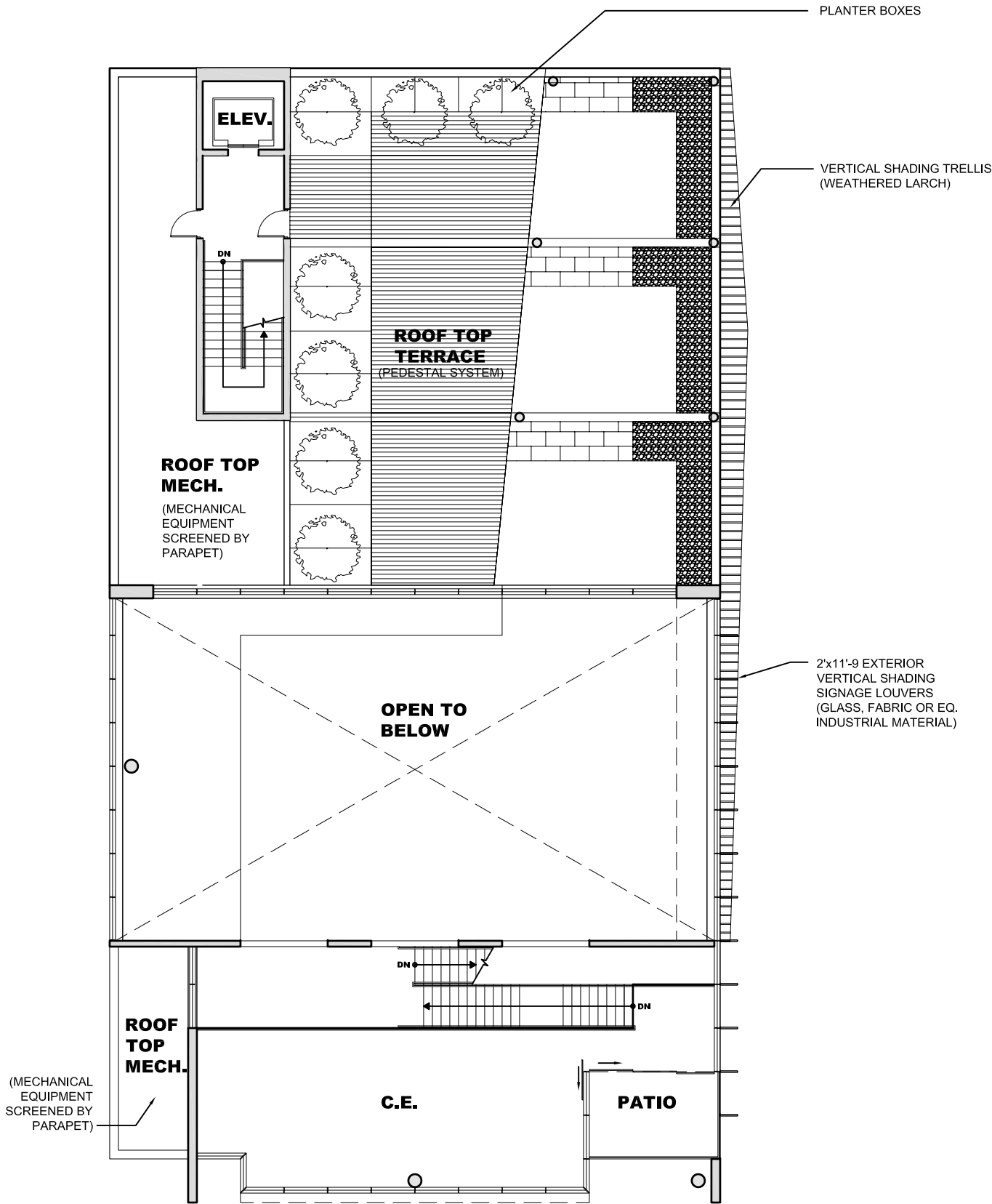


Project Number: 19001
Issue Date: 01.24.2022

A102

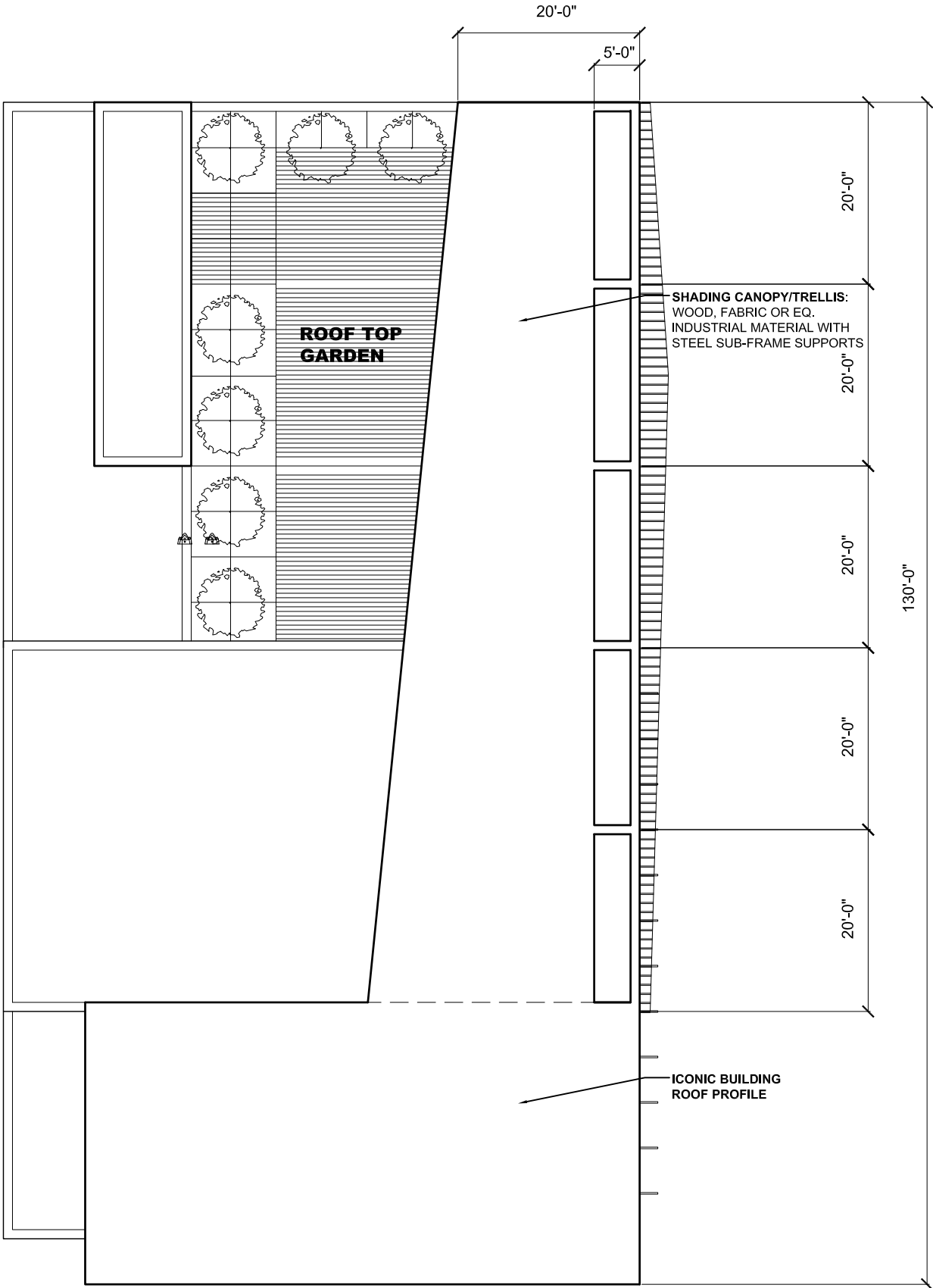
MT. PISGAH

EVANSTON, IL



MT. PISGAH

EVANSTON, IL



MT. PISGAH

EVANSTON, IL

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ARCHITECTS - DESIGNERS - URBANISTS

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224.245.8142

suzukikidd.com

Professional Design Firm # 184,008075-0001001

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

INTERIOR SURFACE: WOOD
SIDING OR EQ.

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

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

GLAZING SYSTEM

T/PARAPET
144'-0"

VERTICAL TRANSLUCENT
GLASS SHADING DEVICE

BALCONY PATIO

MEZZANINE
127'-0"

SECOND FLOOR
115'-0"

INTERIOR SURFACE: WOOD
SIDING OR EQ.

FIRST FLOOR
100'-0"

A1

SOUTH ELEVATION - CONCEPT

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

Project Number: 19001

Issue Date: 07.12.2022

A201

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

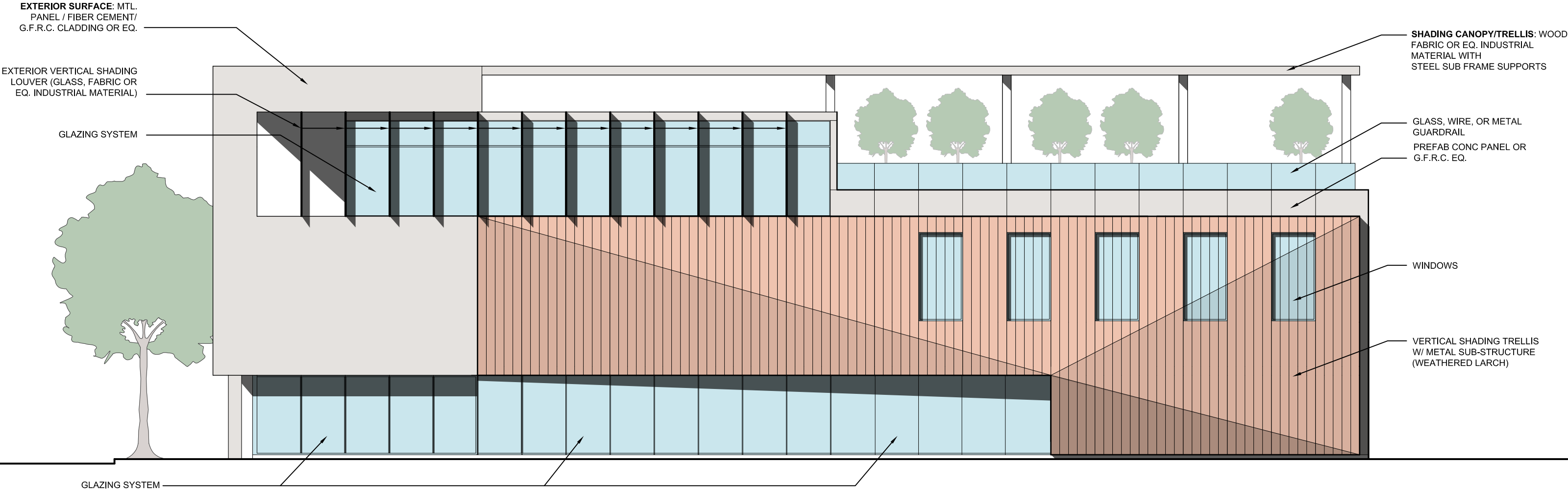
arch@suzukikidd.com

224.245.8142

suzukikidd.com

Professional Design Firm # 184.008075-0001001

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A1

EAST ELEVATION - CONCEPT

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

Project Number: 19001
Issue Date: 01.24.2022

A202

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

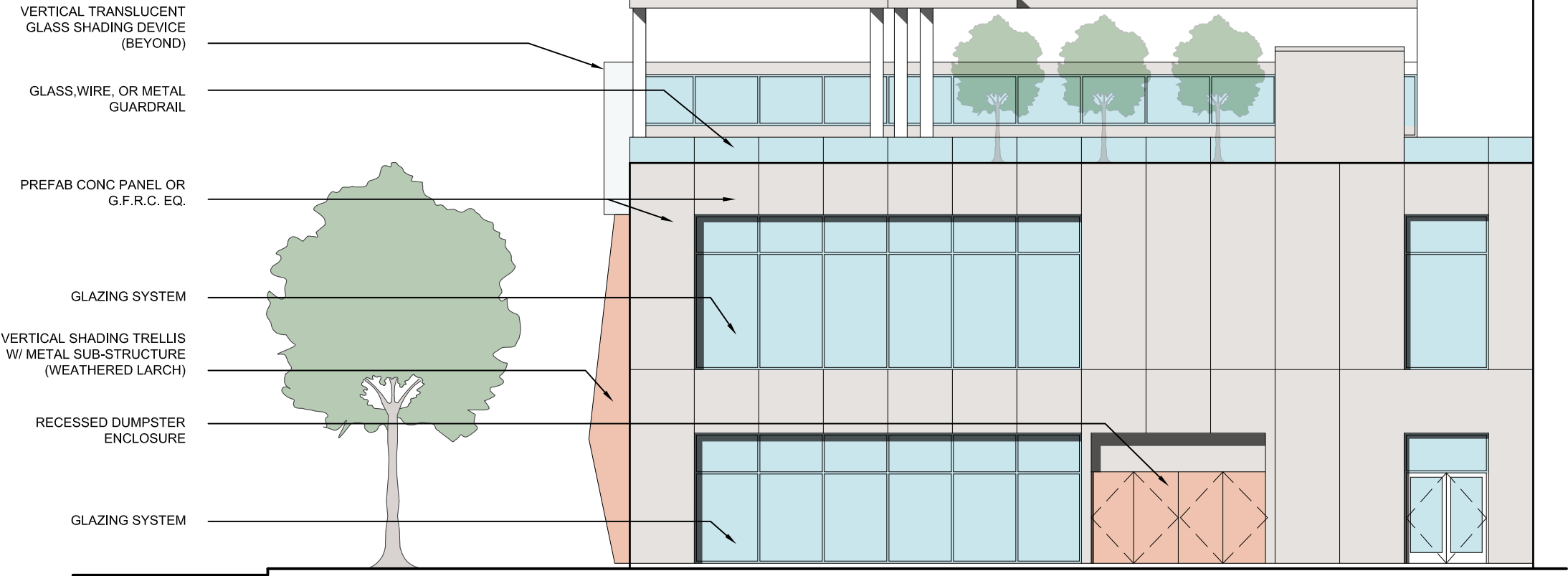
arch@suzuklkidd.com

224.245.8142

suzuklkidd.com

Professional Design Firm # 184,008075-0001001

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A1

NORTH ELEVATION - CONCEPT

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

Project Number: 19001

Issue Date: 07.12.2022

A203

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

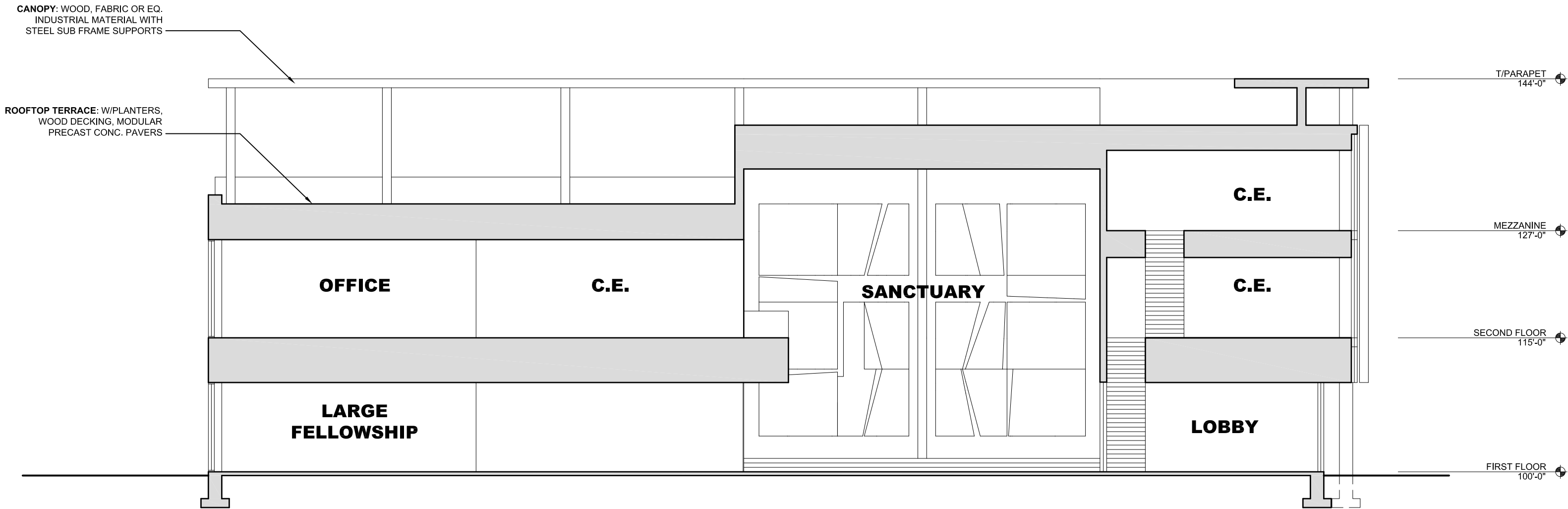
arch@suzukikidd.com

224.245.8142

suzukikidd.com

Professional Design Firm # 184.008075-0001001

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A1

BUILDING SECTION - CONCEPT

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

Project Number: 19001

Issue Date: 01.24.2022

A301



Proof of Ownership

4-O-21

AN ORDINANCE

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

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

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

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

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

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

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

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

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

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

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

Introduced: _____, 2021

Approved:

Adopted: _____, 2021

_____, 2021

Stephen H. Hagerty, Mayor

Attest:

Approved as to form:

Devon Reid, City Clerk

Kelley A. Gandurski, Corporation Counsel

Non-Compliant Zoning Analysis

Zoning Analysis Summary

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

Case Number:

22ZONA-0018

Case Status/Determination:

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.
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Comments:

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

Zoning Analysis

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

Case Number: 22ZONA-0018

Response to Noncompliant 05.25.2022

Zoning Section:

1. Review by DAPR & LUC for public comment

Though not a Planned Development per 6-15-15-II-A-1 of the Zoning Ordinance and West Evanston Overlay District, review by DAPR and public comment at the Land Use Commission is required.

Response: Noted. Project will proceed in the zoning process for DAPR and public comment at the Land Use Commission.

2. Subdivision

As proposed, a new property line is established to make the interior lot larger and corner lot smaller. Both new lot sizes comply with zoning.

Response: A formal agreement will be established between Mt. Pisgah and HODC for the subdivision of the lots.

3. 6-15-15-XVII-B.6

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

Response: Noted. Church will proceed as a special use project for zoning approval.

4. 6-15-15-XVII-A.2

Front yard build-to-zone of 5-25' required. Compliant for first floor but noncompliant for floors above at 0'. Variation required.

Response: The design intent is to provide alignment of the facades along Church Street. The 5' build to zone on the first floor provides additional pedestrian space while the 0' build to zone on the upper levels creates uniformity for the building facades alignment along Church Street. Variance requested.

5. 6-15-15-XVII-A.6

5' west interior side yard setback required. 0' proposed. Variation required or consider revision to pull building 5' off of property line and then allow for windows along the west side.

Response: The adjacent mixed use building and the church are currently being proposed without an interior side yard setback. A 5' interior side yard setback would create an uncomfortably narrow and vulnerable alley between the buildings. Variance requested.

6. 6-15-15-XVII-A.8

Maximum impervious surface coverage allowed is 60% + 20% additional semi-pervious allowed. Propose 86.0% impervious surface coverage. (Use of permeable pavers count as 75% impervious per zoning regulations). Variation required.

Response: The existing 33' (along Church Street) x 95' (along Darrow Avenue) EPA engineered barrier automatically increases impervious area for the site. This engineered barrier needs to be maintained; therefore, the amount of semi-pervious and permeable surface area is significantly constrained.

Mt. Pisgah's proposed program requires the current footprint dimensions. Mt. Pisgah is providing an iconic structure that provides the main public lobby, the main worship space, restrooms, and outreach fellowship halls with kitchen, nursery, and greenroom at the ground floor level, so that the church building can serve not only its congregation but also can provide various services to its local communities and public. These program elements require a generous and adequate square footage at the ground level with ease of accessibility. Moreover, the proposed "covered entrance portico" together with the intended transparency of the exterior walls are designed to enable any visitors with ease of access to the building while enhancing the corner of Church Street and Darrow Avenue urbanistically. Variance requested.

7. 6-15-15-XVII-B.1

Maximum building height of 2 stories and 30' is allowed. Propose 3 stories (mezzanine is a story) and 44' height. Variation required.

Response: Provided rooftop partial enclosure (44' height) is interpreted as a "church steeple" to house the main lobby, the community service spaces (at mezzanine), and the main worship sanctuary below. This enclosure runs 60' along Church Street and 70' from the corner alongside Darrow Avenue to emphasize the "iconic nature" of the building. Along Darrow Avenue, the enclosure will become a "trellis canopy" with openings partially covering the rooftop terrace. The actual height of the roof under the enclosure is currently proposed as 39'. The church will pursue approval for a variance for the maximum height and stories.

8. 6-15-15-XVII-C.5 & 6-15-15-XVII-C.6

Building Materials: "Facades must be constructed of a durable, natural material. False materials intended to look like other materials shall be avoided, and if used limited to the extent possible. Concrete masonry units, bricks over three inches in height, and EIFS are not permitted." Label all building materials and state how they meet this requirement, or variation required.

Response: Please see revised elevations A201, A202, A203 indicating durable, natural materials for the proposed building materials. The building does not utilize any false materials intended to look like other materials.

9. 6-15-15-V-C.4

Stoop base type required with entry a minimum of 3' deep and 4' wide.

Response: The building does not have an elevated first floor that may be present in a traditional church architecture. This provides the ease of access to all congregants and the public. The design does provide an area setback from the main pedestrian walk for church parishioners to enter the church without impeding on the pedestrian traffic along Church Street via "covered entrance portico." (See our response to: 6-15-15-XVII-A.8) See updated SD101 indicating the dimensions of exterior space setback.

10. 6-15-15-XVIII-B.5

3-4' tall metal fence required around the parking area. Variation required.

Response: Noted. The church will pursue approval of a variance for the requirement of a metal fence around the parking area.

11. 6-15-15-VI-A.3

Building cap: most similar to parapet cap style, which requires a cap height from the top of the upper floor to top of parapet of 2'-6" with a horizontal expression line, and no occupied space behind the cap. Variation required.

Response: The church will pursue approval of a variance for the 2'-6" parapet with a horizontal expression line and occupied space, i.e., a rooftop terrace, behind the parapet. The proposed design contains a rooftop terrace for the parishioners' special programs as well as for the parishioners' ministry services to the local community.

12. 6-4-1-9-B-1

Exterior fins on south and east facades (front yard and street side yard) are considered Yard Obstructions, and may extend into a required setback by 10%. South and east facades have 5' required setbacks, so Yard Obstructions may extend 6" into the setback. Variation required.

Response: The exterior vertical fins on the east facade extend into the side yard 2'. The bottom edge of the fins are located 27' above the grade so that they do not encroach on

the setback on the ground level. The fins are a sustainable design element positioned to reduce solar heat gain from the east into the sanctuary, the mezzanine landing, and the outdoor patio. The 12 vertical fins are also metaphorically indicative of its religious significance.

Variance requested.

13. 6-16-5-Table 16-E

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

Response: Mt. Pisgah and HODC to seek approval by the Public Works Agency to utilize a loading berth on Church Street.

Comments:

14. Shared parking for a minimum of 14 spaces at ETHS lot complies with zoning since the lot is approximately 550' from the church site and ETHS does not operate its principal use on Sundays. Total parking includes 7 on-site spaces for 21 total spaces required. Obtain written approval for shared parking with the property owner to confirm compliance with zoning.

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

15. Shading canopy/trellis – is compliant if it is not a solid, hard (wood or metal) roof. If it is a solid, hard roof then it triggers a height variation along with the mezzanine third story that triggers a height variation. Please confirm.

Response: Shading canopy/trellis that is composed of horizontal louvers/fins. It is not a solid roof and is intended for shading purposes only.



SPECIAL USE APPLICATION

CASE #: 22ZONA-0018

zoning office use only

1. PROPERTY

Address 1801-1805 Church Street

Permanent Identification Number(s):

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

07/14/2022

Date

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

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

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

Plat of Survey

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

Site Plan

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

Plan or Graphic Drawings of Proposal

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

Proof of Ownership

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

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

Non-Compliant Zoning Analysis

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

Application Fee & Transcript Deposit

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

6. PROPOSED PROJECT

A. Briefly describe the proposed Special Use:

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

APPLICANT QUESTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



City of Evanston DISCLOSURE STATEMENT

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

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

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

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

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

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

If Applicant or Proposed Land User is a Corporation

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

a. Names and addresses of all officers and directors.

See attached the board of directors.

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

Applicant is a charitable nonprofit organization and has no shareholders.

If Applicant or Proposed Land User is not a Corporation

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

Applicant is a charitable organization.



A Local Church
Ministering
Globally

Mt. Pisgah Ministry, Inc.

Clifford J. Wilson, Pastor

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

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

BOARD OF DIRECTORS

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

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

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

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

Derrick Boney
2207 Foster St, Evanston IL 60201

Gerold Wilson
1521 N. McAree Rd, Waukegan IL 60085

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

Plat of Survey

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

OF

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 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.

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

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

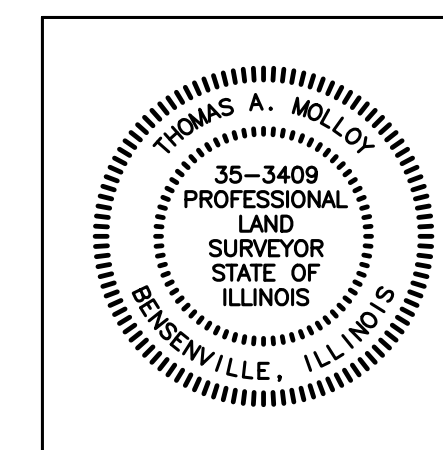
BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED
ON AN ASSUMED DATUM AND DO NOT
REFLECT ANY RECORD DRAWINGS.

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.

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.

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

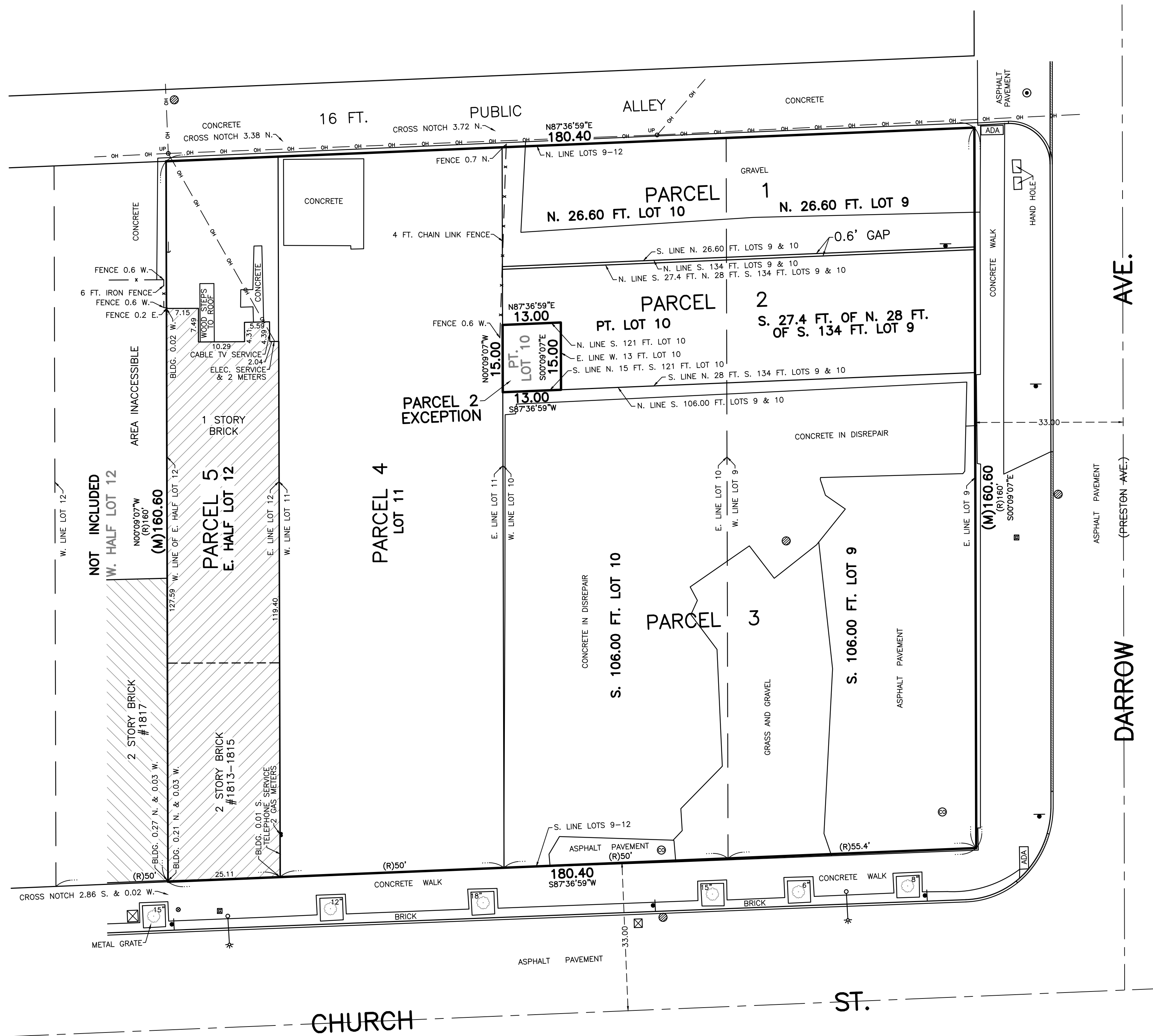
THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3409
AL (EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)



VALID ONLY WITH EMBOSSED SEAL (EXPIRES NOVEMBER 30, 2022 AND IS RENEWABLE)



NOT INCLUDED

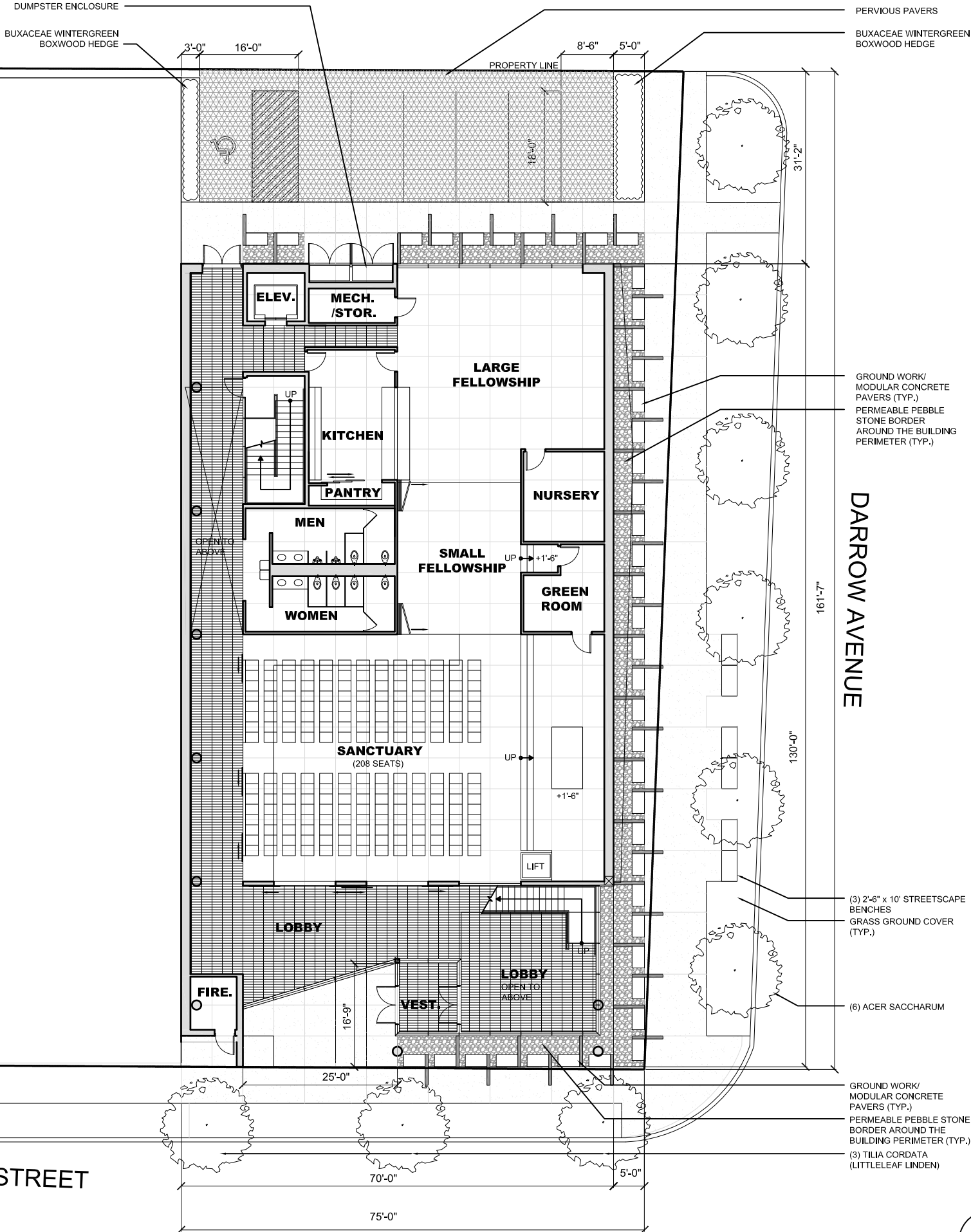


DRAFTED BY: BJE			
PAGE: 1 OF 1			
ORDER NO.: 220075			
FILE: 13-41-13			
PROJECT NO.: 2185TAM	JULY 8, 2022	220075	BOUNDARY SURVEY
	REVISION DATE	ORDER NO.	REVISION
CLIENT: HOUSING DEVELOPMENT CORPORATION			

Project Site Plan

MT. PISGAH

EVANSTON, IL



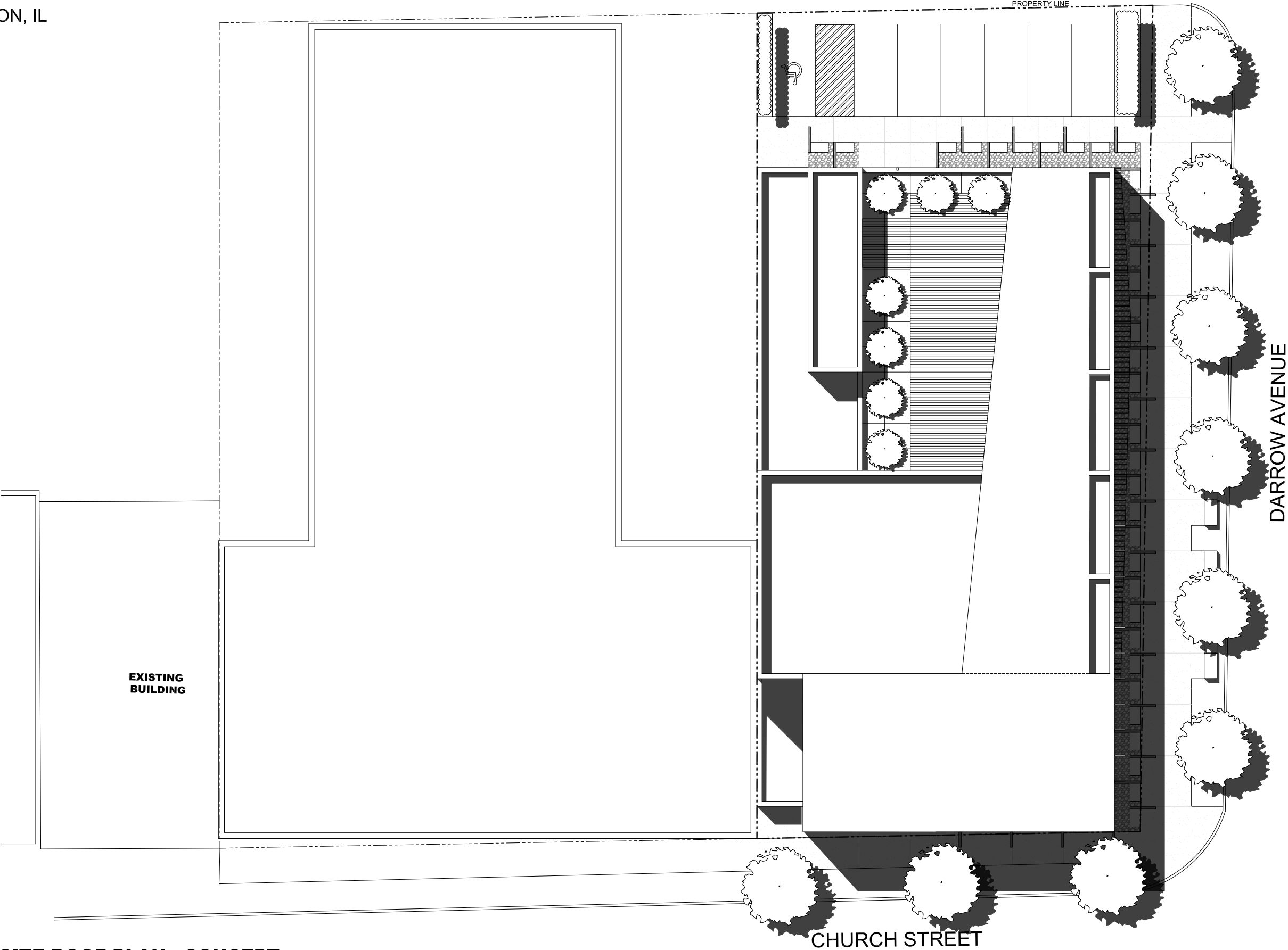
SUZUKI+KIDD
ARCHITECTS - DESIGNERS - URBANISTS
arch@suzukikidd.com | 224.245.8142
suzukikidd.com

Professional Design Firm # 184.008075-0001001
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Plan or Graphic Drawings of Proposal

MT. PISGAH

EVANSTON, IL



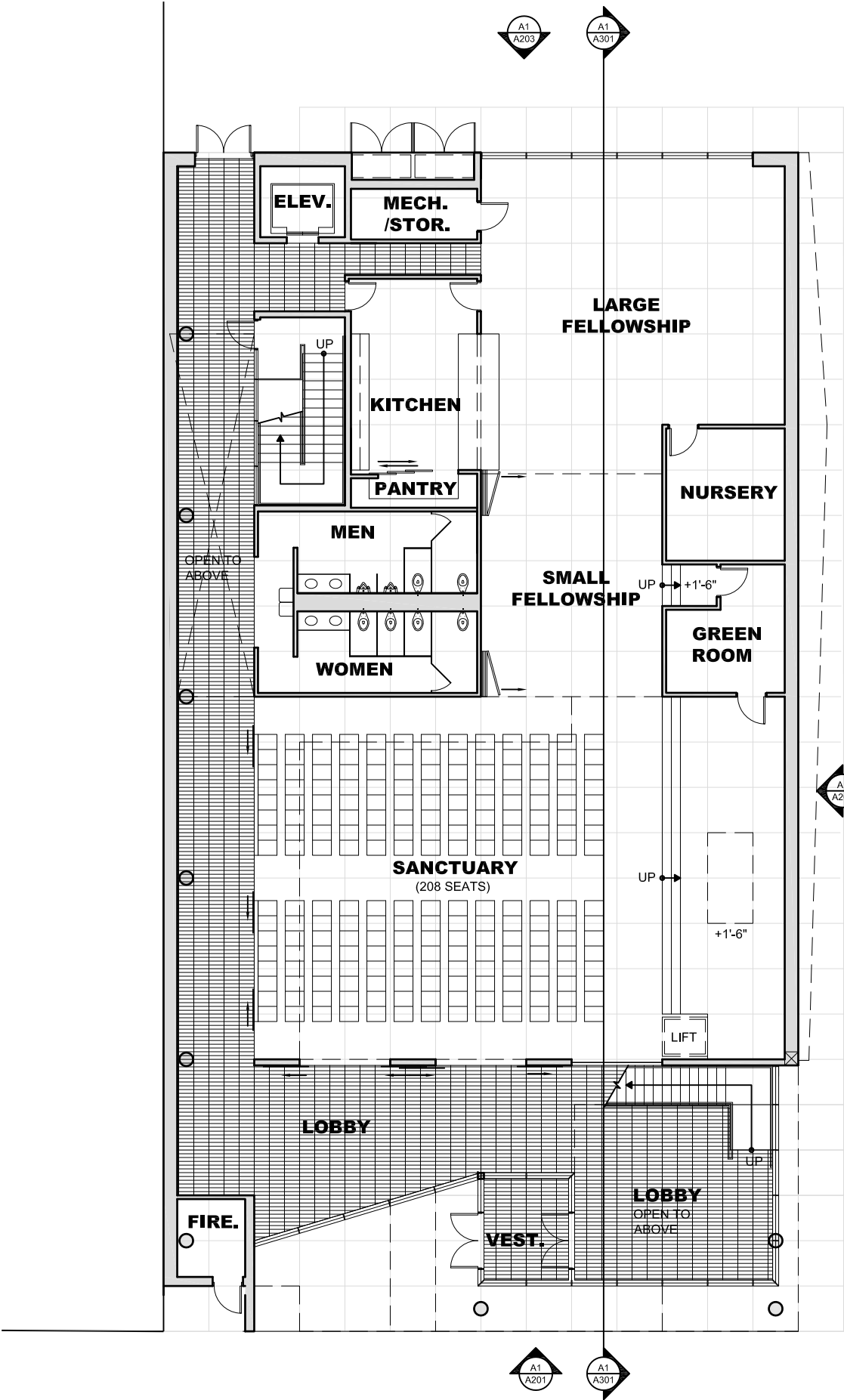
EXISTING
BUILDING

DARROW AVENUE

CHURCH STREET

MT. PISGAH

EVANSTON, IL



A1

FIRST FLOOR PLAN - CONCEPT

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

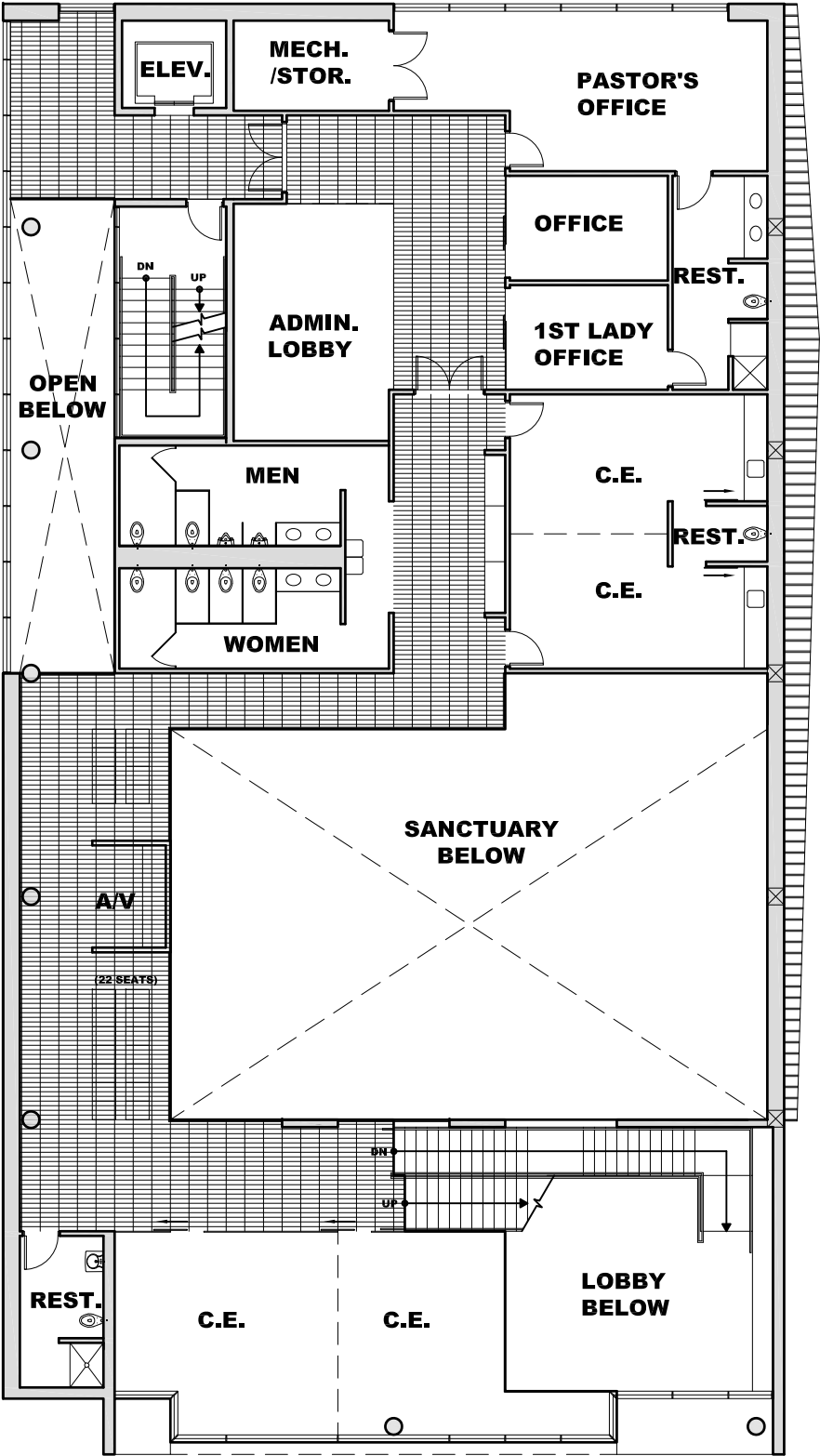
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Project Number: 19001
Issue Date: 01.24.2022

A101

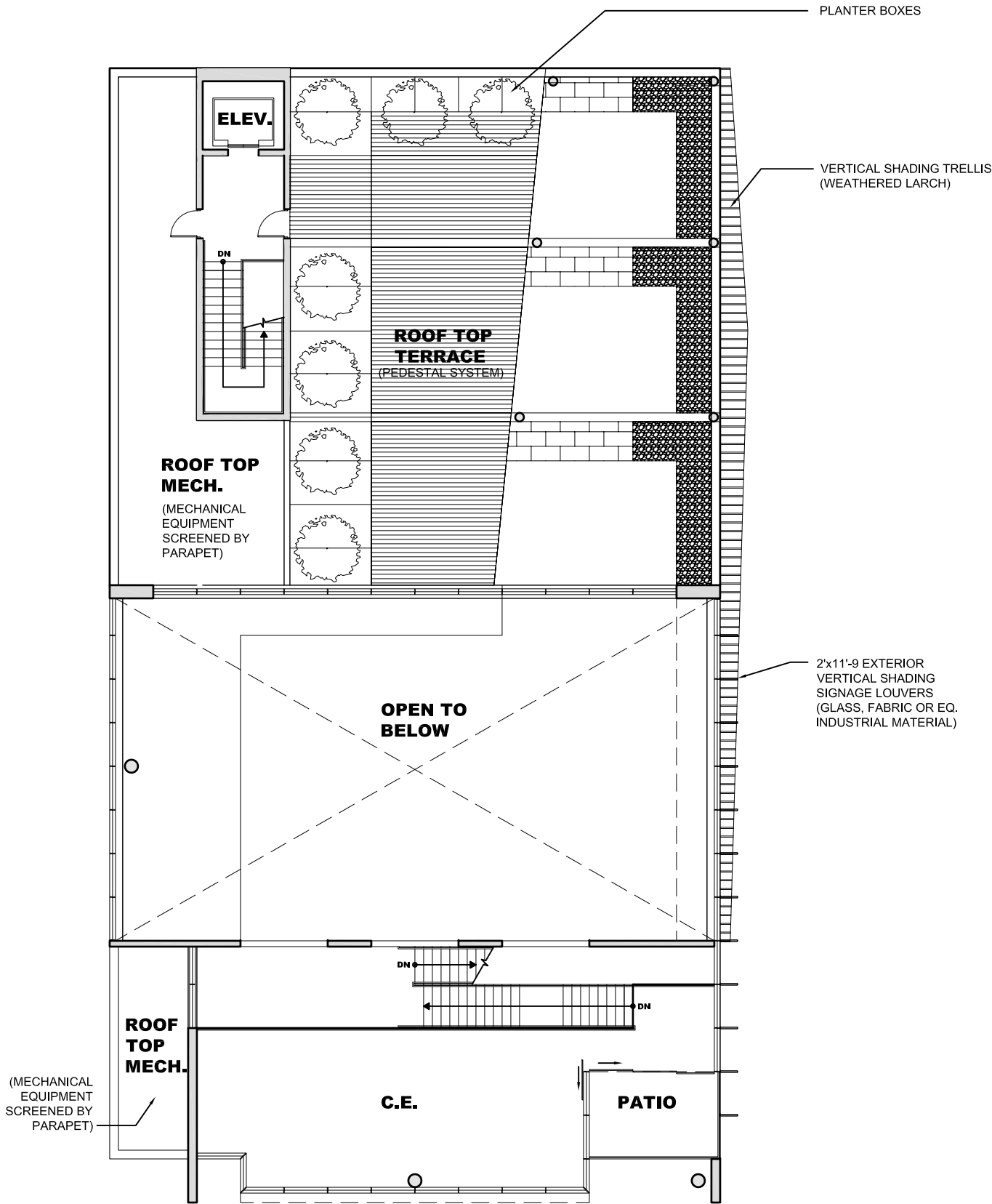
MT. PISGAH

EVANSTON, IL



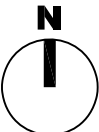
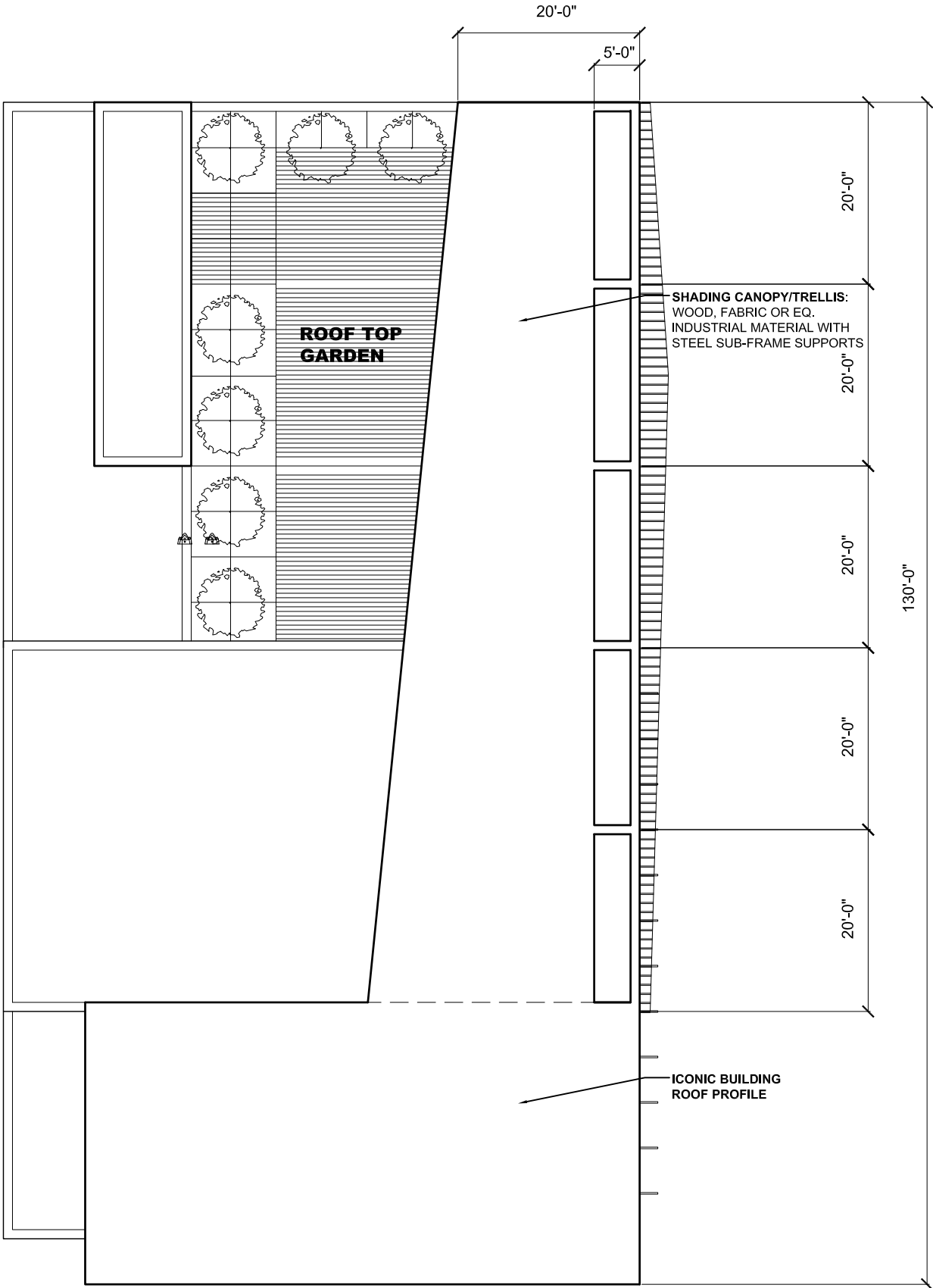
MT. PISGAH

EVANSTON, IL



MT. PISGAH

EVANSTON, IL



MT. PISGAH

EVANSTON, IL

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ARCHITECTS - DESIGNERS - URBANISTS

arch@suzukikidd.com

224.245.8142

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

INTERIOR SURFACE: WOOD
SIDING OR EQ.

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

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

GLAZING SYSTEM

T/PARAPET
144'-0"

VERTICAL TRANSLUCENT
GLASS SHADING DEVICE

BALCONY PATIO

MEZZANINE
127'-0"

SECOND FLOOR
115'-0"

INTERIOR SURFACE: WOOD
SIDING OR EQ.

FIRST FLOOR
100'-0"

A1

SOUTH ELEVATION - CONCEPT

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

Project Number: 19001

Issue Date: 07.12.2022

A201

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

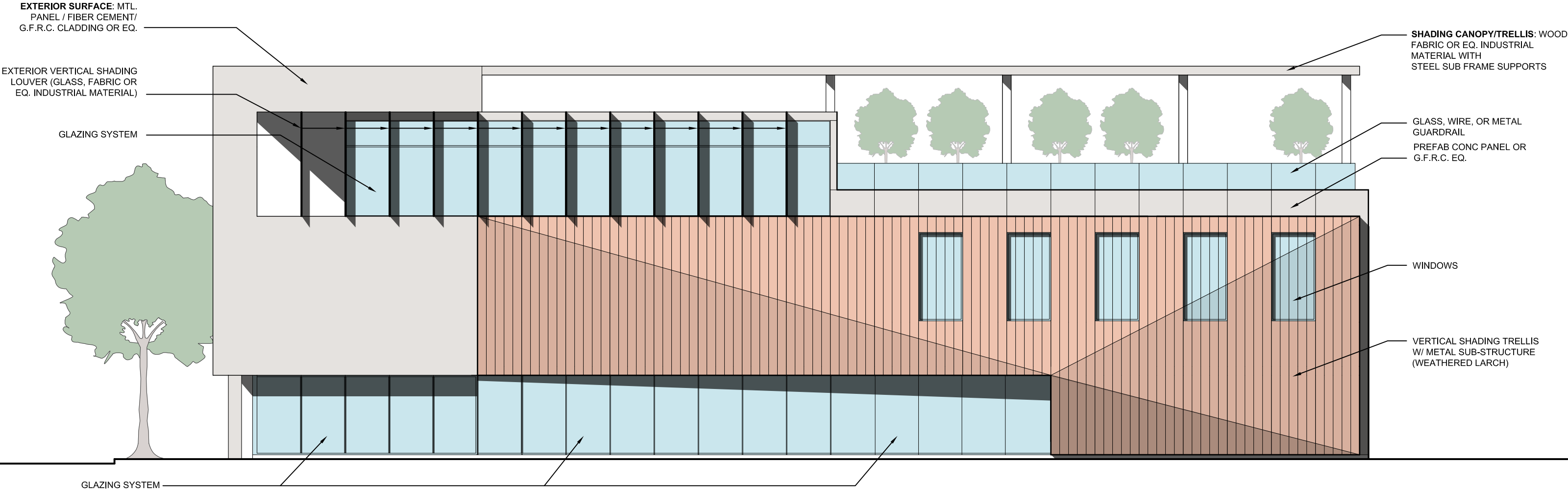
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A1

EAST ELEVATION - CONCEPT

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

Project Number: 19001
Issue Date: 01.24.2022

A202

MT. PISGAH

EVANSTON, IL

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

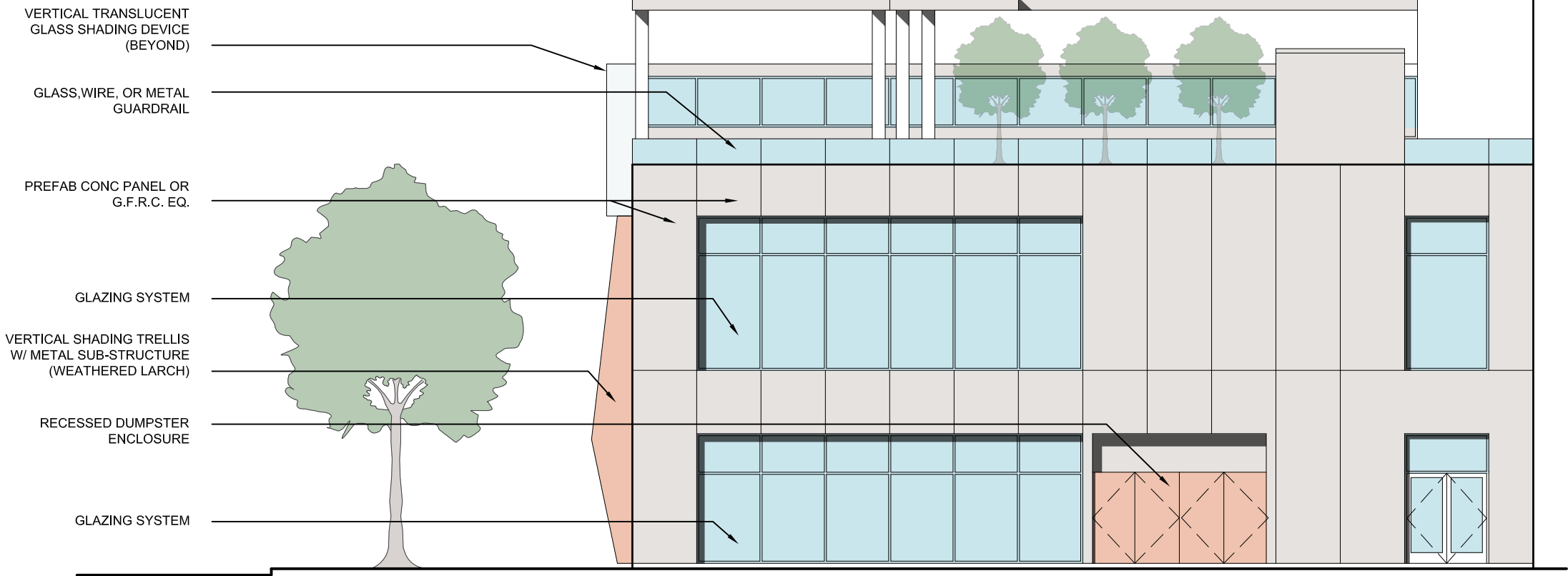
arch@suzuklkidd.com

224.245.8142

suzuklkidd.com

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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

SUZUKI+KIDD

ARCHITECTS - DESIGNERS - URBANISTS

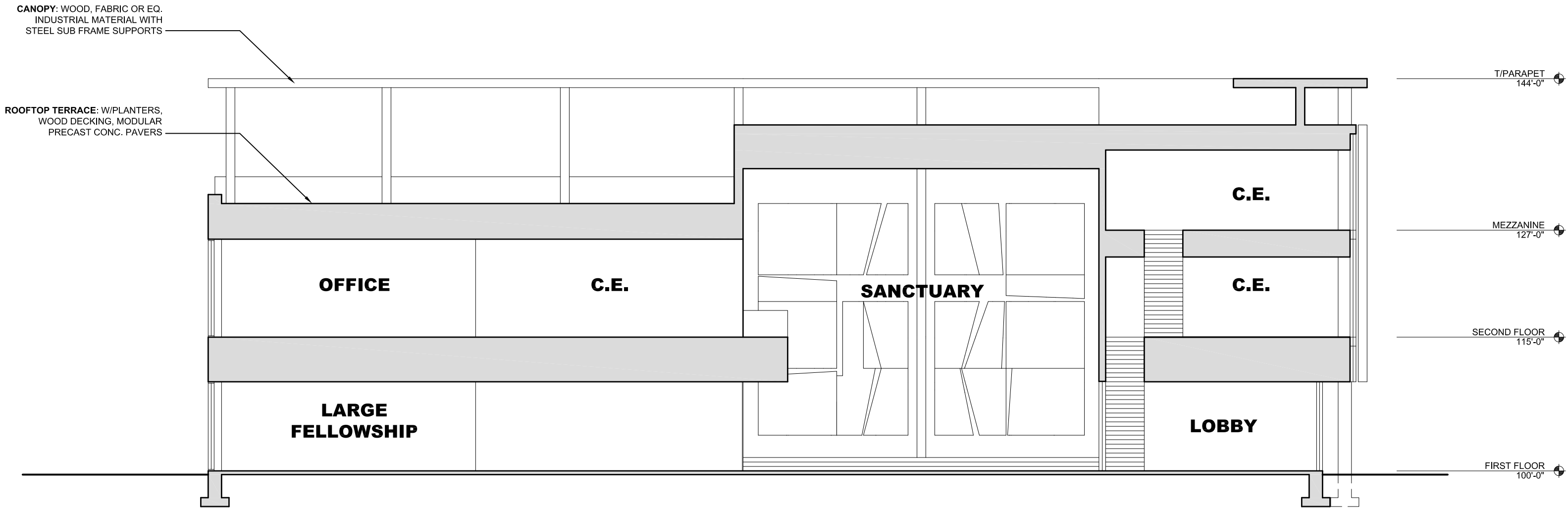
arch@suzukikidd.com

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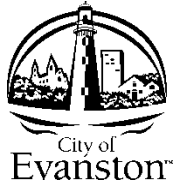
A1

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.

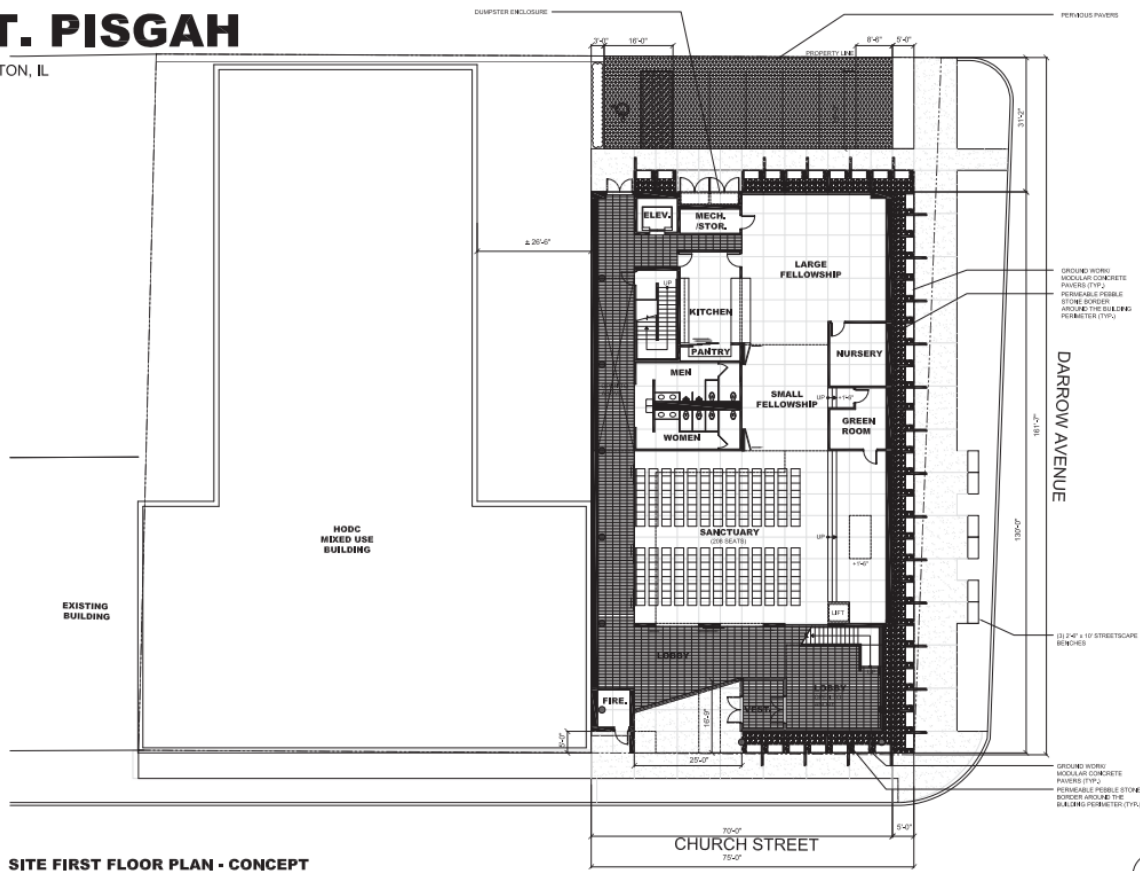
Additional landscaping is at the west/east ends of the on-site parking area and on the rooftop garden/terrace. A site triangle is required where Darrow Avenue and the alley intersect, extending 20 feet back along the street curb and alley. The site triangle extends slightly into the planting area on 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.

MT. PISGAH

EVANSTON, IL

SU
ARCH
arch@
Project:
COPY 100



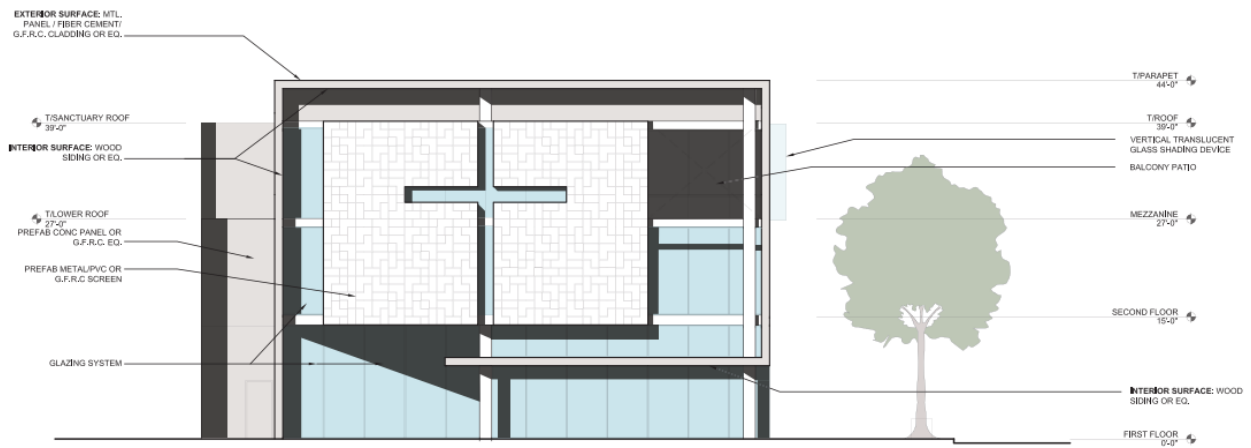
A1 SITE FIRST FLOOR PLAN - CONCEPT
SCALE: 1:20

Site plan - 1801-1805 Church Street

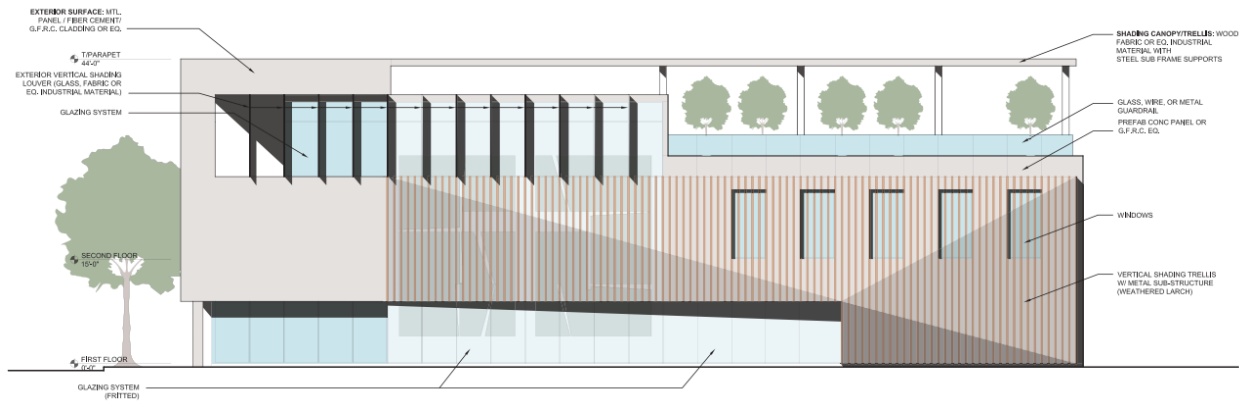
Proposed exterior building materials include:

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

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



South elevation - 1801-1805 Church Street



East elevation - 1801-1805 Church Street



North elevation - 1801-1805 Church Street

Mechanical equipment is located on the west side of the roof, located more than 20 feet from proposed new dwellings in the adjacent HODC project. The updated plan shows screening details. The maximum permitted sound level at the property line shall apply.

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

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

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

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

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

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

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

Dodge Avenue runs north-south west of the site and is classified as a Major Street by the Evanston Comprehensive Plan and by IDOT. One travel lane is provided in each direction. Dedicated left-turn lanes are provided at both north and south legs of the Church Street and Dodge Avenue intersection. The posted speed limit is 25 mph along Dodge Avenue.

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

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

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

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

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

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

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

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

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

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

Special Use

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

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

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

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

Major Variations

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

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

The overlay district regulations, largely form based, do not necessarily accommodate contemporary building/architectural styles, building 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:

22ZONA-0018

Case Status/Determination:

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.
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Comments:

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

Proof of Ownership

4-O-21

AN ORDINANCE

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

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

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

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

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

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

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

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

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

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

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

Introduced: _____, 2021

Approved:

Adopted: _____, 2021

_____, 2021

Stephen H. Hagerty, Mayor

Attest:

Approved as to form:

Devon Reid, City Clerk

Kelley A. Gandurski, Corporation Counsel