



# LAND USE COMMISSION

Wednesday, October 9, 2024 | 7:00 P.M.  
James C. Lytle City Council Chamber, Second Floor  
Lorraine H. Morton Civic Center, 2100 Ridge Avenue

## AGENDA

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

- I. CALL TO ORDER/DECLARATION OF A QUORUM
- II. APPROVAL OF MEETING MINUTES: August 14, 2024 and August 28, 2024
- III. NEW BUSINESS

### **A. 910-938 Custer Avenue | Planned Development | 24PLND-0031**

Charles Davidson, CDG Capital, and Andy Ahitow, City Pads, submit for a Planned Development to construct a 5-story multifamily residential building with 230 dwelling units including 23 inclusionary dwelling units and 50 open parking spaces. The applicants request Site Development Allowances in the MXE Mixed-Use Employment District for 1) 0' front yard setback where 10' is required; 2) 10' rear yard setback where 15' is required; 3) 50 parking spaces where 127 parking spaces are required; 4) 22' drive-aisle where 24' is required; 5) zero loading berths where 2 short loading berths are required; 6) no landscaping buffer where a 25' wide landscaping buffer is required surrounding the side and rear yards; 7) 192 dwelling units (including 10% on-site inclusionary) + 38 market rate bonus units for 230 total dwelling units where a maximum Site Development Allowance of 53 dwelling units plus IHO bonus units are allowed; 8) 56' building height at 5 stories where a maximum Site Development Allowance of 56' at 4 stories is allowed. In addition, the applicant may seek and the Land Use Commission

*Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>. Questions can be directed to Meagan Jones, Neighborhood and Land Use Planner, at [mmjones@cityofevanston.org](mailto:mmjones@cityofevanston.org) or 847-448-4311. The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact 847-866-2919 (Voice) or 847-866-5095 (TTY). Requests for access assistance must be made 48 hours (two working days) in advance. Requests received with less than 48 hours (two working days) advance notice will be attempted using best efforts, but cannot be guaranteed.*

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

may consider additional Site Development Allowances as may be necessary or desirable for the proposed development. The Land Use Commission makes a recommendation to the City Council, the determining body for this case. PIN: 11-19-117-063-0000

**IV. COMMUNICATION**

**V. PUBLIC COMMENT**

**VI. ADJOURNMENT**

The next meeting of the Evanston Land Use Commission will be held **on Wednesday, October 16, 2024, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.



**MEETING MINUTES**

**LAND USE COMMISSION**

Wednesday, August 14th, 2024

7:00 PM

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

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

Members Absent: Brian Johnson, Darush Mabadi

Staff Present: Neighborhood Land Use Planner Meagan Jones, Zoning Administrator Melissa Klotz

Presiding Member: Matt Rodgers

**I. CALL TO ORDER/DECLARATION OF A QUORUM**

Chair Rodgers opened the meeting at 7:00 PM. A roll call was then done and a quorum was determined to be present.

**II. APPROVAL OF MEETING MINUTES: May 8, 2024, May 22, 2024, and June 26, 2024**

Commissioner Lindwall made a motion to approve the meeting minutes from May 8th, May 22nd and June 26th. Seconded by Commissioner Arevalo. Commissioner Lindwall then provided several edits to the group of minutes. A voice vote was then taken approving the minutes as amended.

**Ayes:** Matt Rodgers, Max Puchtel, Kiril Mirintchev, George Halik, Jeanne Lindwall, Myrna Arevalo

**Nays:**

**Abstain:**

**III. NEW BUSINESS**

**A. Major Variations | 1630 Ashland Avenue | 24ZMJV-0025**

Peter Kaeding, architect and applicant on behalf of the homeowner, requests Major Variations for a north interior side-yard setback of 1' where 5' is required and 6" is the existing legally non-conforming condition (Section 6-8-2-8 (A)(3), and a rear-yard setback of 3' where 30' is required and 28' is the existing legally non-conforming condition (Section 6-8-2-8

(A)(4). The Land Use Commission is the determining body for this case in accordance with Section 6-3-8 of the Evanston Zoning Ordinance. PIN: 10-13-403-027-000.

Peter Kaeding provided details on the proposed project and the reasoning behind moving the garage location and need for the requested variations.

### Commissioner Questions

Chair Rodgers questioned the height of the brackets on the historical (balcony), which vehicles would pass under, with confirmation from Mr. Kaeding that vehicles could fit. He then stated placement options for the garage were considered, including side-loaded and detached garage options. However, they were deemed infeasible due to lot constraints.

Commissioner Halik stated putting the garage on the south side of the home would cause the homeowner to knock down some of the existing trees and asked what the setbacks would be for a detached garage. Ms. Klotz responded that a 3 foot setback would be required. Commissioner Halik stated there are other homes with garages very close to property lines

Commissioner Lindwall questioned how the stormwater coming off of the roof of the garage would be handled. Mr. Kaeding responded that a gutter would be installed to drain to the south yard. That would be slightly closer than the one foot building setback.

Commissioner Halik stated a property owner north of the property raised questions about the project but did not express opposition. Additional letters of support were received from a property owner southwest of the subject property.

Commissioner Puchtel asked if there is currently access to the garage from the home, back door. Mr. Kaeding responded that currently there is an entrance from the house to the garage which would be kept. Access to the new garage would be by going out that door or the rear door of the house.

Commissioner Halik questioned if they were adding additional landscaping. Marie Opdycke, property owner, stated that arborvitae trees would be installed along the west property line. On the south wall a trellis would be installed with vines. Currently there are flowers along the north property line.

Commissioner Lindwall questioned a window on the west side of the house. The intent was made to be more appealing architecturally.

Commissioner Mirintchev questioned what the Preservation Committee had to say about the roof. Mr. Kaeding provided background on the conversation with the Preservation Commission.

Chair Rodgers asked for clarification on trees around the south side of the house and where exactly they were located in the yard and by the property line.

## Public Comment

Shannon Seiberling, property owner to the north, had concerns if one foot was enough to avoid having people or construction workers going on her property. She also questioned if the one foot setback was enough to prevent rain, leaves, etc, from the proposed garage roof from going onto her property.

Amanda Ziehm, 1630 Wesley Avenue, expressed concerns about the small setback adjacent to the north neighbor's property and expressed belief that there would be negative impact because of that. The proposed garage also does not seem to be necessary for the property.

Joan Safford, 1618 Wesley, stated she has been a happy resident since 1967 and the most senior resident in the four block radius. She voiced Shannon Seiberling as the most impacted by the proposed project. She stated that garages are a newer addition to the neighborhood due to the houses in the district being built around the horse and buggy days. She also looked at other garages in the neighborhood and said that in fact a two car garage is not the standard and she does not understand why a two car garage is necessary in the historic district. She believes this should only be a one car garage.

Mary McWilliams, 1606 Wesley Ave since 1976, stated that she lives in a house that's a zoning administrator's nightmare, and sympathizes with Shannon Seiberling because she has gone through similar issues.

Ellen Prieto, 1510 Church, expressed that she has visual issues with the proposed garage and stated it will impact the aesthetic of her entryway since it faces the rear yard of the subject property. Discussion followed on proposed landscaping for the project and how that may shield the view of the garage.

Kate Cohler, owner of 1629 Florence, submitted a letter of support for the garage.

## Deliberations

Commissioner Halik stated there were several homes in violation of zoning and believes people these days the City needs to accommodate the typical family. He also stated that it would be almost impossible for construction to happen without stepping on Shannon's property.

Commissioner Lindwall has concerns that the garage is 3 feet from the property line, and that a couple feet would be helpful if possible.

Standards for Major Variations (Section 6-3-8-12.E).

1. The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties: *Testimony was heard from the neighbors to the north and from southwest who feel that this will impede on*

*their enjoyment and use of their properties. There was some disagreement on whether this standard was met due to emphasis on the word substantial. Disagreement on the extent of the potential impact.*

2. *The requested variation is in keeping with the intent of the zoning ordinance: Sekke to remove cars from the street, however, the requested variations are shoehorning the garage into this location does not keep with the intent. Disagreement on this as there is ability to preserve the south yard and front facade of the property. partially met*
3. *The alleged hardship or practical difficulty is peculiar to the property: There are other locations where this can be constructed. However, as stated above there is opportunity to preserve the south yard with the current proposal so this standard may or may not be met.*
4. *The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out: This gets into the definition of hardship and inconvenience. Any movement of the garage is going to affect the house so there is some difficulty there. Solution is maintaining an existing an existing hardship so this standard is met*
5. *Either the purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or, while the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Land Use Commission or the City Council, depending on final jurisdiction under Section 6-3-8-2 of this Chapter, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to, any of the standards of Section 6-3-6-3 of this Chapter: The proposed garage is for the property owner's personal use and not to extract income so this standard is met.*
6. *The alleged difficulty or hardship has not been created by any person having an interest in the property: Heard testimony was built in 1951, predating current ownership. Owners looking to make the property more adaptable to their use. Standard is met.*
7. *The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Land Use Commission issues its decision or recommendation to the City Council regarding said variation: There is a large yard south of the home where the garage could be met. There was some disagreement with Commissioners stating that the large yard is often part of the historic nature of the property. Proposed location is the least deviation.*

**Commissioner Puchtel made a motion to approve the requested variation with the condition that a Construction Management Plan be submitted detailing no infringement on the north property line and requirement for gutter guards on the north side of the garage to minimize needed maintenance. Seconded by Commissioner Lindwall**

**Ayes:**, Max Puchtel, George Halik, Myrna Arevalo

**Nays:** Jeanne Lindwall, Kiril Mirintchev, Matt Rodgers

**Abstain:**

**The current vote stands at 3-3. The two absent commissioners will cast their votes at the next meeting scheduled for August 28th in order to obtain the 5 concurrent votes required when the Land Use Commission is the determining body.**

Clarification was provided on next steps for this case.

#### **IV. COMMUNICATION**

Chair Rodgers shared that Commissioner Hewko resigned from the Commission due to work commitments that would not allow him to attend meetings and with the current workload coming before the Commission he felt it would be in the best interest of the Commission to find someone else and that the Mayor is aware. He then stated that he will be meeting with staff to outline a timeline and involvement for the Commission as it relates to the Comprehensive Plan and Zoning Code review.

#### **V. PUBLIC COMMENT**

No Public Comment

#### **VI. ADJOURNMENT**

**Commissioner Lindwall moved to adjourn, seconded by Commissioner Aralo. The meeting was adjourned at 8:39pm.**

The next meeting of the Evanston Land Use Commission will be held **on Wednesday, August 28th, 2024, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Respectfully submitted,  
Justin Bock, Administrative Lead

Reviewed by,  
Meagan Jones, AICP, Neighborhood and Land Use Planner



**MEETING MINUTES**

**LAND USE COMMISSION**

Wednesday, August 28th, 2024

7:00 PM

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

Members Present: Matt Rodgers, Max Puchtel, Brian Johnson, George Halik, Jeanne Lindwall, Jameika Mangum

Members Absent: Myrna Arevalo, Darush Mabadi, Kiril Mirintchev,

Staff Present: Neighborhood Land Use Planner Meagan Jones, Zoning Administrator Melissa Klotz, Senior Planner Sam Hubbard

Presiding Member: Matt Rodgers

**I. CALL TO ORDER/DECLARATION OF A QUORUM**

Chair Rodgers opened the meeting at 7:00 PM. A roll call was then done and a quorum was determined to be present.

**II. OLD BUSINESS**

**A. Major Variations | 1630 Ashland Avenue | 24ZMJV-0025**

Peter Kaeding, architect and applicant on behalf of the homeowner, requests Major Variations for a north interior side-yard setback of 1’ where 5’ is required and 6” is the existing legally non-conforming condition (Section 6-8-2-8 (A)(3), and a rear-yard setback of 3’ where 30’ is required and 28’ is the existing legally non-conforming condition (Section 6-8-2-8 (A)(4). The Land Use Commission is the determining body for this case in accordance with Section 6-3-8 of the Evanston Zoning Ordinance. PIN: 10-13-403-027-000. ***Due to an initial vote of 3-3 on a motion to approve the requested zoning relief, the application for zoning relief was continued to this meeting in order to obtain the required 5 votes to render a majority of the 8 seated members..***

Commissioner Johnson provided a vote against the motion to approve the requested zoning relief, bringing the standing vote count to 3-4. This item was, therefore, continued to the September 11, 2024 meeting in order to obtain the 5 concurrent votes needed on cases in which the Land Use Commission is the determining body.

**III. NEW BUSINESS**

**A. Appeal | 1525 Judson Avenue | 24ZMJV-0029**

Donna & Mitchel Harrison, property owners of 1519 Judson Avenue, appeal the yard determinations of Zoning Analysis 24ZONA-0062 for a request to demolish a detached garage and construct a 2-story detached garage/ADU at 1525 Judson Avenue in the R1 Single Family Residential District. The Appellant appeals the Zoning Administrator's interpretation that Davis Street is the front yard and Judson Avenue is the street side yard of 1525 Judson Avenue, which thereby allows for zoning compliance for a detached garage/ADU. Yard determinations are made in conformance with Zoning Code Section 6-4-1-9-A-4. The Land Use Commission is the determining body for this case in accordance with Section 6-3-11 of the Evanston Zoning Code. PIN: 11-18-410-001-000

Jeff Smith, attorney for the appellant, provided an overview of the appeal being sought, emphasizing that the case is about the correct location for the front yard and not the use structure that triggered the need for the yard determination. He brought forward the following residents to present the case:

- Mrs. Donna Harrison, the adjacent neighbor to the south of the subject property, who provided information on the neighborhood and interactions with the previous property owner, noting where she typically entered the home. She then explained how she would face a negative impact if the proposed construction of the garage/ADU were to take place, showing photos of the existing conditions and a letter from an arborist.
- Mr. Mitchell Harrison, also an adjacent neighbor to the south, provided background on his history in Evanston and what he has seen in the neighborhood. He pointed out he was familiar with coach houses/ ADUs being built off of alleys but not street facing. He also mentioned the previous property owner and that people typically entered off of Judson. He added that the proposed structure does not fit in with the existing homes in the area and could harm the value of their homes.
- Tom Green, 1515 Judson, expressed agreement with Mr. and Mrs. Harrison and stated the only coach houses he has seen to his knowledge have been off of the alley. He believes the front door of the house is on Judson and the garage is on the side yard of the lot.

### **Commissioner Questions/Discussion**

Ms. Klotz explained how the determination that the front yard of the subject property was along Davis Street came about. Emphasizing location of the existing structures and layout of the lot. The Zoning Ordinance provides guidance on determining the front yard, including the front yard typically being shorter in width. In this case, that would make Davis Street the front yard and make the setbacks for the structures zoning compliant.

Chair Rodgers asked if there was anything that would require a variance. Ms. Klotz confirmed based on the zoning analysis, nothing would require variance but pointed out that an existing fence in the yard along Davis Street has no variation documents in the

property history so was likely considered a street side yard but does not meet setback requirements for either yard. Given that everything complies if Davis is considered the front yard.

Chair Rodgers asked if staff was aware of other properties in Evanston that may not have a door facing what is considered the front yard. Ms. Klotz mentioned a property she previously lived in was configured this way. Additional discussion occurred regarding similar properties and how yard determinations are made. It was clarified that the proposed project on the property did go through Preservation Commission review and received its certificate of appropriateness.

### Public Comment

Jeanne SmilingCoyote spoke in favor of the appeal and in opposition to the project providing an ADU, stating it is not a neighborly use of space and that there are other options to provide an ADU on the property.

Alice Eagly who lives next to the subject property on Davis St expressed concerns about the tree on the property that would be damaged by construction of the ADU and the tree possibly posing a safety risk to her home if damaged. She provided information on the type of tree on the property

Mike Meyers spoke on his previous efforts to preserve his property and respecting the historical nature of the neighborhood and spoke in opposition to the proposed ADU and the determination that the Davis is the front yard. He expressed concern about having a short term rental in the property.

Robert Eagly detailed going in the front door of property off of Judson and expressed support for the appeal.

Omar Salem, one of the owners of 1525 Judson, expressed going through the proper processes to get the proposed project approved and supported by the Preservation Commission and that he was available if anyone had questions.

Mr. Smith then provided closing statements.

Mr. Harrison stated that the address on the house has said 1525 Judson all 40 years he has lived in the neighborhood.

Chair Rodgers then closed public testimony.

### Deliberations

Chair Rodgers explained that, due to this case being based on a compliant zoning analysis, there are no standards to review. Commissioners should, therefore, consider

what is the correct interpretation of the law and whether or not the Zoning Administrator erred in making their interpretation.

Commissioners Halik and Mangum disagreed with staff's determination, considering all of the staff comments, public testimony and photographs provided during the hearing. Commissioners Lindwall, Johnson and Puchtel expressed support of staff's determination, citing the nonconformity of the lot if Judson Avenue Was determined to be the front yard and giving consideration to the least deviation from the zoning code. Additionally, it was mentioned that the presence of a fence is not out of character with existing conditions, that the home orientation and placement of a front door may appear to face Judson but that is not part of the guidance that helps determine what the front yard is. The appellant's objection was seen as erroneous and geared more towards construction of the ADU.

Commissioner Lindwall pointed out the need to consider compatibility with the tree ordinance as the project moves forward.

Chair Rodgers stated that if a house is on a lot with confirming yards, that determines the yards. He reiterated that there is no zoning relief being sought in this case, the appeal is on what was determined to be the front yard and he believes the Zoning Administrator made the correct determination.

**Motion: Commissioner Lindwall made a motion to affirm the Zoning Administrator's decision that Davis Street is the front yard of the property and deny the appeal.**

**Second:** Commissioner Johnson

**Ayes:** Johnson, Lindwall, Puchtel, Rodgers

**Nays:** Halik, Mangum

**Abstain:**

With a vote of 4-2, the matter was continued to the September 11, 2024 meeting in order to allow additional Commissioners to view the minutes and/or audio-visual recording of the proceedings, and then vote on the motion to obtain five concurrent votes.

#### **IV. COMMUNICATION**

Ms. Jones introduced the new Senior Planner, Sam Hubbard. Chair Rodgers stated that he has been talking with staff regarding scheduling for review of the Comprehensive Plan and Zoning Code in November and December. Commissioner Lindwall mentioned attending the focus

#### **V. PUBLIC COMMENT**

None.

## VI. ADJOURNMENT

Commissioner Lindwall motioned to adjourn, Commissioner Westerberg seconded, and the motion carried, 6-0.

Adjourned 8:45 PM.

The next meeting of the Evanston Land Use Commission will be held **on Wednesday, September 11, 2024, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Respectfully submitted,  
Meagan Jones, AICP, Neighborhood and Land Use Planner

910-938 Custer Avenue

Planned Development  
24PLND-0031

LUC Recommending Body



# Memorandum

To: Chair and Members of the Land Use Commission

From: Melissa Klotz, Zoning Administrator

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

Subject: Planned Development  
910-938 Custer Avenue | 24PLND-0031

Date: October 2, 2024

## Request

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Charles Davidson, CDG Capital, and Andy Ahitow, City Pads, submit for a Planned Development to construct a 5-story multifamily residential building with 230 dwelling units including 23 inclusionary dwelling units and 50 open parking spaces. The applicants request Site Development Allowances in the MXE Mixed-Use Employment District for 1) 0' front yard setback where 10' is required; 2) 10' rear yard setback where 15' is required; 3) 50 parking spaces where 127 parking spaces are required; 4) 22' drive-aisle where 24' is required; 5) zero loading berths where 2 short loading berths are required; 6) no landscaping buffer where a 25' wide landscaping buffer is required surrounding the side and rear yards; 7) 192 dwelling units (including 10% on-site inclusionary) + 38 market rate bonus units for 230 total dwelling units where a maximum Site Development Allowance of 53 dwelling units plus IHO bonus units are allowed; 8) 56' building height at 5 stories where a maximum Site Development Allowance of 56' at 4 stories is allowed. In addition, the applicant may seek and the Land Use Commission may consider additional Site Development Allowances as may be necessary or desirable for the proposed development. The Land Use Commission makes a recommendation to the City Council, the determining body for this case.

## Notice

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The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on September 19, 2024.

## General Information

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**Applicants:** Charles Davidson  
CDG Capital  
805 Greenwood Street  
Evanston, IL 60201

Andy Ahitow  
 City Pads  
 2000 N. Leavitt Street  
 Chicago, IL 60647

**Owners:** Kevin Lee  
 910-938 Custer Avenue  
 Evanston, IL 60202

**PIN:** 11-19-117-063-0000

**Analysis**

910-938 Custer Street is the former Dard Manufacturing industrial site located north of Main Street, just west of the Metra train embankment. The property was rezoned from the MUE Transitional Manufacturing-Employment District to the MXE Mixed-Use Employment District as part of a Planned Development for 40 four-story townhomes in 2019. The 2019 Planned Development has since expired; however the MXE Mixed-Use Employment District zoning designation remains.

<b>Surrounding Zoning and Land Uses</b>	<b>Zoning District</b>	<b>Land Use</b>
<b>North</b>	MUE Transitional Manufacturing-Employment District	Evanston Lumber
<b>South</b>	B2 Business District	Mixed-use ground floor businesses/retail with office/multiple-family residential above
<b>East</b>	B2 Business District	Metra and CTA embankments
<b>West</b>	B2 Business District R3 Two-Family Residential District	Two-family and multiple-family residential

The property is surrounded by a variety of uses including Evanston Lumber (trade contractor) immediately north, commercial/mixed-use buildings immediately south, and a variety of residential uses to the west fronting Sherman Avenue (many of which are owned by Evanston Lumber). Two City surface parking lots abut the shared alley (Lot 24 on Main Street and Lot 31 on Sherman Avenue. The site is 64,129 sq. ft. in size and features that Dard Manufacturing building and parking lot that is in the process of being demolished. The location is transit-rich with a 350 foot walk to the Main Street Metra Station and 620 foot walk to the Main Street CTA Station. With both train services in such close proximity, the area is one of the most transit oriented development sites in the greater Chicagoland area and is appropriate for significant density to take advantage of the transit opportunities.

Zoning District

Historically, this property was used and zoned for industrial purposes. Around the time of the 1993 Zoning Ordinance and Map adoption, the property was rezoned from M3 Manufacturing District to the (then new) MUE Transitional Manufacturing-Employment District in conjunction with similar properties across the City that followed the train embankment (and on that same Custer Avenue block) so that the market and land uses could slowly shift to include commercial/retail oriented businesses that then also encourage residential uses. As part of the 2019 Planned Development approval, the property was rezoned from the MUE District to the similar but slightly higher density MXE Mixed-Use Employment District. In the five years since that map amendment, City policies and goals have shifted to strongly encourage an increase in housing options, especially near transit-rich areas such as the subject property where housing costs can be naturally reduced by eliminating the need for automobile use. Given the current policies and goals, the limitations of the MXE District should be exceeded, and the property and greater surrounding area should be rezoned with regulations to promote significant density and development as part of Envision Evanston 2045.

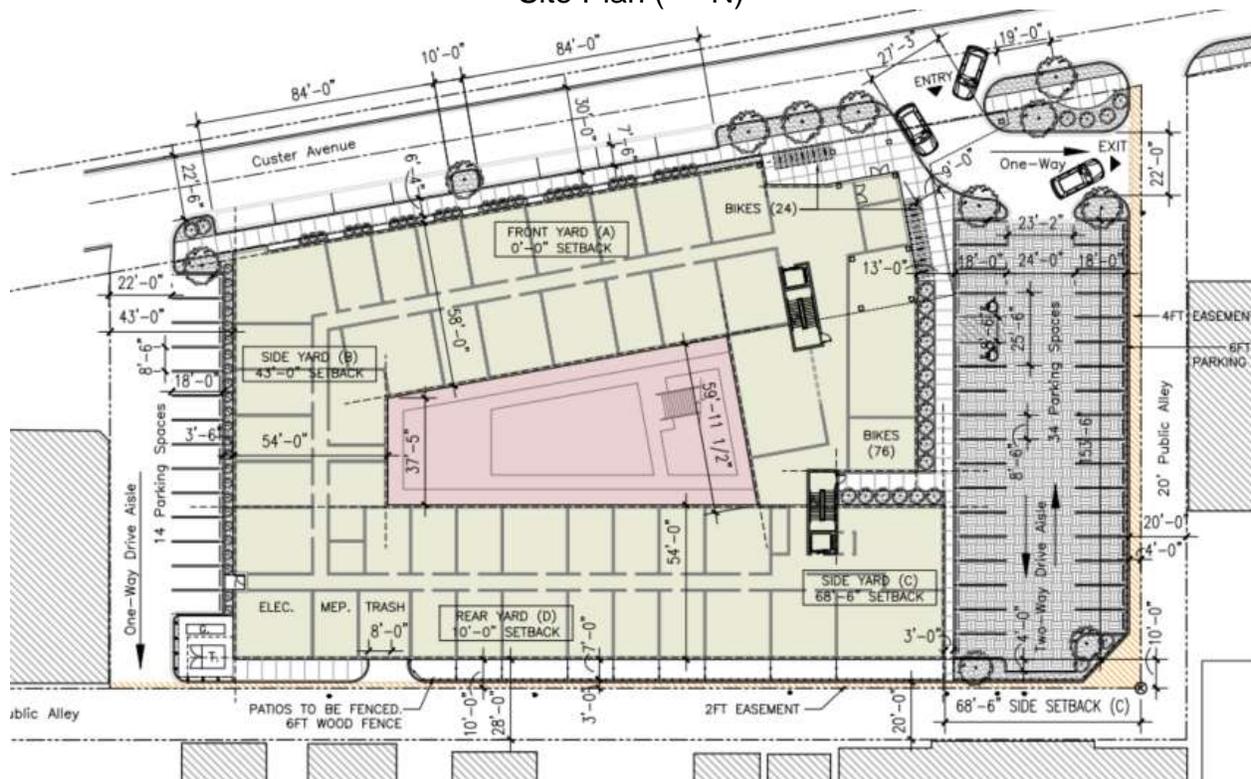


In consideration of the outdated limiting regulations of the MXE District, the applicant requests eight Site Development Allowances. Two of the requests exceed the maximums allowed in the MXE District, but are appropriate given the transit-rich location and City Council goals. For comparison, adjacent C1a zoning at the train tracks and to the west along Chicago Avenue allows a base building height of 67' and up to 97' as a Site Development Allowance (which may be exceeded).

Site Layout:

The subject property features a lot width that varies from 145' at the north boundary to 210' at the south boundary, and includes 366' of street frontage along Custer Avenue. The property has a total lot size of 64,129 sq. ft. and is surrounded by a dirt alley with storm sewer improvements to the west (rear yard) and south (side yard). The property is fully encapsulated by a large vacant warehouse building (former Dard Manufacturing) and surface parking lot; no landscaping or mature trees exist at the site

Site Plan (← N)



The applicant proposes demolition of the existing warehouse structure and surface parking lot, and construction of a 5-story transit-oriented courtyard-style multifamily residential building. The building is set at the front property line to promote the transit-oriented design and urban feel of the property, similar to buildings in the adjacent Main Street business district. A surface parking lot for 34 vehicles, as well as a porte-cochere for easy pick-up/drop-offs is proposed at the south end of the development, and a smaller surface parking lot for 14 vehicles (and refuse containers) is located at the north end of the property.

The 5-story building features a prominent front façade wall that projects over the pick-up/drop-off to create a porte-cochere and a visually interesting entrance to the development site. A ground-floor lobby, amenity space including indoor bicycle parking for ~75 bikes, a fitness room, large lounge, and ~1,500 sq. ft. shared work (co-working) space for building tenants. Beyond the one-story amenity portion of the building, which features a usable green-roof, an at-grade landscaped/outdoor amenity courtyard is proposed. The remainder of the ground-floor features 38 dwelling units. Floors 2-5 are entirely residential and feature the same floor plate with 48 dwelling units per floor. A rooftop deck with a pergola is located at the southeast corner of the building over the fifth floor. The remainder of the fifth floor roof will be used for mechanical equipment including air conditioner units, as well as a substantial solar panel system.

**Unit & Floor Mix:**

	<b>Studio</b>	<b>1-Bedroom</b>	<b>2-Bedroom</b>	<b>Total</b>
<b>1<sup>st</sup> Floor</b>	22	14	2	38
<b>2<sup>nd</sup> Floor</b>	25	17	6	48
<b>3<sup>rd</sup> Floor</b>	25	17	6	48
<b>4<sup>th</sup> Floor</b>	25	17	6	48
<b>5<sup>th</sup> Floor</b>	25	17	6	48
<b>Total</b>	122	82	26	230

Storm-water management is proposed under the two parking lots and will comply with all City and MWRD requirements. Ground-floor units that are at the rear of the building facing west feature at-grade patios with privacy fencing surrounding and acting as a barrier to the adjacent alley. Upper floor units that face the interior courtyard feature balconies. The courtyard opens to the south so that upper floors and the rooftop deck gain views to the southeast of Evanston, Lake Michigan, and downtown Chicago.

The surface parking lots together create 48 parking spaces including two required ADA spaces. The north parking lot is one-way in and exits via the alley since the drive-aisle is 22' in width rather than the 24' required width. Vehicle maneuvering diagrams are provided by the applicant to ensure emergency vehicles including the Fire Department tiller can navigate the (widened) alley if needed. The alley does feature utility poles within the proposed 20' width that cannot be buried. Some utility poles may be slightly relocated to move power lines away from the proposed building as required. The alley features two utility boxes that have been hit by alley traffic in the past and are likely to be hit again (locations are problematic especially to garbage trucks). Relocation of the two utility boxes, potentially in conjunction with alley improvements to pave the alley, is ideal but may not be feasible. If the utility boxes cannot be relocated, bollards will be added around them by the applicant. Additional consideration is needed regarding the alley and whether upgrades should be required as public benefits or as a TIF-eligible expense for general City infrastructure improvements.

Inclusionary Housing Ordinance

The proposal is considered a covered development (5 or more dwelling units) that must comply with the requirements of the Inclusionary Housing Ordinance. Since zoning relief is requested, at least 10% inclusionary dwelling units must be provided on-site (before zoning bonuses for density are applied). The application complies with the Inclusionary Housing Ordinance by providing 19 required inclusionary dwelling units, proportional to the building unit mix, at 60% AMI, as well as 4 additional inclusionary dwelling units (for 23 total inclusionary units) as a public benefit.

Compliance with the Zoning Ordinance

City staff acknowledges the subject property is in both a transitional area and time, and that the existing MXE District and regulations do not appropriately anticipate the future direction of Evanston given the City Council’s goals. Current zoning regulations do not acknowledge transit oriented regulations that should substantially increase density/housing (both market rate and inclusionary) and reduce reliance on the automobile to encourage the use of multimodal/mass transit. The new Comprehensive Plan and Zoning Code that are anticipated for adoption in early 2025 realize these shifts. Under the existing Zoning Code, the applicant requests the following zoning relief:

<b>Zoning Relief</b>	<b>MXE District</b>	<b>Site Dev. Allowance</b>	<b>IHO Bonus</b>	<b>Requested</b>
<b>Front Yard</b>	10'			0'
<b>Rear Yard</b>	15'			10'
<b>Parking</b>	.55/bedroom		No parking for required inclusionary DUs = 127 spaces required	48 spaces total
<b>Drive-Aisle</b>	24'			22' one-way
<b>Loading</b>	2 short required			No loading (regular van/vehicle parking/loading only)
<b>Landscape Buffer</b>	25' wide @ side/rear yards			No buffer
<b>Density</b>	42 DUs	+25% or 11 = 53 + bonus	+38 market rate bonus DUs	192 + 38 bonus = 230 DUs
<b>Height</b>	41' @ 3 stories	+15' = 56'		56' @ 5 stories

Altogether the applicant requests 8 Site Development Allowances. The requests for density and building height (in grey) exceed the maximum Site Development Allowances. However, since 10% on-site inclusionary units are provided, a supermajority vote by the City Council is not triggered.

Each Site Development Allowance is requested due to the following:

1. Front yard setback – Custer Avenue is currently transitioning from the manufacturing/warehousing/trade contractor use that has historically occurred there. A substantial residential development that is transit oriented and linked to a vibrant business district with zero front yard setbacks, in conjunction with the Custer Avenue dead end, shows it is appropriate design for a zero front setback similar to Main Street and therefore allows for more dwelling units in the TOD area.
2. Rear yard setback – The rear setback is increased when abutting residential or is abutting residential and separated by an alley. This is traditionally because the MXE District includes industrial uses and potential nuisance uses to nearby residents. Since the proposed development is entirely residential, the increased setback requirement is not needed.
3. Parking – Parking requirements within the current Zoning Code are based on automobile data gathered in the late 1980s and early 1990s. The TOD parking requirement was established seven years ago and does not follow current multimodal transit data/vehicle usage for an area such as the subject property that is in close proximity to a variety of transit options including both the CTA and Metra trains. In an effort to increase housing without increasing vehicular traffic in the community, transit oriented developments such as this should be encouraged with little to no vehicular parking. A staff-recommended condition to further reduce the on-site parking (and add landscaping and bicycle storage) is included in the list of potential conditions should the new Zoning Code further reduce City parking requirements as is anticipated.
4. Drive-Aisle – A 24' wide drive-aisle is required for both one-way and two-way traffic. Realistically, a drive-aisle that is 22' wide is easily wide enough for one-way traffic as is proposed with vehicles circulating out via the alley.
5. Loading – Based on the total square footage of the residential use, the Zoning Ordinance requires two short loading berths. The applicant believes the building will operate without the need for traditional loading berths since tenants will most likely use regular vehicles for move-in and move-out. The dwelling units are not significantly sized and are not luxury units, so the expectation is occupants will not have a need to move large items with trucks. Unit sizes vary, with the smaller studio units at 392 sq. ft. and the smaller one-bedroom units at 557 sq. ft. Move-in and move-outs will utilize regular parking spaces in the parking lot.
6. Landscape Buffer – A 25' wide landscape buffer is required along the side and rear yards. This is primarily intended to provide distance between incompatible uses that may exist in the MXE District. A landscape buffer is not provided both so that the development potential of the site could be maximized, and because much of the landscaping would not survive adjacent to the alley long-term (where salt impacts plantings, and where trucks cut corner turning areas). While not ideal, staff notes the condition listed earlier (#3) to eliminate the north parking lot and replace with landscaping and bicycle storage should the new Zoning Code further reduce the City parking requirement as anticipated. Assuming that occurs, a landscape buffer more than 40' wide (and including the bicycle storage) will be

provided at the north end of the site rather than the parking lot. Privacy fencing, which is considered part of a landscape buffer, is proposed along the rear of the property surrounding the private patios.

7. Density – The applicant requests to exceed the maximum allowed density at the site, which based on the existing MXE District, and allows for one multifamily dwelling unit for every 1,500 sq. ft. of lot size (which is significantly less density than other residential, business, commercial, and downtown districts currently allow). Given the TOD location, substantial density is appropriate and is encouraged. The applicant requests 192 dwelling units (including 10% on-site inclusionary dwelling units) plus 38 market rate IHO bonus units, for a total of 230 dwelling units where the MXE District allows a maximum Site Development Allowance of 53 dwelling units (plus market rate IHO bonus units). The MXE District was created before the realization and necessity for transit oriented developments/design such as this and now features outdated density limitations.
8. Height – The building is proposed at 5-stories and 56' in height. The MXE District limits height to 41' and 3-stories, and includes an eligible Site Development Allowance for +15'. Since the additional 15' does not specify how many stories are allowed, it is probable 15' was intended to equal one additional story. The applicant proposes a building height of 56', which is the maximum allowed Site Development Allowance, but is considered in excess of the Site Development Allowance since the request is at 5-stories. Given the TOD nature of the project and the large train embankment on the east side of Custer Avenue, a 5-story residential structure is appropriate at this location.

### Building Design

The 5-story building features a significant architectural feature with a front wing-wall that projects over the pick-up/drop-off to create the porte-cochere and a visually interesting entrance to the site. Bold color is proposed on the underside of the porte-cochere roofline to accentuate the entry point.

Rendering from the South as the Development Site is Approached



The proposed façade wing-wall is made of EIFS (Exterior Insulation Finishing System) that looks like traditional brick but is instead a multi-layer composite material that serves as a sound and insulation barrier. EIFS has significantly improved in recent years and is now constructed with materials that withstand the northern Illinois climate quite well.

Front Façade View from Custer Avenue and Train Embankment



A material sample is provided by the applicant. Altogether, four different EIFS façade finishes are proposed (2 brick mimics), as well as the glass/aluminum lobby/ground-floor amenity area, pre-finished metal coping at parapet walls, metal railings on balconies, vinyl windows and doors, and a metal framed canopy.

The applicant has been in contact with Bird Friendly Evanston and will comply with Bird Friendly requirements including but not limited to bird friendly glass that may be fritted or feature certain window treatments, and the dimming of rooftop lights overnight.

The building was preliminarily reviewed by Design Evanston at a recent 4<sup>th</sup> Ward Meeting and received favorable comments. Design Evanston proceeded with a formal review on October 7, 2024.. If any minor modifications were/are requested by Design Evanston, the applicant will continue to work with the group to achieve the best building design possible in compliance with the Design Guidelines for Planned Developments.

### Sustainability

The development is proposed with a variety of sustainability programming including the following:

- Transit oriented design with minimal need for vehicle usage instead encourages the use of mass transit and other multimodal transit options including but not limited to the CTA, Metra, Pace bus, DIVVY bicycles, e-bikes, and e-scooters, RIDY e-scooters, ride-share drop off point.

- Green Building Ordinance will be met and likely exceeded by the use of solar power for hot water, and likely geothermal power for an all-electric building (with natural gas generator backup). LEED Gold or Green Globes equivalent is required.
- Easy access ground-floor indoor bicycle parking for ~75 bicycles (as well as the RIDY e-scooters). Staff anticipates City parking requirements will be reduced in the coming months, and recommends additional enclosed bicycle parking, with a goal of one bicycle space per dwelling unit, be provided in lieu of the north parking lot (as well as additional landscaping/amenity space) should that parking requirement reduce.
- Green roof amenities will both absorb storm-water and provide additional landscaped amenity area for building tenants. Green roofs should incorporate raised garden beds and access to water to further encourage sustainability.
- Refuse pickup includes garbage and recycling chutes within the building. Composting may be added as an additional amenity (but is not appropriate for a trash chute system).
- Incorporation of electrical vehicle charging stations and EV-ready infrastructure.

### Traffic Study

Fish Transportation Group conducted a Traffic Impact Study and found the following key takeaways:

- *The site is served well by all modes of transportation, including major streets and Pace bus route 213. Additionally, the development is located within a very short walk, about 300 feet, of both the CTA Purple Line Main Street stop and the Metra Union Pacific North Main Street stop.*
- *Per US Census data, the mixed-use development could generate a significant portion of non-auto trips, approximately 30%.*
- *Based on the analysis, development traffic should have a limited impact on current operations along Main Street, Custer Avenue, and Sherman Avenue and at their intersections.*

The traffic study notes very little impact to existing traffic patterns and service levels, with most traffic remaining unchanged due to the proposed development. Minimal level of service changes are anticipated during weekday AM times (mostly from “A” level of service to “B”), and no level of service change is anticipated during weekday PM times at the immediately surrounding Main/Custer and Main/Sherman intersections.

Staff notes the proximity of both train services that make the location one of the most transit oriented development sites in the greater Chicagoland area and is therefore appropriate for significant density with little to no reliance on the automobile/impact to traffic. Staff anticipates the location, with up to 48 parked vehicles (but likely 34 parked vehicles if the north parking lot is not constructed), will not create a noticeable impact on the surrounding vehicular traffic. Although the site is primarily accessed via Custer Avenue from Main Street with a four-way traffic stop that is not ideal (due to the train viaduct), vehicles may also exit via the alley and through public surface parking lots directly to Main Street and/or Sherman Avenue.

Pace bus routes 213, 201, and 206 service the surrounding area, with bus stops along Main Street at both Chicago Avenue and Ridge Avenue.

The applicant intends to provide approximately 10 RIDY electric scooters for use by building tenants. The scooters dock at the site, and all tenants will be provided the first two hours of use free, with a cost incurred beyond two hours. The scooters will function similar to DIVVY, but must re-dock at the Custer property and are not available to the public. The applicant will also provide approximately 75 indoor bicycle parking spaces and 25 outdoor bicycle parking spaces. Additional enclosed bicycle parking, with a goal of one bicycle space per dwelling unit, will be provided if the north parking lot is not constructed in accordance with the staff recommended condition listed below.

Additionally, DIVVY Stations exist throughout Evanston; the closest DIVVY Station is at St. Paul Park near the CTA station entrance (approximately 620 feet away) off of Chicago Avenue. Dock-less DIVVY/LYFT bikes, e-bikes, and scooters also exist and are available across the community.

A drop-off/pick-up porte-cochere is designated at the south end of the development in anticipation of ride-sharing and momentary vehicle stops. The drop-off/pick-up area is designed to circulate out at the edge of the alley where it intersects with Custer Avenue to reduce vehicular traffic throughout the entire property and surrounding alley area. There are also eight on-street parking spaces proposed that may be used for drop-off/pick-ups.

#### Public Benefits

The applicant has committed to provide the following public benefits as part of the Planned Development proposal:

1. Provide four additional on-site inclusionary housing units beyond the 10% required by the Inclusionary Housing Ordinance for a total of 23 on-site inclusionary dwelling units.
2. Streetscape improvements along Custer Avenue from the northernmost point of the development to the connection wrapping around Main Street to the south.
3. Provide an easement (2') around the south and west edge of the development boundary to increase the usable width of the alley to 20'.
4. Install one fire hydrant on public property towards the south end of the development site.
5. Restripe public parking lots 24 and 31 that are adjacent to the development site across the alleyway.

Additional public benefits that are under consideration but not yet agreed to include:

1. Contribution of \$187,500 towards reconstruction and paving of the public alley that surrounds the subject property (which is 25% of the estimated total alley improvement cost).
2. Improve the existing landscaping along the Metra embankment on Custer

Avenue adjacent to the subject property including using native and pollinator plantings.

3. Addition of public art/mural on an adjacent structure (building or viaduct).
4. Contribution of \$30,000 to the Main-Dempster Mile SSA for use within the greater business districts for improved signage, landscaping, street furniture, holiday decorations, or other programming.
5. \$15,000 contribution for improvements at Fitzsimmons Park such as benches, lighting, landscaping and playground equipment.
6. Commitment to hire Minority, Women, and Evanston Based-Businesses when possible throughout construction.
7. Relocate the two utility boxes that are near the alley that have been damaged or hit by trucks in the recent past.

Public benefits will continue to evolve as the request proceeds on to the City Council for a determination.

### **Department Recommendation**

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The Community Development Department believes the request is appropriate given the City Council goals to increase housing options, increase affordable housing, and promote the use of multimodal transit over the automobile. Staff recommends Commissioners review the development as a whole as a Planned Development to determine if the Standards are met. If the Land Use Commission determines the Standards for Approval are met, the Commission should recommend approval of the request to the City Council, and may include conditions for approval including but not limited to:

1. A Construction Management Plan shall be reviewed and approved prior to the issuance of a building permit for development construction.
2. Compliance with all applicable related regulations including but not limited to the Inclusionary Housing Ordinance and the Green Building Ordinance.
3. If the City of Evanston reduces the required parking applicable to the development prior to the construction of hardscape areas at the subject property, the developer agrees to eliminate the north parking lot in its entirety and infill that area with a substantially landscaped amenity area for the building occupants and include additional enclosed bicycle parking to achieve a goal of one enclosed bicycle parking space per dwelling unit.
4. Substantial compliance with the documents and testimony on record.

### **Standards for Approval**

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In order for the Land Use Commission to recommend approval of the requested Planned Development, the proposed development must satisfy the Standards for Planned Developments (Section 6-3-6-9), Standards for Special Use (Section 6-3-5-10), and Site Controls & Standards for Planned Developments in Transitional Manufacturing Districts (Section 6-13-1-10-B):

Standards for Planned Developments (Section 6-3-6-9):

1. The requested Site Development Allowance(s) will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties that is beyond a reasonable expectation given the scope of the applicable Site Development Allowance(s) of the Planned Development location.
2. The proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property.
3. The development site circulation is designed in a safe and logical manner to mitigate potential hazards for pedestrians and vehicles at the site and in the immediate surrounding area.
4. The proposed development aligns with the current and future climate and sustainability goals of the City.
5. Public benefits that are appropriate to the surrounding neighborhood and the City as a whole will be derived from the approval of the requested Site Development Allowance(s).

Standards for Special Use (Section 6-3-5-10):

1. Is one of the special uses specifically listed in the zoning ordinance;
2. Is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time;
3. Will not cause a negative cumulative effect, when its effect is considered in conjunction with the cumulative effect of various special uses of all types on the immediate neighborhood and the effect of the proposed type of special use upon the City as a whole;
4. Does not interfere with or diminish the value of property in the neighborhood;
5. Can be 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; and
9. Complies with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation.

Site Controls & Standards for Planned Developments in Transitional Manufacturing Districts (Section 6-13-1-10-B):

1. For planned developments incorporating residential uses a minimum of 45% of the total gross area of the planned development shall be devoted to usable open space.
2. For planned developments incorporating manufacturing uses said uses shall be conducted entirely within an enclosed building.
3. For all boundaries of the planned development not immediately abutting a dedicated and improved public street, there shall be provided a transition landscaped strip of at least 5% of the average depth of the lot or 25 feet, whichever is greater, consisting of vegetative screening, fencing, or decorative walls in accordance with the Manual of Design Guidelines.
4. Walkways developed for a planned development shall form a logical, safe and convenient system for pedestrian access to all project facilities as well as any off-

- site designation likely to attract substantial pedestrian traffic.
5. The location, construction and operation of parking, loading areas, and service areas, shall be designed to avoid adverse effects on residential uses within or adjoining the development and, where possible, provide additional parking beyond that required for the planned development to service the manufacturing district in which it is located.
  6. Principal vehicular access points shall be designed to permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular and pedestrian traffic.
  7. The planned development shall provide, if possible, for underground installation of utilities both in public way and private extensions thereof.
  8. For every planned development involving 20 dwelling units or more there shall be provided a market feasibility statement that shall indicate the consumer market areas for all uses proposed in the development, the population potential of the area or areas to be served by the uses proposed and other pertinent information concerning the need or demand for such uses of land.
  9. For every planned development there shall be provided a traffic circulation impact study that shall show the effect of all proposed uses upon adjacent and nearby roads and highways.
  10. The Zoning Administrator may, at his discretion, require of the applicant additional studies or impact analyses when he determines that a reasonable need for such investigation is indicated.

### **Action by the Commission**

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After making findings of fact as to whether or not the requested planned development meets the aforementioned standards, the Land Use Commission may recommend approval, approval with conditions, or denial of the requested planned development. The Land Use Commission is the recommending body for this request pursuant to Section 6-3-6 of the Evanston City Code.

### **Attachments**

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Aerial Photo

Street View

Zoning Map

Planned Development Application – submitted August 25, 2024

Signature page

Plat of Survey

Development Plans – Site Plans, Floor Plans, Elevations, Renderings,

Landscape Plan

Preliminary Grading Plan

Market Overview

Zoning Disclosure Form

Submission Letter

Public Benefits Statement

Pre-Application Conference Review Letter & Applicant Responses

Traffic Study

Inclusionary Housing Application – marked compliant June 3, 2024  
Zoning Analysis Noncompliant Results – updated May 30, 2024  
Public Notice  
Public Comments



Fitzsimons  
Park

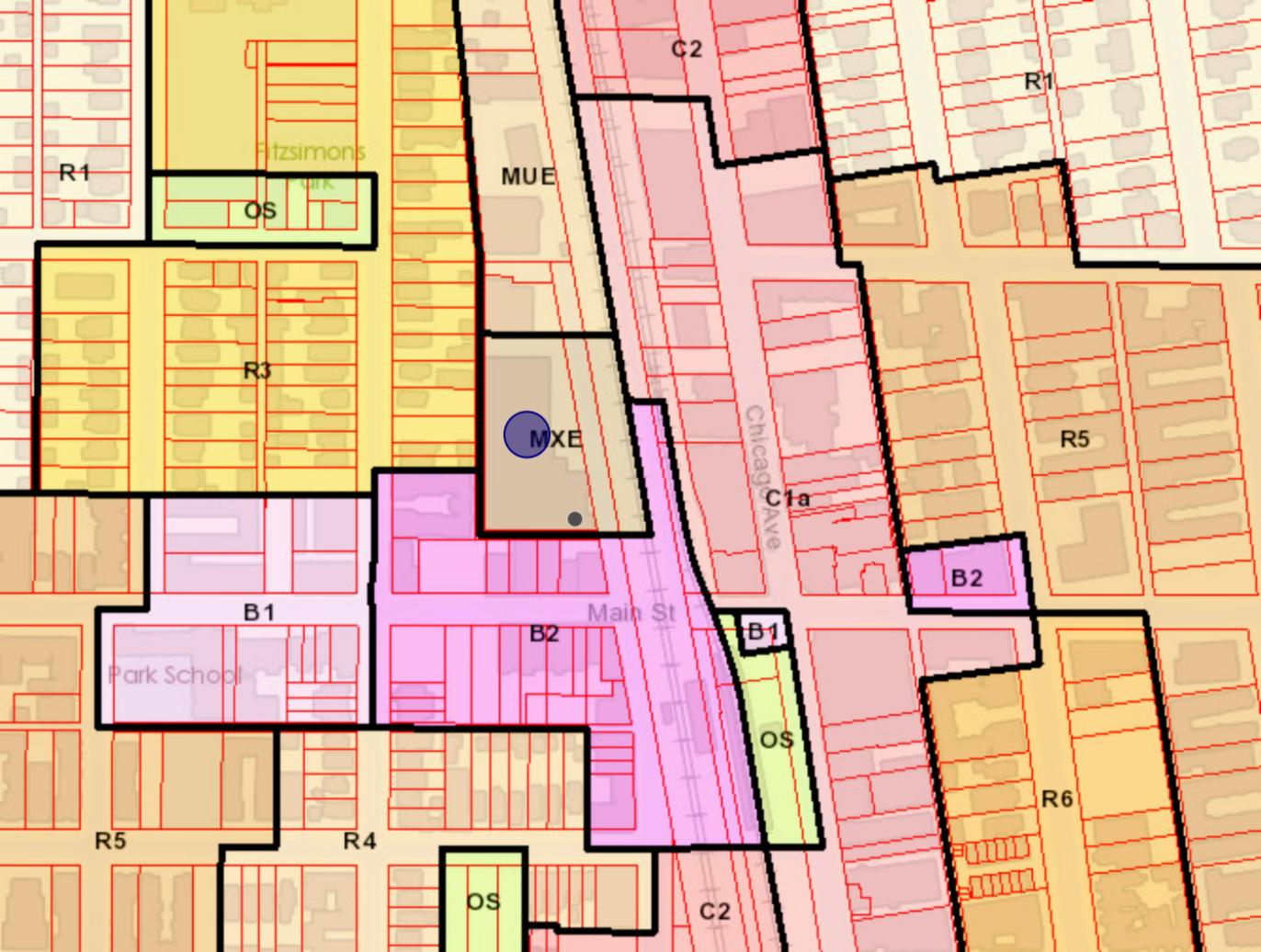
Chicago Ave

Main St

Park School

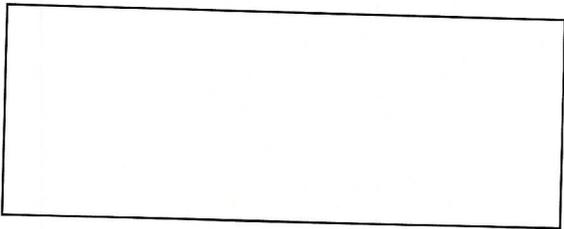
Street View looking South







# PLANNED DEVELOPMENT APPLICATION



Case Number: 24ZONA-0070

## 1. PROPERTY

Address(es)/Location(s)

910-938 Custer Ave

Brief Narrative Summary of Proposal:

Construct new 5-story multifamily residential building with 230 dwelling units including 23 inclusionary dwelling units and 48 open parking spaces as a Planned Development.

## 2. APPLICANT

Name: Charles Davidson & Andy Ahitow Organization: CDG CApital / City Pads

Address: 805 Greenwood - 2000 N Leavitt City, State, Zip: \_\_\_\_\_

Phone: Work: \_\_\_\_\_ Home: \_\_\_\_\_ Cell/Other: \_\_\_\_\_

Fax: Work: \_\_\_\_\_ Home: \_\_\_\_\_

E-mail: \_\_\_\_\_

Please circle the primary means of contact.

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

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

## 3. 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

9/9/2024

Date

#### 4. PRE-SUBMISSION REQUIREMENTS

Prior to actually submitting an application for Planned Development, you must:

A. Complete a Zoning Analysis of the Development Plan

The Zoning Office staff must review the development plan and publish a written determination of the plan's level of compliance with the zoning district regulations. Apply at the Zoning Office.

B. Present the planned development at a pre-application conference

Contact the Zoning Office to schedule a conference with Planning & Zoning Division staff.

#### 5. REQUIRED SUBMISSION DOCUMENTS AND MATERIALS

(This) Completed Application Form

Application Fee (\$6,000)

Two (2) Copies of Application Binder

Your application must be in the form of a binder with removable pages for copying.

You must submit two application binders for initial review.

The Application Binder must include:

- Certificate of Disclosure of Ownership Interest Form
- Plan drawing illustrating development boundary and individual parcels and PINs
- Plat of Survey of Entire Development Site
- Zoning Analysis Results Sheet
- Preliminary Plat of Subdivision
- Pre-application Conference Materials
- Development Plan
- Landscape Plan
- Inclusionary Housing Ordinance Application
- Statement addressing how the planned development approval will further public benefits
- Statement describing the relationship with the Comprehensive Plan and other City land use plans
- Statement describing the development's compliance with any other pertinent city planning and development policies
- Statement addressing the site controls and standards for planned developments
- Statement of proposed development's compatibility with the surrounding neighborhood
- Statement of the proposed development's compatibility with the design guidelines for planned developments
- Statements describing provisions for care and maintenance of open space and recreational facilities and proposed articles of incorporation and bylaws
- Restrictive Covenants
- Schedule of Development
- Market Feasibility Statement
- Traffic Circulation Impact Study
- Statement addressing development allowances for planned developments

**Notes:**

- **Plats of survey** must be drawn to scale and must accurately and completely reflect the current conditions of the property.
- **Building plans** must be drawn to scale and must include interior floor plans and exterior elevations.
- **Application Fees** may be paid by cash, check, or credit card.
- **Mailing Fees** also apply and will be provided to the applicant from the City's mailing vendor.

- **Civic Engagement Website** will be set up for the duration of the planned development review process at applicant expense.

## **6. OTHER PROFESSIONAL REPRESENTATIVE INFORMATION**

### **Attorney**

Name: n/a Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

### **Architect**

Name: Arden Freeman Organization: Built Form Arcitecture  
 Address: 935 W. Chestnut # 520 City, State, Zip: Chicago, IL 60642  
 Phone: (312) 738-3835 Fax: n/a Email: afreeman@built-form.net

### **Surveyor**

Name: Eric Cox Organization: DLZ Industrial Surveying, Inc.  
 Address: 80 McDonald Ave. Unit D City, State, Zip: Joliet, IL 60431  
 Phone: (815) 725-8840 Fax: n/a Email: ecox@dlz.com

### **Civil Engineer**

Name: Chris Keppner, PE Organization: ERIKSSON ENGINEERING ASSOCIATES, LTD.  
 Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_  
 Phone: (630.) 296-6254 Fax: \_\_\_\_\_ Email: ckeppner@eea-ltd.com

### **Traffic Engineer**

Name: Bill Grieves Organization: Fish Transportation Group  
 Address: 1950 N. Washington Street City, State, Zip: Naperville Ill. 60563  
 Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: bill.grieve@fishtrans.com

### **Other Consultant**

Name: \_\_\_\_\_ Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

**7. MULTIPLE PROPERTY OWNERS**

Use this page if the petition is on behalf of many property owners.

*"I understand that the regulations governing the use of my property may change as a result of this petition. By signing below, I give my permission for the named petitioner on page 1 of this form to act as my agent in matters concerning this petition. I understand that 1) the named petitioner will be the City of Evanston's primary contact during the processing of this petition, 2) I may not be contacted directly by City of Evanston staff with information regarding the petition while it is being processed, 3) I may inquire the status of this petition and other information by contacting the Zoning Office, and 4) the property owners listed below may change the named petitioner at any time by delivering to the Zoning Office a written statement signed by all property owners and identifying a substitute petitioner."*

NAME and CONTACT INFORMATION (telephone or e-mail)	ADDRESS(es) or PIN(s) of PROPERTY OWNED	SIGNATURE
Kevin Lee kevjlee88@gmail.com	910-938 Custer Ave	

Copy this form if necessary for a complete listing.

## **Application Procedure**

- (A) **Pre-Application Conference:** Pre-Application Conference: Prior to application submittal, an applicant shall meet with the Zoning Administrator, Planning & Zoning staff, and the Alderman of the ward in which the proposed planned development is located. Where applicable, a representative of the Preservation Commission shall be present. The purpose of the conference is to present the concept of the proposed plan and discuss procedures and standards for approval. No representation made by City staff or the representative of the Preservation Commission during such conference or at any other time shall be binding upon the City with respect to the application subsequently submitted. The pre-application conference shall be scheduled within 15 calendar days after receiving the applicant's request.
- (B) **Information Needed for Pre-Application Conference:** The applicant shall include the following information at the time of request for the meeting:
1. Narrative summary of proposal.
  2. Conceptual site plan.
  3. Plat of survey (including the location of utilities).
  4. Proposed elevations.
  5. Photographs of the subject and surrounding properties.
  6. Description of adjacent land uses and neighborhood characteristics.
  7. Description of critical historical structures, details or characteristics (if applicable).
- (C) **Zoning Analysis Application:** Prior to review of the project, the applicant must submit the project for "zoning analysis." The Zoning Division's response to this application is a Zoning Analysis Review Sheet addressing specific regulatory areas, and indicating compliance or deficiency.
- (D) **Results of Pre-Application Conference and Zoning Analysis:** Following the pre-application conference, the Zoning Administrator shall be available to suggest modifications to the site plan as discussed during the pre-application conference. Within 7 calendar days, minutes of the pre-application conference shall be sent to the applicant and shall be available upon request to interested parties by the Zoning Administrator.

## **Review Procedure - Decision**

- (A) **Review Procedure:** Upon the review of an application for a planned development the Zoning Administrator shall notify the developer of any deficiencies or modifications necessary to perfect the planned development application.
- (B) **Public Hearing:** After determining that the application is complete, the Zoning Administrator shall schedule a public hearing to be held by the Plan Commission at which time a formal presentation of the planned development application will be presented. The public hearing shall be held not less than 15 calendar days and no more than 30 calendar days from the date of receipt of the complete application. In addition, a sign shall be posted on the property for a minimum of 10 working days prior to the public hearing indicating the place, time and date of the hearing.
- (C) **Mailed Notices Required:** Notice shall also be given by first class mail to all owners of property within a 1,000-foot radius of the subject property as provided by the City. The failure of delivery of such notice, however, shall not invalidate any such hearing. The City, through its Geographic Information System, will supply the names and addresses of the owners of property within the 1,000-foot radius. A third party mailing service mails notice of the hearing to the neighboring property owners. The applicant must pay any and all fees and postage associated with mailing this notice. The City publishes a notice of the hearing in a locally circulating newspaper, generally the Evanston Review, no less than 15 days nor more than 30 days prior to hearing.
- (D) **Recommendation:** The Plan Commission holds a public hearing and makes a recommendation, based on findings of fact, to the City Council within 60 days of the close of the public hearing. The Planning and Development Committee of the City Council considers the Plan Commission's recommendation and forwards it to the full Council with or without a recommendation. The City Council considers the Plan Commission's recommendation and may introduce an ordinance granting the planned development. The City Council may adopt an ordinance granting the planned development at the following or any subsequent City Council meeting. The developer shall record the ordinance granting the planned development and the development plan with the Cook County Recorder.

## **Submittal Requirements**

- 1) Planned Development Application Form.
- 2) Certificate of Disclosure of Ownership Interest Form listing each individual lot contained within the proposed development identified by parcel identification number and each owner having legal or equitable interest in each

individual parcel. Connection to the ownership interest in the property must be documented in the form of a title insurance policy, deed, lease or contract to lease or purchase.

- 3) Exhibit illustrating the boundaries of each individual parcel contained within the property(ies) proposed for development with coincide parcel identification numbers.
- 4) Plat of Survey, drawn to scale, showing dimensions and areas of the parcel(s), lot(s), block(s), or portions thereof, according to the recorded plat of the subject property(ies).
- 5) Preliminary Plat of Subdivision, if necessary, showing the development consists of, and is coterminous with, a single lot legally described in a recorded plat of subdivision or proposed subdivision or consolidation.
- 6) Pre-application Conference Materials:
  - a) Conceptual site plan, showing parking and bicycle facilities where appropriate;
  - b) Plat of survey showing location of utilities;
  - c) Elevations;
  - d) Photographs of the subject and surrounding properties;
  - e) Description of adjacent land uses and neighborhood characteristics; and
  - f) Description of critical historical structures, details or characteristics.
- 7) Zoning Analysis Results Sheet, if available.
- 8) Development Plan showing:
  - a) Location, dimensions and total area of site;
  - b) Location, dimensions, floor area, construction type and use of each structure;
  - c) Number, type and size of dwelling units, and the overall dwelling unit density;
  - d) Number and location of parking spaces and loading docks, with means of ingress and egress;
  - e) Traffic circulation pattern, location and description of public improvements, streets and access easements to be installed or created;
  - f) All existing and proposed dedications and easements;
  - g) Drainage plan;
  - h) Locations, dimensions and uses of adjacent properties, rights of way, easements and utilities serving the site;
  - i) Significant topographical or physical features, including trees;
  - j) Soil or subsurface conditions; and
  - k) Historical structures or features.
- 9) Landscape Plan, including:
  - a) Location, dimensions and total area of site;
  - b) Locations, dimensions and uses of adjacent properties, rights of way, easements and utilities serving the site;
  - c) Landscaping location and treatment, plant material types, size and quantity, open spaces, and exterior surfaces of all structures with sketches of proposed landscaping;
  - d) Topographic and physical site features including soils and existing trees and vegetation;
  - e) Location, type and size of trees to be removed, and preservation plan for existing trees to remain through construction; and
  - f) Location, type, height and material of all fences and walls.
- 10) Inclusionary Housing Ordinance Application.
- 11) Statement addressing how the planned development approval will further public benefits including:
  - a) Preservation and enhancement of desirable site characteristics, open space, topographic and geologic features, and historic and natural resources;
  - b) Use of design, landscape, and architectural features to create a pleasing environment;
  - c) Provide a variety of housing types in accordance with the City's housing goals;
  - d) Eliminate blighted structures or incompatible uses through redevelopment or rehabilitation;
  - e) Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base;
  - f) Efficiently use land resulting in more economic networks of utilities, streets, schools, public grounds, and other facilities; and
  - g) Incorporate recognized sustainable design practices and building materials to promote energy conservation and improve environmental quality.
  - h) Additional benefits related to transit alternatives, public art, public space improvements, etc.

- 12) Statement describing the relationship between the proposed development and the Comprehensive General Plan and other City land use plans.
- 13) Statement describing the developments compliance with the Zoning Ordinance and any other pertinent city planning and development policies.
- 14) Statement addressing the site controls and standards for planned developments in the subject property's zoning district regarding the following:
  - a) Minimum area
  - b) Tree preservation
  - c) Landscaped strip
  - d) Open space
  - e) Walkways
  - f) Parking and loading
  - g) Utilities
  - h) Stormwater treatment
- 15) Statement of proposed developments compatibility with the surrounding neighborhood.
- 16) Statement of proposed developments compatibility with the design guidelines for planned developments.
- 17) Statement describing provisions for care and maintenance of open space and recreational facilities and, if owned by an entity other than a government authority, proposed articles of incorporation and bylaws.
- 18) Restrictive Covenants to be recorded against proposed development.
- 19) Schedule of Development phases or stages stating beginning and completion time for each phase.
- 20) Market Feasibility Statement indicating the consumer market areas for all proposed uses in the development, the population potential of the area to be served by the proposed uses and other pertinent information concerning the demand for such uses of land.
- 21) Traffic Circulation Impact Study showing the effect of the development upon adjacent roadways, anticipated vehicular trips and traffic flow, and what road improvements and traffic control upgrading might be necessary.
- 22) Statement addressing the development allowances for planned developments in the subject property's zoning district regarding the following:
  - a) Height increases
  - b) Density increases
  - c) The location and placement of buildings varying from that otherwise permitted in the district
  - d) Floor area ratio increases

**Standing**

The applicant must own, lease, or have legal or equitable interest in the subject property. The Planning and Zoning Division requires the applicant to demonstrate his or her connection to the ownership interest in the property. Documentation can be in the form of a title insurance policy or a deed, and a lease or contract to lease or purchase.

**7. MULTIPLE PROPERTY OWNERS**

Use this page if the petition is on behalf of many property owners.

*"I understand that the regulations governing the use of my property may change as a result of this petition. By signing below, I give my permission for the named petitioner on page 1 of this form to act as my agent in matters concerning this petition. I understand that 1) the named petitioner will be the City of Evanston's primary contact during the processing of this petition, 2) I may not be contacted directly by City of Evanston staff with information regarding the petition while it is being processed, 3) I may inquire the status of this petition and other information by contacting the Zoning Office, and 4) the property owners listed below may change the named petitioner at any time by delivering to the Zoning Office a written statement signed by all property owners and identifying a substitute petitioner."*

NAME and  
CONTACT INFORMATION  
(telephone or e-mail)

ADDRESS(es) or PIN(s)  
of PROPERTY OWNED

SIGNATURE

Kevin Lee

910-938 Custer Ave



kevjlee88@gmail.com

Copy this form if necessary for a complete listing.

**912 Custer Ave. Evanston, IL**



**Plan Development Application**

**07.31.2024**

BUILT FORM, LLC

Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31th 2024

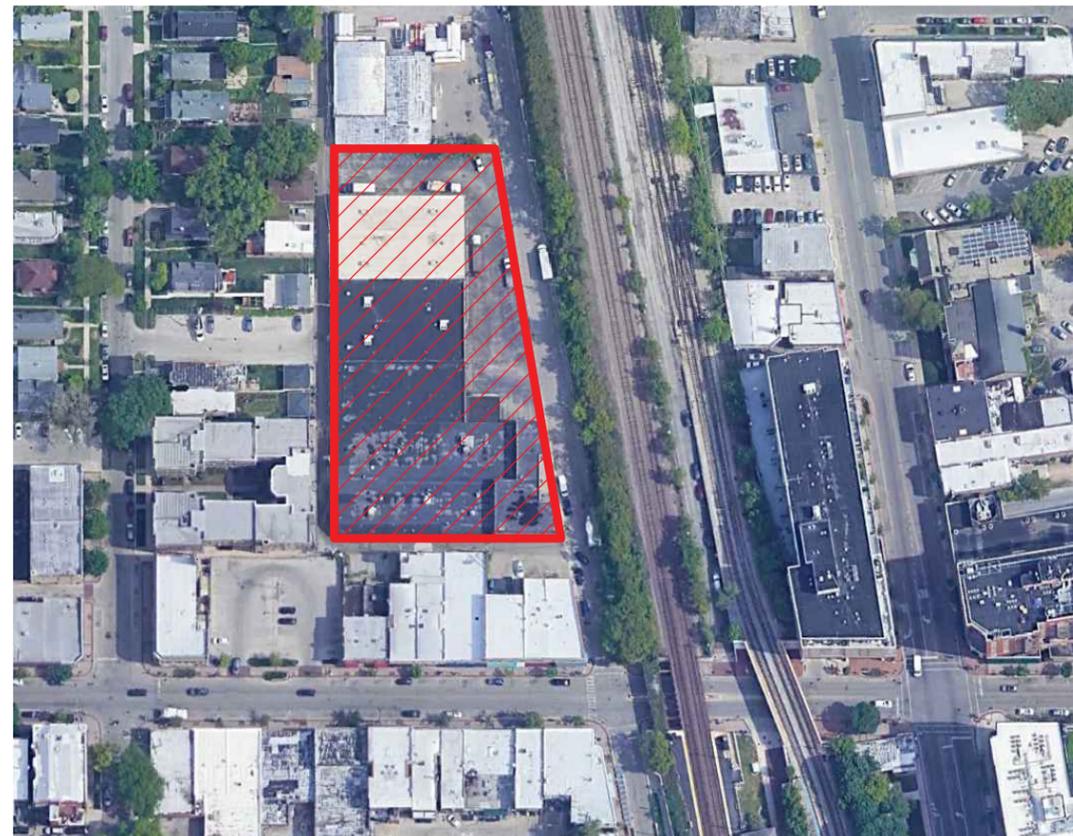
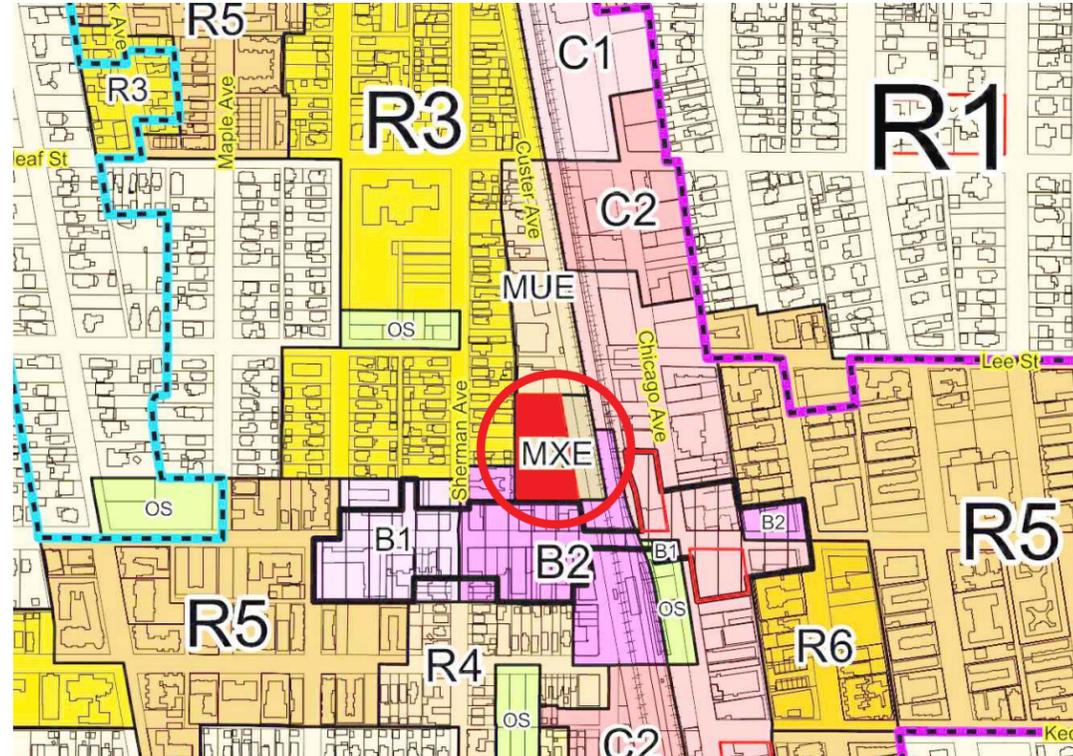
PLAN DEVELOPMENT APPLICATION

**A-0**



<b>BUILDING SUMMARY</b> New 5 story mixed-use building, 230 units with surface parking spaces						
GROSS BUILDING - 154,247 gsf		F.A.R. AREA - 132,279 SF				
FIRST FLOOR GROSS SQ.FT. - 32,235 gsf						
- FIRST FLOOR NET RSF - 19,512 rsf						
- LOBBY & AMENITY AREA - 5,720 sf						
- MECH. / CIRC. - 7,003 sf						
- FIRST FLOOR AREA FOR F.A.R.: 25,939 sf						
TYPICAL FLOOR GROSS SQ.FT. - 30,503 gsf						
- TYPICAL FLOOR NET RSF - 26,553 rsf						
- MECH. / CIRC. - 3,950 sf						
- TYP. FLOOR AREA FOR F.A.R.: 26,585 sf						
230 TOTAL UNITS						
48 OUTDOOR TOTAL PARKING SPACES						
76 INDOOR BIKES - 10 OUTDOOR BIKES						
<b>UNIT MATRIX</b>						
Room Type	Level 1	Level 2	Level 3	Level 4	Level 5	Total
Studio	22	25	25	25	25	122
1 Bedroom	14	17	17	17	17	82
2 Bedroom	2	6	6	6	6	26
Total	38	48	48	48	48	230

ZONING REQUIREMENTS		
	PLAN DEVELOPMENT (PD)	PROPOSED
LOT SIZE	64,191 LOT SQ.FT.	-
MLA	MIN. LOT AREA PER UNIT 64,191 SQ.FT. / 230 UNITS	280 SQ. FT
BUILDING HEIGHT	PD	56' - AVERAGE ROOF HEIGHT (74' - TOP OF ELEVATOR OVERRUN ROOF)
FAR	PD	2.06 (132,279 / 64,191)
FRONT YARD (A)	PD	0'-0" FRONT SETBACK
SIDE YARD (B)	PD	43'-0" SIDE SETBACK
SIDE YARD (C)	PD	68'-6" SIDE SETBACK
REAR YARD (D)	PD	10'-0" REAR SETBACK
PARKING SPACES	PD	50 TOTAL SPACES (INCLUDES 2 ACCESSIBLE SPACES)
PARKING SIZES	8' x 18' WITH 20' DRIVE AISLE (90° PARKING)	8.5' x 18' WITH 24' DRIVE AISLE (90° PARKING)
LOADING	2 SHORT BERTH 10' x 25'	-



## Zoning Analysis

Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31th 2024

PLAN DEVELOPMENT APPLICATION

BUILT FORM, LLC

A-02



**ERIKSSON**  
ENGINEERING  
ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A  
GRAYSLAKE, ILLINOIS 60030  
PHONE (847) 923-4804  
FAX (847) 223-4864  
EMAIL INFO@EEA-LTD.COM  
PROFESSIONAL DESIGN FIRM  
LICENSE NO. 184-003220  
EXPIRES: 04/30/2025

**NEW 5-STORY  
RESIDENTIAL BUILDING**  
912 CUSTER AVE  
EVANSTON, ILLINOIS

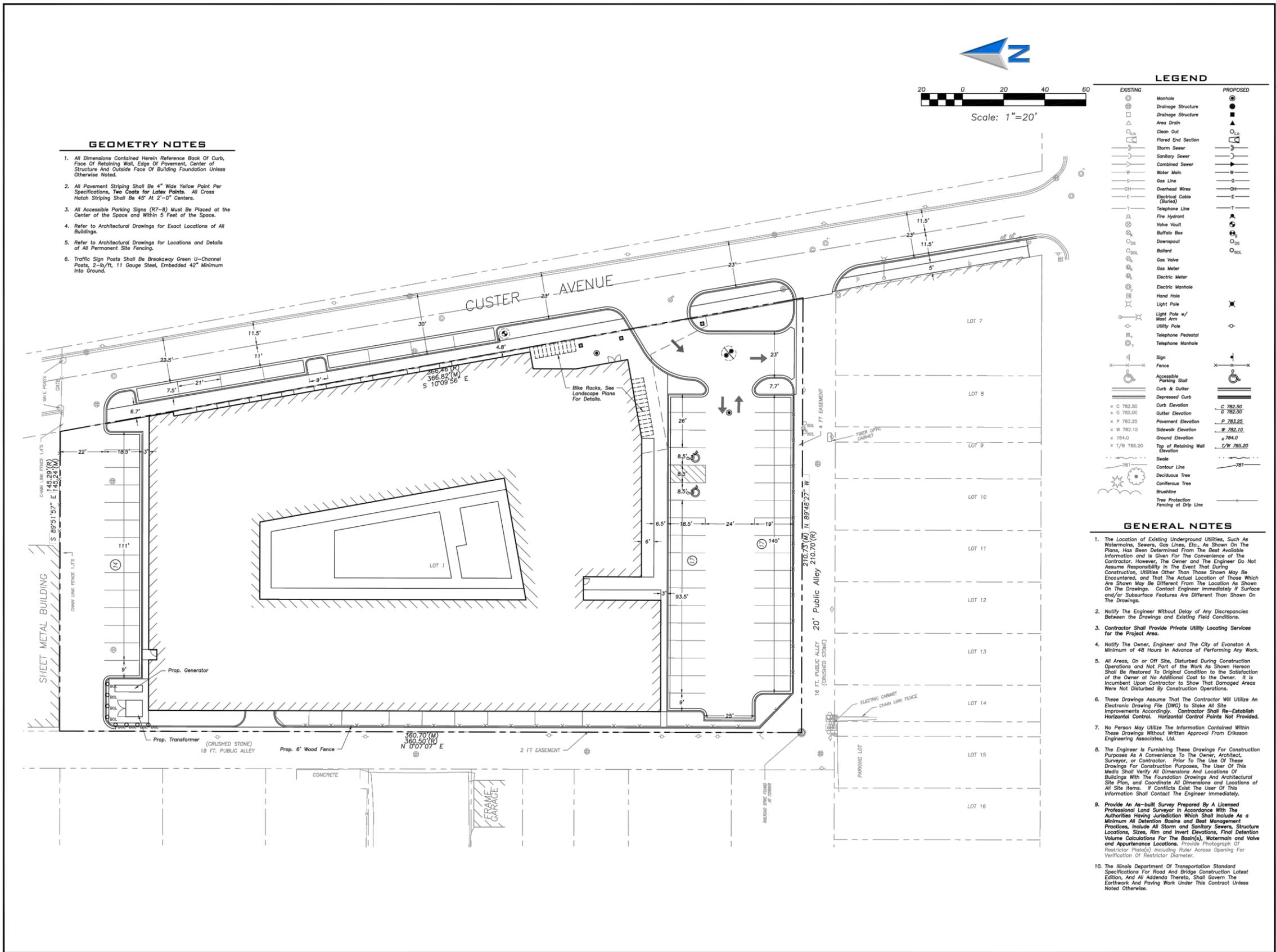
Reserved for Seal:

No.	Date	Description
1	07/31/24	PLAN DEVELOPMENT APPLICATION

© ERIKSSON ENGINEERING ASSOCIATES, LTD., 2024		
Design By:	Approved By:	Date:
XXX	XXX	XX/XX/XX

Sheet Title:  
**SITE GEOMETRY  
PLAN**

Sheet No:  
**C200**



**Civil - Geometry Plan**

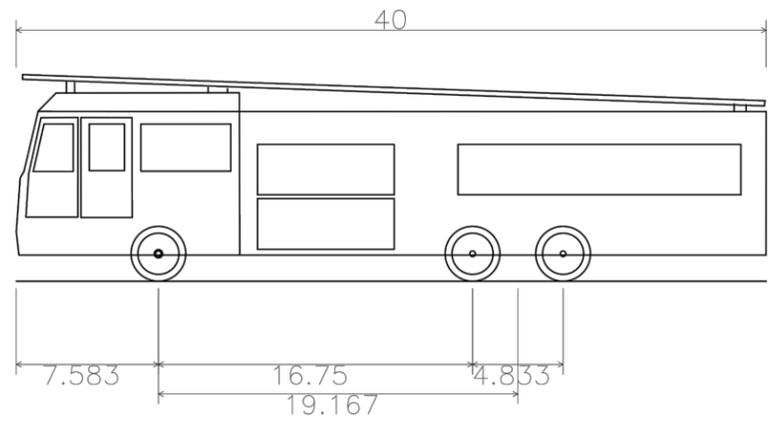
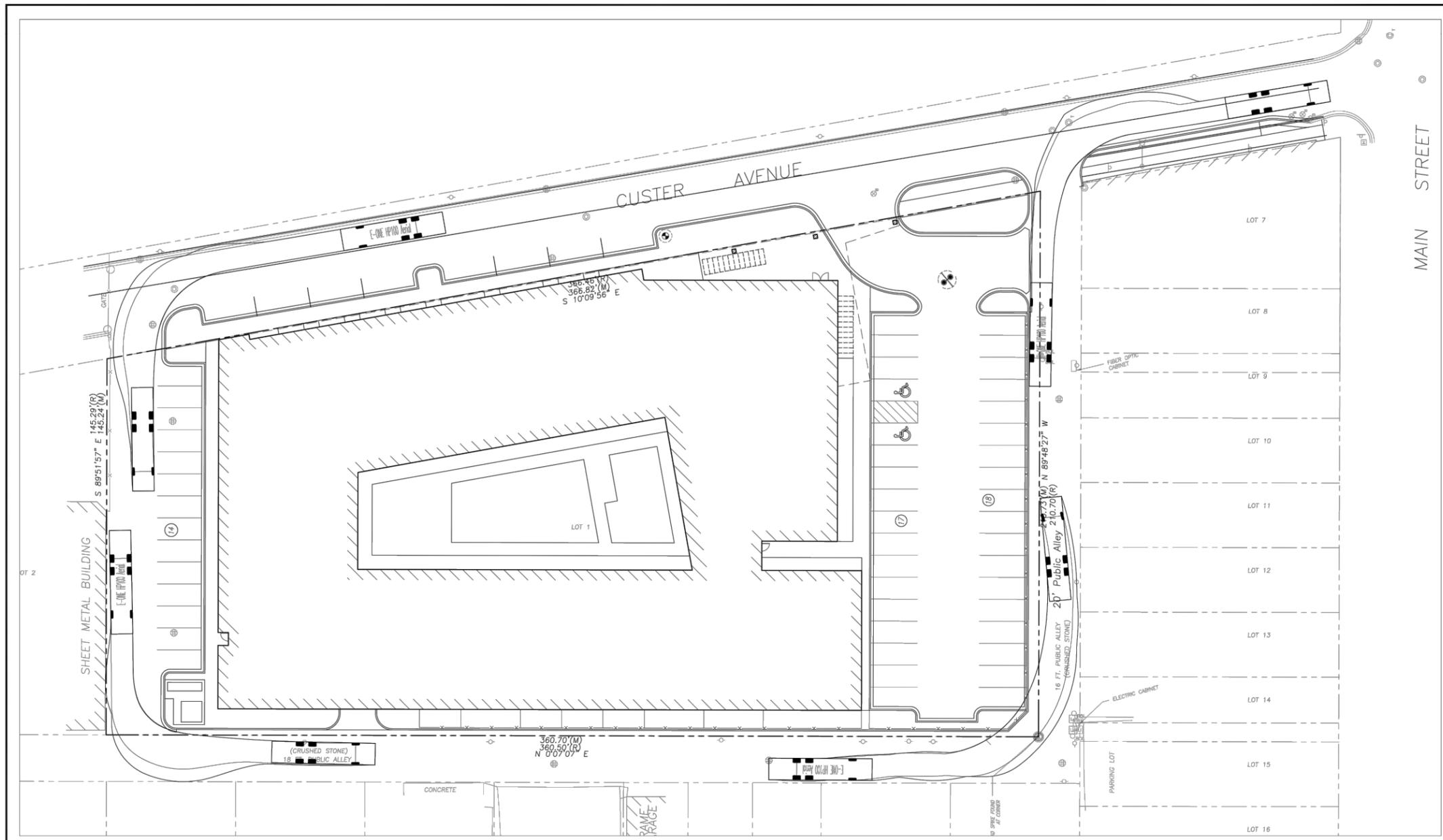
Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31st 2024

**PLAN DEVELOPMENT APPLICATION**

BUILT FORM, LLC

**A-03**

PROJECT TITLE  
PROJECT TITLE  
PROJECT  
CITY, ILLINOIS



E-ONE HP100 Aerial	
Overall Length	40.000ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

EIA - P:\24108 - Bull Form - 912 Custer\Drawings\912 Custer Avenue - Site Plan\_Auto\_Turn\_2.dwg  
 Plotted: 7/23/24 @ 5:27pm By: mcmorris

Reserved for Best:

No.	Date	Description
1	xx/xx/xx	xxxxxxx

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 Design By: XXXX Approved By: XXXX Date: XX/XX/XX

Sheet Title:

Sheet No:

### Civil - Turning Radius (Emergency Vehicle)

BUILT FORM, LLC

Applicant:  
 Address: 912 Custer Ave. Evanston, IL  
 Introduction Date: July 31th 2024

### PLAN DEVELOPMENT APPLICATION

# A-03



**ERIKSSON  
ENGINEERING  
ASSOCIATES, LTD.**

145 COMMERCE DRIVE, SUITE A  
GRAYSLAKE, ILLINOIS 60030  
PHONE: (847) 923-4804  
FAX: (847) 223-4864  
EMAIL: INFO@EEA-LTD.COM  
PROFESSIONAL DESIGN FIRM  
LICENSE NO. 184-003220  
EXPIRES: 04/30/2025

**NEW 5-STORY  
RESIDENTIAL BUILDING**  
912 CUSTER AVE  
EVANSTON, ILLINOIS

Reserved for Seal:

No.	Date	Description
2024/07/31	2024/07/31	PLAN DEVELOPMENT APPLICATION

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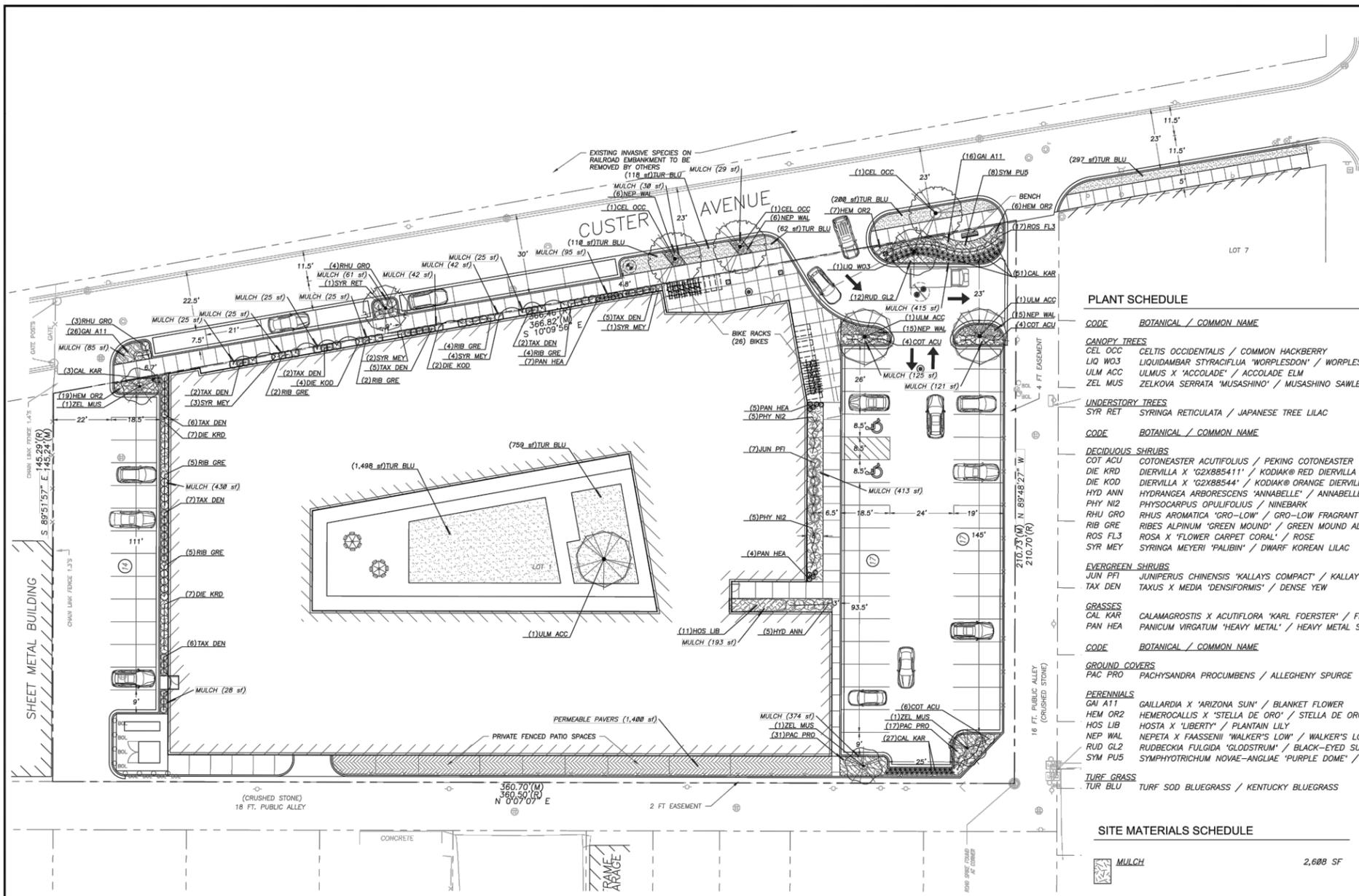
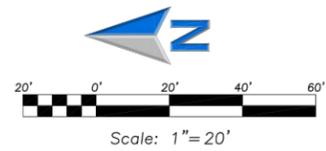
Design By: SSG Approved By: XXX Date: 01/01/2024

Sheet Title:

**LANDSCAPE  
PLAN**

Sheet No:

**L100**



**PLANT SCHEDULE**

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
<b>CANOPY TREES</b>				
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5" CAL	3
LIQ W03	LIQUIDAMBAR STYRACIFLUA "WORPLESDON" / WORPLESDON SWEET GUM	B & B	2.5" CAL	1
ULM ACC	ULMUS X "ACCOLADE" / ACCOLADE ELM	B & B	2.5" CAL	3
ZEL MUS	ZELKOVA SERRATA "MUSASHINO" / MUSASHINO SAWLEAF ZELKOVA	B & B	2.5" CAL	3
<b>UNDERSTORY TREES</b>				
SYR RET	SYRINGA RETICULATA / JAPANESE TREE LILAC	B & B	2.5" CAL	1
<b>DECIDUOUS SHRUBS</b>				
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	36" HT.	14
DIE KR2	DIERVILLA X "G2X885411" / KODIAK® RED DIERVILLA	CONT.	30" HT.	14
DIE KOD	DIERVILLA X "G2X88544" / KODIAK® ORANGE DIERVILLA	CONT.	30" HT.	6
HYD ANN	HYDRANGEA ARBORESCENS "ANNABELLE" / ANNABELLE SMOOTH HYDRANGEA	B & B	36" HT.	5
PHY N12	PHYSCARPUS OPULIFOLIUS / NINEBARK	B & B	30" HT.	10
RHU GRO	RHUS AROMATICA "GRO-LOW" / GRO-LOW FRAGRANT SUMAC	5 GAL	24" HT.	7
RIB GRE	RIBES ALPINUM "GREEN MOUND" / GREEN MOUND ALPINE CURRANT	B & B	30" HT.	22
ROS FL3	ROSA X "FLOWER CARPET CORAL" / ROSE	5 GAL	24" SPREAD	17
SYR MEY	SYRINGA MEYERI "PALIBIN" / DWARF KOREAN LILAC	B & B	24" HT.	10
<b>EVERGREEN SHRUBS</b>				
JUN PFI	JUNIPERUS CHINENSIS "KALLAYS COMPACT" / KALLAY COMPACT PFTZER JUNIPER	CONT.	24" HT.	7
TAX DEN	TAXUS X MEDIA "DENSIFORMIS" / DENSE YEW	B & B	30" HT.	35
<b>GRASSES</b>				
CAL KAR	CALAMAGROSTIS X ACUTIFLORA "KARL FOERSTER" / FEATHER REED GRASS	CONT.	#1	81
PAN HEA	PANICUM VIRGATUM "HEAVY METAL" / HEAVY METAL SWITCH GRASS	CONT.	#1	16
<b>GROUND COVERS</b>				
PAC PRO	PACHYSANDRA PROCUMBENS / ALLEGHENY SPURGE	CONT.	QUART	48
<b>PERENNIALS</b>				
GAI A11	GAILLARDIA X "ARIZONA SUN" / BLANKET FLOWER	CONT.	#1	42
HEM OR2	HEMEROCALLIS X "STELLA DE ORO" / STELLA DE ORO DAYLILY	CONT.	#1	32
HOS LIB	HOSTA X "LIBERTY" / PLANTAIN LILY	CONT.	#1	11
NEP WAL	NEPETA X FASSENI "WALKER'S LOW" / WALKER'S LOW CATMINT	CONT.	#1	42
RUD GL2	RUDEBECKIA FULGIDA "GLODSTRUM" / BLACK-EYED SUSAN	CONT.	QUART	12
SYM PUS	SYMPHYOTRICHUM NOVAE-ANGLIAE "PURPLE DOME" / NEW ENGLAND ASTER	CONT.	#1	8
<b>TURF GRASS</b>				
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	ROLLED SOD		3,044 SF

**SITE MATERIALS SCHEDULE**

MULCH	2,688 SF
PERMEABLE PAVERS	1,400 SF

**LANDSCAPE NOTES:**

- PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
- ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC., ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.
- ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
- ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
- ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
- THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS THE DRIP LINE OF THE TREE TO BE PROTECTED UNLESS SPECIFIED OTHERWISE.
- ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.
- SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
- REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
- ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING.
- ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
- ALL BEDS SHALL BE EDGED, HAVE WEEP PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
- ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.
- ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOD. ALL TURF GRASS AREAS ADJACENT TO PAVEMENT OR CURB SHALL BE GRADED FLUSH WITH THAT PAVEMENT AND ALLOW POSITIVE DRAINAGE. ANY SETTLEMENT OF THE TURF GRASS AREAS SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE BY OWNER.
- THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
- CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
- ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
- LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
- ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
- LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
- REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
- PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.

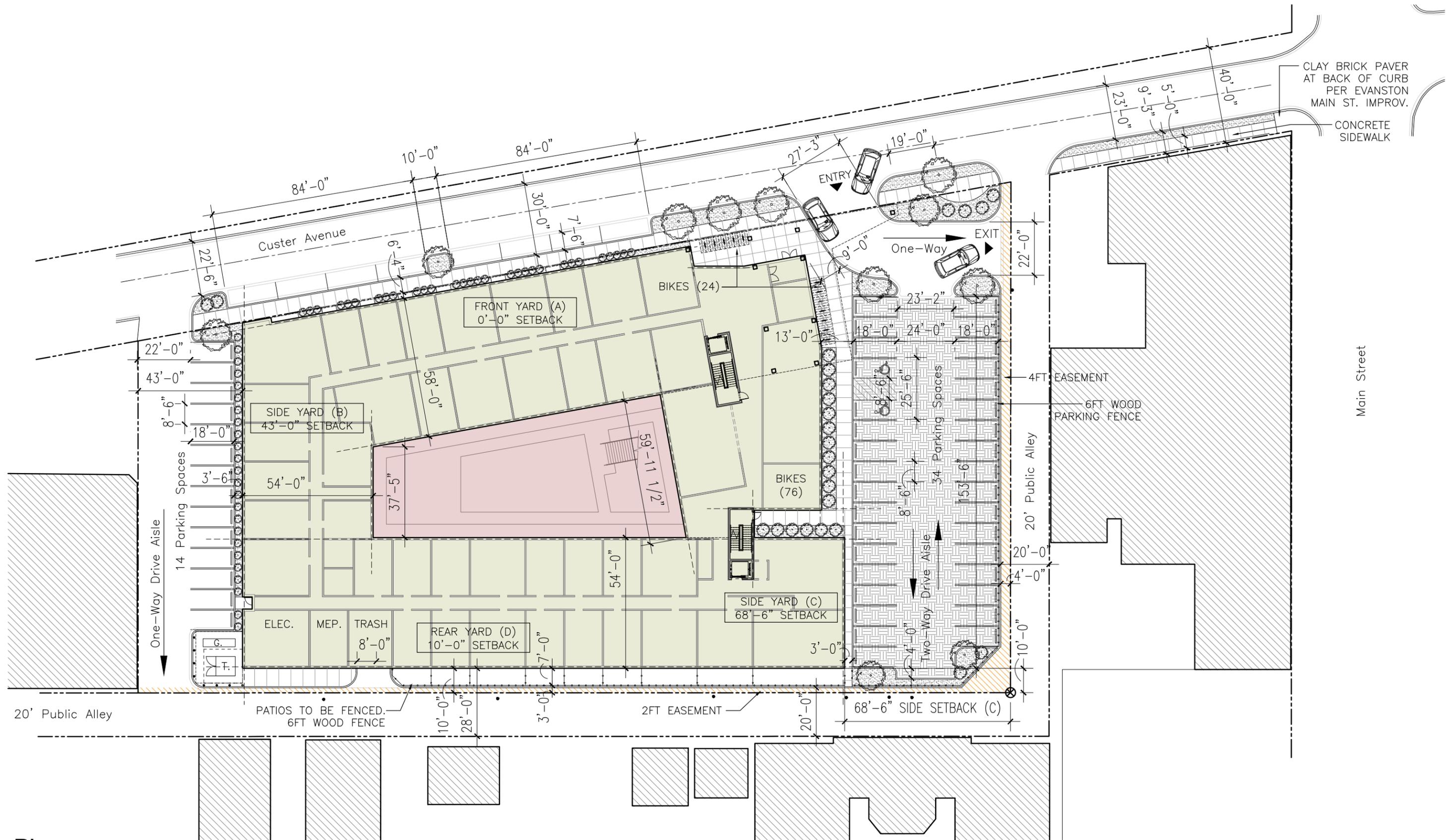
**Landscape Plan**

Applicant: 912 Custer Ave. Evanston, IL  
 Address: 912 Custer Ave. Evanston, IL  
 Introduction Date: July 31st 2024

**PLAN DEVELOPMENT APPLICATION**

BUILT FORM, LLC

**A-04**



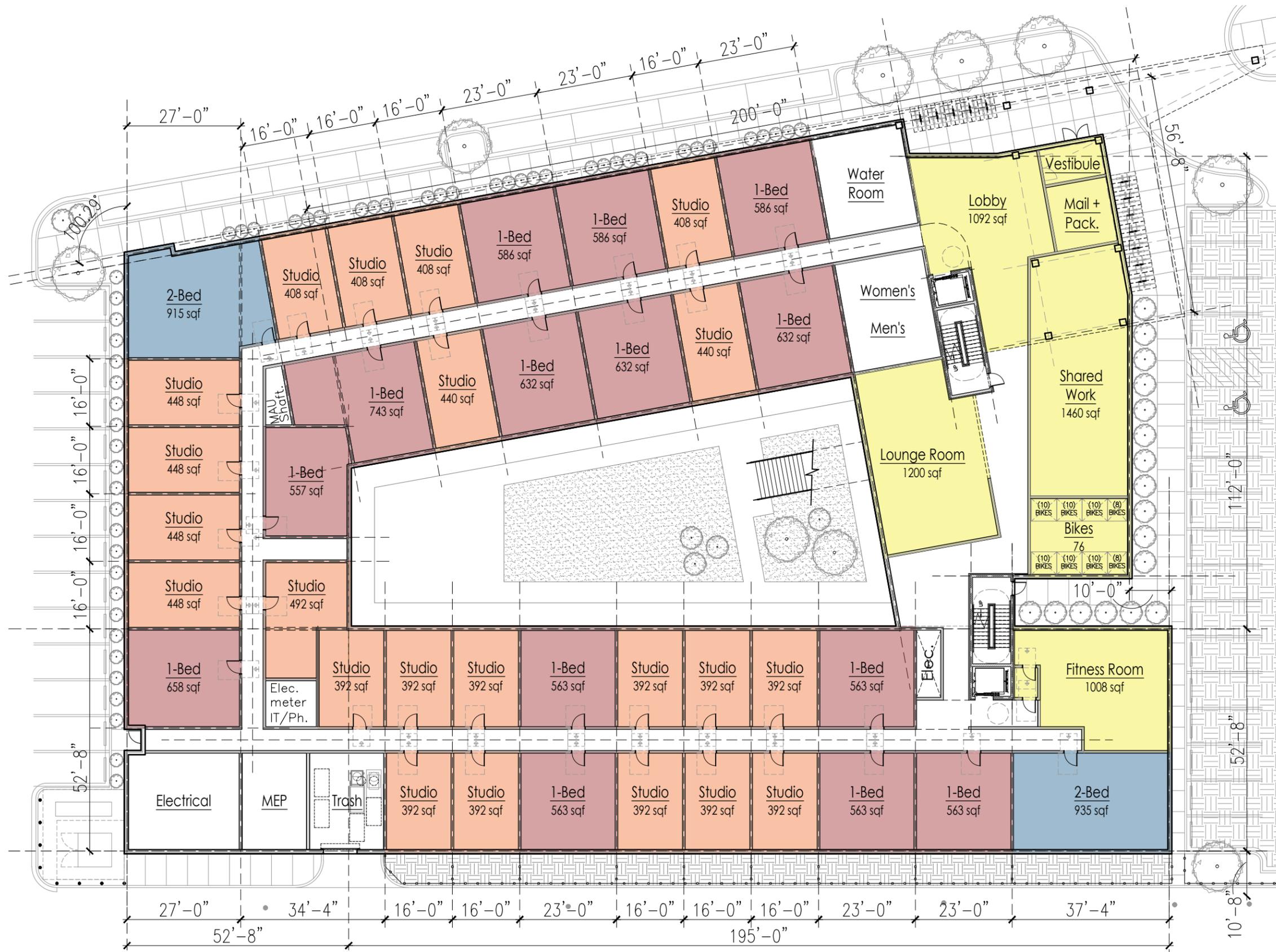
# Site Plan

BUILT FORM, LLC

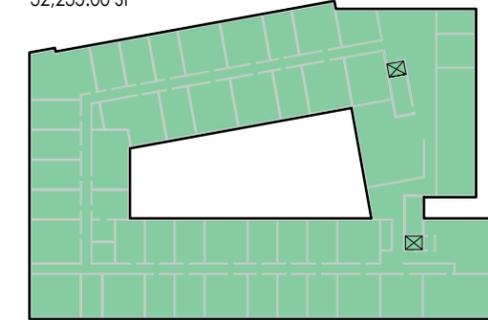
Applicant:  
 Address: 912 Custer Ave. Evanston, IL  
 Introduction Date: July 31th 2024

## PLAN DEVELOPMENT APPLICATION

# A-05



Gross Area  
32,235.00 SF



**BUILDING SUMMARY**  
New 5 story mixed-use building, 230 units with surface parking spaces

GROSS BUILDING - 154,247 gsf	F.A.R. AREA - 132,279 SF					
FIRST FLOOR GROSS SQ.FT. - 32,235 gsf						
- FIRST FLOOR NET RSF - 19,512 rsf						
- LOBBY & AMENITY AREA - 5,720 sf						
- MECH. / CIRC. - 7,003 sf						
- FIRST FLOOR AREA FOR F.A.R.: 25,939 sf						
TYPICAL FLOOR GROSS SQ.FT. - 30,503 gsf						
- TYPICAL FLOOR NET RSF - 26,553 rsf						
- MECH. / CIRC. - 3,950 sf						
- TYP. FLOOR AREA FOR F.A.R.: 26,585 sf						
230 TOTAL UNITS						
48 OUTDOOR TOTAL PARKING SPACES						
76 INDOOR BIKES - 10 OUTDOOR BIKES						
<b>UNIT MATRIX</b>						
Room Type	Level 1	Level 2	Level 3	Level 4	Level 5	Total
Studio	22	25	25	25	25	122
1 Bedroom	14	17	17	17	17	82
2 Bedroom	2	6	6	6	6	26
<b>Total</b>	<b>38</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>230</b>

Ground Floor

Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31th 2024

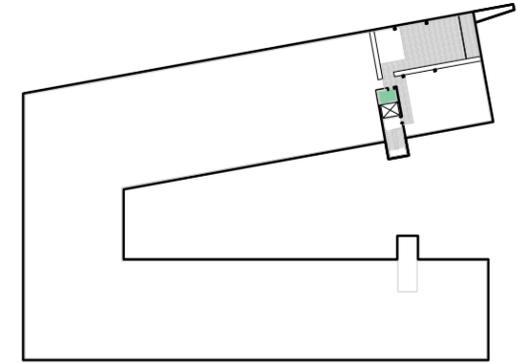
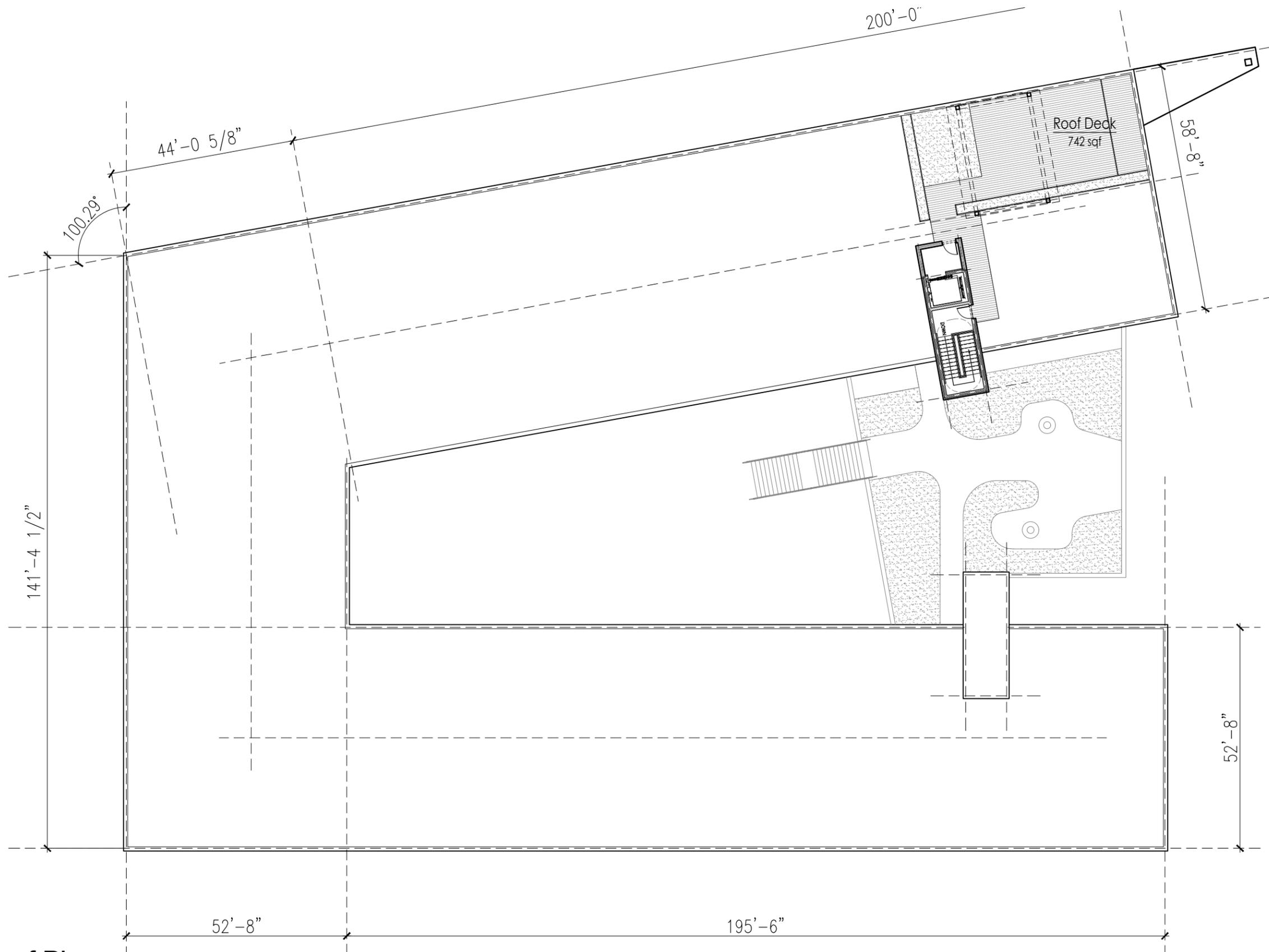
PLAN DEVELOPMENT APPLICATION

BUILT FORM, LLC

A-06



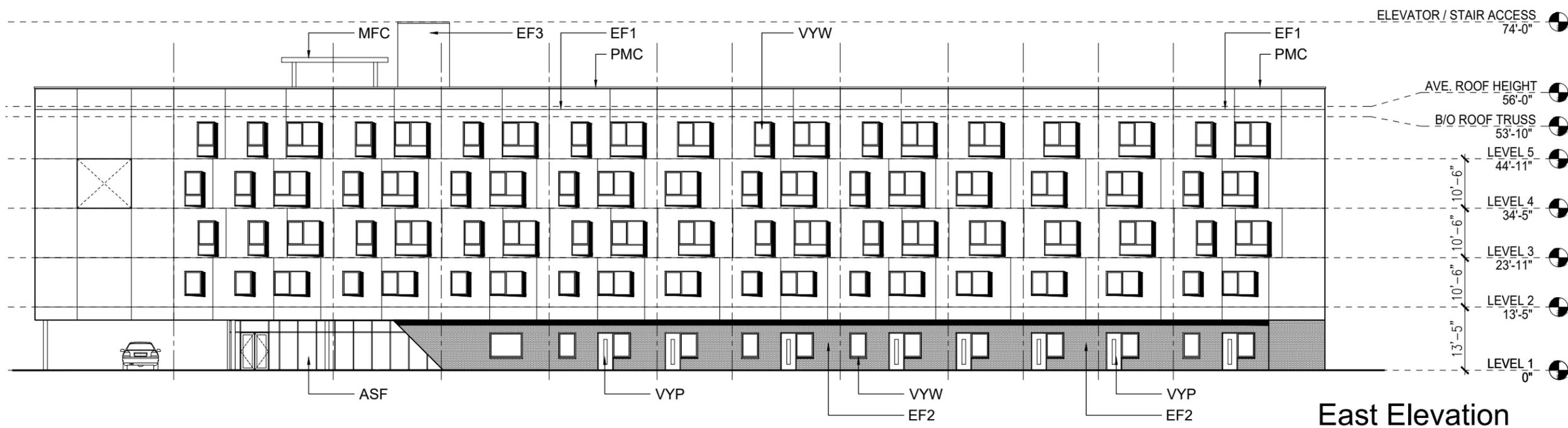




**BUILDING SUMMARY**  
New 5 story mixed-use building, 230 units with surface parking spaces

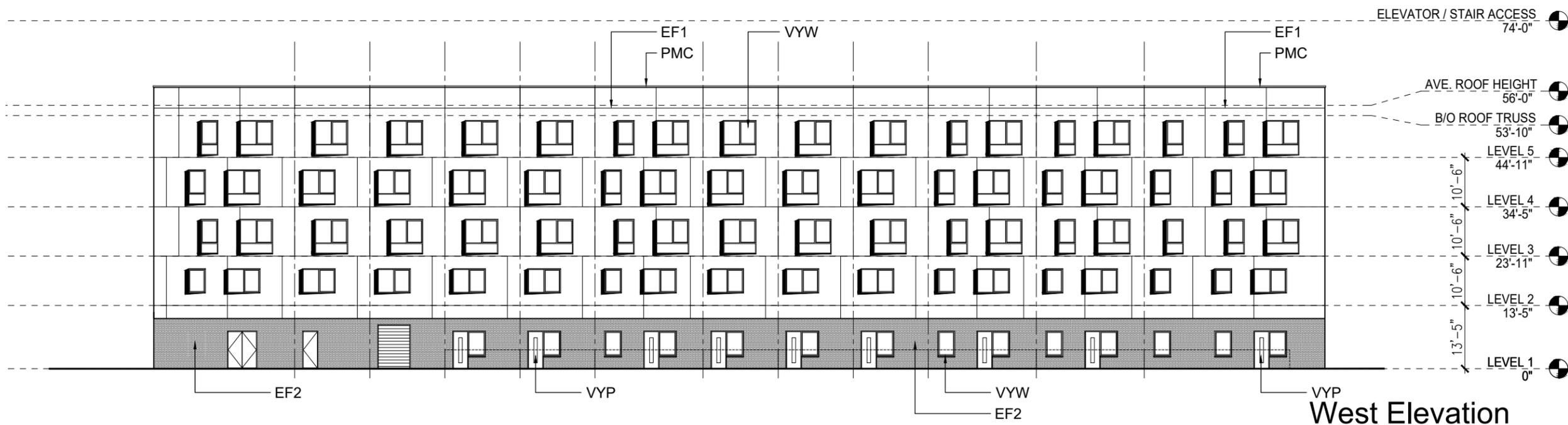
GROSS BUILDING - 154,247 gsf	F.A.R. AREA - 132,279 SF					
FIRST FLOOR GROSS SQ.FT. - 32,235 gsf						
- FIRST FLOOR NET RSF - 19,512 rsf						
- LOBBY & AMENITY AREA - 5,720 sf						
- MECH. / CIRC. - 7,003 sf						
- FIRST FLOOR AREA FOR F.A.R.: 25,939 sf						
TYPICAL FLOOR GROSS SQ.FT. - 30,503 gsf						
- TYPICAL FLOOR NET RSF - 26,553 rsf						
- MECH. / CIRC. - 3,950 sf						
- TYP. FLOOR AREA FOR F.A.R.: 26,585 sf						
230 TOTAL UNITS						
48 OUTDOOR TOTAL PARKING SPACES						
76 INDOOR BIKES - 10 OUTDOOR BIKES						
<b>UNIT MATRIX</b>						
Room Type	Level 1	Level 2	Level 3	Level 4	Level 5	Total
Studio	22	25	25	25	25	122
1 Bedroom	14	17	17	17	17	82
2 Bedroom	2	6	6	6	6	26
<b>Total</b>	<b>38</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>230</b>

**Roof Plan**



East Elevation

MATERIAL KEYNOTES	
ASF	ALUMINUM STOREFRONT
EF1	EIFS SYSTEM FINISH 01
EF2	EIFS SYSTEM FINISH 02 - NEW BRICK
EF3	EIFS SYSTEM FINISH 03 - NEW BRICK
EF4	EIFS SYSTEM FINISH 04
VYW	VINYL WINDOW
VYP	VINYL PATIO DOOR
PGR	METAL GUARDRAIL
PMC	PRE-FINISHED METAL COPING
MFC	METAL FRAMED CANOPY



West Elevation

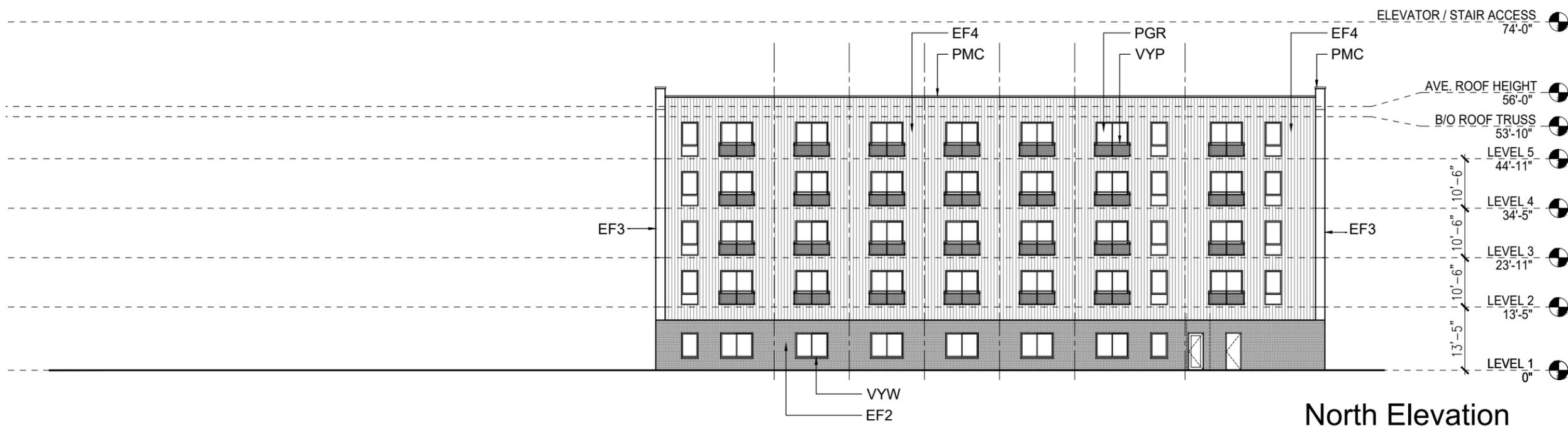
## Elevations

Applicant:  
 Address: 912 Custer Ave. Evanston, IL  
 Introduction Date: July 31th 2024

PLAN DEVELOPMENT APPLICATION

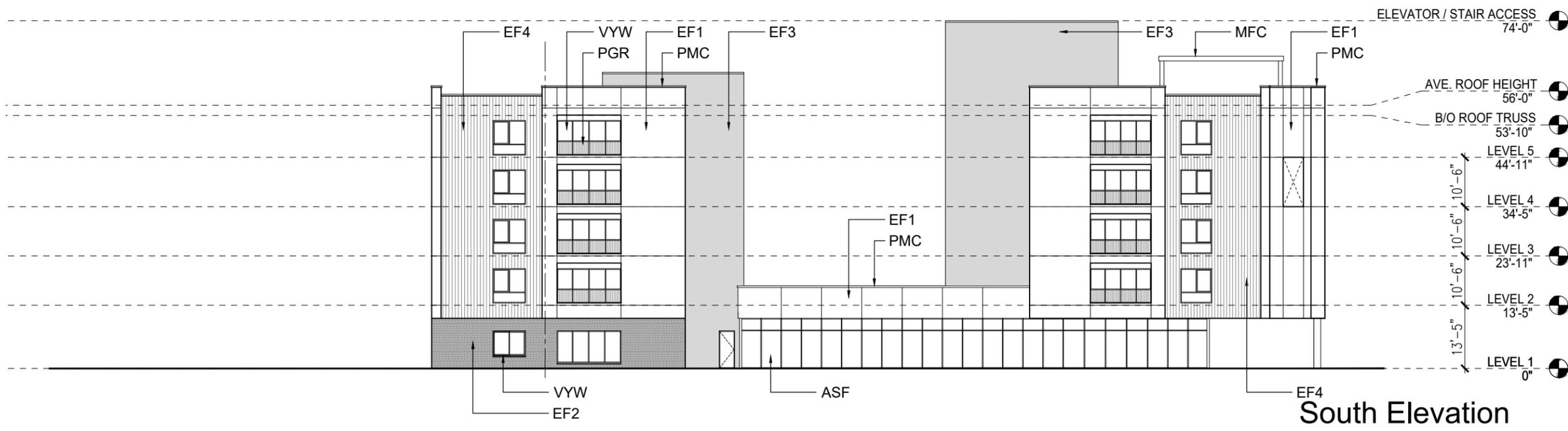
BUILT FORM, LLC

A-10



North Elevation

MATERIAL KEYNOTES	
ASF	ALUMINUM STOREFRONT
EF1	EIFS SYSTEM FINISH 01
EF2	EIFS SYSTEM FINISH 02 - NEW BRICK
EF3	EIFS SYSTEM FINISH 03 - NEW BRICK
EF4	EIFS SYSTEM FINISH 04
VYW	VINYL WINDOW
VYP	VINYL PATIO DOOR
PGR	METAL GUARDRAIL
PMC	PRE-FINISHED METAL COPING
MFC	METAL FRAMED CANOPY



South Elevation

# Elevations

BUILT FORM, LLC

Applicant:  
 Address: 912 Custer Ave. Evanston, IL  
 Introduction Date: July 31th 2024

PLAN DEVELOPMENT APPLICATION

A-11



## Renderings

BUILT FORM, LLC

Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31th 2024

PLAN DEVELOPMENT APPLICATION

A-12



# Renderings

BUILT FORM, LLC

Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31th 2024

PLAN DEVELOPMENT APPLICATION

A-13



## Renderings

BUILT FORM, LLC

Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31th 2024

PLAN DEVELOPMENT APPLICATION

A-14



## Renderings

BUILT FORM, LLC

Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31th 2024

PLAN DEVELOPMENT APPLICATION

# A-15



## Existing Conditions

BUILT FORM, LLC

Applicant:  
Address: 912 Custer Ave. Evanston, IL  
Introduction Date: July 31th 2024

PLAN DEVELOPMENT APPLICATION

# A-16



**LEGEND**

EXISTING	PROPOSED
Manhole	Manhole
Drainage Structure	Drainage Structure
Drainage Structure	Drainage Structure
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable (Buried)	Electrical Cable (Buried)
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Bollard	Bollard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
Electric Manhole	Electric Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Mast Arm	Light Pole w/ Mast Arm
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Top of Retaining Wall Elevation	Top of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Brushline	Brushline
Tree Protection	Tree Protection
Fencing at Drip Line	Fencing at Drip Line

**PAVING & SURFACE LEGEND**

	<b>Asphalt Pavement Section</b> 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, N50 2 1/2" Hot Mix Asphalt, IL-19.0, N50 Prime Coat (0.25 gal/sq yd) 4" Aggregate Base Course, Type B, Crushed, CA-7 Non-Woven Geotextile Fabric, 5 oz/sy
	<b>Concrete Driveway Section</b> 6" Portland Cement Concrete Curing and Sealing Compound 6"x6" W2.9xW2.9 Welded Wire Fabric (Omit WWF within Public Way) 4" Aggregate Base Course, Type B, Crushed
	<b>Concrete Sidewalk Section</b> 5" Portland Cement Concrete Curing and Sealing Compound 6"x6" W1.4xW1.4 Welded Wire Fabric 2" Aggregate Base Course, Type B, Crushed
	Stormwater Overland Flow Path
	Ridge Line/High Point
	<b>Asphalt Pavement Overlay Section</b> 2" Hot Mix Asphalt, Mix D, IL-9.5, N50
	<b>Asphalt Pavement Section</b> 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, N50 2 1/4" Hot Mix Asphalt, IL-19.0, N50 3" Portland Cement Concrete 8" Aggregate Base Course, Type B, Crushed

**GRADING NOTES**

- << if not included with erosion control notes >> Install and Maintain Silt Fence at the Perimeter of the Construction Zone.
- The Grading and Construction of Proposed Improvements Shall Be Done in a Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
- All Landscaped Areas Disturbed by Construction Shall Be Reseeded With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Hydroseeded Unless Noted Otherwise on the Landscape Drawings.
- Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
- Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall Be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.
- Adjust Frame Elevations of All Structures Located Within the Limits of the Project To Match Proposed Elevations. Add Or Remove Adjusting Rings As Necessary And Install New Mortar At Rings And Frame. Install New Chimney Sials On Any Sanitary Structures Being Adjusted.

**GENERAL NOTES**

- The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
- Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
- Contractor Shall Provide Private Utility Locating Services for the Project Area.
- Notify The Owner, Engineer and The City of Evanston A Minimum of 48 Hours In Advance of Performing Any Work.
- All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
- These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly. Contractor Shall Re-Establish Horizontal Control Points Not Provided.
- No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
- The Engineer is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
- Provide An As-Built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations, Provide Photograph Of Restrictor Plates(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.
- The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

**ERIKSSON ENGINEERING ASSOCIATES, LTD.**  
 145 COMMERCE DRIVE, SUITE A  
 GRAYSLAKE, ILLINOIS 60030  
 PHONE: (847) 223-4804  
 FAX: (847) 223-4864  
 EMAIL: INFO@EEA-LTD.COM  
 PROFESSIONAL DESIGN FIRM  
 LICENSE NO. 184-003220  
 EXPIRES: 04/30/2025

**NEW 5-STORY RESIDENTIAL BUILDING**  
 912 CUSTER AVE  
 EVANSTON, ILLINOIS

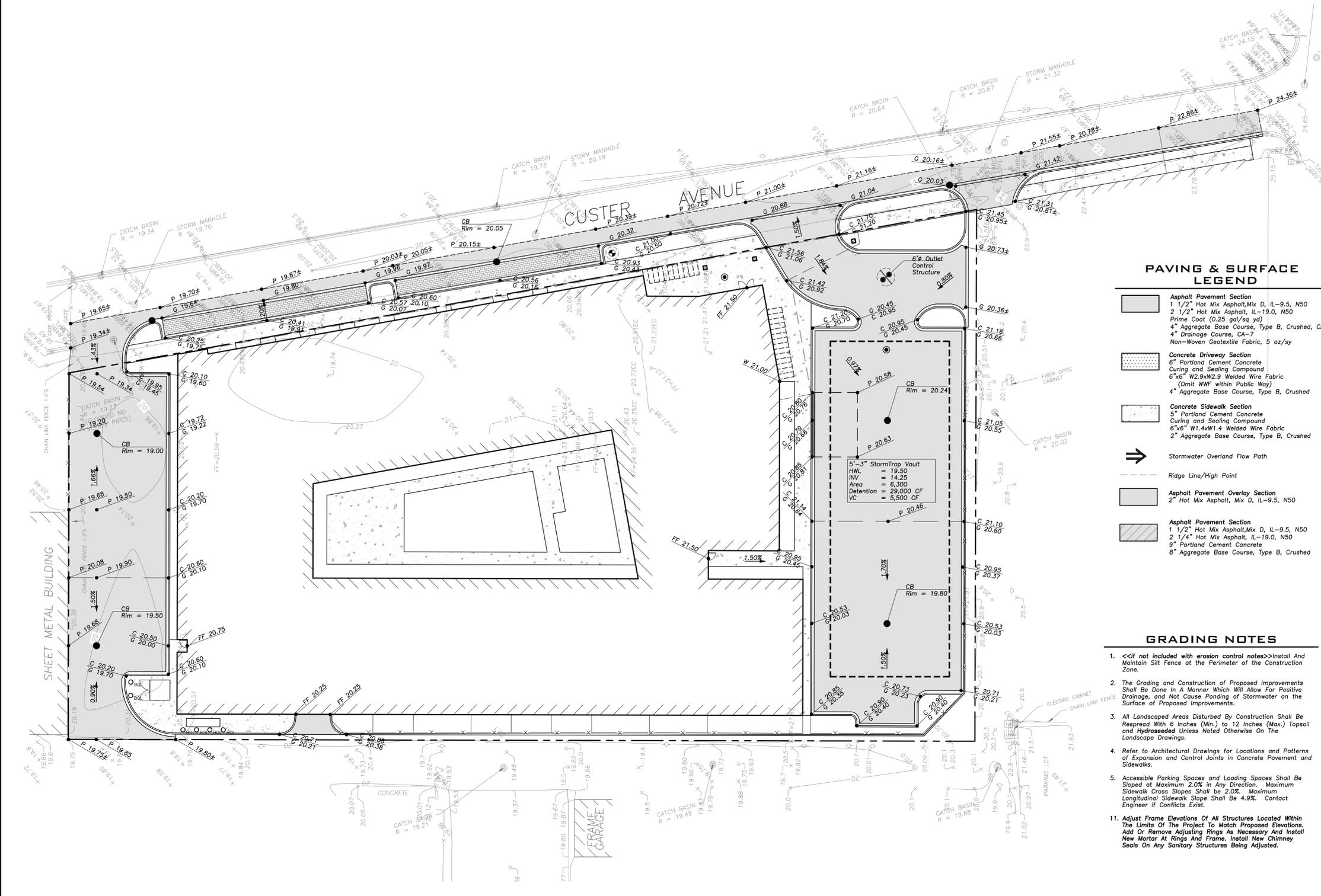
Reserved for Seal:

No.	Date	Description
1	07/31/24	PLAN DEVELOPMENT APPLICATION

Design By:	Approved By:	Date:
XXX	XXX	XX/XX/XX

Sheet Title:  
**PRELIMINARY GRADING AND PAVING PLAN**

Sheet No:  
**C400**



July 22, 2024

Andrew Ahitow  
Citypads  
1135 W Chicago Avenue  
Chicago, IL 60642

Re: Custer Multi-family Project

Dear Andy,

The proposed 230 unit development located on Custer in the City of Evanston is very well positioned. Recent market data reports confirm what we're experiencing at other properties in the area. Namely, strong leasing with relatively low vacancy.

Regarding specific unit types:

- Studios have been in high demand and have exceeded local building expectations
- 1BR remain consistent and strong
- 2BR activity has increased recently as the start of school approaches

Based on our experience and research, your proposed multi-family community speaks to a variety of demographics including young professionals, graduate students and others looking for a home with close proximity to multiple public transportation options and amenities.

Please contact me if you'd like us to expand our thoughts or analysis.

Scott

Scott Schmidt  
Chief Operating Office  
Founders 3 Management Company





**City of Evanston**  
**DISCLOSURE STATEMENT**  
**FOR ZONING HEARINGS**

OFFICE USE	
CASE #	
DATE RECEIVED	

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. Address or location of property for which zoning relief is sought, if applicable: 910-938 Custer Ave. Zip: 60202

2. Name of applicant for zoning relief: Charles Davidson Andy Ahitow

3. 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.

4. *If a person or organization owns or controls the proposed land user*, 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.)

Kevin Lee 910-938 Custer, Evanston IL 60202 (312) 799-0668

5. 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.

6. 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.

If Applicant or Proposed Land User is a Corporation

+

7.

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.

Charles Davidson CDG Capital Development 805 Greenwood Evanston IL 60201

Anda Ahitow City Pads 200 N Leavitt Chicago IL

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, if there are more than 33 shareholders.

If Applicant or Proposed Land User is not a Corporation

+

8.

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.

I certify that all of the above statements and all statements, information and exhibits that I am submitting in conjunction with this application for relief from the requirements of the Zoning Ordinance or for an appeal from the Zoning Administrator's decision are true to the best of my knowledge.

\_\_\_\_\_  
Applicant's signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Applicant's signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Applicant's signature

\_\_\_\_\_  
Date

City of Evanston  
Community Development Dept  
Planning and Zoning Division  
2100 Ridge Avenue  
Evanston, Illinois 60201

**RE:** Proposed Planned Development Application for 910 Custer

Dear Sir/Madam:

This letter along with the attachments are in support of our Planned Development Application and are part of the requirement submission documents and Materials. This letter references Item number 5 of the application checklist requirements.

1. Certificate of Disclosure of Ownership Interest Form
  - a. Attachment A
2. Plan drawing illustrating development boundary and individual parcels and PINs
  - a. See plan set 7/31/24 Attachment B
3. Plat of Survey of Entire Development Site
  - a. See plan set 7/31/24 Attachment B
4. Zoning Analysis Results Sheet
  - a. See plan set 7/31/24 Attachment B
5. Preliminary Plat of Subdivision.
  - a. Not Applicable
6. Pre-application Conference Materials.
  - a. See plan set 7/31/24 Attachment B
7. Development Plan
  - a. See plan set 7/31/24 Attachment B
8. Landscape Plan
  - a. See plan set 7/31/24 Attachment B
9. Inclusionary Housing Ordinance Application
  - a. See attached C
- 10 Statement addressing how the planned developments approval will further public benefits

The development of 230 apartments in SE Evanston, Illinois, which includes 23 inclusionary housing units, represents a significant public benefit to the community. This initiative not only addresses the pressing need for affordable housing but also promotes a diverse and inclusivity within the neighborhood. By incorporating these inclusionary units, the project ensures that individuals and families from various socioeconomic backgrounds can access quality housing. Additionally, the influx of new residents will stimulate local businesses, fostering economic growth and vibrancy in the area. Overall, this development is poised to enhance the community's social fabric while contributing to the housing landscape in Evanston.

All the future improvements will be coordinated with City staff, other public agencies, and stakeholders in the area to ensure compliance with local codes and design goals.

## **11 Statement describing the relationship with the Comprehensive Plan and other City land use plans**

Envision Evanston 2045 as an ongoing and exciting plan being developed simultaneously with the development of 910 932 Custer. As it develops we will see how the two align. But guiding this plan for 910 932 Custer are the more recent City of Evanston planning for the Property is mainly set forth in the Evanston Main Street Station Transit Oriented Development (TOD) Plan and Study” dated April 1, 2014 (the “Study”). The study contains a detailed analysis of the entire neighborhood adjacent to the CTA and Metra Street Stations. One of its conclusions and the overarching theme of TOD’s is to encourage higher density multi-family housing within walking distance of train stations. Main Street is one of very few locations in the entire Chicagoland area that has both Metra and CTA service. The Project is less than a 5-minute walk to both stations and within the TOD zone contemplated by the Study. It is expected that many of the tenants at The Project will chose to live there because of its proximity to the trains. The proposed development of a new mixed-use building with 230 apartments is consistent with the land use goals articulated in the Main Street Station Study and Transit Oriented Development urban planning.

## **12 Statement describing the development’s compliance with any other pertinent city planning and development policies.**

The Project is in substantial compliance with the Zoning Code of Evanston, also known as Title 6 of the Municipal City Code Development Allowances summary under item 21 in this letter.

## **13 Statement addressing the site controls and standards for planned developments**

### **a. Tree Preservation**

There are no trees that can be preserved on the site.

### **b. Landscaping**

The Project will provide a landscaped streetscape with new trees along the East side.

### **c. Open Space**

The existing site’s Open Space is a 48-car surface parking lot and curb cut on North and South Sides of the site. The new Project will enhance the streetscape and open space with outdoor space at ground level; walkout units on Custer; as well as green space on the on the interior and second floor of the building.

### **d. Parking** 48 parking spaces will provide ample supply for tenants and customers in this transit rich district.

### **e. Utilities**

The Project will provide installation of new utilities. The water service and fire pump will be located on the first floor toward the Custer Street side; The electric service will come off the alley side and the electric room with switch gear is on the south side of the 1<sup>st</sup> floor; gas service will be underground. New sewer and water connections will be made to the existing public utilities within the Custer St. right of way.

### **f. Storm water Treatment**

Provisions will be made for storm water management using permeable pavers, installation of storm sewer within private courtyards, roof drain collection to discharge into future underground vaults for storage and restricted flow into the existing combined sewer system within The Custer St. right of way. All stormwater management improvements will be in accordance with both the City of Evanston and Cook County Watershed Management Ordinance. Drainage improvements will be provided within the public alleys.

## **14 Statement of proposed developments compatibility with the surrounding neighborhood**

The proposed development will create a new pocket neighborhood north of Main and Custer. It will be served by the Main St Block which is just seeing new street renovations. The neighborhood is served by both the CTA and Metra which helps make it one of the best Transit Oriented Development destinations in all of Chicagoland. The

mixed-use building of retail and apartments is compatible with the surrounding neighborhood. It provides an opportunity for residents to have a brand-new apartment with attainable rents that is close to mass transit, shops, and community amenities.

### **15 Statement of the propose developments compatibility with the design guidelines for planned developments**

The Project complies with the “Design Guidelines for Planned Developments”, adopted in 2006. In short, the project designed by Built Form Architecture uses the latest design techniques for urban mixed-use multifamily apartment buildings that are walkable, close to transit, and provide housing for active individuals and families.

The architectural design chosen for The Project is modern with elements that attract would be tenants visually striking appearance.

The proposed development is at the North End of Custer St just North of the Main Street Train Station . It will replace a large one 1 to 2 story bunker style building with a fresh take on urban living and provide a dynamic design Therefore, there is limited architectural context for the site, and it must stand alone to make its statement within the community.

The Property is in an area that has strong residential density. Thus, the goal was to create a building that addresses the street and community in a welcoming and inclusive way while providing residents a new building with wonderful amenities and reasonable rents

Since the Project is in such a robust transit zone, every effort has been made to emphasize the available transportation and minimize the use of cars. It is expected that most residents will utilize the trains, Uber/Lyft ridesharing bike or walking in lieu of their own vehicle. The parking provided exceeds the projected demand for the tenants of the building.

Energy efficiency and environmental concerns are extremely important to the Project team so every effort is being made to make this development as energy efficient as possible including making it an all-electric building, the use of green roofs and open space, and energy effective construction.

### **16 Statements describing provisions for care and maintenance of open space and recreational facilities and proposed**

The Project will be compatible to Evanston’s landscaping and streetscape standards for the soon to be delivered Main Street streetscape improvements. In addition to the landscaping along Custer streets the Project also includes significant landscaped green spaces and outdoor common area for the future residents. The on-site green space, hardscape, site landscaping and signage will be cared for and maintained by the building.

### **17 Restrictive Covenants**

Not applicable

### **18 Schedule of Development**

Fall 2024 Zoning, Spring 2025 Permitting  
Construction Summer 2025 – Summer 2027  
Occupancy 3 Quarter 2027

### **19 Market Feasibility Statement See attachment “C”**

The proposed apartment building is within the urban setting of the City of Evanston and fills the “Missing

Middle” void for new reasonably priced workforce housing and will be highly sought after in the marketplace. This type of new apartment with reasonable rents, washers and dryers in each unit, dynamic south Evanston location within walking distance to trains, shops, restaurants, and entertainment. Developing this style of mixed-use apartment building west of Chicago Avenue will be vital to bringing life back to the Main Street shopping district. Since this product will be designed with smaller apartments there should be extraordinarily strong demand in Evanston for this product.

## **20 Traffic Circulation Impact Study**

See attachment D

## **21 Statement addressing development allowances for planned developments**

See attached E from Built Form Architecture addressing development allowances.

Thank you in advance for your assistance in this matter call or email me with any questions or advice.

Sincerely,

Charles Davidson  
CDG Capital Development  
805 Greenwood  
Evanston, IL 60201

**Public Benefits Statement:**

**Public benefits**

The development of 230 apartments in SE Evanston, Illinois, which includes 23 inclusionary housing units, represents a significant public benefit to the community. This initiative not only addresses the pressing need for affordable housing but also promotes a diverse and inclusivity within the neighborhood. By incorporating these inclusionary units, the project ensures that individuals and families from various socioeconomic backgrounds can access quality housing. Additionally, the influx of new residents will stimulate local businesses, fostering economic growth and vibrancy in the area. Overall, this development is poised to enhance the community's social fabric while contributing to the housing landscape in Evanston.

910-938 Custer Avenue Planned Development – Pre-Application Conference

Project: 910 – 938 Custer Avenue

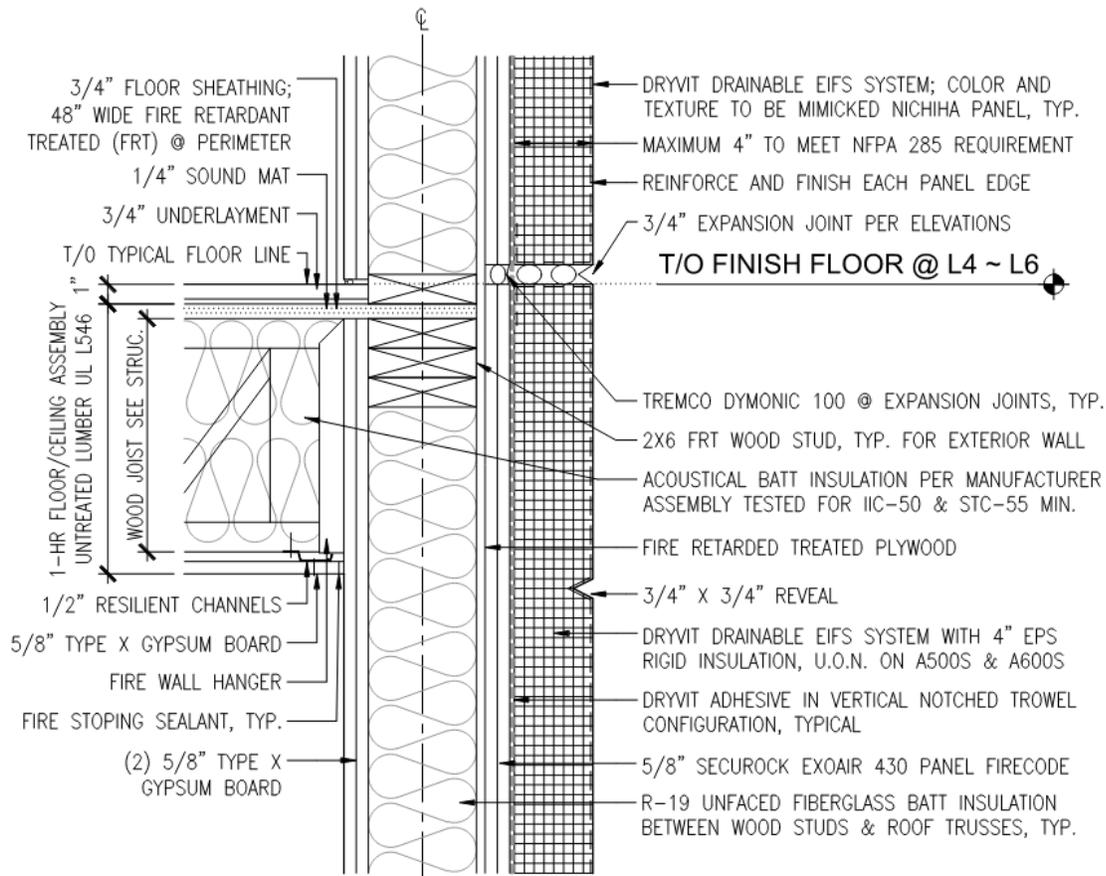
Project No.: 23-429

Attention: Melissa Klotz

Response Date: 07.31.24

Planning + Zoning:

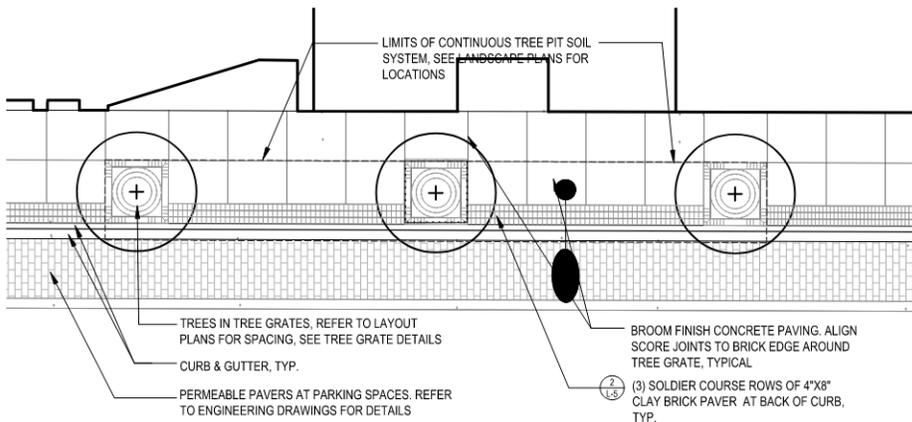
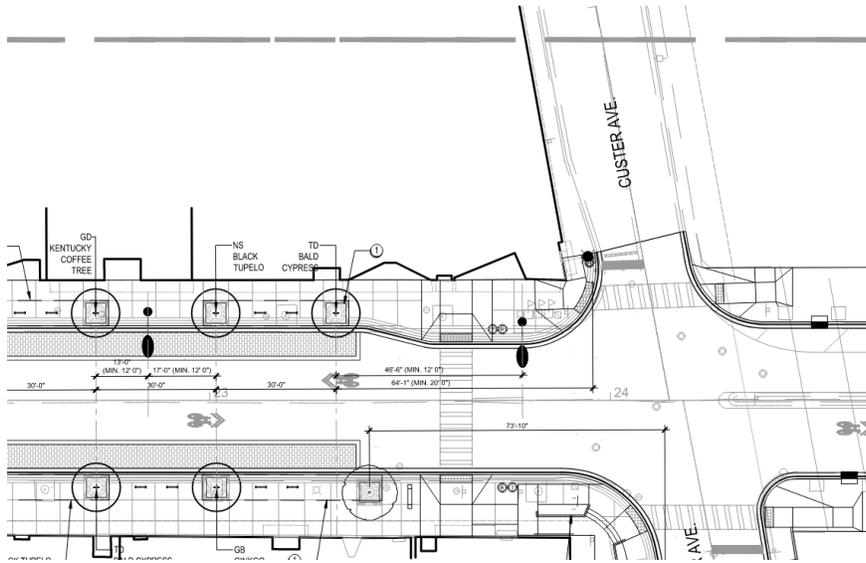
1. Provide a massing study that shows the height and bulk of surrounding buildings in the area. Include the train embankment and buildings east of the train tracks.
  - **Answer: Renderings with the massing of the building east of the train tracks have been included in the main set of drawings.**
2. Provide details of EIFS material anticipated for front façade including weathering/moisture details for this climate that ensure the material is high quality for a primary façade.
  - **Answer: EIFS Product Data attached to this document. We will provide during the design process a detail similar to the attached.**



FLOOR/CEILING - 2HR WOOD FRAMING

DRYVIT OUTSULATION PLUS MD DRAINAGE SYSTEM

3. Streetscape improvements should wrap around from Main Street onto Custer Avenue to the extent possible and at the expense of the developer.
  - **Answer: Per the Evanston Main Street Improvements, sheets L-3 and L-4, we are keeping the sidewalk and landscaping upgrades wrapping around the corner. See the Site Plan.**



6  
L-5 TYPICAL PAVING DETAIL AT - ENLARGED LAYOUT PLAN  
SCALE = 1/8" = 1'-0"

4. Consider off-site wayfinding signage since the development sits at a dead-end street.
  - **Answer: OK**
5. Consider improvements to the train embankment such as landscaping or a mural that will positively impact the development.
  - **Answer: We will revisit this matter with the city in the future**

#### **Parking:**

1. Consider improving the entire alley with storm water improvements and paving to create a better connection for both vehicles and pedestrians in the alley, which could include a pedestrian path that connects to the City parking lots.
  - **Answer: We will revisit this matter with the city in the future**

#### **Sustainability:**

1. Improve the pedestrian experience with adequate, but not excessive, lighting shown on a lighting plan.
  - **Answer: We will revisit this matter with the city in the future**
2. Increase bicycle parking.
  - **Answer: See Site Plan and Landscape Plan. 74 bikes in the bike room, plus 26 the outdoor bicycle parking.**
3. Explore additional electric vehicle or EV-ready charging stations at the property.
  - **Answer: We provide what code requires.**
4. Consider using the local lumber yard for construction materials.
  - **Answer: Yes, we will strongly consider.**
5. Explore the use of geothermal and solar energy to get as close to a net zero building as possible.
  - **Answer: Geothermal.**
6. Consider adding composting collection as an amenity.
  - **Answer: We will consider.**
7. Bird Friendly Ordinance applies, so fritted glass or a film covering may be needed on windows. The courtyard is a zone of influence with additional consideration needed for those windows.
  - **Answer: Per latest comments after zoning analysis, bird-friendly glass may be required at upper floors, and dimming of rooftop lights overnight may be needed.**

**Transportation:**

1. Consider the impact of truck traffic from the lumber yard on residences that will be at this site.
  - **Answer: OK**
2. Vehicle headlights from parked cars will align with the first floor windows – consider adding landscaping or a window covering for the first floor units.
  - **Answer: See Site Plan and Landscape Plan. We have landscaping along the east and north façade on the first floor.**

**Public Works – Engineering:**

1. Explore whether it is feasible to relocate the two utility boxes that are in the alley that have been hit by vehicles in the past.
  - **Answer: See Site Plan, we moved the north parking spots to the east to create extra space for the utility boxes and add bollards as well.**
2. Can any utility poles that stick out into the alley be buried?
  - **Answer: Not possible**

**Public Works - Waste:**

1. Confirm there is a door to access the trash room (not shown on plan).
  - **Answer: 8 feet wide overhead door.**

**Fire Department:**

1. Confirm the turning radius at the alley to determine if the Fire Department tiller (and ambulances) can make the turns.
  - **Answer: OK**
2. Radio testing will be done once most drywall is installed.
  - **Answer: We will be testing after drywall is installed.**

ITEMS AND COMMENTS SENT ALONG ZONING ANALYSIS AT 04.26.24 AND 05.30.24:

- **Item 01. Review 01 Date: 04.26.24.**  
(6-13-1-10-D) Planned Development required due to lot size, number of dwelling units, and amount of construction proposed:
  - Recommendation: Submit for Planned Development.
  - **Answer: We are submitting for Planned Development.**
- **Item 02. Review 01 Date: 04.26.24.**  
(6-13-4-4) & (6-13-1-10-C-2) 192 DUs (including 10% on-site inclusionary) + 38 market rate bonus DUs for 230 total dwelling units. 10% on-site inclusionary units = 19 inclusionary units; 4 additional inclusionary units are proposed within the 230 total.  
Maximum density allowed in MXE is 42 DUs (1,500 sq ft of lot size per DU) plus 25% maximum Site Development Allowance = 53 DUs plus bonus units are permitted max. Supermajority vote to exceed maximum is not triggered due to IHO bonuses:
  - Recommendation: Site Development Allowance for lot size/density is recommended given TOD location.
  - **Answer: Site Development Allowance.**
- **Item 03. Review 02 Date: 05.30.24.**  
(6-13-4-7) & (6-13-1-10-C-1) 56' @ 5 stories proposed where 41' @ 3 stories is permitted in the MXE plus 15' maximum Site Development Allowance = 56' @ 4 stories is the permitted max. Supermajority vote to exceed maximum is not triggered due to IHO bonuses.:
  - Recommendation: Site Development Allowance is recommended since the 56' max height that is the intent of the regulation is met (still triggers relief for 5 stories where 4 stories is the max)
  - **Answer: Site Development Allowance.**
- **Item 04. Review 02 Date: 05.30.24.**  
(6-13-4-6) Yards: 0' front yard setback proposed for where 10' is required for the building. 10' rear yard setback proposed for building where 15' is required when abutting or separated by an alley from a residential district
  - Recommendation: Site Development Allowance.
  - **Answer: Site Development Allowances.**
- **CLOSED. Item 05.** Yards — Accessory Structures (rear patios) 2' rear yard setback proposed to patios where 3' is required:
  - Recommendation: Revise to eliminate 1' and comply.
  - **Answer: See 912 Custer Zoning Submission Rev 01 — 05.09.24.pdf, rear yard setback to patio was changed to 3'.**
- **Item 06. Review 02 Date: 05.30.24.**  
(6-16-2, Table 16-B) 50 parking spaces proposed where 127 parking spaces are required  
Parking ratio: .21
  - Recommendation: Site Development Allowance for substantially reduced parking is recommended given TOD location.
  - **Answer: Site Development Allowances.**
- **CLOSED. Item 07.** 2' south interior side yard setback proposed for open parking where 5' is required

~~— Recommendation: Site Development Allowance~~

- ~~Answer: See 912-Custer Zoning Submission Rev 01—05.09.24.pdf, side setback has been updated to 5'-0". We do not believe landscaping will grow in this areas, so a 6' high wood fence has been added along the south side and west side of the parking lot.~~

- **Item 08. Review 02 Date: 05.30.24.**

(6-16-2-7) 22' drive aisle proposed where 24' is required for 90-degree parking (one or two-way)

- Recommendation: Site Development Allowance is recommended for one-way traffic as shown.
- **Answer: Site Development Allowance.**

- **Item 09. Review 02 Date: 05.30.24.**

(6-16-5 Table 16-E & 6-16-4-1-C) No loading berths are proposed where 2 short berths are required:

- Recommendation: Site Development is recommended
- **Answer: Site Development Allowance.**

*Previous BF-answer: After further review of the site plan and how the building will function, we do not think a dedicated loading space is required. No loading berth has been provided. We will request an Allowance regarding this item.*

- **Item 10. Review 02 Date: 05.30.24.**

(6-13-1-10-B-3) No landscaping buffer is proposed surrounding the property boundary where a 25' wide landscaping buffer is required surrounding all yards that do not immediately abut a public street.:

- Recommendation: Site Development Allowance is recommended:
- **Answer: Site Development Allowance.**

- *Previous BF-answer: We believe a Site Development Allowance will be required because of our unique site constraints but attempted to address additional landscaping in the following ways.*

- *On Custer we added landscaping peninsulas, and we provided a planting strip along the façade of the building.*
- *On the North side, we are adjacent to an existing lumber yard that "Dead ends" Custer Street, so we thought it was more important to provide vehicular access around our site as well as additional parking spaces.*
- *On the West side, we are widening the alley and providing individual residential patios, which will be fenced in.*
- *On the south side our parking lot is landscaped and screened with a wood fence. We do not believe any landscaping directly adjacent to the alley would survive with vehicular access on both sides.*



## Memorandum

**To:** Mr. Charles Davidson, Catapult Real Estate  
**From:** Bill Grieve, P.E., PTOE  
**Date:** August 30, 2024  
**Re:** **Traffic Impact Study – 912 Custer Avenue Residential Development, Evanston, Illinois**

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### Project Context and Summary Statement

Fish Transportation Group, Inc. (FTG) has conducted a Traffic Impact Study (TIS) for the above captioned project. The site is located at 912 Custer Avenue, which is currently a light industrial building approximately 350 feet north of Main Street on the west side of Custer Avenue. As proposed, the 5-story residential building would have 228 multi-family units, and 50 outdoor at-grade parking spaces split between two parking lots, one 12-space lot to the north of the building and one 38-space to the south of the building.

Access to the south parking lot is provided via a full access driveway at Custer Avenue. Access to the north parking lot is also provided via a full access driveway at Custer Avenue, as well as a connection to the public alleyway that wraps the building on the west and south sides and provides connection to both Custer Avenue and Sherman Avenue via a public parking lot. Furthermore, a drop-off/pick-up zone will be provided via a porte cochere that has one-way counter-clockwise circulation with its entrance off Custer Avenue and exit into the south parking. Main Street, Sherman Avenue, and Custer Avenue are all under the City of Evanston jurisdiction.

The following summarizes our TIS findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are centrally located at the end of this document. Briefly summarizing, we believe that the development traffic can be accommodated on the adjacent streets. Reasons include:

- The site is served well by all modes of transportation, including major streets and Pace bus route 213. Additionally, the development is located within a very short walk, about 300 feet, of both the CTA Purple Line Main Street stop and the Metra Union Pacific North (UP-N) Main Street stop.
- Per US Census data, the mixed-use development could generate a significant portion of non-auto trips, approximately 30%.
- Based on the analysis, development traffic should have a limited impact on current operations along Main Street, Custer Avenue, and Sherman Avenue and at their intersections.

*Key Conclusion.* This redevelopment project is an excellent example of the revitalization the City of Evanston is promoting along the Main Street corridor. It nicely complements the Tapestry apartments that have recently opened on the former Vogue Fabrics site.

## **Background Information**

**Exhibit 1** provides a site location map, **Exhibit 2A** depicts the existing roadway characteristics, while **Exhibit 2B** outlines the parking/curbside operations within the study area. Pertinent comments regarding land-uses in the site vicinity and transportation components, both vehicular and non-auto mobility include:

### ***Roadway Inventory***

#### Main Street

- Main Street is an east-west route and is under the jurisdiction of the City of Evanston.
- Main Street is classified as a “Major Collector” on the Illinois Department of Transportation (IDOT) functional classification map, with a posted speed limit of 25-miles per hour (mph).
- Main Street is currently under construction in the site vicinity. Planned improvements include enhanced pedestrian crossings at Sherman Avenue and mid-block between Sherman Avenue and Custer Avenue.

#### Sherman Avenue

- Sherman Avenue is a north-south local route and is under the jurisdiction of the City of Evanston.
- Sherman Avenue has a posted speed limit of 25-mph.

#### Custer Avenue

- Custer Avenue is a north-south local route and is under the jurisdiction of the City of Evanston.
- Custer Avenue has a posted speed limit of 25-mph.

#### Public Alleyway

- The public alleyway is located immediately west and south of the Site and provides access to Custer Avenue and Sherman Avenue via a public parking lot maintained by the City of Evanston.
- The public alleyway is approximately 20-feet wide and operates with two-way circulation.

#### Non-Motorized Mobility

- Pace operates bus route #213 along Chicago Avenue with stops at the intersection of Main Street. Additionally, Pace operates bus routes #201 and #206 along Ridge Avenue, with stops at Main Street.
- Pedestrian crosswalks are striped on all major approaches at each study area intersection.
- Sidewalks are provided on both sides of the street for all streets in the site vicinity, with the exception of the east side of Custer Avenue due to the railroad tracks.
- Main Street and Sherman Avenue are both signed bicycle routes.
- The CTA Purple Line runs parallel to Chicago Avenue with its Main Street stop about 500-600 feet southeast of the site.
- The Metra UP-N line runs parallel to Custer Avenue and has its Main Street stop located about 300 feet southeast of the site.

*Discussion Point.* The Main Street reconstruction and beatification project will enhance pedestrian mobility throughout the corridor, encouraging more non-auto trips to restaurants and local shops.

## Project Traffic Characteristics

### Existing Traffic

Due to construction along Main Street, no new traffic data was collected for this study. However, Gewalt Hamilton Associates (GHA) completed a TIS dated December 2, 2020, for the Vouge Fabrics mixed-use development at 718 Main Street. Additionally, Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA) completed a TIS dated November 16, 2018, (pre-Covid) for a then proposed townhome development at the same property as this development. FTG referenced both the GHA and KLOA TIS’s and utilized the 2024 full build-out, or “total”, traffic volumes as the baseline existing traffic volumes for this report. It should be noted the traffic associated with the previously proposed townhome development The existing traffic volumes are depicted on **Exhibit 3**.

### Crash Analysis

Crash data was obtained from the IDOT Division of Transportation and Safety for the last five calendar years, 2019 through 2023. A summary of the crash data is provided in **Table 1** with the locations mapped on the exhibit contained in Appendix.

**Table 1. Crash Summary (2019-2023) <sup>A</sup>**

Location	No. of Crashes	Severity <sup>B</sup>					Crash Type <sup>D</sup>						Percent During Wet/Icy Conditions
		PD	PI <sup>C</sup>			F	CM	FTR	PMV	SSD	FO	Ped	
			A	B	C								
<b>Intersections - Crashes within 200' of intersection</b>													
Sherman Ave / Lee St	1	1	-	-	-	-	-	-	-	1	-	-	0%
Sherman Ave / Main St	7	7	-	-	-	-	2	3	2	-	-	-	14%
Main St / Custer Ave	5	2		1	2				1	1	2	1	20%
<b>Segments</b>													
Along Main St between Sherman Ave and Custer Ave	4	3	-	-	1	-	-	-	2	1	1	-	0%
Along Sherman Ave between Main St and Lee St	2	2	-	-	-	-	-	-	2	-	-	-	0%
Along Custer Ave north of Main St	3	3	-	-	-	-	-	-	3	-	-	-	33%
<b>Total (2019-23)</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>12%</b>

<sup>A</sup> Source: IDOT Division of Transportation Safety for the 2019-2023 calendar years.

<sup>B</sup> PD = property damage only; PI = personal injury; F = fatality.

<sup>C</sup> Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).

<sup>D</sup> CM = cross movement/angle; FTR = front to rear; RTF = rear to front; PMV = Parked Motor Vehicle; SSD = Sideswipe Same Direction; FO = fixed object; Ped = pedestrian.

As shown in Table 1, the intersection of Main Street and Sherman Avenue has experienced the highest number of crashes within the study area over the five-year analyses period, with an average of approximately one-two crashes per year. 100 percent (7 of 7) of the crashes involved property damage only and approximately 43 percent (3 of 7) were rear-end type crashes within 200 feet of the intersection. There was one crash at the Main Street and Custer Avenue intersection over the five-year analysis period that involved a pedestrian.

## Project Traffic Characteristics

### Site Plan

Per the site plan prepared by Catapult Real Estate Solutions + City Pads dated February 14, 2024, which is provided in the appendix, the existing light industrial building approximately 350 feet north of Main Street on the west side of Custer Avenue is to be razed. A 5-story 228-unit multifamily residential building would replace it. This development is planned to provide 50 outdoor at-grade parking spaces split between two parking lots, one 12-space lot to the north of the building and one 38-space to the south of the building.

Access to the south parking lot is provided via a full access driveway at Custer Avenue. Access to the north parking lot is also provided via a full access driveway at Custer Avenue, as well as a connection to the public alleyway that wraps the building on the west and south sides and provides connection to both Custer Avenue and Sherman Avenue via a public parking lot maintained by the City of Evanston. A drop-off/pick-up zone will be provided via a porte cochere that has one-way counter-clockwise circulation with its entrance off Custer Avenue and exit into the south parking.

### Traffic Generation and Trip Distribution

In order to calculate the trips generated by the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) manual titled Trip Generation, Eleventh Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed redevelopment uses are shown in **Table 2**.

*Discussion Pint.* ITE LUC 221 – Multifamily Housing (Mid-Rise) – Not Close to Rail Transit was chosen despite this development being located with 1/4-mile of multiple rail transit stops. **This was done to provide a conservative analysis scenario.** A copy of the ITE data is provided in the appendix.

**Table 2. ITE Trip Generation Data**

ITE Land Use	Unit (X)	Weekday		
		Daily	AM Peak Hour	PM Peak Hour
Multifamily Housing (Mid-Rise) – Not Close to Rail Transit	Per Dwelling Unit	T= 4.77(X)-46.46 50% in/50% out	T= 0.44(X)-11.61 23% in/77% out	T= 0.39(X)+0.34 61% in/39% out

T = number of trips                      X=Dwelling Units

Based on the ITE data, site-generated traffic projections for the proposed redevelopment are displayed in **Table 3**.

**Table 3. Site-Generated Traffic Projections**

Land Use	Size	Daily <sup>1</sup>	Weekday					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	228 Units	1,040	20	69	89	54	35	89
<b>Net New Site Trips</b>		<b>1,040</b>	<b>20</b>	<b>69</b>	<b>89</b>	<b>54</b>	<b>35</b>	<b>89</b>

<sup>1</sup>In/Out volumes are rounded to the nearest multiple of ten.

It should be noted the trip generations do not reflect the various non-auto travel mode alternatives that are in abundance near 912 Custer Avenue. US Census data for census tracts surrounding the site indicate that about 30% of trips are non-auto oriented. This is due to the close proximity of the CTA Purple Line, Metra UP-N Line, Pace bus routes, and signed bicycle routes. No reduction to the trips was applied in order to provide a conservative analysis scenario.

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 the surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system. The anticipated directional distributions are outlined in **Table 4**.

**Table 4. Estimated Trip Distribution**

Traveling to/from	Estimated Trip Distribution
North on Sherman Avenue	15%
South on Sherman Avenue	5%
West of Main Street	35%
East on Main Street	40%
South on Custer Avenue	5%
Total	100%

## Traffic Evaluation

### ***Traffic Assignments***

Site traffic was assigned to the adjacent streets based on the project characteristics (see Tables 3-4) and is illustrated in **Exhibit 4**.

### ***Future Background (without Multifamily) Traffic Projections***

Background traffic volumes unassociated with any planned development in the area were estimated using data referenced from the KLOA TIS provided by the Chicago Metropolitan Agency for Planning (CMAP). Based on the information from the KLOA TIS, an annual compounded growth rate of 0.5% was applied to the entire study area for a period of 5-years (2030) after construction of the development, which is assumed to be completed in 2025. This represents a build plus five-years scenario, which is consistent with Illinois Department of Transportation guidelines. Future Background (without Multifamily) Traffic Projections for 2030 are presented in **Exhibit 5**.

### ***Future (with Multifamily) Traffic Projections***

To develop Future (with Multifamily) Traffic Projections, site-generated traffic (Exhibit 4) was added to the Future Background (without Multifamily) Traffic Projections (Exhibit 5). The resulting Future (with Multifamily) Traffic Projections for 2030 are illustrated in **Exhibit 6**.

### ***Intersection Capacity and Queue Analysis***

Capacity analyses were conducted to assess conditions at the study intersections during the weekday peak hours. 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). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

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 5**.

**Table 5. Level of Service Grading Descriptions<sup>1</sup>**

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.

<sup>1</sup>Highway Capacity Manual, 6th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 6**. 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 6. Level of Service Grading Criteria<sup>1</sup>**

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 <sup>2</sup>	> 50	> 80

<sup>1</sup>Highway Capacity Manual, 6<sup>th</sup> Edition

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

Based on these standards, capacity results were identified for the study intersections under existing and future conditions on the following pages.

The results of the capacity analysis for existing conditions are summarized in **Table 7**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results are based on Synchro’s HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

**Table 7. Existing (2024) Levels of Service**

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Sherman Avenue / Alley	△			
Westbound	10+	B	10-	A
Sherman Avenue / Lee Street	▲			
Eastbound	8	A	7	A
Northbound	9	A	8	A
Southbound	8	A	8	A
Sherman Avenue / Sherman Access	△			
Westbound	11	B	10-	A
Main Street / Sherman Avenue	★			
Eastbound	10-	A	10+	B
Westbound	9	A	9	A
Northbound	17	B	13	B
Southbound	16	B	19	B
<i>Intersection</i>	<i>11</i>	<i>B</i>	<i>11</i>	<i>B</i>
Main Street / Custer Avenue	△			
Eastbound Left-Turn	8	A	-	A
Westbound Left-Turn	10-	A	2	A
Northbound	38	E	30	D
Southbound	12	B	19	C

★ - Signalized Intersection      ▲ - All-Way Stop-Controlled Intersection      △ - Minor-Leg Stop-Controlled Intersection

### Sherman Avenue Unsignalized Intersections/Access Drives

The unsignalized intersections and access drives along Sherman Avenue operate well with all movements operating at LOS B or better. All 95<sup>th</sup> percentile queues are less than one vehicle during both peak hours.

### Main Street/Sherman Avenue Intersection

The signalized Main Street/Sherman Avenue intersection operates acceptably at LOS B during both peak hours. The eastbound 95<sup>th</sup> percentile queue is 6-7 vehicles during the morning and evening peak hours. This queue may extend beyond the access drive located approximately 120 feet west of the intersection, occasionally blocking access. The westbound 95<sup>th</sup> percentile queue is 4-5 vehicles during the peak hours and may extend beyond the City of Evanston Parking Lot 24 entrance/exit located approximately 70 feet east of the intersection. The southbound 95<sup>th</sup> percentile queue is 2-4 vehicles during the peak hours and may extend beyond the access drive located immediately north of the intersection.

### Main Street/Custer Avenue Intersection

The northbound stop-controlled approach to the Main Street/Custer Avenue intersection operates at LOS E during the morning peak hour. The 95<sup>th</sup> percentile queue extends 2-4 vehicle lengths. This is common for minor street approaches, and particularly for left-turn movements under stop control at major streets as they must yield right-of-way in both directions before completing their turn. It should be noted that the capacity analyses do not account for gaps in traffic created by the changing traffic signal phases at the Main Street/Sherman Avenue intersection. Generally, motorists completing such minor-leg left-turn movements wait for gaps in the traffic flow along the major street that are created upstream by changing phases of nearby traffic signals.

The results of the capacity analysis for Future Background (without Multifamily) are summarized in **Table 8**.

**Table 8. Future (2030) Background (without Multifamily) Levels of Service**

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Sherman Avenue / Alley <span style="float:right">△</span>				
Westbound	11	B	10-	A
Sherman Avenue / Lee Street <span style="float:right">▲</span>				
Eastbound	8	A	7	A
Northbound	9	A	8	A
Southbound	8	A	8	A
Sherman Avenue / Sherman Access <span style="float:right">△</span>				
Westbound	11	B	10-	A
Main Street / Sherman Avenue <span style="float:right">★</span>				
Eastbound	10-	A	11	B
Westbound	9	A	9	A
Northbound	17	A	13	B
Southbound	16	A	19	B
<i>Intersection</i>	<i>11</i>	<i>B</i>	<i>12</i>	<i>B</i>
Main Street / Custer Avenue <span style="float:right">△</span>				
Eastbound Left-Turn	9	A	8	A
Westbound Left-Turn	10-	A	10-	A
Northbound	42	E	32	D
Southbound	12	B	20	C

★ -Signalized Intersection      ▲ - All-Way Stop-Controlled Intersection      △ -Minor-Leg Stop-Controlled Intersection

### Sherman Avenue Unsignalized Intersections/Access Drives

The unsignalized intersections and access drives along Sherman Avenue continue to operate at acceptable levels, with all movements projected at LOS B or better. The morning peak hour northbound queue at the Sherman Avenue/Lee Street intersection is projected at 1 vehicle. All other 95<sup>th</sup> percentile queues are projected to be less than one vehicle.

### Main Street/Sherman Avenue Intersection

The signalized Main Street/Sherman Avenue intersection continues to operate acceptably at LOS B during both peak hours. The 95<sup>th</sup> percentile queues for this intersection are projected to remain the same with the addition of background traffic growth.

### Main Street/Custer Avenue Intersection

The northbound stop-controlled approach to the Main Street/Custer Avenue intersection operates at LOS E during the morning peak hour and LOS D during the evening peak hour. The northbound 95<sup>th</sup> percentile queue extends 4 vehicle lengths during the morning peak hour and 2 vehicle lengths during the evening peak hour. This is common for minor street approaches, and particularly for left-turn movements under stop control at major streets as they must yield right-of-way in both directions before completing their turn.

The results of the capacity analysis for Future (with Multifamily) are summarized in **Table 9**.

**Table 9. Future (2030) with Multifamily Levels of Service**

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Sherman Avenue / Alley <span style="float:right">△</span>				
Westbound	11	B	10-	A
Sherman Avenue / Lee Street <span style="float:right">▲</span>				
Eastbound	8	A	7	A
Northbound	9	A	8	A
Southbound	8	A	8	A
Sherman Avenue / Sherman Access <span style="float:right">△</span>				
Westbound	13	B	11	B
Main Street / Sherman Avenue <span style="float:right">★</span>				
Eastbound	10+	B	11	B
Westbound	9	A	9	A
Northbound	17	B	13	B
Southbound	15	B	19	B
<i>Intersection</i>	11	B	12	B
Main Street / Custer Avenue <span style="float:right">△</span>				
Eastbound Left-Turn	9	A	8	A
Westbound Left-Turn	10-	A	10-	A
Northbound	44	E	34	D
Southbound	30	D	25	C

★ - Signalized Intersection

▲ - All-Way Stop-Controlled Intersection

△ - Minor-Leg Stop-Controlled Intersection

### Sherman Avenue Unsignalized Intersections / Access Drives

The unsignalized intersections and access drives along Sherman Avenue continue to operate at LOS B with the addition of site traffic. The 95<sup>th</sup> percentile queues are projected to remain the same with the addition of site-generated traffic.

### **Main Street/Sherman Avenue Intersection**

The signalized Main Street/Sherman Avenue intersection continues to operate acceptably at LOS B during both peak hours. The 95<sup>th</sup> percentile queues for this intersection are projected to remain the same with the addition of site-generated traffic.

### **Main Street/Custer Avenue Intersection**

The northbound stop-controlled approach to the Main Street/Custer Avenue intersection continues to operate at LOS E and LOS D during the morning and evening peak hours, respectively. The 95<sup>th</sup> percentile queues remain 4 vehicle lengths during the morning peak hour and 2 vehicle lengths during the evening peak hour with the addition of site traffic. The southbound approach operates at LOS D during the morning peak hour and LOS C during the evening peak hour. This is likely due to the increase in southbound left-turn vehicles and is common for minor street approaches, and particularly for left-turn movements under stop control at major streets as they must yield right-of-way in both directions before completing their turn.

### ***Traffic Impact Discussion***

The residential development traffic will represent the following volumes traveling through the Main Street intersection with Custer Avenue:

- During the weekday morning peak hour (see **Exhibit 6**), there are projected to be about 959 vehicles or about 16 vehicles per minute. The development would add 89 trips, which is 1-2 trips every minute.
- During the weekday evening peak hour, there are projected to be about 979 vehicles or about 16 vehicles per minute. The development would add 89 trips, which is 1-2 trips every minute.

***Key Finding.*** Based on the above, it can be concluded that no street or intersection capacity improvements (e.g. separate turn lanes) would be needed to specifically accommodate site traffic.

## **Conclusion and Recommendations**

Based on the proposed residential development's operating characteristics and analysis presented in the report, the traffic generated should not negatively impact the surrounding roadway network. It should not be understated that the location of this development will heavily lend itself to non-motorized trips, such as walking, biking, or transit.

The following recommendations related to on-site planning elements (e.g. access operations and parking) focus on enhancing pedestrian and bicycle mobility.

### ***On-Site Planning Recommendations***

- Exiting site traffic should operate under stop control with a stop sign and stop bar at both the north and south parking lots. In addition to this, vehicles exiting the pick-up/drop-off porte cochere into the drive aisle of the south parking lot should operate under stop control with a stop sign and stop bar.

- Crosswalks should be striped across the three proposed driveways (north parking lot, porte cochere entrance, south parking lot) along Custer Avenue.
- Bicycle parking for residents and visitors should be provided on-site in accordance with Evanston's Code of Ordinances.
- Any disrupted sidewalk along Custer Avenue should be replaced.

## Exhibits and Appendix

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

### Exhibits

1. Site Location Map
- 2A. Existing Street Characteristics
- 2B. Existing Parking Characteristics
3. Existing (2024) Traffic Volumes
4. Site Trip Assignment
5. Future (2030) Background without Multifamily Development Traffic Projections
6. Future (2030) with Multifamily Development Traffic Projections

### Appendices

- Crash Map
- ITE Trip Generation Excerpts
- Capacity Analysis Worksheets



CRAIN ST

GREENLEAF ST

LEE ST

SITE

MAIN ST

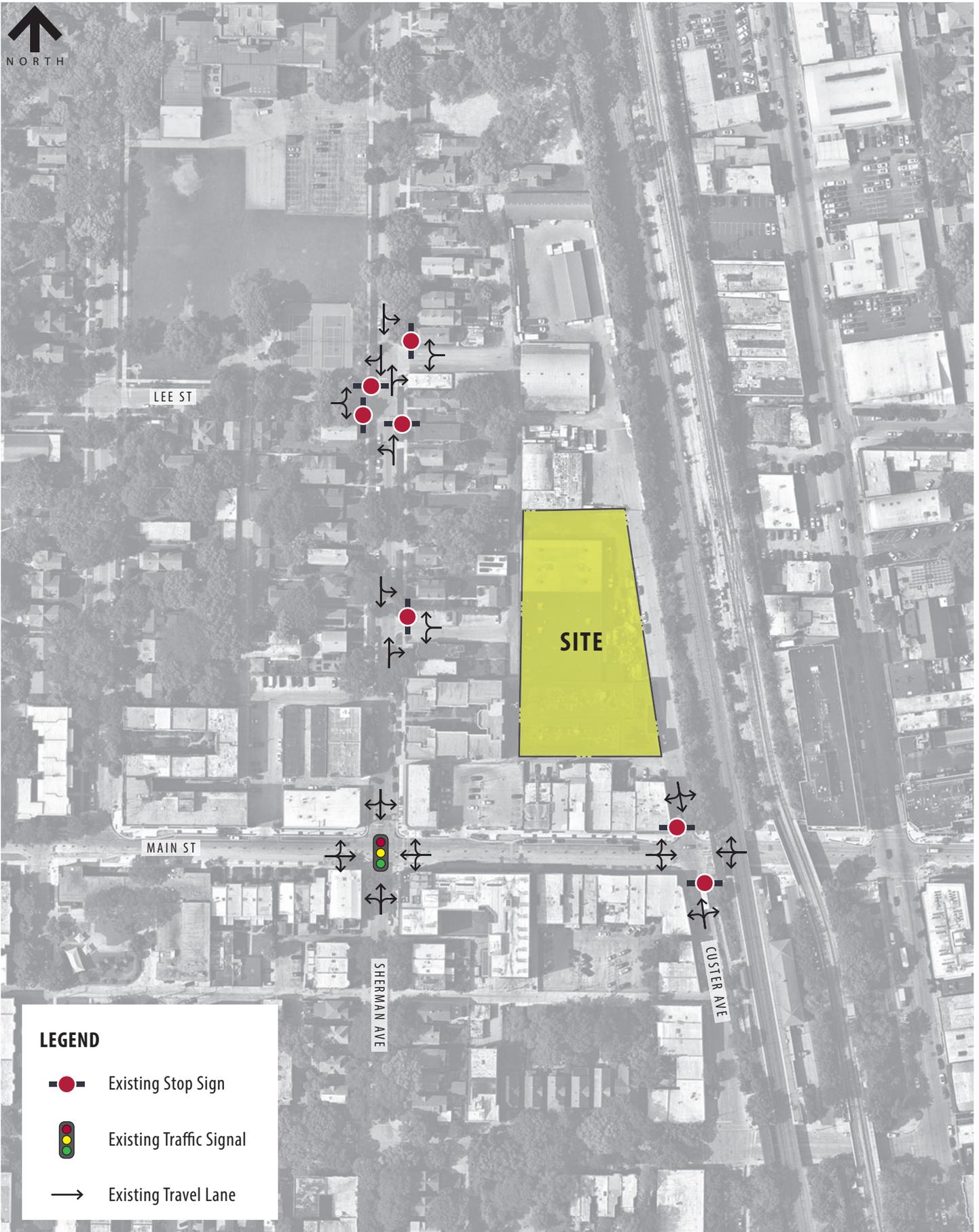
ELMWOOD AVE

SHERMAN AVE

CUSTER AVE

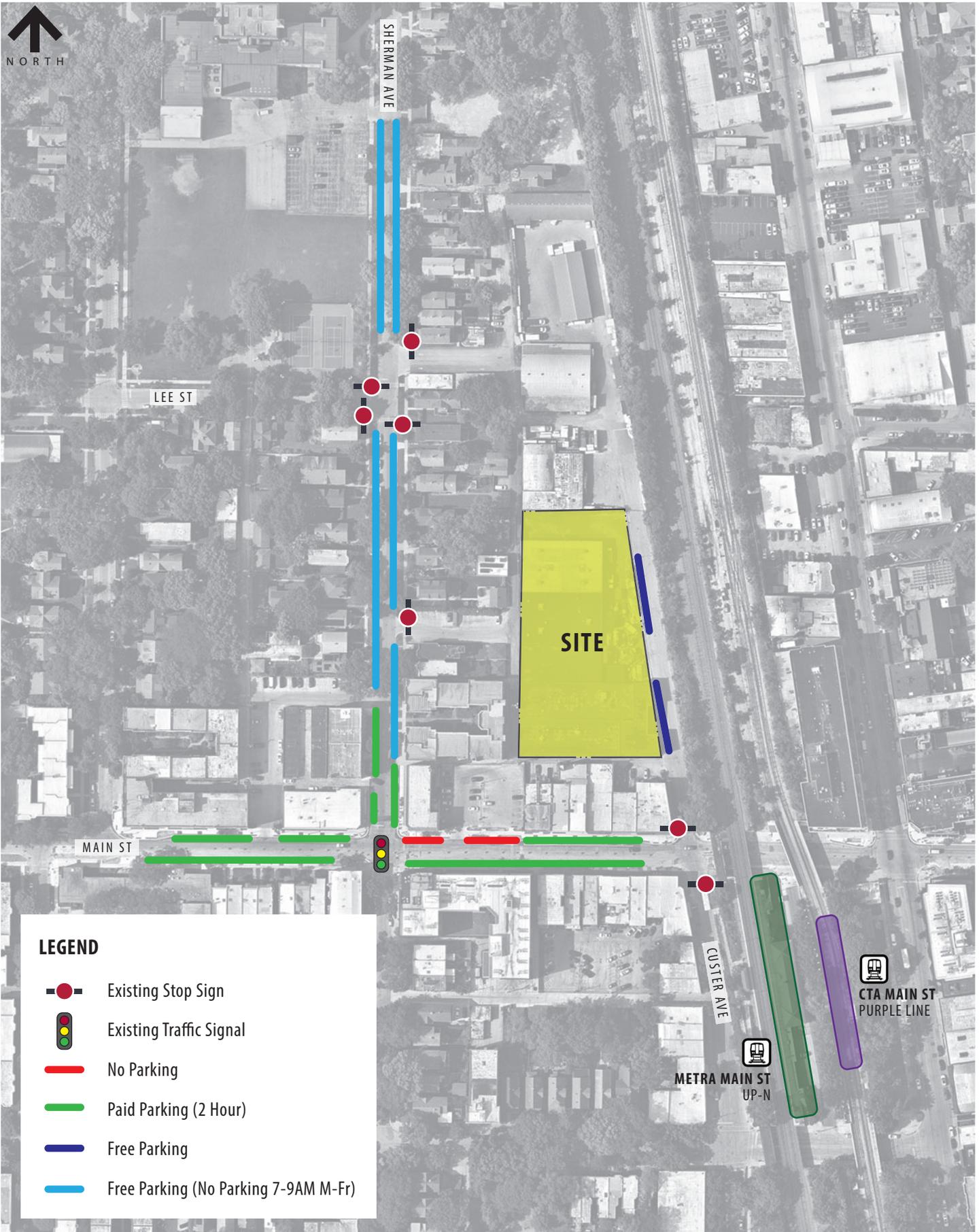
CHICAGO AVE

RIDGE AVE



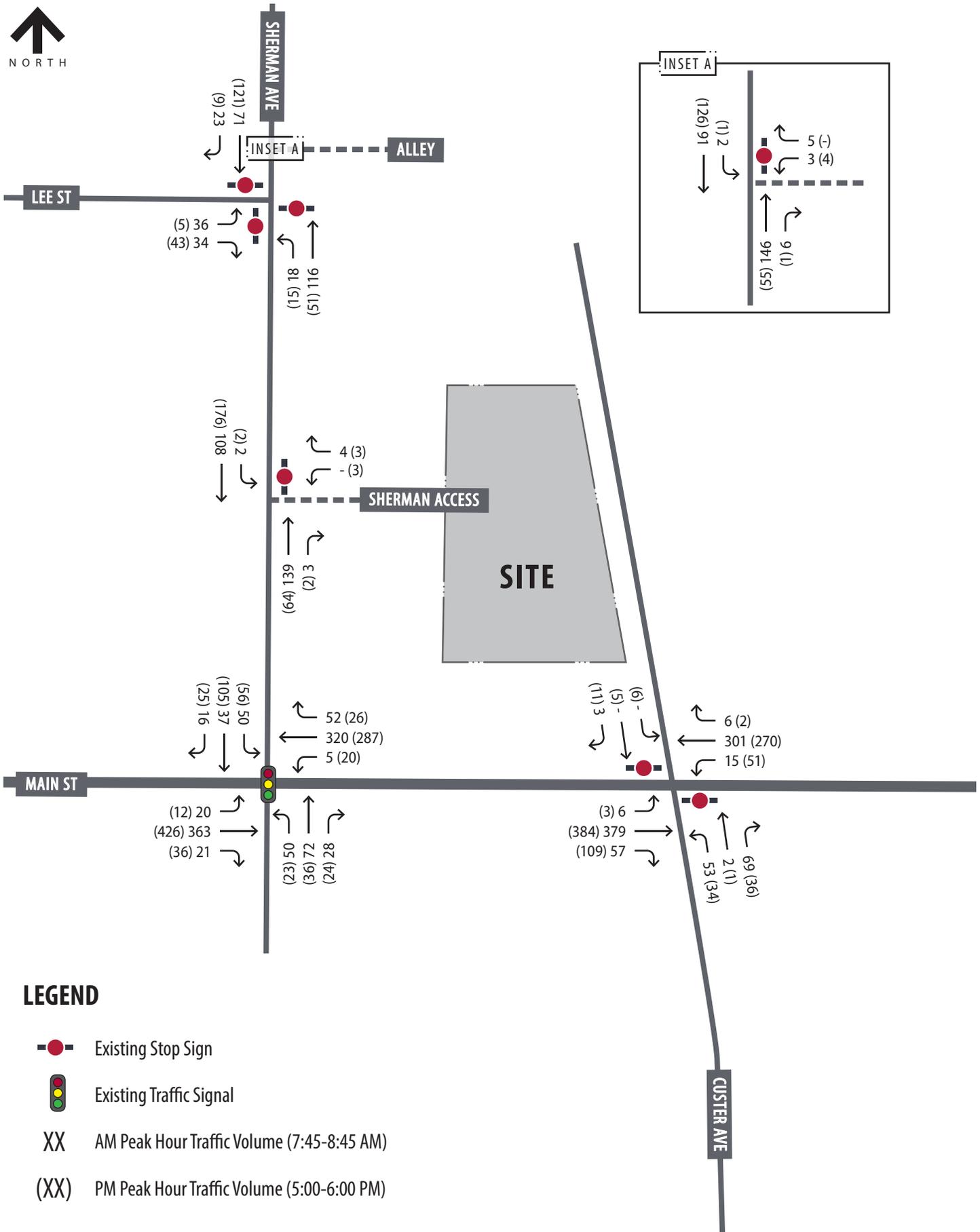
**LEGEND**

- Existing Stop Sign
- 🚦 Existing Traffic Signal
- Existing Travel Lane



**LEGEND**

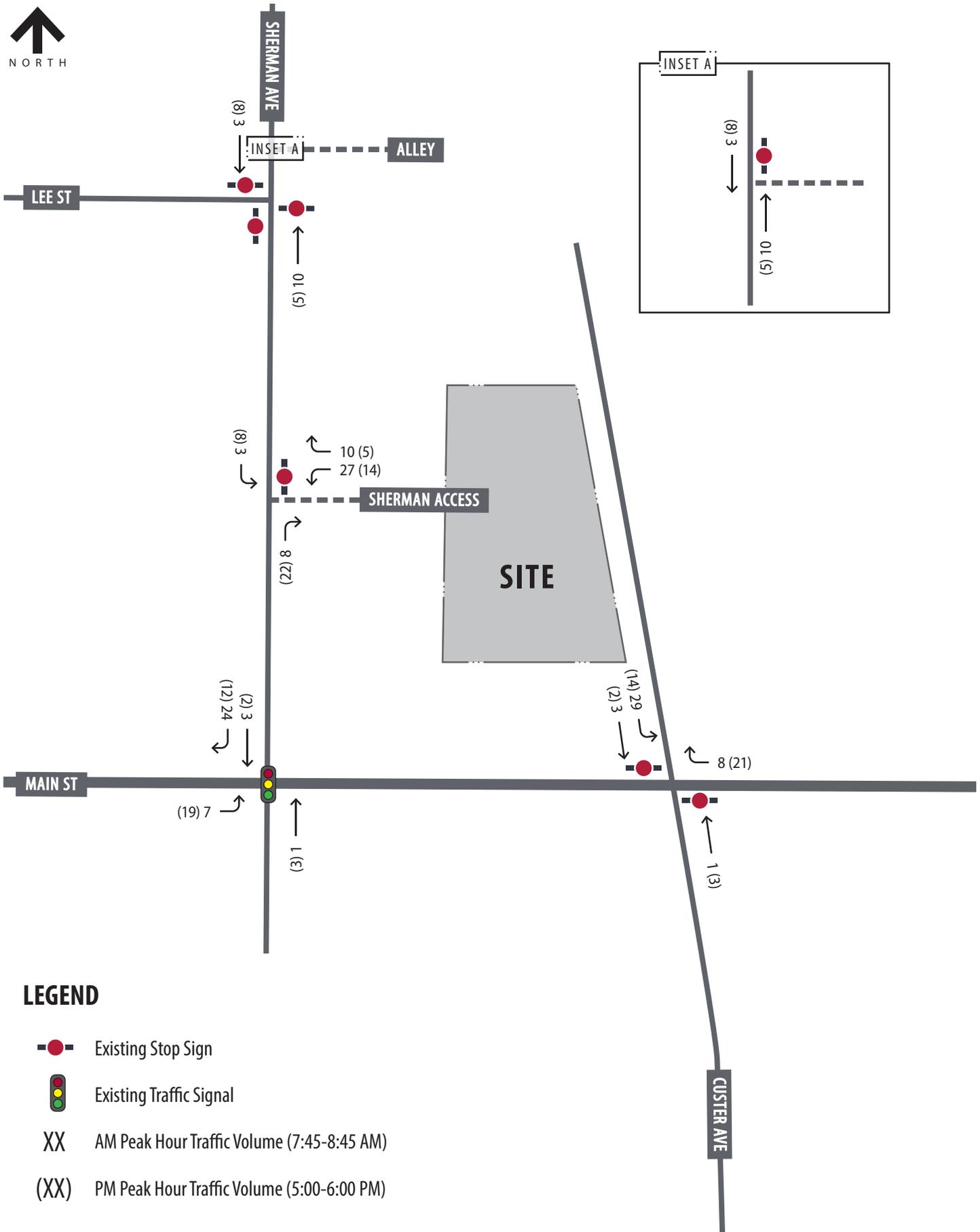
-  Existing Stop Sign
-  Existing Traffic Signal
-  No Parking
-  Paid Parking (2 Hour)
-  Free Parking
-  Free Parking (No Parking 7-9AM M-Fr)



**LEGEND**

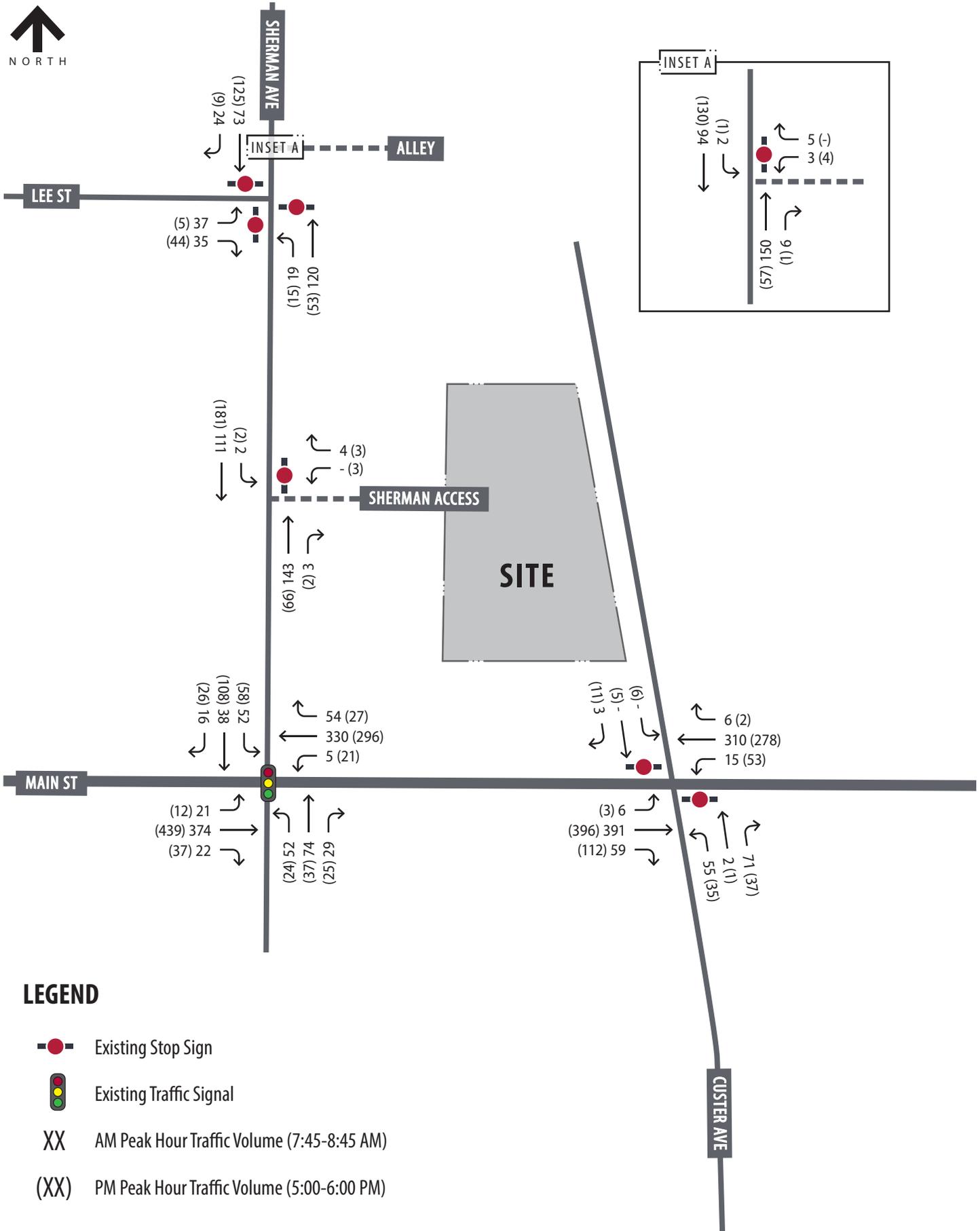
- Existing Stop Sign
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volume (7:45-8:45 AM)
- (XX) PM Peak Hour Traffic Volume (5:00-6:00 PM)





### LEGEND

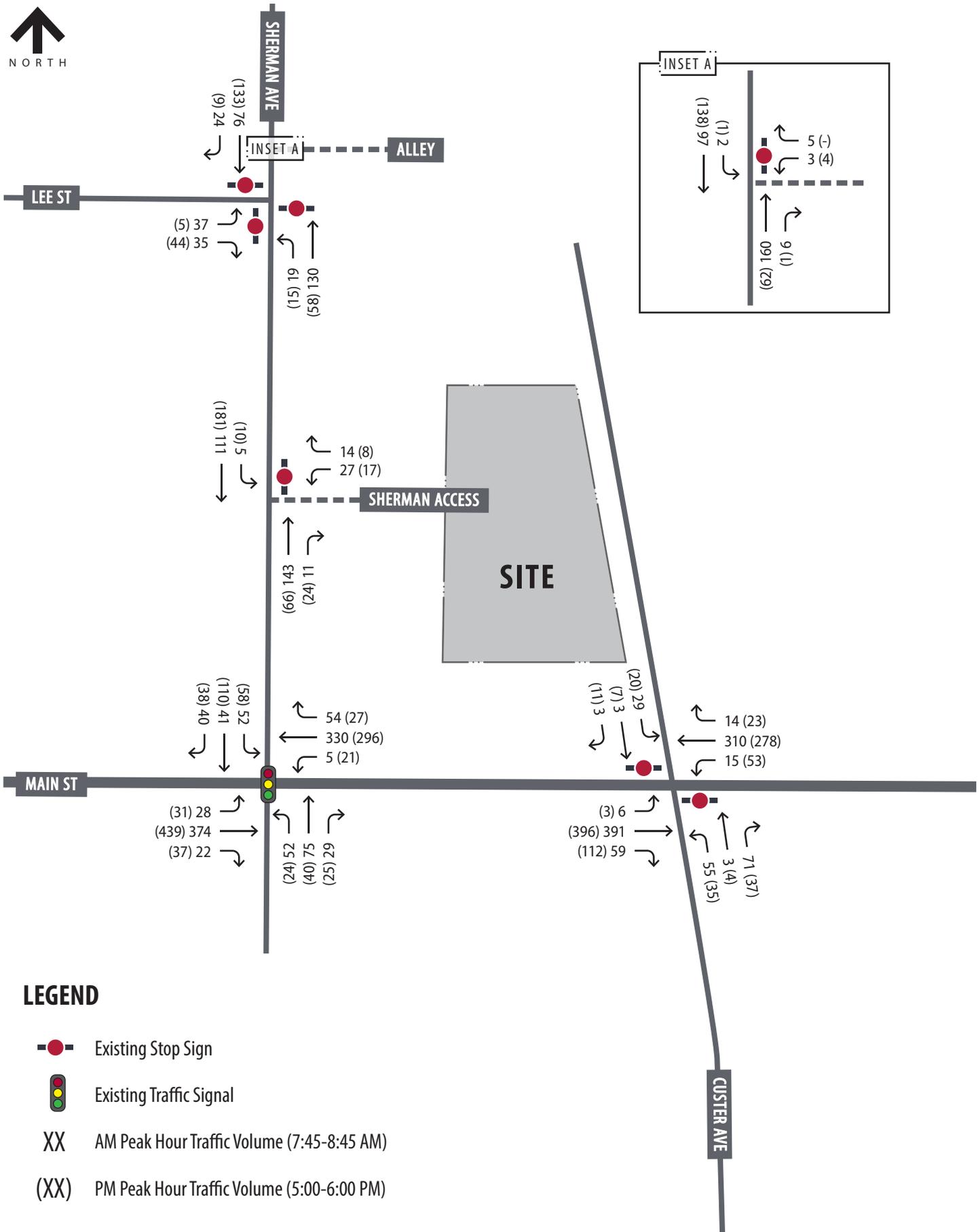
- Existing Stop Sign
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volume (7:45-8:45 AM)
- (XX) PM Peak Hour Traffic Volume (5:00-6:00 PM)



### LEGEND

- Existing Stop Sign
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volume (7:45-8:45 AM)
- (XX) PM Peak Hour Traffic Volume (5:00-6:00 PM)





### LEGEND

-  Existing Stop Sign
-  Existing Traffic Signal
- XX AM Peak Hour Traffic Volume (7:45-8:45 AM)
- (XX) PM Peak Hour Traffic Volume (5:00-6:00 PM)



# Appendix

Legend

● Site Crashes



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

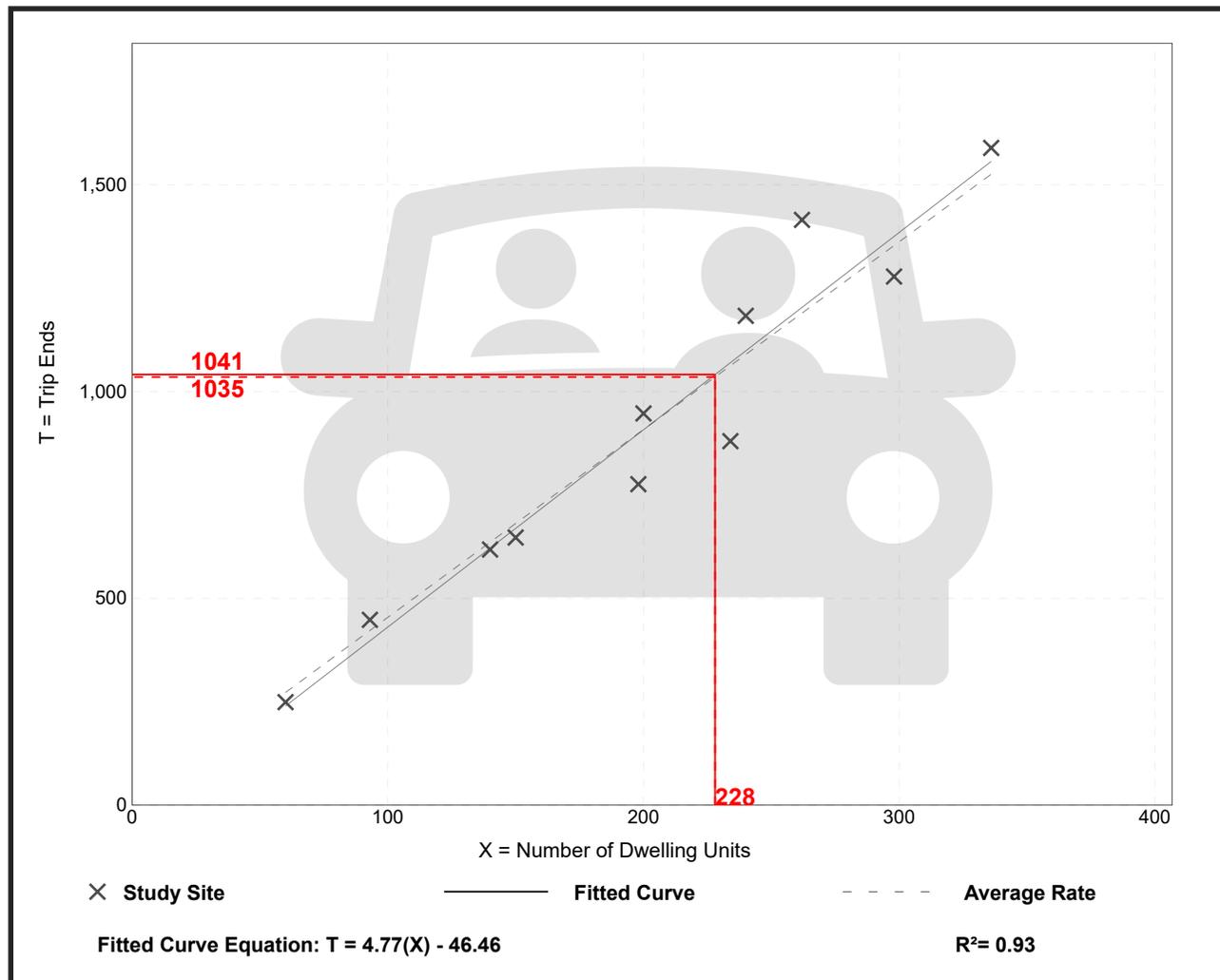
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

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)

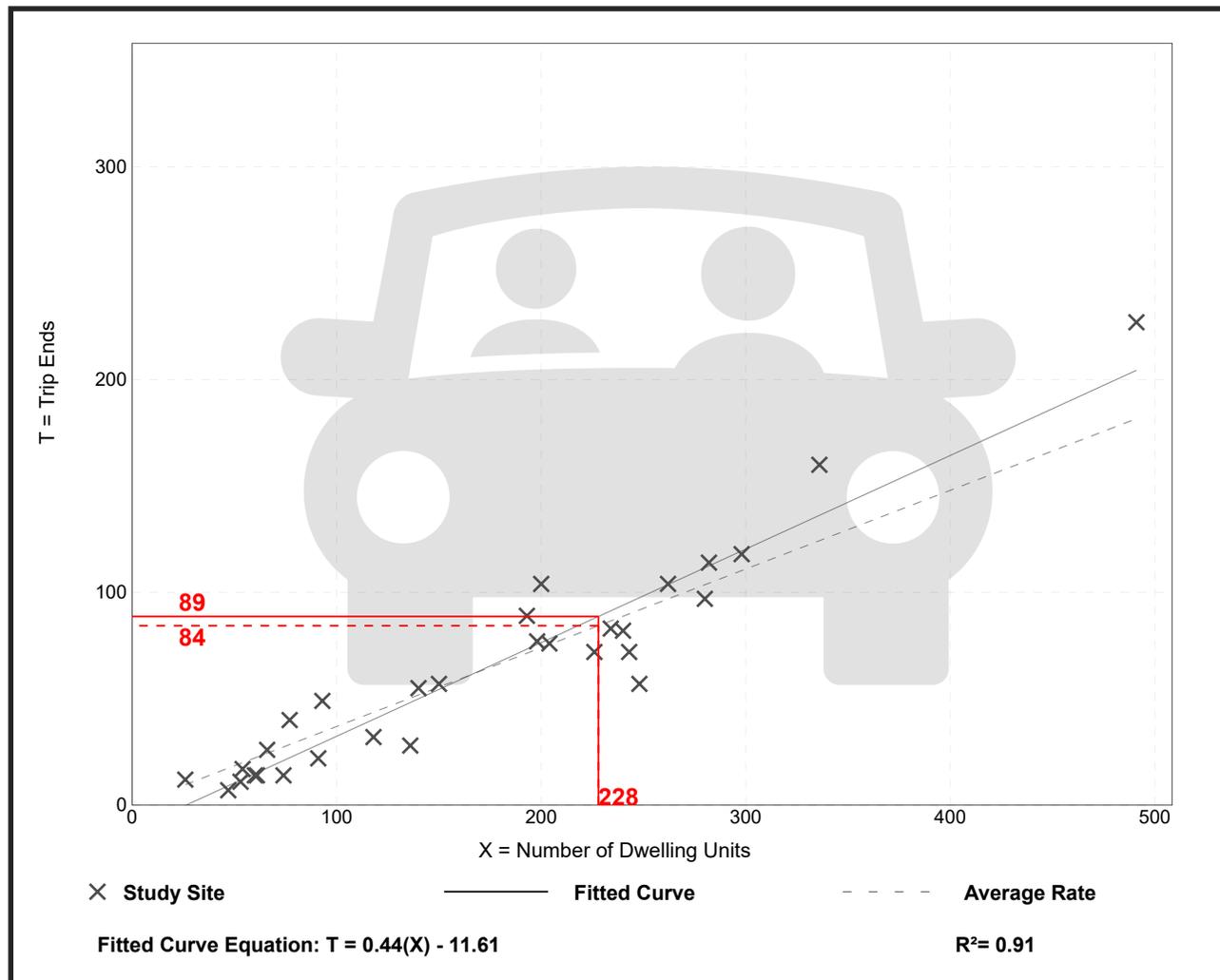
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

**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)

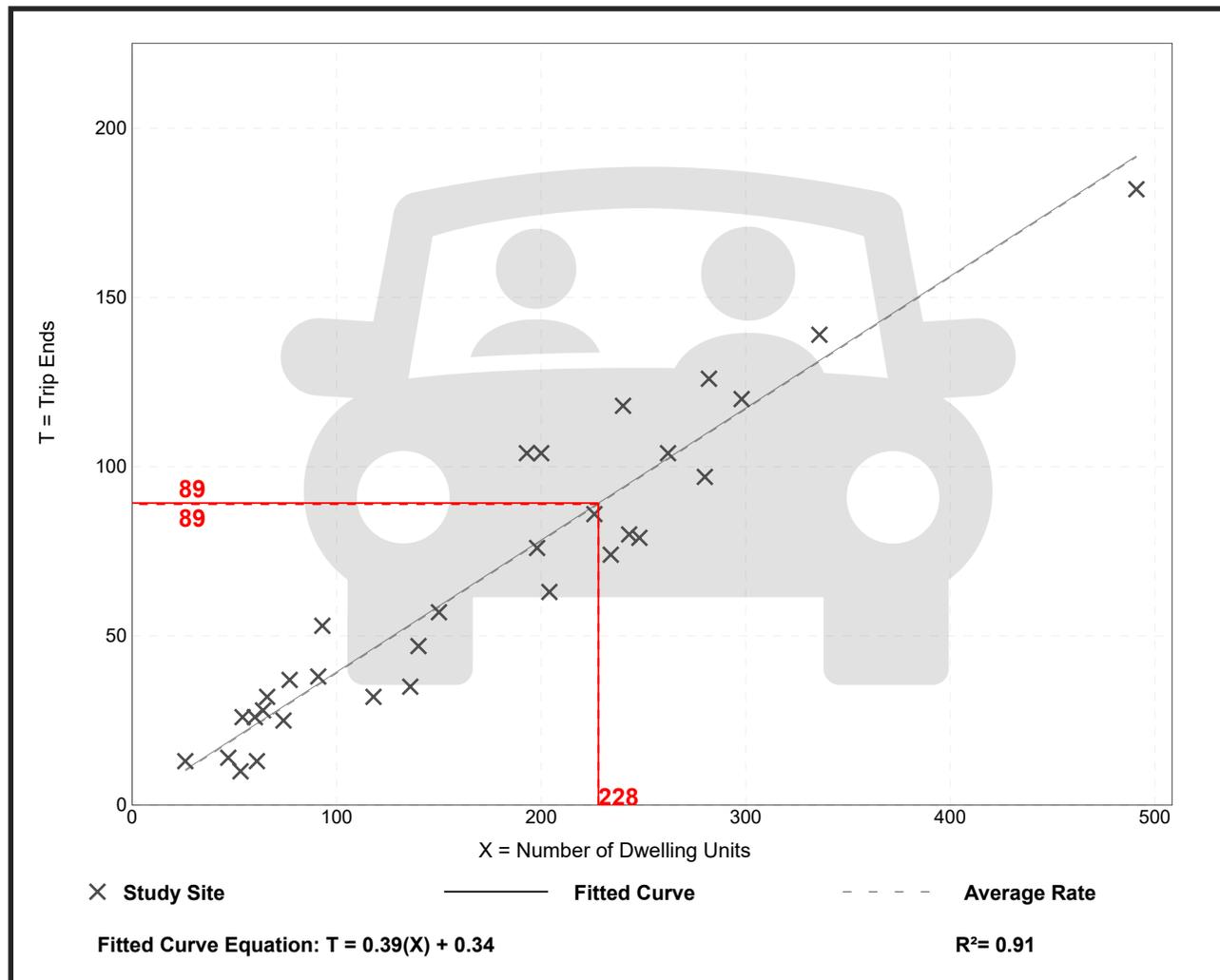
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

**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



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	5	146	6	2	91
Future Vol, veh/h	3	5	146	6	2	91
Conflicting Peds, #/hr	83	0	0	4	4	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	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	4	7	215	9	3	134

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	446	223	0	0	228	0
Stage 1	223	-	-	-	-	-
Stage 2	223	-	-	-	-	-
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	570	816	-	-	1341	-
Stage 1	814	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	522	813	-	-	1336	-
Mov Cap-2 Maneuver	522	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.45		0	0.17
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	672	39
HCM Lane V/C Ratio	-	-	0.017	0.002
HCM Control Delay (s/veh)	-	-	10.4	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	36	34	18	116	71	23
Future Vol, veh/h	36	34	18	116	71	23
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	3	2	2	3	2
Mvmt Flow	53	50	26	171	104	34
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.2	8.7	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	13%	51%	0%
Vol Thru, %	87%	0%	76%
Vol Right, %	0%	49%	24%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	134	70	94
LT Vol	18	36	0
Through Vol	116	0	71
RT Vol	0	34	23
Lane Flow Rate	197	103	138
Geometry Grp	1	1	1
Degree of Util (X)	0.239	0.128	0.163
Departure Headway (Hd)	4.358	4.485	4.253
Convergence, Y/N	Yes	Yes	Yes
Cap	830	801	846
Service Time	2.358	2.503	2.268
HCM Lane V/C Ratio	0.237	0.129	0.163
HCM Control Delay, s/veh	8.7	8.2	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	0.4	0.6

HCM 7th TWSC  
 3000: Sherman Ave & Sherman Access

08/14/2024

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	4	139	3	2	108
Future Vol, veh/h	0	4	139	3	2	108
Conflicting Peds, #/hr	0	3	0	123	123	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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	0	6	193	4	3	150

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	474	321	0	0	320
Stage 1	318	-	-	-	-
Stage 2	156	-	-	-	-
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	549	720	-	-	1240
Stage 1	737	-	-	-	-
Stage 2	873	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	484	634	-	-	1094
Mov Cap-2 Maneuver	484	-	-	-	-
Stage 1	651	-	-	-	-
Stage 2	870	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.73		0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	634	33
HCM Lane V/C Ratio	-	-	0.009	0.003
HCM Control Delay (s/veh)	-	-	10.7	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 7th TWSC  
5000: Custer Ave & Main St

08/14/2024

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	6	379	57	15	301	6	53	2	69	0	0	3
Future Vol, veh/h	6	379	57	15	301	6	53	2	69	0	0	3
Conflicting Peds, #/hr	78	0	158	158	0	78	46	0	0	0	0	46
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	14	2	2	2	3	2	2	2	2	2
Mvmt Flow	7	426	64	17	338	7	60	2	78	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	423	0	0	648	0	0	1047	1086	616	894	1115	466
Stage 1	-	-	-	-	-	-	629	629	-	453	453	-
Stage 2	-	-	-	-	-	-	418	457	-	440	661	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1136	-	-	938	-	-	205	216	491	262	208	597
Stage 1	-	-	-	-	-	-	468	475	-	586	570	-
Stage 2	-	-	-	-	-	-	611	568	-	596	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	797	-	-	160	164	417	188	158	528
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	164	-	188	158	-
Stage 1	-	-	-	-	-	-	394	400	-	528	514	-
Stage 2	-	-	-	-	-	-	565	512	-	478	387	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.11			0.45			37.88			11.86		
HCM LOS							E			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	243	24	-	-	84	-	-	528
HCM Lane V/C Ratio	0.572	0.006	-	-	0.021	-	-	0.006
HCM Control Delay (s/veh)	37.9	8.4	0	-	9.6	0	-	11.9
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	3.2	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings  
4000: Sherman Ave & Main St

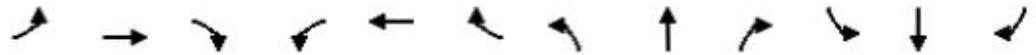
08/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Volume (vph)	20	363	21	5	320	52	50	72	28	50	37	16
Future Volume (vph)	20	363	21	5	320	52	50	72	28	50	37	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.99			0.98			0.95			0.95	
Fr <sub>t</sub>		0.993			0.981			0.975			0.979	
Fl <sub>t</sub> Protected		0.997			0.999			0.984			0.976	
Satd. Flow (prot)	0	1811	0	0	1803	0	0	1743	0	0	1712	0
Fl <sub>t</sub> Permitted		0.974			0.996			0.875			0.811	
Satd. Flow (perm)	0	1767	0	0	1797	0	0	1508	0	0	1387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			21			20			16	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			453			222			342	
Travel Time (s)		6.1			12.4			6.1			9.3	
Confl. Peds. (#/hr)	32		21	21		32	59		42	42		59
Confl. Bikes (#/hr)			1			4			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	3%	15%	20%	2%	2%	2%	2%	6%	2%	6%	6%
Parking (#/hr)	7		7	7		7	7		7	7		7
Adj. Flow (vph)	22	390	23	5	344	56	54	77	30	54	40	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	435	0	0	405	0	0	161	0	0	111	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	33.0	33.0		33.0	33.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		33.0			33.0			18.0			18.0	

Lanes, Volumes, Timings  
4000: Sherman Ave & Main St

08/14/2024

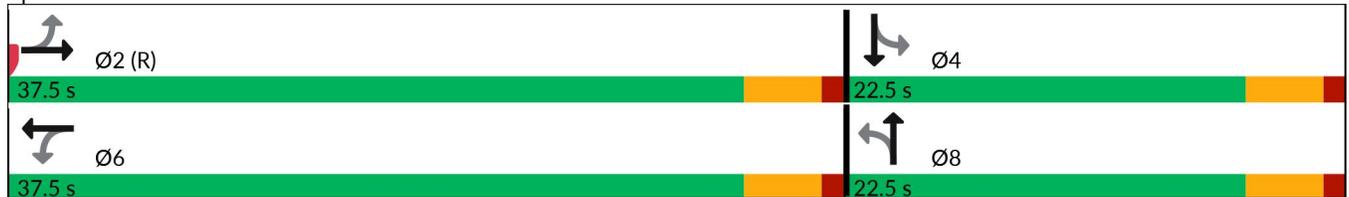


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.55			0.55			0.30			0.30	
v/c Ratio		0.44			0.40			0.34			0.25	
Control Delay (s/veh)		9.7			8.9			16.8			15.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.7			8.9			16.8			15.8	
LOS		A			A			B			B	
Approach Delay (s/veh)		9.7			8.9			16.8			15.9	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		83			71			39			26	
Queue Length 95th (ft)		141			124			83			60	
Internal Link Dist (ft)		143			373			142			262	
Turn Bay Length (ft)												
Base Capacity (vph)		975			997			466			427	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.41			0.35			0.26	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.45  
 Intersection Signal Delay (s/veh): 11.1      Intersection LOS: B  
 Intersection Capacity Utilization 54.9%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 4000: Sherman Ave & Main St



Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	0	55	1	1	126
Future Vol, veh/h	4	0	55	1	1	126
Conflicting Peds, #/hr	4	0	0	0	0	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	60	1	1	138

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	206	61	0	0	62	0
Stage 1	61	-	-	-	-	-
Stage 2	145	-	-	-	-	-
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	783	1004	-	-	1542	-
Stage 1	962	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	779	1004	-	-	1542	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.65	0	0.06
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	779	14
HCM Lane V/C Ratio	-	-	0.006	0.001
HCM Control Delay (s/veh)	-	-	9.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	5	43	15	51	121	9
Future Vol, veh/h	5	43	15	51	121	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	47	16	56	133	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.1	7.6	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	23%	10%	0%
Vol Thru, %	77%	0%	93%
Vol Right, %	0%	90%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	48	130
LT Vol	15	5	0
Through Vol	51	0	121
RT Vol	0	43	9
Lane Flow Rate	73	53	143
Geometry Grp	1	1	1
Degree of Util (X)	0.084	0.057	0.16
Departure Headway (Hd)	4.181	3.883	4.04
Convergence, Y/N	Yes	Yes	Yes
Cap	852	928	886
Service Time	2.229	1.883	2.077
HCM Lane V/C Ratio	0.086	0.057	0.161
HCM Control Delay, s/veh	7.6	7.1	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.2	0.6

HCM 7th TWSC  
 3000: Sherman Ave & Sherman Access

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Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	3	64	2	2	176
Future Vol, veh/h	3	3	64	2	2	176
Conflicting Peds, #/hr	0	3	0	46	46	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	3	3	67	2	2	183

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	301	117	0	0	115	0
Stage 1	114	-	-	-	-	-
Stage 2	188	-	-	-	-	-
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	690	935	-	-	1474	-
Stage 1	911	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	659	892	-	-	1410	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.79	0	0.08
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	758	20
HCM Lane V/C Ratio	-	-	0.008	0.001
HCM Control Delay (s/veh)	-	-	9.8	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 7th TWSC  
5000: Custer Ave & Main St

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Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	3	384	109	51	270	2	34	1	36	6	5	11
Future Vol, veh/h	3	384	109	51	270	2	34	1	36	6	5	11
Conflicting Peds, #/hr	58	0	140	140	0	58	60	0	0	0	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	14	2	2	2	3	2	2	2	2	2
Mvmt Flow	3	404	115	54	284	2	36	1	38	6	5	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	344	0	0	659	0	0	1062	1060	602	862	1116	403
Stage 1	-	-	-	-	-	-	608	608	-	451	451	-
Stage 2	-	-	-	-	-	-	454	452	-	411	665	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1215	-	-	929	-	-	200	224	500	275	208	647
Stage 1	-	-	-	-	-	-	481	486	-	588	571	-
Stage 2	-	-	-	-	-	-	584	571	-	618	458	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1148	-	-	805	-	-	143	168	433	216	156	577
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	168	-	216	156	-
Stage 1	-	-	-	-	-	-	415	419	-	512	497	-
Stage 2	-	-	-	-	-	-	491	496	-	560	395	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.05			1.55			30.1			19.07		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	10	-	-	284	-	-	279
HCM Lane V/C Ratio	0.345	0.003	-	-	0.067	-	-	0.083
HCM Control Delay (s/veh)	30.1	8.1	0	-	9.8	0	-	19.1
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.5	0	-	-	0.2	-	-	0.3

Lanes, Volumes, Timings  
4000: Sherman Ave & Main St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Volume (vph)	12	426	36	20	287	26	23	36	24	56	105	25
Future Volume (vph)	12	426	36	20	287	26	23	36	24	56	105	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.99			0.99			0.96			0.96	
Frt		0.990			0.989			0.961			0.982	
Flt Protected		0.999			0.997			0.986			0.985	
Satd. Flow (prot)	0	1830	0	0	1822	0	0	1720	0	0	1780	0
Flt Permitted		0.990			0.964			0.899			0.891	
Satd. Flow (perm)	0	1812	0	0	1759	0	0	1550	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			11			25			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			453			222			342	
Travel Time (s)		6.1			12.4			6.1			9.3	
Confl. Peds. (#/hr)	48		38	38		48	36		41	41		36
Confl. Bikes (#/hr)			3			2			2			10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Parking (#/hr)	7		7	7		7	7		7	7		7
Adj. Flow (vph)	13	444	38	21	299	27	24	38	25	58	109	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	495	0	0	347	0	0	87	0	0	193	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	33.0	33.0		33.0	33.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		33.0			33.0			18.0			18.0	
Actuated g/C Ratio		0.55			0.55			0.30			0.30	

Lanes, Volumes, Timings  
 4000: Sherman Ave & Main St

08/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.49			0.35			0.18				0.39
Control Delay (s/veh)		10.2			8.6			13.0				18.5
Queue Delay		0.0			0.0			0.0				0.0
Total Delay (s/veh)		10.2			8.6			13.0				18.5
LOS		B			A			B				B
Approach Delay (s/veh)		10.3			8.6			13.1				18.6
Approach LOS		B			A			B				B
Queue Length 50th (ft)		97			61			16				51
Queue Length 95th (ft)		163			107			45				101
Internal Link Dist (ft)		143			373			142				262
Turn Bay Length (ft)												
Base Capacity (vph)		1001			972			482				483
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.49			0.36			0.18				0.40

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.49
Intersection Signal Delay (s/veh):	11.4
Intersection LOS:	B
Intersection Capacity Utilization:	50.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4000: Sherman Ave & Main St



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	5	150	6	2	94
Future Vol, veh/h	3	5	150	6	2	94
Conflicting Peds, #/hr	83	0	0	4	4	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	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	4	7	221	9	3	138

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	456	229	0	0	233	0
Stage 1	229	-	-	-	-	-
Stage 2	227	-	-	-	-	-
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	562	810	-	-	1334	-
Stage 1	809	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	515	807	-	-	1329	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.51		0	0.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	665	38
HCM Lane V/C Ratio	-	-	0.018	0.002
HCM Control Delay (s/veh)	-	-	10.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	37	35	19	120	73	24
Future Vol, veh/h	37	35	19	120	73	24
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	3	2	2	3	2
Mvmt Flow	54	51	28	176	107	35
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.2	8.8	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	14%	51%	0%
Vol Thru, %	86%	0%	75%
Vol Right, %	0%	49%	25%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	139	72	97
LT Vol	19	37	0
Through Vol	120	0	73
RT Vol	0	35	24
Lane Flow Rate	204	106	143
Geometry Grp	1	1	1
Degree of Util (X)	0.248	0.133	0.169
Departure Headway (Hd)	4.374	4.51	4.267
Convergence, Y/N	Yes	Yes	Yes
Cap	826	796	842
Service Time	2.374	2.53	2.285
HCM Lane V/C Ratio	0.247	0.133	0.17
HCM Control Delay, s/veh	8.8	8.2	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.5	0.6

HCM 7th TWSC  
 3000: Sherman Ave & Sherman Access

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Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	4	143	3	2	111
Future Vol, veh/h	0	4	143	3	2	111
Conflicting Peds, #/hr	0	3	0	123	123	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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	0	6	199	4	3	154

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	483	327	0	0	326	0
Stage 1	324	-	-	-	-	-
Stage 2	160	-	-	-	-	-
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	542	715	-	-	1234	-
Stage 1	733	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	477	629	-	-	1089	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.77		0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	629	32
HCM Lane V/C Ratio	-	-	0.009	0.003
HCM Control Delay (s/veh)	-	-	10.8	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	6	391	59	15	310	6	55	2	71	0	0	3
Future Vol, veh/h	6	391	59	15	310	6	55	2	71	0	0	3
Conflicting Peds, #/hr	78	0	158	158	0	78	46	0	0	0	0	46
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	14	2	2	2	3	2	2	2	2	2
Mvmt Flow	7	439	66	17	348	7	62	2	80	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	433	0	0	664	0	0	1072	1111	630	917	1140	476
Stage 1	-	-	-	-	-	-	644	644	-	463	463	-
Stage 2	-	-	-	-	-	-	428	467	-	454	677	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1127	-	-	925	-	-	197	209	481	253	201	589
Stage 1	-	-	-	-	-	-	460	468	-	579	564	-
Stage 2	-	-	-	-	-	-	603	562	-	586	452	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	786	-	-	154	159	409	179	152	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	159	-	179	152	-
Stage 1	-	-	-	-	-	-	387	394	-	521	508	-
Stage 2	-	-	-	-	-	-	557	506	-	464	381	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.11			0.44			41.79			11.95		
HCM LOS							E			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	235	23	-	-	81	-	-	521
HCM Lane V/C Ratio	0.612	0.006	-	-	0.021	-	-	0.006
HCM Control Delay (s/veh)	41.8	8.5	0	-	9.7	0	-	11.9
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	3.6	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings  
4000: Sherman Ave & Main St

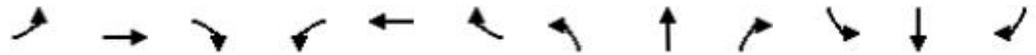
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Volume (vph)	21	374	22	5	330	54	52	74	29	52	38	16
Future Volume (vph)	21	374	22	5	330	54	52	74	29	52	38	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.99			0.98			0.95			0.95	
Frt		0.993			0.981			0.975			0.980	
Flt Protected		0.997			0.999			0.984			0.976	
Satd. Flow (prot)	0	1811	0	0	1803	0	0	1744	0	0	1715	0
Flt Permitted		0.972			0.996			0.873			0.806	
Satd. Flow (perm)	0	1763	0	0	1797	0	0	1505	0	0	1381	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			21			20			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			453			222			342	
Travel Time (s)		6.1			12.4			6.1			9.3	
Confl. Peds. (#/hr)	32		21	21		32	59		42	42		59
Confl. Bikes (#/hr)			1			4			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	3%	15%	20%	2%	2%	2%	2%	6%	2%	6%	6%
Parking (#/hr)	7		7	7		7	7		7	7		7
Adj. Flow (vph)	23	402	24	5	355	58	56	80	31	56	41	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	449	0	0	418	0	0	167	0	0	114	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	33.0	33.0		33.0	33.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		33.0			33.0			18.0			18.0	

Lanes, Volumes, Timings  
 4000: Sherman Ave & Main St

08/14/2024

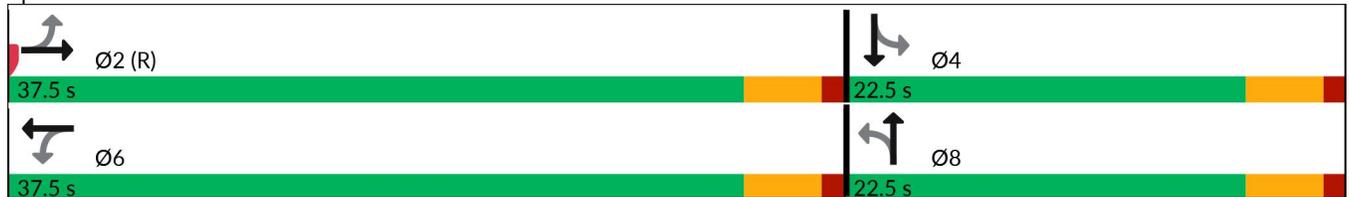


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.55			0.55			0.30			0.30	
v/c Ratio		0.46			0.41			0.35			0.26	
Control Delay (s/veh)		9.9			9.0			17.1			16.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.9			9.0			17.1			16.1	
LOS		A			A			B			B	
Approach Delay (s/veh)		9.9			9.1			17.1			16.1	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		86			74			41			27	
Queue Length 95th (ft)		147			129			86			62	
Internal Link Dist (ft)		143			373			142			262	
Turn Bay Length (ft)												
Base Capacity (vph)		973			997			465			424	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.42			0.36			0.27	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay (s/veh): 11.3      Intersection LOS: B  
 Intersection Capacity Utilization 56.3%      ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 4000: Sherman Ave & Main St



Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	0	57	1	1	130
Future Vol, veh/h	4	0	57	1	1	130
Conflicting Peds, #/hr	4	0	0	0	0	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	63	1	1	143

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	212	63	0	0	64	0
Stage 1	63	-	-	-	-	-
Stage 2	149	-	-	-	-	-
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	776	1001	-	-	1539	-
Stage 1	959	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	772	1001	-	-	1539	-
Mov Cap-2 Maneuver	772	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.69	0	0.06
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	14
HCM Lane V/C Ratio	-	-	0.006	0.001
HCM Control Delay (s/veh)	-	-	9.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	5	44	15	53	125	9
Future Vol, veh/h	5	44	15	53	125	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	48	16	58	137	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.1	7.6	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	22%	10%	0%
Vol Thru, %	78%	0%	93%
Vol Right, %	0%	90%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	68	49	134
LT Vol	15	5	0
Through Vol	53	0	125
RT Vol	0	44	9
Lane Flow Rate	75	54	147
Geometry Grp	1	1	1
Degree of Util (X)	0.087	0.058	0.165
Departure Headway (Hd)	4.185	3.896	4.045
Convergence, Y/N	Yes	Yes	Yes
Cap	851	925	884
Service Time	2.234	1.896	2.083
HCM Lane V/C Ratio	0.088	0.058	0.166
HCM Control Delay, s/veh	7.6	7.1	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.2	0.6

HCM 7th TWSC  
 3000: Sherman Ave & Sherman Access

08/14/2024

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	3	66	2	2	181
Future Vol, veh/h	3	3	66	2	2	181
Conflicting Peds, #/hr	0	3	0	46	46	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	3	3	69	2	2	189

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	309	119	0	0	117	0
Stage 1	116	-	-	-	-	-
Stage 2	193	-	-	-	-	-
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	684	933	-	-	1472	-
Stage 1	909	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	653	890	-	-	1407	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.82	0	0.08
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	753	20
HCM Lane V/C Ratio	-	-	0.008	0.001
HCM Control Delay (s/veh)	-	-	9.8	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 7th TWSC  
5000: Custer Ave & Main St

08/14/2024

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	3	396	112	53	278	2	35	1	37	6	5	11
Future Vol, veh/h	3	396	112	53	278	2	35	1	37	6	5	11
Conflicting Peds, #/hr	58	0	140	140	0	58	60	0	0	0	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	14	2	2	2	3	2	2	2	2	2
Mvmt Flow	3	417	118	56	293	2	37	1	39	6	5	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	353	0	0	675	0	0	1089	1086	616	887	1144	412
Stage 1	-	-	-	-	-	-	622	622	-	463	463	-
Stage 2	-	-	-	-	-	-	467	464	-	424	681	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1206	-	-	916	-	-	192	216	491	265	200	640
Stage 1	-	-	-	-	-	-	473	479	-	579	564	-
Stage 2	-	-	-	-	-	-	574	563	-	608	450	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1139	-	-	794	-	-	136	161	425	206	149	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	161	-	206	149	-
Stage 1	-	-	-	-	-	-	408	413	-	501	488	-
Stage 2	-	-	-	-	-	-	481	488	-	549	389	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.05			1.57			32.11			19.67		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	10	-	-	286	-	-	269
HCM Lane V/C Ratio	0.369	0.003	-	-	0.07	-	-	0.086
HCM Control Delay (s/veh)	32.1	8.2	0	-	9.9	0	-	19.7
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.6	0	-	-	0.2	-	-	0.3

Lanes, Volumes, Timings  
4000: Sherman Ave & Main St

08/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Volume (vph)	12	439	37	21	296	27	24	37	25	58	108	26
Future Volume (vph)	12	439	37	21	296	27	24	37	25	58	108	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.99			0.99			0.96			0.96	
Fr <sub>t</sub>		0.990			0.989			0.961			0.982	
Fl <sub>t</sub> Protected		0.999			0.997			0.986			0.985	
Satd. Flow (prot)	0	1830	0	0	1822	0	0	1720	0	0	1780	0
Fl <sub>t</sub> Permitted		0.990			0.962			0.896			0.890	
Satd. Flow (perm)	0	1812	0	0	1756	0	0	1545	0	0	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			11			26			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			453			222			342	
Travel Time (s)		6.1			12.4			6.1			9.3	
Confl. Peds. (#/hr)	48		38	38		48	36		41	41		36
Confl. Bikes (#/hr)			3			2			2			10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Parking (#/hr)	7		7	7		7	7		7	7		7
Adj. Flow (vph)	13	457	39	22	308	28	25	39	26	60	113	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	509	0	0	358	0	0	90	0	0	200	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	33.0	33.0		33.0	33.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		33.0			33.0			18.0			18.0	
Actuated g/C Ratio		0.55			0.55			0.30			0.30	

Lanes, Volumes, Timings  
 4000: Sherman Ave & Main St

08/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.50			0.36			0.18				0.41
Control Delay (s/veh)		10.4			8.7			13.1				18.8
Queue Delay		0.0			0.0			0.0				0.0
Total Delay (s/veh)		10.4			8.7			13.1				18.8
LOS		B			A			B				B
Approach Delay (s/veh)		10.5			8.7			13.1				18.8
Approach LOS		B			A			B				B
Queue Length 50th (ft)		101			63			17				53
Queue Length 95th (ft)		169			111			46				104
Internal Link Dist (ft)		143			373			142				262
Turn Bay Length (ft)												
Base Capacity (vph)		1001			970			481				482
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.51			0.37			0.19				0.41

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.51
Intersection Signal Delay (s/veh):	11.6
Intersection LOS:	B
Intersection Capacity Utilization:	51.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4000: Sherman Ave & Main St



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	5	160	6	2	97
Future Vol, veh/h	3	5	160	6	2	97
Conflicting Peds, #/hr	83	0	0	4	4	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	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	4	7	235	9	3	143

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	475	244	0	0	248	0
Stage 1	244	-	-	-	-	-
Stage 2	232	-	-	-	-	-
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	548	795	-	-	1318	-
Stage 1	797	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	502	792	-	-	1313	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.63	0	0.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	36
HCM Lane V/C Ratio	-	-	0.018	0.002
HCM Control Delay (s/veh)	-	-	10.6	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	37	35	19	130	76	24
Future Vol, veh/h	37	35	19	130	76	24
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	3	2	2	3	2
Mvmt Flow	54	51	28	191	112	35
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.3	9	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	13%	51%	0%
Vol Thru, %	87%	0%	76%
Vol Right, %	0%	49%	24%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	149	72	100
LT Vol	19	37	0
Through Vol	130	0	76
RT Vol	0	35	24
Lane Flow Rate	219	106	147
Geometry Grp	1	1	1
Degree of Util (X)	0.266	0.134	0.175
Departure Headway (Hd)	4.363	4.552	4.289
Convergence, Y/N	Yes	Yes	Yes
Cap	826	789	838
Service Time	2.38	2.574	2.307
HCM Lane V/C Ratio	0.265	0.134	0.175
HCM Control Delay, s/veh	9	8.3	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.5	0.6

HCM 7th TWSC  
 3000: Sherman Ave & Sherman Access

08/14/2024

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	27	14	143	11	5	111
Future Vol, veh/h	27	14	143	11	5	111
Conflicting Peds, #/hr	0	3	0	123	123	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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	38	19	199	15	7	154

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	497	332	0	0	337
Stage 1	329	-	-	-	-
Stage 2	168	-	-	-	-
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	532	709	-	-	1222
Stage 1	729	-	-	-	-
Stage 2	862	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	467	625	-	-	1079
Mov Cap-2 Maneuver	467	-	-	-	-
Stage 1	644	-	-	-	-
Stage 2	856	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.93	0	0.36
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	78
HCM Lane V/C Ratio	-	-	0.112	0.006
HCM Control Delay (s/veh)	-	-	12.9	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 7th TWSC  
5000: Custer Ave & Main St

08/14/2024

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	6	391	59	15	310	14	55	3	71	29	3	3
Future Vol, veh/h	6	391	59	15	310	14	55	3	71	29	3	3
Conflicting Peds, #/hr	78	0	158	158	0	78	46	0	0	0	0	46
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	14	2	2	2	3	2	2	2	2	2
Mvmt Flow	7	439	66	17	348	16	62	3	80	33	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	664	0	0	1074	1120	630	922	1145	480
Stage 1	-	-	-	-	-	-	644	644	-	468	468	-
Stage 2	-	-	-	-	-	-	430	476	-	454	677	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1118	-	-	925	-	-	197	207	481	251	200	586
Stage 1	-	-	-	-	-	-	460	468	-	576	561	-
Stage 2	-	-	-	-	-	-	602	557	-	585	452	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1035	-	-	786	-	-	150	157	409	176	151	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	157	-	176	151	-
Stage 1	-	-	-	-	-	-	387	394	-	518	506	-
Stage 2	-	-	-	-	-	-	552	502	-	463	381	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.11			0.43			43.89			29.8		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	230	23	-	-	79	-	-	184
HCM Lane V/C Ratio	0.629	0.007	-	-	0.021	-	-	0.214
HCM Control Delay (s/veh)	43.9	8.5	0	-	9.7	0	-	29.8
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.8	0	-	-	0.1	-	-	0.8

Lanes, Volumes, Timings  
4000: Sherman Ave & Main St

08/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Volume (vph)	28	374	22	5	330	54	52	75	29	52	41	40
Future Volume (vph)	28	374	22	5	330	54	52	75	29	52	41	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.99			0.98			0.95			0.94	
Fr <sub>t</sub>		0.993			0.981			0.975			0.959	
Fl <sub>t</sub> Protected		0.997			0.999			0.984			0.981	
Satd. Flow (prot)	0	1811	0	0	1803	0	0	1744	0	0	1649	0
Fl <sub>t</sub> Permitted		0.961			0.996			0.865			0.837	
Satd. Flow (perm)	0	1743	0	0	1797	0	0	1494	0	0	1379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			21			19			37	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			453			222			342	
Travel Time (s)		6.1			12.4			6.1			9.3	
Confl. Peds. (#/hr)	32		21	21		32	59		42	42		59
Confl. Bikes (#/hr)			1			4			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	3%	15%	20%	2%	2%	2%	2%	6%	2%	6%	6%
Parking (#/hr)	7		7	7		7	7		7	7		7
Adj. Flow (vph)	30	402	24	5	355	58	56	81	31	56	44	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	456	0	0	418	0	0	168	0	0	143	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	33.0	33.0		33.0	33.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		33.0			33.0			18.0			18.0	

Lanes, Volumes, Timings  
 4000: Sherman Ave & Main St

08/14/2024

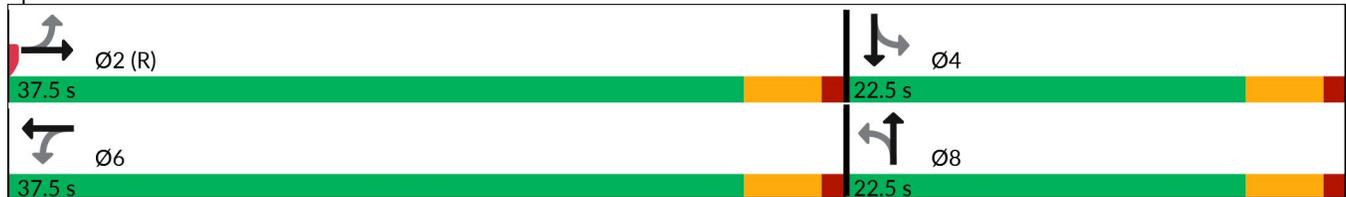


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.55			0.55			0.30			0.30	
v/c Ratio		0.47			0.41			0.36			0.32	
Control Delay (s/veh)		10.1			9.0			17.3			14.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		10.1			9.0			17.3			14.7	
LOS		B			A			B			B	
Approach Delay (s/veh)		10.1			9.1			17.4			14.7	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		88			74			42			29	
Queue Length 95th (ft)		151			129			87			69	
Internal Link Dist (ft)		143			373			142			262	
Turn Bay Length (ft)												
Base Capacity (vph)		961			997			461			439	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.47			0.42			0.36			0.33	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay (s/veh): 11.3      Intersection LOS: B  
 Intersection Capacity Utilization 60.7%      ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 4000: Sherman Ave & Main St



Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	0	62	1	1	138
Future Vol, veh/h	4	0	62	1	1	138
Conflicting Peds, #/hr	4	0	0	0	0	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	68	1	1	152

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	227	69	0
Stage 1	69	-	-
Stage 2	158	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	762	994	-
Stage 1	954	-	-
Stage 2	871	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	758	994	-
Mov Cap-2 Maneuver	758	-	-
Stage 1	954	-	-
Stage 2	867	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.78	0	0.05
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	758	13
HCM Lane V/C Ratio	-	-	0.006	0.001
HCM Control Delay (s/veh)	-	-	9.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	5	44	15	58	133	9
Future Vol, veh/h	5	44	15	58	133	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	48	16	64	146	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.2	7.7	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	21%	10%	0%
Vol Thru, %	79%	0%	94%
Vol Right, %	0%	90%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	73	49	142
LT Vol	15	5	0
Through Vol	58	0	133
RT Vol	0	44	9
Lane Flow Rate	80	54	156
Geometry Grp	1	1	1
Degree of Util (X)	0.093	0.059	0.176
Departure Headway (Hd)	4.188	3.928	4.051
Convergence, Y/N	Yes	Yes	Yes
Cap	850	918	882
Service Time	2.243	1.928	2.092
HCM Lane V/C Ratio	0.094	0.059	0.177
HCM Control Delay, s/veh	7.7	7.2	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.2	0.6

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	17	8	66	24	10	181
Future Vol, veh/h	17	8	66	24	10	181
Conflicting Peds, #/hr	0	3	0	46	46	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	18	8	69	25	10	189

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	337	130	0	0	140
Stage 1	127	-	-	-	-
Stage 2	209	-	-	-	-
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	659	919	-	-	1444
Stage 1	899	-	-	-	-
Stage 2	826	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	625	877	-	-	1380
Mov Cap-2 Maneuver	625	-	-	-	-
Stage 1	859	-	-	-	-
Stage 2	819	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.44		0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	688	94
HCM Lane V/C Ratio	-	-	0.038	0.008
HCM Control Delay (s/veh)	-	-	10.4	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	3	396	112	53	278	23	35	4	37	20	7	11
Future Vol, veh/h	3	396	112	53	278	23	35	4	37	20	7	11
Conflicting Peds, #/hr	58	0	140	140	0	58	60	0	0	0	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	14	2	2	2	3	2	2	2	2	2
Mvmt Flow	3	417	118	56	293	24	37	4	39	21	7	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	375	0	0	675	0	0	1090	1109	616	900	1155	423
Stage 1	-	-	-	-	-	-	622	622	-	474	474	-
Stage 2	-	-	-	-	-	-	468	486	-	425	681	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1184	-	-	916	-	-	192	210	491	260	197	631
Stage 1	-	-	-	-	-	-	473	479	-	571	558	-
Stage 2	-	-	-	-	-	-	574	551	-	607	450	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1118	-	-	794	-	-	133	156	425	198	147	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	156	-	198	147	-
Stage 1	-	-	-	-	-	-	408	413	-	493	482	-
Stage 2	-	-	-	-	-	-	477	476	-	544	389	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.05			1.48			33.9			24.35		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	203	10	-	-	265	-	-	226
HCM Lane V/C Ratio	0.395	0.003	-	-	0.07	-	-	0.177
HCM Control Delay (s/veh)	33.9	8.2	0	-	9.9	0	-	24.3
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-	-	0.6

Lanes, Volumes, Timings  
4000: Sherman Ave & Main St

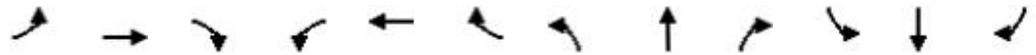
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Volume (vph)	31	439	37	21	296	27	24	40	25	58	110	38
Future Volume (vph)	31	439	37	21	296	27	24	40	25	58	110	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.99			0.99			0.96			0.96	
Flt		0.990			0.989			0.962			0.975	
Flt Protected		0.997			0.997			0.987			0.986	
Satd. Flow (prot)	0	1827	0	0	1822	0	0	1725	0	0	1761	0
Flt Permitted		0.967			0.961			0.895			0.895	
Satd. Flow (perm)	0	1768	0	0	1754	0	0	1547	0	0	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			11			26			20	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			453			222			342	
Travel Time (s)		6.1			12.4			6.1			9.3	
Confl. Peds. (#/hr)	48		38	38		48	36		41	41		36
Confl. Bikes (#/hr)			3			2			2			10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Parking (#/hr)	7		7	7		7	7		7	7		7
Adj. Flow (vph)	32	457	39	22	308	28	25	42	26	60	115	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	528	0	0	358	0	0	93	0	0	215	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	33.0	33.0		33.0	33.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		33.0			33.0			18.0			18.0	
Actuated g/C Ratio		0.55			0.55			0.30			0.30	

Lanes, Volumes, Timings  
 4000: Sherman Ave & Main St

08/14/2024

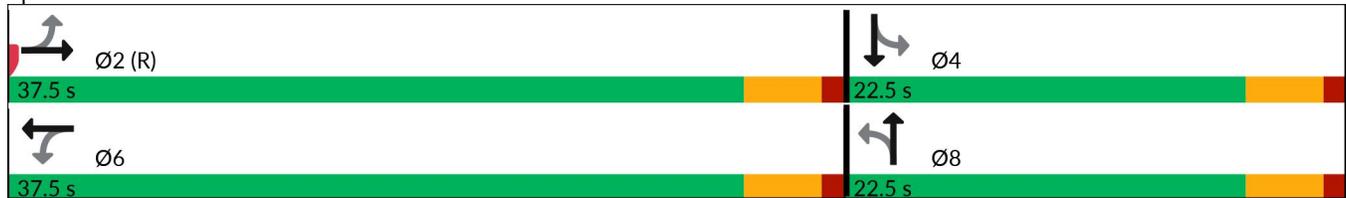


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.54			0.36			0.19				0.44
Control Delay (s/veh)		11.0			8.7			13.2				18.8
Queue Delay		0.0			0.0			0.0				0.0
Total Delay (s/veh)		11.0			8.7			13.2				18.8
LOS		B			A			B				B
Approach Delay (s/veh)		11.0			8.7			13.3				18.8
Approach LOS		B			A			B				B
Queue Length 50th (ft)		107			63			18				56
Queue Length 95th (ft)		182			111			47				110
Internal Link Dist (ft)		143			373			142				262
Turn Bay Length (ft)												
Base Capacity (vph)		977			969			482				485
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.54			0.37			0.19				0.44

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.54
Intersection Signal Delay (s/veh):	11.9
Intersection LOS:	B
Intersection Capacity Utilization:	58.4%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4000: Sherman Ave & Main St





Community Development Department  
 2100 Ridge Avenue, Evanston IL 60201  
 Email: IHO@cityofevanston.org  
 Phone: 847-448-4311  
 www.cityofevanston.org  
 Effective 1/1/2024

### INCLUSIONARY HOUSING APPLICATION

Submission Date: 5/07/2024

Applicant Name: Andrew Abitow - City Pads Housing Fund II

Applicant Address: 2000 N Leavitt St Chicago, IL 60647

Applicant Phone: 773-454-4229 Cell Phone: \_\_\_\_\_

Email: andy@citypadsre.com Website: \_\_\_\_\_

Property Owner Name: Kevin Lee

Property Owner Address: 910 Custer, Evanston, IL 60202

Property Owner Phone: 312-799-0668 Cell Phone: \_\_\_\_\_

Email: Kevinlee88@gmail.com Website: \_\_\_\_\_

Project Name: 910 Custer Development

Project Address: 910 Custer

Parcel Identification Number (PIN): 11-19-117-063-0000

- Project Type:
- New Construction
  - Conversion/Addition of Residential Units
  - Reconfiguration of Residential Units (change in # of bedrooms)

Project Located in:  Downtown or RP Zoning District: \_\_\_\_\_  
 All other Zoning Districts: \_\_\_\_\_

Project Description: Existing site has a former industrial building. Proposal consists of the construction of a 5-story 230-unit residential apartment building with 10% or 23 IHO units on site

Inclusionary Housing Compliance\*:  On-site Units  
 Fee in Lieu

\*If a project requires special zoning (i.e. variances, allowances, Planned Development) a minimum of 5% of the total units are required to be Inclusionary Housing units, with the exception of for-sale units.

Project Funding Type:  Private  
 Public

List all sources of government assistance (Federal, State, Local), including TIF, LIHTC, bond financing, public grants, land disposition programs, etc.:

None

Inclusionary Units:  Rental  For Sale  
Market Rate Units:  Rental  For Sale

Residential Units

	Total Units	Inclusionary Units
Studio	122	12
1 Bedroom	82	8
2 Bedroom	26	3
3 Bedroom		
4 Bedroom		

Unit Square Footage

	Market Rate Units	Inclusionary Units
Studio	385-492	385-492
1 Bedroom	557-743	557-743
2 Bedroom	825-1055	825-1055
3 Bedroom		
4 Bedroom		

Describe the location and size of each Inclusionary Housing unit in the development:

Affordable units will be distributed throughout the building.

**Pricing Schedule – Market Rate Units (Estimated Sale Price or Monthly Rent)**

	Sale Price	Monthly Rent
Studio		\$1,900
1 Bedroom	N/A	\$2,250
2 Bedroom		\$2,950
3 Bedroom		
4 Bedroom		

**On-site Inclusionary Rental Units**

Units at or < 60% AMI		
	Number	Monthly Rent
Studio		\$1159 gross
1 Bedroom		\$1,242 gross
2 Bedroom		\$1,489 gross
3 Bedroom		

**On-site Inclusionary For Sale Units**

Units at or < 100% AMI		
	Number	Sale Price
Studio		
1 Bedroom		
2 Bedroom		
3 Bedroom		

**Development in Downtown or Research Park Zoning Districts:**

Fee in Lieu of Rental Units: \$209,195 x \_\_\_\_\_ (number of units\*) = \$ \_\_\_\_\_

Fee in Lieu of For - Sale Units: \$313,792 x \_\_\_\_\_ (number of units\*) = \$ \_\_\_\_\_

**Development in all other districts:**

Fee in Lieu of Rental Units: \$179,310 x \_\_\_\_\_ (number of units\*) = \$ \_\_\_\_\_

Fee in Lieu of For - Sale Units: \$268,964 x \_\_\_\_\_ (number of units\*) = \$ \_\_\_\_\_

\*If the percentage of units results in a fractional number, if 0.5 or greater, it rounds up to an on-site unit or full fee-in-lieu. If under 0.5, there is no on-site unit requirement and one-half the fee-in-lieu is paid. For example, 10% of 45 units is 4.5. This would round up to 5 on-site units or the per-unit fee-in-lieu x 5. If 5% of the units were provided on-site, the requirement would be 2.25 on-site units, which would round down to 2 on-site units and a fee-in-lieu would be required for one half the per-unit fee. The fee-in-lieu for the remaining 5%, or 2.25 units, would be the per-unit fee-in-lieu x 2.5.

**If construction will be phased, provide a construction schedule for market rate and Inclusionary units:**

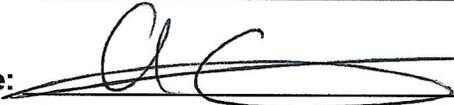
N/A

The developer proposes to meet the Inclusionary Housing Ordinance requirements through the attached alternative equivalent action. (The proposal must show that the alternative proposed will increase affordable housing opportunities in the City to an equal or greater extent than compliance with the express requirements of Inclusionary Housing Ordinance).

For further information visit the [Inclusionary Housing webpage](#).

I certify that the above information is true and correct:

Print Name: Andrew Arkow Position/Title: Manager

Signature:  Date: 5/27/24

Submit this application (concurrently with the Zoning Analysis application) to:  
[zoning@cityofevanston.org](mailto:zoning@cityofevanston.org)



**Zoning Analysis  
Summary**

Review Date: 05.30.24 re-review  
revised parking count 09.24.24  
By: Melissa Klotz, Zoning Administrator

**Case Number:**

**Case Status/Determination:**

24ZONA-0070 910-938 Custer Ave.	<b>NON-COMPLIANT</b>
---------------------------------	----------------------

**Applicant:** Andy Ahitow, City Pads  
Charles Davidson, Catapult Real Estate Solutions

**Plans prepared by:** Built Form LLC  
**Plans dated:** 05.09.24  
**Survey dated:** 08.08.2017  
**District:** MXE

**Proposal:**

Demolish existing warehouse building and construct new 5-story multifamily residential building with 230 dwelling units including 23 inclusionary dwelling units and 50 open parking spaces as a Planned Development.

**Non-compliant:**

Code Section	Proposed and Required	Recommendation
6-13-1-10-D	Planned Development required due to lot size, number of dwelling units, and amount of construction proposed.	Submit for Planned Development
6-13-4-4 & 6-13-1-10-C-2	192 DUs (including 10% on-site inclusionary) + 38 market rate bonus DUs for 230 total dwelling units. 10% on-site inclusionary units = 19 inclusionary units; 4 additional inclusionary units are proposed within the 230 total.  Maximum density allowed in MXE is 42 DUs (1,500 sq ft of lot size per DU) plus 25% maximum Site Development Allowance = 53 DUs plus bonus units are permitted max. Supermajority vote to exceed maximum is not triggered due to IHO bonuses.	Site Development Allowance for lot size/density is recommended given TOD location
6-13-4-7 & 6-13-1-10-C-1	56' @ 5 stories proposed where 41' @ 3 stories is permitted in the MXE plus 15' maximum Site Development Allowance = 56' @ 4 stories is the permitted max. Supermajority vote to exceed maximum is not triggered due to IHO bonuses.	Site Development Allowance is recommended since the 56' max height that is the intent of the regulation is met (still triggers relief for

		5 stories where 4 stories is the max)
6-13-4-6	Yards:  0' front yard setback proposed for where 10' is required for the building.  10' rear yard setback proposed for building where 15' is required when abutting or separated by an alley from a residential district	Site Development Allowance recommended
6-16-2, Table 16-B	48 parking spaces proposed where 127 parking spaces are required Parking ratio: .21	Site Development Allowance for substantially reduced parking is recommended given TOD location
6-16-2-7	22' drive aisle proposed where 24' is required for 90 degree parking (one or two-way)	Site Development Allowance is recommended for one-way traffic as shown
6-16-5 Table 16-E & 6-16-4-1-C	No loading berths are proposed where 2 short berths are required	Site Development Allowance is recommended
6-13-1-10-B-3	No landscaping buffer is proposed surrounding the property boundary where a 25' wide landscaping buffer is required surrounding all yards that do not immediately abut a public street.	Site Development Allowance is recommended

**Comments:**

- Clarify how the trash room works – will refuse vehicles back into that area (potential vision clearance issue with the patio fences) or will dumpsters be wheeled out to the alley?
- No loading berth is proposed for move-in/move-out. This means smaller moving vehicles will likely use the parking lot and larger moving trucks will likely use the on-street drop-off area, both of which may be appropriate given the location (not a through-street).
- Sustainability: Bird-friendly glass may be required at upper floors, and dimming of rooftop lights overnight may be needed. Consider a partial green roof (which will help meet the LEED Gold/equivalent requirement). Add at least 2 EV-Charging Stations within the parking lot.
- Stretch Building Code: COE expects to adopt the Stretch Building Code in 2025 which will apply to this development – an all-electric building will be required.
- The required 25' wide landscaping buffer along N, W and S property lines is not appropriate or feasible for this site. One reason the 25' wide landscaping buffer is not feasible is the alley easement along the W and S that make the alley wider for public use which is a public benefit.
- Proposed changes to the streetscape (on-street parking, landscaping, sidewalk) are subject to the Public Works Agency requirements and review. Consider extending streetscape improvements all the way to Main Street (work with PWA to determine what can fit – it is tight). This might include signage to the development given it is tucked away on a dead-end if appropriate.
- Current public benefits proposed within the plans include: alley easement to widen the alley for the public (with the easement land remaining on the tax rolls as private property), 4 additional inclusionary units beyond the IHO requirement. Note sustainability measures that may go

above and beyond and be considered as a public benefit (how close is this to a net zero building?), and potential extended streetscape improvements to Main Street.

<b>Principal Use and Structure:</b>	
6-13-4-2	<p>Use: compliant</p> <p>Existing: manufacturing (vacant) Proposed: multifamily residential</p>
6-13-4-5	<p>Lot width: compliant</p> <p>Standard: 50' required for multifamily residential Existing: 366'</p>
6-13-4-4 & 6-13-1-10-C-2	<p>Lot size: noncompliant Standard: 1,500 sq ft per DU Existing: 64,129 sq ft = 42 DUs permitted + 25% max Site Development Allowance that adds 11 DUs = 53 DUs plus IHO bonus units that adds 2 bonus DUs per inclusionary unit = 53 + bonus DUs max allowed</p> <p>Propose 192 DUs (19 of which are inclusionary for 10% on-site IHO) plus 38 market rate bonus DUs (IHO zoning bonus) = 230 DUs total proposed.</p> <p>192 DU request exceeds the maximum allowed Site Development Allowance and triggers a supermajority vote of the City Council; however the 10% IHO zoning bonus eliminates the supermajority vote requirement.</p> <p>4 additional inclusionary units are proposed as a public benefit (and do not generate zoning bonuses).</p>
6-13-4-8	<p>Floor Area Ratio: Compliant</p> <p>Standard: 1.5 Existing: to be demolished Proposed: 132,279 sq ft = 2.1</p> <p>1.5 + 0.1 maximum Site Development Allowance + 1.0 IHO zoning bonus = 2.6 FAR allowed where 2.1 is proposed. Site Development Allowance is not needed...2.1 requested where 2.5 is allowed with zoning bonus.</p>
6-13-4-7 & 6-13-1-10-C-1	<p>Building Height: noncompliant (due to number of stories only)</p> <p>Standard: 41.0' @ 3 stories Existing: to be demolished Proposed: 56' @ 5 stories (74' to top of elevator/mechanical enclosure area)</p> <p>41' + 15' maximum Site Development Allowance = 56' @ 4 stories. 56' @ 5 stories is proposed and therefore exceeds the maximum Site Development Allowance and triggers a supermajority vote of the City Council; however the 10% IHO zoning bonus eliminates the supermajority vote requirement.</p>

6-13-4-6	<p>Yards (Setbacks): noncompliant</p> <p>Front: 0' proposed where 10' is required - noncompliant  Interior Side (N): 43' proposed where 5' is required - compliant  Interior Side (S): 68.5' proposed where 5' is required - compliant  Rear: 10' proposed where 15' is required when abutting residential- noncompliant</p>
6-13-1-10-C-3	<p>Placement of Buildings: Compliant</p> <p>Standard: No building shall be located closer than 25' to any lot line abutting a residential district.  Proposed: 28' at closest point from rear of building to residential lot line across the alley.</p>
<b>Accessory Use and Structure 1: Rear patios</b>	
6-4-6-2-F-4	<p>Yards (Setbacks): compliant</p> <p>Standard: 3' required for rear yard</p> <p>Proposed: 3'</p>
<b>Parking Requirement:</b>	
6-16-2, Table 16-B	<p>Use 1: multifamily residential</p> <ul style="list-style-type: none"> <li>○ Standard: .55 per bedroom in TOD area; no parking requirement for inclusionary units</li> <li>○ Proposed: 50 surface spaces - noncompliant</li> </ul> <p>Total Required: noncompliant</p> <ul style="list-style-type: none"> <li>○ 122 studios, 82 1-bedrooms, 26 2-bedrooms = 256 total beds</li> <li>○ 12 inclusionary studios, 8 inclusionary 1-bedrooms, 3 inclusionary 2-bedrooms require no parking (26 total beds) so</li> <li>○ <math>256 - 26 = 230</math> beds x .55 parking spaces = 126.5 = 127 parking spaces required</li> <li>○ Parking ratio of spaces to dwelling units is .21</li> </ul>
2018IL Accessibility Code Sec. 208.2	<p>Handicapped Spaces: Compliant</p> <p>Standard: 2  Proposed: 2</p>
6-16-2-2	Access: surface parking lots (2) with curb cuts to Custer Ave. and access to alley
6-16-2-5	Vertical Clearance: open parking; Compliant
6-16-2-8	Surface: hardscape required; Compliant
6-16-2-7	<p>Parking Angle 1: 90-degree ONE WAY AISLES/MODULES</p> <p>Parking Space Size: Dimension needed</p> <ul style="list-style-type: none"> <li>○ Standard: 8.5'x18'</li> <li>○ Proposed: 18' length</li> </ul>

	<p>Drive Aisle Width: noncompliant</p> <ul style="list-style-type: none"> <li>○ Standard: 24.0' for 1 or 2-way traffic</li> <li>○ Proposed: 22' (at 1-way traffic)</li> </ul>
6-13-4-6-F-2	<p>Open Parking Yards (Setbacks): Compliant  Front and Side Yard Abutting a Street: Compliant</p> <ul style="list-style-type: none"> <li>○ Standard: Prohibited</li> <li>○ Proposed: None</li> </ul> <p>Interior Side Yard: compliant</p> <ul style="list-style-type: none"> <li>○ Standard: 5'</li> <li>○ Proposed: 5.7'</li> </ul> <p>Rear Yard: Compliant</p> <ul style="list-style-type: none"> <li>○ Standard: 2' (6-16-2-7)</li> <li>○ Proposed: 10'</li> </ul>
6-16-5 Table 16-E & 6-16-4-1-C	<p>Loading Requirements: noncompliant</p> <p>132,279 sq ft of floor area of the building = 2 short berths required</p> <ul style="list-style-type: none"> <li>○ No loading berths proposed (anticipate use of parking lot and street drop-off area)</li> </ul>
6-4-6-9	<p>Mechanical Equipment: compliant</p> <p>Unlabeled mechanical equipment (?) is shown in the NW corner of the property</p> <ul style="list-style-type: none"> <li>○ 3' setbacks required: compliant</li> </ul>
6-13-1-10-B-3	<p>Landscape Buffer: noncompliant</p> <p>25' landscape strip required surrounding all boundaries of the planned development not immediately abutting a dedicated and improved public street</p> <p>No landscape strip proposed along property boundary; some landscaping is proposed surrounding portions of the building and parking areas; new streetscape proposed</p>
6-13-1-10-B-1	<p>Open Space: Compliant</p> <p>Planned Developments incorporating residential uses shall have a minimum of 45% of the total gross area of the planned development devoted to usable open space.</p> <p>50.3% open space (not building area) on the lot that is usable for recreation, pedestrians, landscaping, and parking</p>

## **NOTICE OF A PUBLIC HEARING**

### **Evanston Land Use Commission**

**Wednesday, October 9, 2024, 7:00 pm**

**Morton Civic Center, 2100 Ridge Ave.**

**Council Chambers**

Please be advised, as you own, or otherwise may have interest in a property within 1000 ft. of the address listed below, for which the following zoning application will be discussed:

### **910-938 Custer Avenue | Planned Development | 24PLND-0031**

Charles Davidson, CDG Capital, and Andy Ahitow, City Pads, submit for a Planned Development to construct a 5-story multifamily residential building with 230 dwelling units including 23 inclusionary dwelling units and 50 open parking spaces. The applicants request Site Development Allowances in the MXE Mixed-Use Employment District for 1) 0' front yard setback where 10' is required; 2) 10' rear yard setback where 15' is required; 3) 50 parking spaces where 127 parking spaces are required; 4) 22' drive-aisle where 24' is required; 5) zero loading berths where 2 short loading berths are required; 6) no landscaping buffer where a 25' wide landscaping buffer is required surrounding the side and rear yards; 7) 192 dwelling units (including 10% on-site inclusionary) + 38 market rate bonus units for 230 total dwelling units where a maximum Site Development Allowance of 53 dwelling units plus IHO bonus units are allowed; 8) 56' building height at 5 stories where a maximum Site Development Allowance of 56' at 4 stories is allowed. In addition, the applicant may seek and the Land Use Commission may consider additional Site Development Allowances as may be necessary or desirable for the proposed development. The Land Use Commission makes a recommendation to the City Council, the determining body for this case. PIN: 11-19-117-063-0000 Details: <https://bit.ly/EvanstonDevelopment>

*Those wishing to make public comments at the Land Use Commission meeting may attend in-person or submit written comments in advance by calling/texting 847-448-4311 or completing the Land Use Commission online comment form available online here: <https://bit.ly/lucpubliccomment>. Information about the Land Use Commission is available online at [www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission](http://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission). Questions can be directed to Melissa Klotz, Zoning Administrator, at 847-448-8153 or via e-mail at [mklotz@cityofevanston.org](mailto:mklotz@cityofevanston.org). The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact the Community Development Department 48 hours in advance of the scheduled meeting so that accommodations can be made at 847-448-8170 (Voice) or 847-866-5095 (TDD). La ciudad de Evanston está obligada a hacer accesibles todas las reuniones públicas a las personas minusválidas o las quines no hablan inglés. Si usted necesita ayuda, favor de ponerse en contacto con la Oficina de Administración del Centro a 847-448-4311 (voz) o 847-866-5095 (TTY).*