DESIGN AND PROJECT REVIEW COMMITTEE (DAPR)
Wednesday, February 6, 2019
2:30 P.M.
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, Room 2404

AGENDA

I. CALL TO ORDER/DECLARATION OF QUORUM, JOHANNA LEONARD, CHAIR

II. APPROVAL OF MINUTES: January 23, 2019, DAPR Committee minutes

III. NEW BUSINESS

1. 824 Noyes Street  Sign Variation
H.M. Witt & Co. Signs, submits a Sign Variation application to install an illuminated wall sign at a height of 16'-10" where 15'-6" is permitted, in the B1 Business District.

2. 2510 Green Bay Road  Recommendation to ZBA
Michael Meiners, lessee, submits a Special Use application for a Banquet Hall in the B1a Business District and the oCSC Central Street Overlay District.

3. 821-823 Chicago Avenue  Recommendation to ZBA
Shawn Decker and Cesar Marron, lessees, submit a Special Use application to expand Craft Alcohol Production Facility, Sketchbook Brewing Co., in the C1a Commercial Mixed-Use District.

4. 2425 Oakton Street  Planned Development
HPCW, LLC, submits a Planned Development application in order to construct a car wash facility with 20 vacuum spaces and 4 parking spaces. The application is seeking one site development allowance for an accessory structure that is 3’ from the principal structure where 10’ is required, in the I1 Industrial District and oRD Redevelopment Overlay District. Recommendation to Plan Commission.

IV. ADJOURNMENT

The next DAPR meeting is scheduled for Wednesday, February 13, 2019, at 2:30 pm in Room 2404 of the Lorraine H. Morton Civic Center.
DESIGN AND PROJECT REVIEW COMMITTEE (DAPR) MINUTES
January 23, 2019

Voting Members Present:  J. Hyink, I. Eckersberg, D. Cueva, M. Tristan, G. Gerdes,
J. Leonard, S. Mangum, K. Jensen, M. Griffith, M. Jones

Staff Present: J. Velan, P. Zalmezak

Others Present:

Presiding Member: J. Leonard

A quorum being present, J. Leonard called the meeting to order at 2:31pm.

Approval of Minutes

January 16, 2019, DAPR Committee meeting minutes.

S. Mangum made a motion to approve the January 16, 2019, meeting minutes, seconded
by K. Jensen.

The Committee voted, 10-0, to approve the January 16, 2019, meeting minutes.

Old Business

1. 910-938 Custer Avenue

Recommendation to Plan Commission

Kevin Lee, Evanston Custer, LLC, developer, proposes a Map Amendment to rezone
the subject property from MUE Transitional Manufacturing-Employment District to MXE
Mixed Use Employment District and a special use for a Planned Development in the
MXE Mixed Use Employment District to construct 40 single family attached townhomes
in five standalone buildings with 2 enclosed parking spaces per dwelling unit. The
applicant seeks site development allowances for: 1) 40 dwelling units where 32 dwelling
units are allowed; 2) 44.2’ and 4 stories in height where 41’ and 3 stories is allowed; 3)
5’ west rear yard setback where 15’ is required; 4) townhouse orientation facing interior
and side yards where townhouse orientation must face the street; 5) 7’ front yard, 2’
south interior side yard, and 1’ west rear yard setbacks for balconies where a 9’ front
yard setback is required, 4.5’ south interior side yard is required, and a 13.5’ west rear
yard setback is required for balconies; 6) 5’-10’ landscape strip along the south and
west property boundaries where a 25’ wide landscape strip is required.

APPLICATION PRESENTED BY: Bill Rotolo, development consultant
Doug Worth, architect
Mike Cook, civil engineer
DISCUSSION:

● D. Worth stated they are working to address sustainability concerns. He stated the proposed townhomes will meet LEED Silver standards. He stated they are looking to apply Santa Monica, CA, and RMI Net Zero sustainability standards. He stated they are working to establish a base level in order to evaluate and achieve highest energy efficiency possible concerning building systems. He stated solar panels are proposed for each dwelling.

● K. Jensen stated he is okay with their approach.

● G. Lehman reviewed landscaping improvements, including on-site and off-site related to proposed public benefits. He stated they are proposing landscape bump outs at Custer/Main, to plant ornamental and evergreen trees and to provide two public art spaces at the park at the Main Street Metra stop. He reviewed proposed improvements to Fitzsimons Park, including additional plantings and new play equipment. He stated murals can be commissioned on Main Street.

● J. Leonard asked if the new trees were selected from the City’s tree list.

● G. Lehman stated trees were picked based on what would work at each location, plant diversity and color were considered.

● M. Cook stated the cul-de-sac on Custer has been modified to allow passenger vehicles to make a 3-point turn, the cul-de-sac is not sized for a truck turn around. He noted on-street parking along Custer, and additional alley right-of-way along west and south sides of the site to accommodate fire truck access.

● M. Cook stated stormwater structures will be constructed in the alley to improve stormwater drainage. He stated they are still working on street lighting and will coordinate with Main Street street lighting improvements. He stated water main improvements will be coordinated too.

● A. Moroney, Johnson Research Group, submitted a TIF study. She stated the study shows how much increment this development will generate, TIF income estimate at stabilization. She stated the project has a -1.3% return without TIF funds, has a 10% return with TIF funds. She stated a reasonable rate of return is 15%.

● J. Leonard stated TIF funding is a question for the City Council, DAPR’s recommendation does not address that question.

● J. Leonard summarized proposed public benefits: park improvements, Custer Avenue work, alley improvements, and public art. She stated proposed public benefits are reasonable, but the City Council will have to decide whether TIF funds will be used to pay for required public benefits.

● G. Gerdes asked how affordable housing requirements are impacted if TIF funds are provided.

● B. Rotolo stated the affordable requirement increases from 10% to 20%.
● J. Velan asked if a parking pay box is included in public benefits at an approximate cost of $8,000-8,500.
● B. Rotolo stated they plan to provide a pay box.
● I. Eckersberg stated measures should be put in place so the adjacent City parking lot does not become access for this development.

G. Gerdes made a motion to recommend approval to Plan Commission subject to the following conditions, seconded by K. Jensen:

1. Parking pay box added to the list of public benefits.
2. Work to achieve net zero sustainability.

The Committee voted, 10-0, to recommend approval to Plan Commission subject to the conditions noted above.

New Business

1. 960-990 Grove Avenue Preliminary/Final Review
   Dino Mustafic, applicant, submits for building permit for exterior facade renovation in the D1 Downtown Fringe District.

APPLICATION PRESENTED BY: William Ng, architect

DISCUSSION:

● W. Ng reviewed the existing facade details. He stated the plan is to remove existing facade along Grove Avenue and replace with a glass storefront system. He stated the changes related to converting the space from office to retail use. He stated the current set-up is not suitable.
● J. Leonard asked if the windows will be transparent, if landscaping will be replaced.
● W. Ng stated windows will be transparent. He stated there is about 3’ area next to building for landscaping, but there is not a specific plan at this time.
● G. Gerdes asked how many retail spaces are anticipated.
● W. Ng stated there are 6 entrances shown, but probably 5 retail spaces.
● G. Gerdes stated a uniform sign plan should be prepared and presented to DAPR.
● S. Mangum asked if changes are proposed on the Maple Avenue side.
● W. Ng stated no work at present on Maple Avenue side.
● J. Velan asked if there is access to the parking garage from the retail spaces.
● W. Ng. stated there is an exterior door along Grove to the parking garage. He stated future project could provide access between the retail and parking garage, as well as expand the parking garage for additional parking. He noted there is an existing gravel parking lot across the street that is not dedicated to King Homes.
• J. Leonard raised a concern of adding additional retail spaces when there are current vacancies.

S. Mangum made a motion to grant preliminary and final approval of the project, seconded by G. Gerdes.

The Committee voted, 10-0, to grant preliminary and final approval of the project.

2. **820 Church Street**

   **Sign Variation**

   Art Solis, applicant, submits for sign variation to install an illuminated wall sign at a height of 54'-0" where 15'-6" is allowed by sign regulation, Section 4-10-9(H), in the D2 Downtown Retail Core District.

   **APPLICATION PRESENTED BY:** Art Solis, applicant

   **DISCUSSION:**

   • A Solis stated the proposed sign replaces an existing sign. He stated the new sign will be slightly smaller, will be illuminated. He stated the proposed sign height provides needed visibility from the west, a lower sign would be blocked by the CTA and Metra tracks.
   
   • G. Gerdes stated the existing sign was granted a variation and a permit was issued in 2002. He stated since the sign is being replaced, that approval becomes void. He stated staff is recommending approval subject to the sign being turned off one hour after the bank closes.

   G. Gerdes made a motion to approve the sign variation subject to the following condition, seconded by S. Mangum:

   1. **Sign to be turned off one hour after the bank closes.**

   The Committee voted, 10-0, to grant the sign variation subject to the condition noted above.

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**Adjournment**

J. Leonard made a motion to adjourn, seconded by K. Jensen. The Committee voted, 10-0, to adjourn. Meeting adjourned at 3:31 pm.

The next DAPR meeting is scheduled for Wednesday, January 30, 2019, at 2:30 pm in Room 2404 of the Lorraine H. Morton Civic Center.

Respectfully submitted,

Michael Griffith
Memorandum

To: Chair and Members of the Design and Project Review Committee
From: Gary Gerdes, Building & Inspection Services Division Manager
Subject: Sign Variance - 824 Noyes Street – Stacked & Folded
Date: January 30, 2019

Request
The applicant is requesting a variance for the installation of an illuminated wall sign at a height of 16’10" where 15’6" is allowed by sign regulation 4-10-9(H).

General Information
Applicant: H.M. Witt & Co Signs
3313 W. Newport Avenue
Chicago, IL 60618

Owner: 828 Noyes Street Lofts LLC
2906 Central Street
Evanston, IL 60201

Analysis
Project Description
The applicant is requesting a variance for the installation of an illuminated wall sign at a height of 16’10" where 15’6" is allowed by sign regulation 4-10-9(H). The applicant states the building’s architectural elements prohibit the sign to be installed at a compliant height.

Recommendation
Staff recommends acceptance of the variance request for Stacked & Folded. The architectural elements create a natural sign band and the sign will be centered within the band. The request does not create an adverse impact to neighborhood.

Attachments
Sign variance application and packet
CITY OF EVANSTON
DATA SHEET
SIGN ORDINANCE VARIATION APPLICATION

PLEASE PRINT

Building Address: 824 Noyes St.
Building Owner's Name: 828 Noyes Sheet LTP, LLC
Building Owner's Address: 200 Central St. #112 Chip Evanston, IL
Type of Business: Commercial - Eating/Drinking Establishment

Type of Sign: [] Wall [ ] Free Standing [ ] Window [ ] Awning, Canopy
(Check all that apply)

Illumination of Sign: [ ] Non-Illuminated [ ] Illuminated

Sign Contractor's Name: H. M. Williams Co. Signs
Sign Contractor's Phone: 773-250-5000
Sign Contractor's Address: 3313 N. Newport Ave. (Chicago, IL 60618)

Variation(s) Requested (See Sign Ordinance): 4-10-9(H)
Maximum sign height: Request installation of proposed sign at 10" above grade

Signature-Applicant/Agent/Date

Signature-Owner of Property/Date

Printed Name-Applicant/Agent

Printed Name-Owner of Property

Applicant/Agent Phone

Owner of Property Phone

6/16/2017
Sign Contractor's Name: 

Sign Contractor's Phone: 

Sign Contractor's Address: 

Variation(s) Requested (See Sign Ordinance): 

__________________________________________

Signature-Applicant/Agent/Date

Josh Keating 4/18/19

Gregory J. DeStefano - Navigator
Signature-Owner of Property/Date

Josh Keating

Printed Name-Applicant/Agent

828 Noyes Street Lofts LLC

Printed Name-Owner of Property

805-708-6164

Applicant/Agent Phone

373-914-8247

Owner of Property Phone

VARIATION STANDARDS

Variations shall only be approved to overcome an exceptional condition which poses practical difficulty or particular hardship in such a way as to prevent the display of a sign as intended by the ordinance. Note in all six (6) areas how you meet the particular standard. No variation shall
VARIATION STANDARDS

Variations shall only be approved to overcome an exceptional condition which poses practical
difficulty or particular hardship in such a way as to prevent the display of a sign as intended by
the ordinance. Note in all six (6) areas how you meet the particular standard. No variation shall
be granted unless the Committee finds that the petition meets each of the following standards:

1. Unique Hardship - The proposed variation will not merely serve as a convenience to the
applicant, but will alleviate some demonstrable and unusual hardship which would result if the
strict letter of the regulations were carried out and which is not generally applicable to other
property within the City.

Architectural elements prevent us from installing
the proposed sign any lower than proposed at 16'-10" above grade.
Between these concrete curbs that protrude from the building,
there is only 16" available and this area starts at 12'-1" above grade.

2. Reasonable Return - The property in question cannot yield a reasonable return if
permitted to be used only under the conditions allowed by the sign regulations.

Proposed sign would appear and if it could not be
centered within that available 48" space.

3. Not Self Created - The alleged hardship has not been created by the petitioner or any
person presently having a proprietary interest in the premises.

Architectural elements (protruding concrete curbs)
are part of the existing facade.

6/15/2017
4. **Not harm Public Welfare** - The proposed variation will not be materially detrimental to the public welfare or injurious to other property or improvements in the neighborhood. The proposed variation will not be itself, or with other signs, contribute to the creation of visual distraction which may lead to personal injury or a substantial reduction in the value of property.

Installing their sign 1'-5" higher than what is required per code will not cause any injury, reduction in property value or any other detrimental effects.

5. **Graphic Effectiveness Demonstrated** - The petitioner has demonstrated that all reasonable efforts (utilizing color, contrast, lettering legibility, illumination, and graphic composition) have been made to increase the reading effectiveness of the proposed sign within the normal requirements of the sign regulations.

Proposed sign would appear "off center" if installed at 15'-5" above grade.

6. **Consistent With Intent** - The proposed variation is in harmony with the intent, purpose, and objectives of the sign regulations.

All other requirements per sign regulations will be met. Proposed sign will look clean, elegant and will be sized and located on the facade appropriately.

6/16/2017
Hand painted "ribbon" on masonry facade, black & white

+/−18.5" (h) × 1.5" (deep) reverse channel halo-lit letters. White LED illumination. Faces & returns painted black. Stud mounted to masonry facade with 1.5" long spacers.

+/−36.5" (dia) × 3" (deep) sign cabinet with aluminum face, painted black. Routed graphics backed up with translucent white acrylic. Stud mounted flush to masonry facade.
Design and Project Review (DAPR)

2510 Green Bay Rd.

Recommendation to ZBA
This map is not a plat of survey. This map is provided "as is" without warranties of any kind. See www.cityofevanston.org/mapdisclaimers.html for more information.
2510 Green Bay Rd.
PLAT of SURVEY

by

McTIGUE & ASSOCIATES, LTD.
PROFESSIONAL LAND SURVEYING SERVICES
5800 W. HIGGINS AVE., COUNTY OF COOK, CHICAGO, IL 60630

LOT 7 AND 8 IN BLOCK 16 IN NORTH EVANSTON IN SECTION 12, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS 2510 GREENBAY ROAD, EVANSTON, IL 60201

F.J.N. 10-12-200-018

Legend

- FENCE
- WD = WOOD FENCE, CL = CHAIN LINK
- NF = NORTH FACE, SF = SOUTH FACE
- IR = IRON FENCE, IR = IRON ROOF

SOLID 1 INCH EQUALS 20 FEET

DRAWN BY: JOM

CHECKED BY: JOM

ORDER No: 14-165

THIS SURVEY IS VALID ONLY WITH AN EMBOSSED SEAL.
2510 Green Bay Road - “Banquet Hall” Use
Summary of Operations

Overview
Hackstudio, tenant at 2510 Green Bay Road, proposes to serve a longstanding need in the Evanston community for a medium-sized public event / meeting space by making its public areas available for rental on a single-day basis. With over 12,000 square feet of event and meeting space available, with three separate meeting rooms and roughly 10,000 square feet free and clear, Hackstudio will be able to accommodate everything from
- small meetings around a conference table
- to school-district in-service days,
- to single-day educational / team-building workshops
- to lecture series / performances / art shows
- to weddings, banquets and galas.
Hackstudio has already hosted successful events for Beacon Academy, New Trier High School, Evanston School District 65, and is looking forward to expanding opportunities to a broader section of the community.

Event Concentration
Hackstudio anticipates that “large events” (150 people and up) like weddings and bar mitzvahs will book mostly on Friday nights and Saturday nights with the other uses (5 - 150 people) rounding out the weekdays and weekday evenings.

No Kitchen, No Liquor Sales
Any catering for events will come from a list of “preferred caterers” who will bring in their own food service equipment and carry their own liquor licenses.

Public Transportation
The parking load is mitigated by Hackstudio’s proximity to public transportation.
- Across the street from Metra’s “Central” Station
- Less than a block from four (4) Pace Bus stops
- Walking distance from CTA's Purple Line “Central” L stop.

Parking Plan
While public transportation will be encouraged for all events, there are several parking lots within blocks of Hackstudio to accommodate drivers. Hackstudio will will enter into agreements for offsite parking as needed. If procured off-street parking is beyond walking distance from the building, valet or shuttle services will be required.

Lots nearby:
- 2528 Green Bay Road
  - Hackstudio events have been granted use of this lot in the past.
- Haven School Parking Lot
  - A Hackstudio event has been granted use of this lot in the past.
- Kingsley School Parking Lot
Parking Evaluation for Proposed Banquet Hall  
Special Use to be Located at 2510 Green Bay Road  
(Hackstudio)

As tenant of the property located at 2510 Green Bay Road (“Subject Property”), Hackstudio LLC proposes to establish a “Banquet Hall” at the Subject Property to serve a longstanding need for a medium-sized venue in the City of Evanston to house events such as corporate retreats, reunions, fundraisers, community workshops, school district meetings, weddings and bar mitzvahs.\(^1\) The Subject Property is currently improved with an approximately 16,550 square-foot building and ten off-street parking stalls. Hackstudio proposes to make approximately 11,541 square feet of space in that building available to the public as event space in the form of (i) three meeting rooms (i.e., approximately 243 square feet in Meeting Room 1, approximately 414 square feet in Meeting Room 2 and approximately 196 square feet in Meeting Room 3) and (ii) approximately 10,688 square feet of open space, all as depicted on the Floor Plan attached hereto (collectively, “Event Space”).

Table 16-B of the Zoning Ordinance of the City of Evanston (“Zoning Ordinance”) does not prescribe an off-street parking requirement for a Banquet Hall, but Section 6-16-3-4 of the Zoning Ordinance provides, in relevant part, that the parking requirement for any use for which the Zoning Ordinance does not specify a parking requirement is to be determined based on the use most similar to the proposed use “in terms of the parked vehicles that are anticipated to be generated.” Additionally, Section 6-16-1-4 of the Zoning Ordinance provides that the first 2,000 square feet of a nonresidential building in zoning districts including the B1a district in which the Subject Property is located shall be exempt from the calculation of required parking spaces to serve the use to which those spaces are accessory. As a result, the total area of the Event Space is deemed to be approximately 9,541 square feet for the purpose of calculating the off-street parking requirement for the proposed Banquet Hall use.

As noted above, the intended purpose of the Event Space is to serve as a venue for events such as corporate retreats, reunions, fundraisers, community workshops, school district meetings, weddings and bar mitzvahs. Table 16-B of the Zoning Ordinance prescribes the minimum off-street parking requirement for a Religious Institution as one parking space for each ten seats. Similarly, Table 16-B prescribes the minimum off-street parking requirement for Cultural Facilities, in relevant part, as one parking space for every ten fixed seats.\(^2\) In addition, Table 16-B prescribes the parking requirement for both a Gymnasium/Sports Area and an Exhibit Hall as parking spaces equivalent to 10% of the designated seating capacity and the

\(^1\) Notably, Beacon Academy, Evanston School District 65 and New Trier High School have previously utilized the Subject Property in isolated instances for successful events.

\(^2\) Table 16-B also prescribes the minimum parking requirement for Cultural Facilities as one space for every two employees and one parking space for every 500 square feet devoted to non-seating assembly. However, any employees necessary to produce or cater an event at the Subject Property will not be employees of Hackstudio, and Hackstudio will contractually require that any party who produces or caters an event with employees must encourage such employees to either carpool, use mass transit or otherwise not park a vehicle at the Subject Property or within 500 feet of the Subject Property. Additionally, Hackstudio does not anticipate that events such as those described herein will devote areas to non-seating. If such events do include areas devoted to non-seating (e.g., a dance floor), the attendees of such an event will already be accounted for by the designated table seating at that event.
designated capacity of the main assembly area, respectively. Applying each of those parking ratios to the ten parking spaces at the Subject Property, there is currently sufficient parking at the Subject Property to accommodate a maximum of 100 persons for an event held at the Subject Property.

Although Table 16-B establishes a parking requirement of four spaces per 1,000 square feet for restaurants, that parking standard is not appropriate for the proposed Banquet Hall use because the density at which a restaurant provides seating is typically much greater than that of a banquet facility. That is because restaurants typically include a variety of seating programs that utilize small tables and booths with two to six seats, as well as individual bar seating and standing area behind in a highly-compressed fashion. By contrast, banquet facilities typically provide “family-style” tables with ten seats and no bar area seating. As a result, the density of tables and seats that can be accommodated in a banquet facility is much lower than that of a restaurant.

It is also important to note that the Subject Property enjoys close proximity to multiple forms of mass transit: the Central Street Metra station, the Central Street Purple Line “L” station and Pace Route 213 stops to both the north and south of the Subject Property. Various authorities such as the American Planning Association and governmental jurisdictions through the United States, including the City of Chicago and the City of Evanston, have found the otherwise applicable parking demand for uses to be greatly reduced or entirely mitigated by close proximity to mass transit. In fact, Section 6-16-3-5 the Zoning Ordinance allows a 20% reduction in the otherwise applicable parking requirement for uses in certain zoning districts.

In consideration of the above, Hackstudio proposes to establish and operate a Banquet Hall at the Subject Property without need to secure use of any off-site and off-street parking spaces for any event to be held at the Subject Property not exceeding 100 attendees. In the event Hackstudio or the lessee to whom it leases the Subject Property for a given event projects the number of attendees for that event to exceed 100 attendees, Hackstudio or such lessee will secure off-site and off-street parking for such event at a ratio of one space per ten attendees above the first 100 attendees.

Available off-site and off-street parking in close proximity to the Subject Property, which may be available to provide parking for events held at the Subject Property with in excess of 100 attendees, include:

- 43 stalls at the office property parking facility located at 2528 Green Bay Road, which facility is approximately 100 feet from the Subject Property;
- 79 stalls at the Haven Middle School parking facility located at 2417 Prairie Avenue, which facility is approximately 600 feet from the Subject Property;
- 47 stalls at the Kingsley Elementary School parking facility located at 2300 Green Bay Road, which facility is approximately 950 feet from the Subject Property; and
- 144 stalls at the Central Street Metra station parking facility located along the east side of the Union Pacific Railroad.  

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3 Hackstudio has previously been authorized to utilize the parking facilities at 2528 Green Bay Road and Haven Middle School.
Case # 18ZMJV-0107 : 2510 Green Bay Rd : Special Use

1 message

Octavio Vargas <ovargas1715@gmail.com>
To: mklotz@cityofevanston.org

Sun, Jan 6, 2019 at 8:17 PM

Good evening Ms. Melissa Klotz,

I write to you in regards to the aforementioned case #. As a property owner within 500 feet of the subject property I vote against the use of a Banquet Hall. As you may be aware, there is Haven Middle School only a block from the subject property. At times they have after school programs or events where many parents use street parking. The addition of the banquet hall would add an element of risk with banquet hall patrons potentially drinking and driving where children will be present.

I can only assume that the banquet hall will have patrons park in our neighborhood as the building on 2510 Green Bay Rd only has about 5 parking spaces. Finding parking in our neighborhood is already a burden and adding these vehicles will cause a lot more congestion. It is very difficult to find parking during times of street cleaning and this addition will make it impossible.

The added noise and ruckus is also a cause for concern. We have an excellent neighborhood and this banquet hall would disrupt our way of living. I urge you to consider the above reasons to not permit this building to be turned into a banquet hall.

Thank you for taking the time to read my e-mail as I appreciate it.

All the best,
Octavio Vargas
2503 Prairie Ave
#1J
Evanston, IL 60201
1. PROPERTY

Address: 2510 Green Bay Road

Permanent Identification Number(s):

PIN 1:

PIN 2:

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

2. APPLICANT

Name: Michael Meiners (as sole member and sole manager of organization identified below)

Organization: Hackstudio LLC

Address: 2510 Green Bay Road

City, State, Zip: Evanston, IL 60201

Phone: (773) 505-4070

Fax: N/A

E-mail: mei@hackstudio.com

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

☐ same

☐ owner

☐ builder/contractor

☐ lessee

☐ attorney

☐ architect

☐ officer of board of directors

☐ other: ______________________________________

3. PROPERTY OWNER

Name(s) or Organization: Tropokinesis, L.L.C. (Attn: Mike Meiners)

Address: 2510 Green Bay Road

City, State, Zip: Evanston, IL 60201

Phone: (773) 505-4070

Fax: N/A

E-mail: mei@hackstudio.com

By: Michael Meiners, Sole Manager and Sole Member of Tropokinesis, L.L.C.

December 14, 2018

4. SIGNATURE

By: Michael Meiners, Sole Manager and Sole Member of Hackstudio LLC

December 14, 2018
5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted:

- [X] Completed and Signed Application Form
- [X] Plat of Survey
- [X] Project Site Plan
- [ ] Plan or Graphic Drawings of Proposal
- [ ] Non-Compliant Zoning Analysis
- [X] Proof of Ownership
- [X] Application Fee

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

Plat of Survey

- [ ] One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

Site Plan

- [ ] One copy of site plan or floor plans, drawn to scale, showing all dimensions.

Plan or Graphic Drawings of Proposal

Applications for a/c units, driveways, concrete walks do **not** need graphic drawings; their proposed locations on the submitted site plan will suffice.

Proof of Ownership

- [ ] Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).
- [x] Tax bill will not be accepted as Proof of Ownership.

Non-Compliant Zoning Analysis

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

Application Fee

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

Applicant seeks special use approval to allow a banquet hall at the subject property in accordance with Section 6-9-5-3 of the zoning ordinance to establish and operate an approximately 12,000 square foot event and meeting space available for daily rental to serve a long-standing need therefor in the City.

APPLICANT QUESTIONS

a) Is the requested special use one of the special uses specifically listed in the Zoning Ordinance?

Watterson Lease District Ordinance specifically lists the requested special use in the zoning district in which the subject property is located.

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

The requested special use will not interfere with, diminish the value of property in or cause a negative effect on the neighborhood in which the subject property is located. To the contrary, the requested special use will serve a long-standing need in the City for medium-sized event and meeting space; which will be operated entirely indoors without any detrimental impact on the surrounding neighborhood. Off-street parking sufficient to serve the parking demand of the requested special use will be provided on and off-site as and when needed to avoid congestion on public streets. The subject property is also highly accessible to mass transit as further described below.

Adequate public facilities and services are currently provided to the subject property to serve the requested special use. No additional public facilities or services are needed to adequately serve such use.

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

The requested special use will not cause undue traffic congestion because offstreet parking sufficient to serve the parking demand of the requested special use will be provided on and offsite as needed. Offsite parking opportunities within close proximity to the subject property include the parking facilities at Kingsley Elementary School, Haven Middle School, and the office building at 2528 Green Bay Road. Applicant has previously been authorized to utilize the parking facilities at the latter two locations. Additionally, the subject property is located within close proximity to multiple mass transit options: 1) Central Street Metra station, 2) Central Street Purple Line "L" station, and 3) Pace Route 213 stops to both the north and south of the subject property, along Green Bay Road.

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

The requested special use will not impact any significant historical or architectural resources. All improvements necessary to establish and operate the requested special use already exist on the subject property. The existing building on the subject property is not of historical or architectural significance.

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

The requested special use will not impact any significant natural or environmental features. All improvements necessary to establish and operate the requested special use already exist on the subject property. As a result, there are no significant natural or environmental features on the subject property.

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

The requested special use will comply with all applicable regulations of the B1a Business District in which the subject property is located and all other applicable ordinances.
City of Evanston
DISCLOSURE STATEMENT

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

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

_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

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

_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

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

_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

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

_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________

If a person or organization owns or controls the proposed land user, Michael Meiners is the sole manager and sole member of both the lessee and titleholder of record of the subject property. Please see contact information in Section 2 above.

_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

Tropokinesis, L.L.C. is the titleholder of record of the subject property. Michael Meiners is the sole manager and sole member of Tropokinesis, L.L.C. Please see contact information in Section 3 above.

_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

Not applicable. Michael Meiners is the sole manager and sole member of both the lessee and titleholder of record of the subject property.

_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number _____ above, or indicated below.
If Applicant or Proposed Land User is a Corporation

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

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

If Applicant or Proposed Land User is not a Corporation

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

Hackstudio LLC is a Delaware limited liability company

Michael Meiners is sole manager and sole member of Hackstudio LLC.
2510 Green Bay Road, Evanston, IL 60201
Design and Project Review (DAPR)

821-823 Chicago Ave.

Recommendation to ZBA
## 1. PROPERTY

- **Address**: 821-823 Chicago Avenue
- **Permanent Identification Number(s):**
  - PIN 1: 11-19-401-019-0000
  - PIN 2: 11-19-401-026-0000

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

## 2. APPLICANT

- **Name**: Shawn Decker and Cesar Marron
- **Organization**: Sketchbook Brewing Co.
- **Address**: 821 Chicago Ave.
- **City, State, Zip**: Evanston, IL 60202
- **Phone**: Work: 847-584-2337, Home: 847-989-3068, Cell/Other: 847-584-3328
- **Fax**: Work: 516-896-6989, Home: 516-896-6989
- **E-mail**: shawn@sketchbookbrewing.com, cesar@sketchbookbrewing.com

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

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

**Please circle the primary means of contact.**

## 3. PROPERTY OWNER

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

- **Name(s) or Organization**: Charles Happ
- **Address**: 820 Davis St.
- **City, State, Zip**: Evanston, IL 60202
- **Phone**: Work: 847-727-5346, Home: 847-727-5346
- **Fax**: Work: 516-896-6989
- **E-mail**: 

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

**Property Owner(s) Signature(s)** – **REQUIRED**

**Date**: 1/17/19

## 4. SIGNATURE

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

**Applicant Signature** – **REQUIRED**

**Date**: 1/17/2019
5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- ✓ (This) Completed and Signed Application Form
- ✓ Plat of Survey Date of Survey: ______________________
- ✓ Project Site Plan Date of Drawings: ______________________
- □ Plan or Graphic Drawings of Proposal (If needed, see notes)
- □ Non-Compliant Zoning Analysis
- ✓ Proof of Ownership Document Submitted: ______________________
- ✓ Application Fee Amount $_________ Transcript Deposit Fee $150

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

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

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

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

Proof of Ownership
Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).
- Tax bill will not be accepted as Proof of Ownership.

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

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

A. Briefly describe the proposed Special Use:
   Expansion of our existing Brewery Taproom at 821 Chicago Ave. to add seating space by expanding into 823 Chicago Ave.
   This property is part of the same building, and would involve opening an existing inner partition within the building.

APPLICANT QUESTIONS

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

b) Will the requested special use interfere with or diminish the value of property in the neighborhood? Will it cause a negative cumulative effect on the neighborhood?
   Our Brewery has been in operation for 4 years, the existing taproom for two years. Both have had a positive effect on retail traffic in surrounding businesses, property values, etc. Expanding the seating area in the existing taproom will enhance this.

c) Will the requested special use be adequately served by public facilities and services?
   YES. Existing Water and other utilities are adequate for the Craft Brewery Special Use.
d) Will the requested special use cause undue traffic congestion?

No. This location is well serviced by public transportation with a Divy station nearby, a CTA stop across the street, and a Metra stop also across the street. A majority of our current customers live in the area and walk, or use public transportation or ride share services.

---

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

Yes. No changes will be made to existing external architectural features.

---

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

Yes. No changes will be made to any natural or environmental features.

---

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

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

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

   ____________________________________________

   ____________________________________________

   ____________________________________________

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

   ____________________________________________

   ____________________________________________

   ____________________________________________

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

   ____________________________________________

   ____________________________________________

   ____________________________________________

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

   ____________________________________________

   ____________________________________________

   ____________________________________________
If Applicant or Proposed Land User is a Corporation

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

a. Names and addresses of all officers and directors.
   Cesar Marron, President, Treasurer
   1630 Madison St., Evanston IL 60202

   Shawn Decker, Vice-President, Secretary
   1324 Ashland Ave., Evanston IL 60201

b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.
   Shawn Decker: 1324 Ashland, Evanston IL 60201 - 43.875%
   Cesar Marron: 1630 Madison St., Evanston IL 60202 - 43.875%

If Applicant or Proposed Land User is not a Corporation

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

2425 Oakton Street

Recommendation to Plan Commission
Aerial Map- 2425 Oakton St

January 25, 2019

- User drawn points
- Tax Parcels

City of Evanston IL, Imagery courtesy Cook County GIS

Copyright 2018 City of Evanston

This map is not a plat of survey. This map is provided "as is" without warranties of any kind. See www.cityofevanston.org/mapdisclaimers.html for more information.
January 22, 2019

Robert Stambolic
HPCW LLC
4652 W. Lawrence
Skokie, IL 6076

RE: Proposed Planned Development
2425 Oakton Street

Dear Mr. Stambolic,

Staff has reviewed your revised plans for the proposed Planned Development at 2425 Oakton Street.

This project has been placed on the 9th Ward meeting agenda for January 24, 2019. The project is then tentatively scheduled for Design & Project Review (DAPR) Committee review on January 30, 2019 and the Plan Commission public hearing is tentatively scheduled for February 13, 2019.

Following staff’s review of the application materials, the following comments need to be addressed by the scheduled DAPR meeting:

1. The following site development allowance is needed for the current project based on the Zoning Analysis with I1 and oRD zoning classification: West canopy (accessory structure) must be at least 10 feet away from principal building or an accessory structure attached to a principal building in a substantial manner by a wall or roof shall be considered part of the principal building.
2. Consider improvements to the bus stop adjacent to this site as a public benefit.
3. Reduce 24’ width of western curb-cut to minimum necessary for one-way right-out movement and refuse truck access.
4. Please provide estimated construction valuation.
5. All traffic signal modifications, including timing and pavement marking, necessary to accommodate this project are the responsibility of the developer. Plans and contractors must be approved by City engineering.
6. The developer is responsible for any right of way alterations needed to accommodate this project.
7. The response to item #25 in the previous letter is not complete. Developer has to
provide a complete response regarding the Garbage Management Plan.

7. Given that no renewable energy is being proposed on site will the developer consider purchasing renewable energy to offset the property’s electrical consumption? Renewable energy rates for electricity are competitive with ComEd’s rate and the City has a pre-selected provider that would be able to offer 100% renewable energy for the property at roughly the same cost as ComEd. There are also numerous alternative supplier options in Illinois that provide competitive rates, the City has no preference as to what electric supplier is chosen, but would like to see renewable energy supplied to the property.

Please submit any documents addressing the comments 1-7 listed above and included attachment. Please note additional comments may be provided at the scheduled Ward meeting and/or DAPR meeting.

If you have any comments or questions about any of the comments listed above, please do not hesitate to contact me directly at 847.448.8170 or via email at mmjones@cityofevanston.org.

Sincerely,

Meagan Jones
Neighborhood and Land Use Planner

Attachments:
Zoning Analysis dated January 22, 2019

CC: Cicely Fleming, 9th Ward Alderman
    Johanna Leonard, Director of Community Development
    Scott Mangum, Planning & Zoning Administrator
    Mario Treto, Deputy City Attorney
    Hugh DuBose, Assistant City Attorney
    Mark Daniel, Attorney for Applicant
**Zoning Analysis Summary**

<table>
<thead>
<tr>
<th>Case Number:</th>
<th>Case Status/Determination:</th>
</tr>
</thead>
<tbody>
<tr>
<td>17ZONA-0061</td>
<td>Non-Compliant</td>
</tr>
</tbody>
</table>

**Proposal:**

New planned development to construct a carwash with 20 vacuum spaces and 4 parking spaces (revised).

**Zoning Section:**

<table>
<thead>
<tr>
<th>Section</th>
<th>Comments:</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-4-6-2</td>
<td>No accessory structures shall be constructed within 10 feet of the wall of the principal structure.</td>
</tr>
</tbody>
</table>
City of Evanston
ZONING ANALYSIS REVIEW SHEET

APPLICATION STATUS: On Hold January 22, 2019

RESULTS OF ANALYSIS: Non-Compliant

Z.A. Number: 17ZONA-0061
Address: 2425 OAKTON
Applicant: 
Phone: 

Purpose: Zoning Analysis without Bld Permit App
District: I1 Overlay: oRD Preservation
Reviewer: Meagan Jones District: 

THIS APPLICATION PROPOSES (select all that apply):

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

ANALYSIS BASED ON:
Plans Dated: 8.3.18
Prepared By: ADDC
Survey Dated: 
Existing Improvements:

Proposal Description:
Construct new car wash building with 24 parking spaces (20 for vacuum spaces).
Planned Development

ZONING ANALYSIS

PLANNED DEVELOPMENT THRESHOLDS

Does not apply to I1, I2, I3, OS, U2, or Excluded I1 & T2 Properties. See Section 6-8-1-10(D) for R's; Section 6-8-1-10(D) for B's; Section 6-10-1-10(D) for C's; Section 6-11-1-10(D) for D's; Section 6-12-1-7(D) for RP; Section 6-13-1-10(D) for MU & MUE; Section 6-15-1-9 for O1, T's, U's, oh, offf, & oRF.

1. Is the request for construction of substantially new structures or a substantial rehabilitation or substantial addition as defined by increasing floor area of principal structure by 35% or more? If not, skip to 2 & 4 below.
   Yes

2. Does the zoning lot exceed 30,000 sqft?
   Yes

3. Does the proposal entail more than 24 new residential, commercial, business, retail or office units in any combination?
   No

4. Does the proposal entail the new construction of more than 20,000 sqft of true gross floor area at or above grade including areas otherwise excluded from defined gross floor area?
   No

FRONT YARDS

Section 6-4-1-N(A)1 - For R, T, or U District proposals, does 50% or more of the block frontage have a setback of more than 27 feet?

Section 6-4-1-N(A)5a - Does an abutting lot have less than the required front yard setback of the zoning district?

Section 6-4-1-N(A)5b - Is the subject property located between an improved lot and a vacant lot? Or is the subject property a corner lot?

PRINCIPAL USE AND STRUCTURE

<table>
<thead>
<tr>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>USE:</td>
<td>None</td>
<td>Car Wash</td>
<td>Non-Compliant</td>
</tr>
</tbody>
</table>

Comments: PD approval required

Minimum Lot Width (LF) 100
USE: Commercial Shopping Center

Comments:

Minimum Lot Area (SF) 20,000 sqft
USE: Nonresidential

Comments:

Dwelling Units:
Comments:

Page 1
<table>
<thead>
<tr>
<th>Rooming Units:</th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comments:</td>
<td></td>
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</tbody>
</table>

| Building Lot Coverage (SF) (defined, including subtractions & additions) | None |          |          |               |
| Comments: |          |          |          |               |

| Impervious Surface Coverage (SF, %) |          |          |          |               |
| Comments: |          |          |          |               |

| Accessory Structure Rear Yard Coverage: | 40% of rear yard |          |          |               |
| Comments: |          |          |          |               |

| Gross Floor Area (SF) | 0.75 or NaN sqft | 4000 | 0.10 | Compliant |
| Comments: |          |          |          |               |

| Height (FT) | 45/3 stories | 29.5' |          | Compliant |
| Comments: |          |          |          |               |

| Front Yard(1) (FT) | 15 | 57.3' |          | Compliant |
| Comments: |          |          |          |               |

| Front Yard(2) (FT) |          |          |          |               |
| Comments: |          |          |          |               |

| Street Side Yard (FT) |          |          |          |               |
| Comments: |          |          |          |               |

| Interior Side Yard(1) (FT) | 5 | 5 |          | Compliant |
| Comments: |          |          |          |               |

| Interior Side Yard(2) (FT) | 5 | -13' |          | Compliant |
| Comments: |          |          |          |               |

| Rear Yard (FT) | 20 | +20 |          | Compliant |
| Comments: |          |          |          |               |

### ACCESSORY USE AND STRUCTURE

<table>
<thead>
<tr>
<th>Use (1)</th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permitted Districts:</td>
<td>Awning or Canopy</td>
<td></td>
<td></td>
<td>Compliant</td>
</tr>
<tr>
<td>Comments: (carport)</td>
<td></td>
<td></td>
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<td></td>
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</tbody>
</table>

<p>| Permitted Required Yard: | Building Envelope |          |          | Compliant |
| Comments: |          |          |          |               |</p>
<table>
<thead>
<tr>
<th>Additional Standards:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comments:</td>
</tr>
<tr>
<td>Height (FT)</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
<tr>
<td>Distance from Principal Building:</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
<tr>
<td>Front Yard(1A) (FT)</td>
</tr>
<tr>
<td>Street:</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
<tr>
<td>Street Side Yard (FT)</td>
</tr>
<tr>
<td>Street:</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
<tr>
<td>Interior Side Yard(1A) (FT)</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
<tr>
<td>Interior Side Yard(1B) (FT)</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
<tr>
<td>Rear Yard (FT)</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
</tbody>
</table>

**ACCESSORY USE AND STRUCTURE 2**

<table>
<thead>
<tr>
<th>Use(2):</th>
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<tbody>
<tr>
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<td>Comments:</td>
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<td>Permitted Required Yard:</td>
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<td>Comments:</td>
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<td><strong>Standard</strong></td>
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<tr>
<td>-------------</td>
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<tr>
<td>Front Yard (2A) (FT)</td>
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<td>Street:</td>
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<tr>
<td>Comments:</td>
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<tr>
<td>Front Yard (2B) (FT)</td>
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<td>Direction:</td>
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<td>Comments:</td>
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<td>Street Side Yard (FT)</td>
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<td>Direction:</td>
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<td>Street:</td>
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<td>Comments:</td>
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<td>Interior Side Yard (2A) (FT)</td>
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<td>Comments:</td>
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<td>Interior Side Yard (2B) (FT)</td>
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</tr>
<tr>
<td>Rear Yard (FT)</td>
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<td>Direction:</td>
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<td>Comments:</td>
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### PARKING REQUIREMENTS

<table>
<thead>
<tr>
<th><strong>Use(1): Car Wash</strong></th>
<th><strong>Standard</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Proposed</strong></th>
<th><strong>Determination</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7 stacked spaces per automated bay or stall.</td>
<td>24 (20 vacuum spaces)</td>
<td></td>
<td>Compliant</td>
</tr>
<tr>
<td>Comments: includes 2 ADA spaces</td>
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<table>
<thead>
<tr>
<th><strong>Use(2): Car Wash</strong></th>
<th><strong>Standard</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Proposed</strong></th>
<th><strong>Determination</strong></th>
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<tbody>
<tr>
<td>Only stacked spaces required</td>
<td></td>
<td>25 stacked spaces</td>
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<td>Compliant</td>
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<tr>
<td>Comments:</td>
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| **Use(3):** | | | | |
| Comments: | | | | |

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<tr>
<th><strong>TOTAL REQUIRED:</strong></th>
<th><strong>Standard</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Proposed</strong></th>
<th><strong>Determination</strong></th>
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<tbody>
<tr>
<td>7 stacked</td>
<td>49</td>
<td></td>
<td>Compliant</td>
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</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
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<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th><strong>Handicap Parking Spaces:</strong></th>
<th><strong>Standard</strong></th>
<th><strong>Existing</strong></th>
<th><strong>Proposed</strong></th>
<th><strong>Determination</strong></th>
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**Comments:**

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**Garage Setback from Alley Access (FT):**

**Comments:**

**MISCELLANEOUS REQUIREMENTS**

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**COMMENTS AND/OR NOTES**

**Analysis Comments**

**RESULTS OF ANALYSIS**

Results of Analysis: This Application is Non-Compliant

Site Plan & Appearance Review Committee approval is: Required

See attached comments and/or notes.

**Signature:** Meegan Jones  
**Date:** 1/22/18

LF: Linear Feet  SF: Square Feet  FT: Feet

Page 5
Daniel Law Office, P.C.

January 4, 2019

Meagan Jones
Neighborhood & Land Use Planner
City of Evanston
2100 Ridge Avenue
Evanston, Illinois 60201

Re: 2425 Oakton Street Redevelopment
2425 Oakton Street - (PIN 10-24-310-046-0000)
Evanston, Cook County, Illinois

Dear Ms. Jones:

As you know, I represent the applicant for planned development, HPCW LLC, who also happens to be the owner of the above referenced real estate. On October 26, 2018, I received your email providing your correspondence dated October 25, 2018. With your correspondence, you provide a Zoning Analysis dated July 3, 2017 which refers to former plan sets. We clarified in a conference call that the attachments were not current reviews of the project. Since receiving your letter, we have engaged in plan revisions reflective of our responses to your concerns. Further, we proceeded to obtain a certification of use. Lastly, we participated in a neighborhood ward meeting and heard questions and remarks about the project, some of which related to the access issue.

With this letter, I am providing four (4) sets of the following:

1. Traffic Impact Study dated January 4, 2019 from Kenig, Lindgren, O’Hara, Aboona, Inc. (this report focuses on the site and contains information in addition to the report submitted as Item 19, Part B with the application);
2. Revised Architectural Site Plan, Sheet A-2, last revised on December 18, 2018 (primarily reflecting the removal of a roll-down door for vending machines and intended to replace the existing Sheet A-2);
3. Proposed Elevations (Sheet A3, A4) last revised on December 18, 2018 (brick specifications inserted, intended to replace the existing Sheets A3 and A4 in Item 7, Parts (1) and (2));
4. Sheet FE-1, the Proposed Fire Extinguishers, Exits and Emergency Lights Plan, new but last revised December 18, 2018 (reflecting comments and to be inserted behind the Item 7 submittals and before the Landscape Plan);
5. Garbage Management Plan last revised by Watermark Engineering Resources, Ltd. on November 9, 2018 (to be inserted after the plan noted in #3 above and before the Landscape Plan);
6. Landscape Plan (Sheets L-1, L-2) last revised by Watermark Engineering Resources, Ltd. on November 9, 2018 (to replace current sheets L-1 and L-2 and constitute Item 8 of the submittal);
7. Preliminary Engineering Plan last revised by Watermark Engineering Resources, Ltd. on November 9, 2018 (to replace the current plan in Item 7, Part B of the submittal);
8. Engineering Site Plan last revised by Watermark Engineering Resources, Ltd. on November 9, 2018 (to replace the current plan in Item 7, Part A of the submittal); and
9. The certification from the project architect concerning Staff Review Comments 3-5, 8, 20-22 and 27 (additional comment below where needed).

Plan sheets have been provided in 24” x 36” format and in 11” x 17” inch format. Please note that I have not provided the certification of use, but ask that you confirm that it will be part of the record in this matter if needed. Otherwise, I am happy to provide it.

This letter addresses the items noted in your correspondence bearing a date of October 25, 2018. In various instances, Applicant concedes a point even though it does not practically fit for the development. In other instances, the Applicant disagrees but made adjustments. Still other matters noted in the review relate to final engineering or final permit drawing matters and seem to have been provided informationally.

1. **Staff recommends removal of a parking area** ("Required vehicle stacking spaces may not be used as a drive aisle for the proposed employee parking area. A 24’ wide drive-aisle is required. A site development allowance may be requested if the 24’ drive aisle requirement is not met. However, staff recommends the removal of the staff parking area to achieve compliance.") Section 6-16-2-2 states: “All off street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner that will least interfere with street traffic movement. All vehicular access driveways must be hard-surfaced pursuant to Subsection 6-16-2-8(E) of this Chapter. In addition, all vehicular access driveways shall be designed and constructed in accordance with Section 7-3-8 of this Code.” Section 6-16-3-1 states: “All off street parking spaces hereinafter required by this Chapter . . . shall be designed and provided in accordance with the requirements of this Section 6-16-3,” but Section 6-16-3 contains no design provisions that prevent this alignment for employee parking. The City has indicated that it will require compliance with Table 16-A and that employee or vendor parking provided north of the car wash is noncompliant. Applicant has the option of pursuing a site development allowance or an exception from the regulations, or one of the following:

   a. Applicant can move the parking spaces to the north and create the full 24-foot drive aisle;

   b. Applicant can utilize 45-degree spaces, eliminate one space and provide for an 11-foot aisle; or

   c. Applicant can relocate the parking spaces to the interior of the development and move the waste enclosure to the area where some of the currently proposed spaces exist.”

As shown in the revised plans submitted herewith, Applicant has relocated the spaces as noted in Option C above. Applicant notes that the initial plan for these rarely-used parking spaces was optimal for many reasons. If the City prefers a return to the original layout, Applicant remains willing to proceed with the original layout.

2. **Staff considers a car wash as “a Special Use within the II Industrial/Office District” and asks applicant to submit a Special Use application for this proposed use (attached).** A car wash is a permitted use in the “oRD Redevelopment Overlay District.” Following the staff comments, Applicant proceeded to administratively confirm that the car wash was a permitted use. A copy of the certificate is on file at the City, but Applicant can provide one if needed.
3. **"The traffic study provided is from 2014. Please provide an updated study."** Applicant has provide a current traffic study, dated January 4, 2019.

3 (second). **"Building and site design will be reviewed by the Design and Project Review Committee, but CMU block and jumbo sized brick are not typically used as quality exterior building materials."** Please refer to revised Sheets A-3 and A-4. There appears to be no reference to CMU block or jumbo-sized brick in the Design Guidelines for Planned Developments, but Applicant has inserted a table of specifications in the elevation drawings.

4. **"Please clarify if brick field will consist of veneer panels or individual bricks."** Please refer to revised Sheets A-3 and A-4. Individual bricks will be used.

5. **"Exterior security bars or roll-down door should not be used."** Applicant has removed the roll-down door. Please refer to revised Sheet A2. Applicant will not rely on prohibited installations. Applicant has not identified a prohibition against roll-down doors. Roll-down doors exist in the immediate vicinity and at a higher rate than will be visible at the property. Roll-down doors are also featured in the Design Review Guidelines for Planned Developments. Roll-down door usage would occur only when the facility is closed with no employee on site. (between midnight and 5:00 AM). The overhead doors into and from the car wash will remain. The roll-down door for the vending machines does not lead to a distinct occupiable interior space. One roll-down door will be visible from Oakton (compared to four at the gas station and automotive center across Oakton Street). If staff reconsiders this, please let me know. For the time being, the roll-down door has been removed.

6. **"Signage is a separate permit and review. Based on information provided, wall signs are not compliant for installation height and not facing public thoroughfare (east, west elevations). Monument sign would need a 1:1 height to setback from property line and should not be within 20' of circulation lane. Site information signs (i.e. entrance, exit) are limited to 4 sf. Would need sign package for review."** Applicant understands that signage is the subject of a distinct permit and review process. The elevation plans (A3, A4) contain a note reflecting the Applicant understands this.

7. **"Provide U-rack style employee bike parking."** Applicant has provided for a rack for employee bike parking even though it is not operating the type of building for which racks are required. The 4-bicycle rack will be located at the southeast corner of the car wash.

8. **"The planned development shall provide, if possible, for underground installation of utilities (including electricity and telephone) both in public ways and private extensions thereof."** This is not economically possible. Applicant is not relocating the above-ground regional utility lines to a location below grade. Setting aside the circumstance that the cost of underground installation, the significant above-ground utility is costly to merely relocate as planned in this development. Nevertheless, services into the building will be underground. Placement of the utilities underground is not feasible due to necessary work, including but not limited to trenching between two stormwater facilities (not recommended), and when dozens of adjacent and nearby properties rely on the above-ground lines for utility service.
9. "The statement of public benefits says each car will use approx. 60 gallons of water. Our City code states: Unless designed to use thirty (30) gallons or less of water per wash, new car wash facilities or replacement of existing facilities shall be equipped with water recycling systems. You are not proposing water recycling based on Chapter 22 benchmarking requirements but you must either use 30 gpw or recycle per our plumbing code 4-5-3." Occasionally, standards do not reflect operational reality. In the worst case, a vehicle wash could require 60 gallons. During the busiest periods, a properly operating system will require less than 30 gallons per wash. Section 4-5-3(O) does not provide a perfect standard, but planning for a reclamation system will not be difficult even if the City requires every wash in the absence of a reclamation system to require less than 30 gallons. Applicant is willing to address this in permitting. The reclamation system can be added if determined to be required during permitting.

10. The storm line to the combined sewer must have a back check valve downstream of the restrictor. The preliminary engineering plans with a last revision date of November 9, 2018 reflect this.

11. A WSNS permit will be need for the proposed WS. Applicant understands.

12. Valve box required on proposed WS. The preliminary engineering plans with a last revision date of November 9, 2018 reflect this.

13. Sanitary sewer service requires an inspection manhole. The preliminary engineering plans with a last revision date of November 9, 2018 reflect this.

14. Note, proposed meter must be within 5’ of where the water service enters the building. The MEP plans will reflect this.

15. Access is required to detention area for maintenance. The preliminary engineering plans with a last revision date of November 9, 2018 reflect this.

16. Confirm separations between utility crossings. This is typically a final engineering matter, but the civil engineer has added separation notes to the preliminary engineering drawing for existing 6” WM and proposed storm service, existing 6” WM and proposed sanitary service, and proposed WS and proposed storm service.

17. Remove landscape plantings over utilities. The landscape plan with a last revision date of November 9, 2018 reflects utilities. No trees were planned for the area, and perennials and shrubs can be replaced. However, there will no prohibited landscape plantings over utilities.

18. Principal vehicular access points shall be designed to permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular and pedestrian traffic. Applicant submits that the design reflected in the revised engineering site plan and revised preliminary engineering plan—and supported by the Traffic Impact Report—is sufficient.

19. Adding two driveways into that section of Oakton creates additional congestion. Driveways will be required to be a right turn only to enter and a right turn only to exit. The Subject Property is entitled to access along the public right of way. The plan for two driveways continues. The west exit
driveway is right-out only. The east driveway contemplates right and left turns in, with no exiting movement. Oakton Street traffic is a circumstance that each owner and visitor deals with on a daily basis and the plan provides for the use of land without exacerbating any existing traffic concern. Applicant hopes that the City will consider adjustments as traffic conditions permit, but this application relies on restricted access.

20. Exit and Emergency Lighting shall be provided. (IFC section 1006 & 1011). This has been corrected. Please refer to drawing FE-1. The MEP plans will reflect all required exit and emergency lighting.

21. Addresses shall be applied to the front and rear of the building. The address shall be installed at a height of approximately five (5) feet above the standing surface. Numbers shall be a minimum of four (4) inches in height, with a stroke of ½-inch in width, in contrasting colors, and be easily and distinctly read from the street and or alley. (IFC section 505). This has been corrected. Please refer to drawing A-3 and A-4. The project will comply.

22. Fire Extinguishers shall be provided. (IFC section 906). A minimum size (4A60 BC) ten-pound ABC type fire extinguisher shall be installed on each floor level with the travel distance to an extinguisher not to exceed seventy-five (75) feet. The portable fire extinguisher shall be installed and mounted in locations visible and available to the buildings occupants. Projection (tent) style signage shall be installed above each fire extinguisher to identify the location. The sign shall be installed at a height of approximately six (6) to seven (7) feet above the standing surface where the extinguisher is mounted. (EMC 906.3) This has been corrected. Please refer to drawing FE-1. The MEP plans will reflect compliance.

23. Additional Fire Code requirements may be noted at the time of plan submittal. A separate plan review and permit approval will be required for each of the fire protection systems installation. Applicant understands another review occurs during permitting.

24. Vending machine licenses are needed for all vending machines that will be located in this space. Applicant agrees to comply with applicable regulations.

25. Provide a garbage management plan. Applicant provides a garbage management plan with

26. Landscaping plans should support the Mayor's Monarch Pledge as well as the community's pursuit of becoming a certified Community Wildlife Habitat through the National Wildlife Federation. The landscaping plan elements include this.

27. What amount of the property's energy will be renewable? None, there are no solar panels on the roof.

28. Has an energy model been conducted for the building? If so, please provide metrics. Applicant has not done an energy model for the building.

29. Has an evaluation on designing an all-electric building been done? If so, what were the results? If not, why not? An evaluation of an all-electric building was not performed. An all-electric
building is impracticable in this instance due to the demands of equipment that heats the car wash. Natural gas is not utilized for office heat, water heating or dryers all of which will rely on electricity.

30. Have you evaluated non-gas powered heating systems such as ground or air sourced heat pumps? The physical plant does not substantiate the investment required. Additionally, site constraints relating to the system would prevent reasonable commercial or industrial use.

31. Have you evaluated the facility for potential onsite renewable energy generation? If so, what were the results, if not, why not? Did you know there are significant state rebates related to solar installations? Applicant evaluated the option but it does not propose renewable energy generation on site.

32. Have you evaluated the potential impacts of climate change on the building? Yes.

33. Will the building utilize rooftop solar or be solar ready? Will the roof be designed to have all or a portion be a “green” roof? If not, what color will the roof be? The rooftops are not recommended for solar panel installation. The car wash relies on heavy mechanical equipment tied to the building and the weight of the panels is too great for the canopies. Further, the zoning restrictions do not appear to allow for solar panels above the canopies. The roof will not be a green roof. Neither canopy will have a green roof. The roof is planned to be a white membrane roof. If the building is no longer a car wash, the roof is capable of hosting solar.

34. Will the building be equipped with electric vehicle charging infrastructure? If so, please explain (how many charging stations, what levels, locations, etc.). Does this include making at least 20% of all parking spaces EV-ready? EV-ready infrastructure is not required for this use. Vehicles do not remain on site long enough for effective charging. The burdens of offering EV-charging on site outweigh the benefits. There are four parking spaces on site, one of which is an accessible stall and is not eligible for EV-charging from a planning perspective. The three remaining spaces do not justify that any one of them be EV-ready.

35. What types of waste will the facility generate i.e. what types of activity will be present? The facility should plan for sufficient space to accommodate sorting multiple types of waste like recyclables, garbage, food waste, donations, etc. Please demonstrate how this will be achieved. Please see the garbage management plan, engineering site plan and preliminary engineering. Applicant will meet the requirements of the local hauler or a contract hauler. Sorting of waste is not required for this operation, as it will have ordinary receptacles for common waste and recyclable waste but have no involvement in food waste, donations or other special forms of waste.

36. What types of energy and water consuming fixtures will be utilized on site? Water consuming fixtures should be WaterSense Certified and Energy consuming fixtures should be ENERGY STAR Certified. Applicant understands the City’s concern for such fixtures. To the extent such fixtures are compatible with the operational components of occupiable spaces, Applicant should be able to meet this request. Fixtures tied to vacuums and the tunnel operations will be modern and they are designed for the most optimal performance under today’s standards. If the City wishes, a conference call can be planned with the supplier of the car wash equipment.
37. A Construction Management Plan will be required prior to building activity. Allow sufficient time for CMP review/approval. Applicant understands.

38. The property has excellent potential as a job generating development including big box retail or industrial. Applicant could not more strongly disagree with this position. Multiple owners and occupants of adjacent properties and their operations (failed and successful) indicate that the Property will not develop to the level of any big box retailer. Indeed, the shape of this Property and its relationship to surrounding parcels indicate that the Property would be an inefficient solution for even more remote parking serving the retailers to the north and northeast. Job development at this location depends on several factors noted above and the City opposes full access to and from Oakton Street.

39. Minimal economic benefit associated with this use. The Property was previously a host to a charity operation. The current use will return the Property to a more beneficial position on the tax rolls, serve traffic that already exists in the area and offer convenience to workers and residents who may, when they need to wash their car, elect to dine, shop or engage in other economic activity in Skokie or in another area entirely.

40. This is one of Evanston’s largest available parcels for development. A use similar to adjacent uses is more appropriate - retail, indoor recreation, etc. Applicant strongly disagrees. There is no planned or existing adjacent retail use. A common access drive lies between the Property and the retail center to the north and the property is sandwiched by industrial use, the bulk of which is nonconforming and has shown no sign of change. Indoor recreation is not feasible at this location. Applicant respectfully refers the City to staff’s prior comments concerning Oakton Avenue traffic and access.

In conclusion, this matter should be ripe for further review and begin further City proceedings. Applicant will continue to consider when to initiate signage review, but this typically will not begin on a project of this type until after appearance and design review has concluded.

Thank you for your attention to this correspondence and the revised plans. I will be happy to meet you at your convenience to review the materials.

Yours very truly,

[Signature]

Mark W. Daniel

cc: Cicely Fleming, 9th Ward Alderman (w/o encls.)
Johanna Leonard, Director of Community Development (w/o encls.)
Scott Mangum, Planning & Zoning Administrator (w/o encls.)
Mario Treto, Deputy City Attorney (w/o encls.)
2425 Oakton Access
1 message

Mark Daniel <mark@thedaniellawoffice.com> Tue, Jan 8, 2019 at 3:29 PM
To: Scott Mangum <smangum@cityofevanston.org>
Cc: Meagan Jones <mmjones@cityofevanston.org>, Michael Werthmann <mwerthmann@kloainc.com>, Jeff Miller <jmiller@watermark-engineering.com>, Cicely Fleming <cfleming@cityofevanston.org>

Scott,

Thank you for the call. Please accept this email as a correction of the response to Comment No. 19. I am confirming that access in is right-in and through-in but NOT left-in. I apologize for the inconsistency between portions of the letter and between part of the letter and the plan. Not quite sure how I missed that.

With respect to the turn prohibition, we are relying on signage for two reasons: (a) we believe people may turn around a pork chop or other designed deterrent; and (b) we think the signage option avoids pushing a traffic violator into the drive/loading area for our neighbor to the east.

I am copying this to Jeff Miller and Mike Werthmann so they are aware. If anyone at the City needs to discuss this further, I encourage you to have them reach Jeff or Mike directly.

I am copying Ald. Fleming and Meagan Jones as well.

Thank you for the call.

Mark W. Daniel
DANIEL LAW OFFICE, P.C.
17W733 Butterfield Road
Unit F
Oakbrook Terrace, Illinois 60181
(630) 833-3311
Fax: (630) 833-3511
mark@thedaniellawoffice.com
DECEMBER 18 2018

FROM:
GEORGE W SIMOULIS (ARCHITECT):
2704 WEST PETERSON AVENUE,
CHICAGO, IL 60659
847-830 0786

TO:
CITY OF EVANSTON REVIEW
NEW CARWASH 2425 OAKTON STREET, EVANSTON, IL 60202

I AM WRITING THIS LETTER IN RESPONSE TO THE REQUESTED CORRECTIONS FOR 2425 OAKTON STREET, EVANSTON, IL 60202 PROJECT. THE FOLLOWING CORRECTIONS HAVE BEEN MADE:

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<th>REMARKS</th>
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<td>3. BUILDING AND SITE DESIGN WILL BE REVIEWED BY THE DESIGN AND PROJECT REVIEW COMMITTEE, BUT CMU BLOCK AND JUMBO SIZED BRICK ARE NOT TYPICALLY USED AS QUALITY EXTERIOR BUILDING MATERIALS.</td>
<td>YES</td>
<td>12-18-2018</td>
<td>REFER TO DRAWING A-3 &amp; A-4</td>
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<td>4. PLEASE CLARIFY IF BRICK FIELD WILL CONSIST OF VENEER PANELS OR INDIVIDUAL BRICKS.</td>
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<td>REFER TO DRAWING A-3 &amp; A-4</td>
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<td>8. THE PLANNED DEVELOPMENT SHALL PROVIDE, IF POSSIBLE, FOR UNDERGROUND INSTALLATION OF UTILITIES (INCLUDING ELECTRICITY AND</td>
<td>YES</td>
<td>12-18-2018</td>
<td>ECONOMICALLY IS NOT POSSIBLE.</td>
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<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td><strong>TELEPHONE</strong></td>
<td>BOTH IN PUBLIC WAYS AND PRIVATE EXTENSIONS THEREOF.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>20.</strong></td>
<td>EXIT AND EMERGENCY LIGHTING SHALL BE PROVIDED. (IFC SECTION 1006 &amp; 1011)</td>
<td>YES</td>
<td>12-18-2018</td>
</tr>
<tr>
<td><strong>21.</strong></td>
<td>ADDRESSES SHALL BE APPLIED TO THE FRONT AND REAR OF THE BUILDING. THE ADDRESS SHALL BE INSTALLED AT THE HEIGHT OF APPROXIMATELY FIVE (5) FEET ABOVE THE STANDING SURFACE. NUMBERS SHALL BE A MINIMUM OF FOUR (4) INCHES IN HEIGHT, WITH A STROKE OF ½ INCH IN WIDTH, IN CONTRASTING COLORS, AND BE EASILY AND DISTINCTLY READ FROM THE STREET AND OR ALLEY. (IFC SECTION 505).</td>
<td>YES</td>
<td>12-18-2018</td>
</tr>
<tr>
<td><strong>22.</strong></td>
<td>FIRE EXTINGUISHER SHALL BE PROVIDED. (IFC SECTION 906). A MINIMUM SIZE (4A60 BC) TEN-POUND ABC TYPE EXTINGUISHERS SHALL BE INSTALLED ON EACH FLOOR LEVEL WITH THE TRAVEL DISTANCE TO AN EXTINGUISHER NOT TO EXCEED SEVENTY-FIVE (75) FEET. THE PORTABLE FIRE EXTINGUISHER SHALL BE INSTALLED AND MOUNTED IN LOCATIONS VISIBLE AND AVAILABLE TO THE BUILDING OCCUPANTS. PROJECTION (TENT) STYLE SIGNAGE SHALL BE INSTALLED AT A HEIGHT OF APPROXIMATELY SIX (6) TO SEVEN (7) FEET ABOVE THE STANDING SURFACE WHERE THE EXTINGUISHER IS MOUNTED. (EMC 906.3)</td>
<td>YES</td>
<td>12-18-2018</td>
</tr>
<tr>
<td>27. WHAT AMOUNT OF THE PROPERTY’S ENERGY WILL BE RENEWABLE?</td>
<td>YES</td>
<td>12-18-2018</td>
<td>NO SOLAR PANELS ON THE ROOF.</td>
</tr>
</tbody>
</table>

SINCERELY:  
GEORGE W. SIMOULIS,  
ARCHITECT  
ARCHITECTURE,  
URBAN DESIGN,  
PLANNING & FORENSICS  

LIC EXP 11/30/18  
1555 N. KEELER AVENUE  
SKOKIE, ILLINOIS 60076  
CELL 847-830-0186
PROPOSED FIRE EXTINGUISHERS, 
EXITS & EMERGENCY LIGHTS PLAN

NOTES (EXIT & EMERGENCY LIGHTS):
1) All battery (fluid, unit, night lights, and exit sign to be unswitched and
   protected by a 15A/1P 'LOCK-ON' CIRCUIT BREAKERS (CHICAGO APPROVED).
2) All emergency lights to be in a separate plastic box, and separated from other
   load circuits.
3) The number of connections per circuit to be 12 per NFPA 70.
4) All unit batteries to be maintained by a competent person, and a readily
   available list to be maintained on file according to code.

FIRE EXTINGUISHER

NOTE: All BUILDING shall be provided with portable fire extinguishers
per NFPA #10 and the Fire Prevention Code. Said extinguishers shall
be 2A10BC rated and be properly tagged and tested
prior to installation.

FIRE EXTINGUISHER

3/16"=1'-0"

NOTES (EXIT/EMERGENCY LIGHTING):
1. ALL BATTERY PACK UNITS, NIGHT LIGHTS AND EXIT SIGNS TO BE UNSWITCHED
   AND PROTECTED BY 15A/1P 'LOCK-ON' CIRCUIT BREAKERS (CHICAGO APPROVED).
2. ALL EMERGENCY LIGHTS TO BE IN A SEPARATE PLASTIC BOX, COMPLETE OF OTHER
   LOAD CIRCUITS.
3. THE NUMBER OF CONNECTIONS PER CIRCUIT TO BE 12 PER NFPA 70.
4. ALL UNIT BATTERIES TO BE MAINTAINED BY A COMPETENT PERSON, AND A READILY
   AVAILABLE LIST TO BE MAINTAINED ON FILE ACCORDING TO CODE.

EXIT SIGN

EMERGENCY LIGHT

SCALE: N.T.S.

WESTERN LIGHTING

SL SERIES

MEETS REQUIREMENTS
OF UL 924, NFPA-101
LIFE SAFETY, OSHA AND
THE MUNICIPAL CODE
OF forrest view

RELIABLE FIRE EQUIPMENT COMPANY

EMERGENCY LIGHT

MEETS REQUIREMENTS
OF NFPA-101 LIFE
SAFETY AND THE MUNICIPAL
CODE OF forrest view

EXIT SIGN

EMERGENCY LIGHT

NOTE: INSTALLATION SHALL BE PROVIDED WITH PORTABLE FIRE EXTINGUISHERS
PER NFPA-10 AND THE FIRE PREVENTION CODE. SAID EXTINGUISHERS SHALL
BE MAINTAINED AND BE PROPERLY LACQUERED AND TESTED
PRIOR TO INSTALLATION.
NOTE:
THE FONT, COLOR AND SIZE OF EXTERIOR SIGNAGE SHOULD BE PROVIDED BY SIGN CONTRACTOR
AND LATER WE WILL INCORPORATE ON THIS PROPOSED ELEVATION DRAWING.
NOTE:
THE FONT, COLOR AND SIZE OF EXTERIOR SIGNAGE SHOULD BE PROVIDED BY SIGN CONTRACTOR
AND LATER WE WILL INCORPORATE ON THIS PROPOSED ELEVATION DRAWING.
Garbage Truck feet

- Width: 8.00
- Track: 7.00
- Lock to Lock Time: 6.0
- Steering Angle: 40.0

**Refuse Plan**

- Trash Dumpster - Service Schedule: once a week (Monday - Friday)
- Recycling Dumpster - Service Schedule: once a week (Monday - Friday)

Dampsters are owned and Serviced by:
- Great Industries (Phone # 773-242-1977)
- Rear loading trucks only for City of Evanston
- 2 cy container with wheels for both trash and recycling
- (2 bins for trash, 1 bin for recycling)
1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for a proposed automated car wash facility to be located in Evanston, Illinois. The site, which is vacant, is located on the north side of Oakton Street just east of the North Shore Channel. As proposed, the site will contain an automated car wash with 21 vacuum stations and four parking spaces. Stacking for a total of approximately 25 vehicles will be provided within the site. Access to the site is proposed to be provided via the following two access drives:

- An inbound-only access drive located on the north side of Oakton Street opposite the private access road serving the Shell fuel station, Gordon Foods, Quad Indoor Sports, and CubeSmart Self Storage. The inbound-only access drive will form the fifth leg of the existing signalized intersection and will be restricted to inbound right-turn and inbound through movements only.

- A restricted right-turn out only access drive on the north side of Oakton Street at the west end of the site.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. Figure 1 shows the location of the site in relation to the area roadway system. Figure 2 shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of on-site circulation
Proposed Car Wash
Evanston, Illinois

Site Location

Figure 1
Aerial View of Site

Figure 2
Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following conditions:

1. Existing Conditions - Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.
2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site is located on the north side of Oakton Street just east of the North Shore Channel. Land uses in the vicinity of the site are primarily commercial with the Home Depot shopping center located to the east, Gordon Foods, Quad Indoor Sports, CubeSmart Self Storage, and the Shell fuel station to the south, and the North Shore Channel and Trail to the west.

Existing Roadway System Characteristics

The characteristics of the existing roadways serving the area are described below and illustrated in Figure 3.

*Oakton Street* is an east-west, minor arterial roadway that has two lanes in each direction west of the Home Depot signalized access drive and one lane in each direction east of the Home Depot signalized access drive. At its signalized intersection with the private access road serving the Shell fuel station, Gordon Foods, Quad Indoor Sports, and CubeSmart Self Storage, Oakton Avenue has a shared left-turn/through lane and a shared through/right-turn lane on both approaches. Oakton Street is under the jurisdiction of the City of Evanston and has a posted speed limit of 25 miles per hour.

The *private access road* is a north-south road that extends from Oakton Street south for approximately 450 feet and serves the Shell fuel station, Gordon Foods, Quad Indoor Sports, and CubeSmart Self Storage. The private access road has one lane in each direction and provides a separate left-turn lane and a separate right-turn lane at its signalized intersection with Oakton Street. The access drive to the 2405 Oakton Street building is located on the north side of Oakton Street offset to the east from the private access road and forms the fourth leg of the signalized intersection.
Figure: 3
Job No: 17-153
Kenig, Lindgren, O'Hara, Aboona, Inc.

Evanston, Illinois

Car Wash

Existing Roadway Characteristics

NOT TO SCALE

Legend:
- Travel Lane
- Traffic Signal
- Speed Limit
- Bus Stop
Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Video Scout Collection Units at the intersection of Oakton Street with the private access road and the 2405 Oakton Street access drive. The traffic counts were conducted on Thursday, July 27, 2017 during the morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, September 16, 2017 during the midday (12:00 P.M. to 2:00 P.M.) peak period. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 to 8:30 A.M., the evening peak hour occurs from 5:00 to 6:00 P.M., and the Saturday midday peak hour occurs from noon to 1:00 P.M. Figure 4 illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Analysis

KLOA, Inc. obtained accident data for the past five years (2012 to 2016) for the intersection of Oakton Street with the private access road. Table 1 summarizes the accident data for the intersection. A review of the accident data indicated that there were no fatalities reported.

<table>
<thead>
<tr>
<th>Year</th>
<th>Angle</th>
<th>Object</th>
<th>Rear End</th>
<th>Sideswipe</th>
<th>Turning</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>2013</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>2014</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>2015</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>2016</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>Average/Year</td>
<td>0</td>
<td>0</td>
<td>1.4</td>
<td>&lt;1</td>
<td>&lt;1</td>
<td>0</td>
<td>2.6</td>
</tr>
</tbody>
</table>
Figure: 4
Job No: 17-153
Kenig, Lindgren, O'Hara, Aboona, Inc.

Evanston, Illinois

Car Wash

Existing Peak Hour Traffic Volumes

LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

000 - PM PEAK HOUR (5:00-6:00 PM)

000 - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)
3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Development Plan

As proposed, the site will be redeveloped with an automated tunnel car wash with 21 vacuum stations and four parking spaces. Access to the site will be provided via the following two access drives:

- An inbound-only access drive located on the north side of Oakton Street at the east end of the site that will be aligned opposite the private access road. The inbound access drive will form the fifth leg of the signalized intersection of Oakton Street with the private access road and the 2405 Oakton Street access drive and will be located approximately 29 feet (centerline to centerline) west of the 2405 Oakton Street access drive. As proposed, the access drive will provide one 17-foot inbound lane that will be restricted to inbound right-turn and inbound through movements. The left-turn movement from Oakton Street to the access drive will be prohibited via signage. To accommodate the through movements from the private access road to the subject site, the separate left-turn lane along the private access road at its intersection with Oakton Street will need to be restriped to provide a shared left-turn/through lane. Appropriate signage and striping should be provided along the access drive clearly indicating the one-way direction of the access drive and that inbound left turns are prohibited.

- An outbound right-turn out only access drive located on the north side of Oakton Street at the west end of the site. This access drive will provide one 17-foot outbound lane that will be channelized to permit outbound right-turn movements only. The outbound lane will be under stop sign control. The appropriate signage and striping should be provided at the access drive indicating that only outbound right-turn movements are permitted.

A copy of the proposed site plan is located in the Appendix.
Car Wash Operation and Internal Circulation

The single-lane automated car wash tunnel will be located on the west side of the site and will be an exterior-only car wash system. Customers will not be required to leave their vehicles before or during the car wash. Traffic will flow in a counterclockwise direction with the car wash tunnel entrance located at the northwest corner of the site and two pay stations located at the northeast corner of the site. Vehicles will proceed north along the east side of the site into one of two pay station lanes and, after paying, will merge into a single lane that will extend along the north side of the site between the pay stations and the car wash entrance. Vehicles will exit the car wash tunnel at the southwest corner of the site and will either (1) proceed straight to exit the site onto Oakton Street via the outbound right-turn only access drive or (2) turn left and proceed to the self-serve vacuum stations.

Based on the current site plan, approximately 16 vehicles can stack within the two pay station lanes and nine vehicles can stack between the pay stations and the car wash tunnel for a combined total of 25 vehicles. The car wash tunnel can hold approximately four vehicles at one time.

Vacuum Positions

The 21 self-serve vacuum positions will be located on the east side of the car wash tunnel. Customers can vacuum their vehicle before entering or after exiting the car wash. A one-way counterclockwise circulation system has been designed around the vacuum stations.

Directional Distribution

The directions from which patrons and employees of the proposed car wash will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. Figure 5 illustrates the directional distribution of the car wash-generated traffic.

Estimated Site Traffic Generation

The volume of traffic estimated to be generated by the car wash was estimated based on operational information from other similar facilities as well as trip rates published by the Institute of Transportation Engineers (ITE) in its 9th Edition of the Trip Generation Manual. Table 2 summarizes the peak hour traffic estimated to be generated by the proposed car wash. It should be noted that the ITE rates represent the traffic to be generated by the car wash on a typical or average day and the estimated traffic determined based on other similar car washes represents the traffic to be generated by the car wash on a peak day. It is also important to note that the traffic generated by the car wash on a peak day typically occurs only a limited number of times per year. However, to provide a worst-case analysis, the estimated traffic to be generated on a peak day was used to evaluate the impact of the proposed car wash.
Further, it should be noted that not all of the traffic generated by the car wash will be new trips to the roadway system. Many of the trips will be diverted from the existing traffic on the roadway system (i.e. pass-by traffic). This is particularly true during the weekday evening peak hour when traffic is diverted from the work-to-home trips. As such, the number of new trips generated by the car wash will be significantly less than that shown in Table 2. However, in order to present a worst-case analysis, no reductions in the car wash-generated traffic were assumed for pass-by trips.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

<table>
<thead>
<tr>
<th>Source</th>
<th>Weekday Morning Peak Hour</th>
<th>Weekday Evening Peak Hour</th>
<th>Saturday Midday Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>ITE Trip Rates (Average Day)</td>
<td>5</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Other Similar Facilities (Peak Day)</td>
<td>15</td>
<td>15</td>
<td>30</td>
</tr>
</tbody>
</table>
4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed car wash were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new traffic assignment for the proposed car wash is illustrated in Figure 6.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). The existing traffic volumes were increased by one percent for five years for a total of five percent.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the existing traffic volumes accounting for growth to determine the total projected traffic volumes, shown in Figure 7.
LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)
00 - PM PEAK HOUR (5:00-6:00 PM)
[00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)
LEGEND
00 - AM PEAK HOUR (7:30-8:30 AM)
100 - PM PEAK HOUR (5:00-6:00 PM)
1000 - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

Evanston, Illinois
Car Wash

Total Peak Hour Traffic Volumes

Access Road

Oakton Street

SITE

NOT TO SCALE

Figure: 7

Job No: 17-153

KLOA
Kemp, Lohman, O'Hara, Aboona, Inc.
5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing and future projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board’s *Highway Capacity Manual (HCM), 2010* and analyzed using Synchro 10 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in Tables 3 and 4. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.
Table 3
CAPACITY ANALYSIS RESULTS
OAKTON STREET WITH PRIVATE ACCESS ROAD AND 2405 OAKTON STREET ACCESS DRIVE – SIGNALIZED

<table>
<thead>
<tr>
<th>Peak Hour</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>Northbound</th>
<th>Southbound</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>L</td>
<td>T</td>
<td>R</td>
<td>L</td>
<td>T</td>
</tr>
<tr>
<td>Weekday Morning Peak Hour</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>A</td>
<td>3.0</td>
<td>A</td>
<td>3.7</td>
<td>E</td>
</tr>
<tr>
<td>Weekday Evening Peak Hour</td>
<td>A</td>
<td>2.8</td>
<td>A</td>
<td>3.0</td>
<td>D</td>
</tr>
<tr>
<td>Saturday Midday Peak Hour</td>
<td>A</td>
<td>2.8</td>
<td>A</td>
<td>3.4</td>
<td>D</td>
</tr>
<tr>
<td>Projected Conditions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weekday Morning Peak Hour</td>
<td>A</td>
<td>3.1</td>
<td>A</td>
<td>3.8</td>
<td>E</td>
</tr>
<tr>
<td>Weekday Evening Peak Hour</td>
<td>A</td>
<td>3.0</td>
<td>A</td>
<td>3.2</td>
<td>D</td>
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<tr>
<td>Saturday Midday Peak Hour</td>
<td>A</td>
<td>3.0</td>
<td>A</td>
<td>3.8</td>
<td>D</td>
</tr>
</tbody>
</table>

Delay is measured in seconds.
### Table 4
**CAPACITY ANALYSIS RESULTS**
**OAKTON STREET WITH RIGHT-OUT ACCESS DRIVE - UNSIGNALIZED**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday Morning Peak Hour</th>
<th>Weekday Evening Peak Hour</th>
<th>Saturday Midday Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS</td>
<td>Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>Southbound Right Turn</td>
<td>B</td>
<td>11.9</td>
<td>B</td>
</tr>
</tbody>
</table>

**Projected Conditions**

- Southbound Right Turn

LOS = Level of Service  
Delay is measured in seconds.
Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Oakton Street with Private Access Road, 2405 Oakton Street Access Drive, and Car Wash Inbound-Only Access Drive

An inbound-only access drive will be located on the north side of Oakton Street at the east end of the site that will be aligned opposite the private access road. The inbound access drive will form the fifth leg of the signalized intersection of Oakton Street with the private access road and the 2405 Oakton Street access drive and will be located approximately 29 feet (centerline to centerline) west of the 2405 Oakton Street access drive. As proposed, the access drive will provide one 17-foot inbound lane that will be restricted to inbound right-turn and inbound through movements. The left-turn movement from Oakton Street to the access drive will be prohibited via signage. To accommodate the through movements from the private access road to the subject site, the separate left-turn lane along the private access road at its intersection with Oakton Street will need to be restriped to provide a shared left-turn/through lane. Appropriate signage and striping should be provided along the access drive clearly indicating the one-way direction of the access drive and that inbound left turns are prohibited.

The inbound-only access drive has been located approximately 29 feet (centerline to centerline) from the 2405 Oakton Street access drive to provide maximum separation and to provide room for signage. Appropriate signage should be provided along Oakton Street clearly indicating the use that each of the access drives is serving. The proximity of the two access drives should not pose any operational issues at the signalized intersection due to the following:

- As the traffic counts show, a very low volume of traffic currently uses the 2405 Oakton Street access drive. The approximate 16-foot wide 2405 Oakton Street access drive should be sufficient as two-way traffic along the access drive occurs very infrequently, if at all.
- The car wash access drive will permit inbound right-turn and through movements only, reducing the number of movements and conflicts at this intersection. As indicated previously, outbound traffic will only be permitted via the west access drive.
- Given that the inbound access drive will only permit inbound movements, no modifications are required to the existing signal phasing or timing.

The results of the capacity analyses show that the existing signalized intersection operates at a Level of Service (LOS) A during all three peak hours. With the addition of the projected traffic volumes and the modifications to the intersection, the intersection is projected to continue to operate at LOS A. As such, the intersection has sufficient reserve capacity to accommodate the proposed car wash.

Proposed Car Wash
Evanston, Illinois
Oakton Street with Right-Out Access Drive

An outbound right-turn out only access drive is proposed to be located on the north side of Oakton Street at the west end of the site. This access drive will provide one 17-foot outbound lane that will be channelized to permit outbound right-turn movements only. The outbound lane will be under stop sign control. The appropriate signage and striping should be provided at the access drive indicating that only outbound right-turn movements are permitted. The results of the capacity analyses show that the outbound right-turn movement is projected to operate at LOS B during the peak hours.

Car Wash Operation and Internal Circulation

The single-lane automated car wash tunnel will be located on the west side of the site and will be an exterior-only car wash system. Customers will not be required to leave their vehicles before or during the car wash. Traffic will flow in a counterclockwise direction with the car wash tunnel entrance located in the northwest corner of the site and two pay stations located in the northeast corner of the site. Vehicles will proceed north along the east side of the site into one of two pay station lanes and, after paying, will merge into a single lane that will extend along the north side of the site between the pay stations and the car wash entrance. Vehicles will exit the car wash tunnel at the southwest corner of the site and will either (1) proceed straight to exit the site onto Oakton Street via the outbound right-turn only (west) access drive or (2) turn left and proceed to the self-serve vacuum stations.

Based on the current site plan, approximately 16 vehicles can stack within the two pay station lanes and nine vehicles can stack between the pay stations and the car wash tunnel for a combined total of 25 vehicles. The car wash tunnel can hold approximately four vehicles at one time.

Follow-Up Studies

Per the request of the City of Evanston, inbound left-turn movements from Oakton Street to the car wash will be prohibited. After the car wash has been open for six months to one year, the car was operator and the City of Evanston should review the operation of the car wash and the inbound access drive to determine if it would be appropriate to permit the inbound left-turn movement. A follow-up traffic study should be performed to determine how the car wash is operating and evaluate the impact that the inbound left-turn movement would have on the operation of the intersection of Oakton Street with the private access road and the inbound access drive.
6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The volume of new traffic to be generated by the car wash will be reduced due to by-pass traffic. Further, the car wash will be located on a site that formerly contained a car wash.

- Access to the site will be provided via the following two access drives:
  - An inbound-only access drive located on the north side of Oakton Street at the east end of the site that will be aligned opposite the private access road. The inbound access drive will form the fifth leg of the signalized intersection of Oakton Street with the private access road and the 2405 Oakton Street access drive and will be located approximately 29 feet (centerline to centerline) west of the 2405 Oakton Street access drive. As proposed, the access drive will provide one 17-foot inbound lane that will be restricted to inbound right-turn and inbound through movements. The left-turn movement from Oakton Street to the access drive will be prohibited via signage. To accommodate the through movements from the private access road to the subject site, the separate left-turn lane along the private access road will need to be restriped to provide a shared left-turn/through lane. Appropriate signage and striping should be provided along the access drive clearly indicating the one-way direction of the access drive and that inbound left turns are prohibited.
  - An outbound right-turn out only access drive located on the north side of Oakton Street at the west end of the site. This access drive will provide one outbound lane that will be channelized to permit outbound right-turn movements only. The outbound lane will be under stop sign control. The appropriate signage and striping should be provided at the access drive indicating that only outbound right-turn movements are permitted.

- The results of the capacity analyses have shown that the existing roadway system has sufficient reserve capacity to accommodate the car wash traffic and no additional improvements other than those proposed are required.

- Based on the current site plan, approximately 16 vehicles can stack within the two pay station lanes and nine vehicles can stack between the pay stations and the car wash tunnel for a combined total of 25 vehicles. The car wash tunnel can hold approximately four vehicles at one time.
Per the request of the City of Evanston, inbound left-turn movements from Oakton Street to the car wash will be prohibited. After the car wash has been open for six months to one year, the car was operator and the City of Evanston should review the operation of the car wash and the inbound access drive to determine if it would be appropriate to permit the inbound left-turn movement. A follow-up traffic study should be performed to determine how the car wash is operating and evaluate the impact that the inbound left-turn movement would have on the operation of the intersection of Oakton Street with the private access road and the inbound access drive.
Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
Level of Service Criteria
Capacity Analysis Summary Sheets
Traffic Count Summary Sheets Traffic
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**Grand Total**

- U-Turn: 0
- Left: 146
- Thru: 3
- Right: 146
- Total: 355

**Approach %**

- U-Turn: 97.1%
- Left: 95.7%
- Thru: 91.7%
- Right: 86.1%

**Approach %**

- U-Turn: 97.1%
- Left: 95.7%
- Thru: 91.7%
- Right: 86.1%

**Total %**

- U-Turn: 37.1%
- Left: 38.2%
- Thru: 0.0%
- Right: 0.0%

**Lights**

- U-Turn: 0
- Left: 23
- Thru: 0
- Right: 0

**% Lights**

- U-Turn: 69.7%
- Left: 95.7%
- Thru: 0.0%
- Right: 0.0%

**Single-Unit Trucks**

- U-Turn: 18
- Left: 8
- Thru: 0
- Right: 0

**% Single-Unit Trucks**

- U-Turn: 2.3%
- Left: 0.5%
- Thru: 0.0%
- Right: 0.0%

**Articulated Trucks**

- U-Turn: 5
- Left: 2
- Thru: 0
- Right: 12

**% Articulated Trucks**

- U-Turn: 6.1%
- Left: 0.6%
- Thru: 0.0%
- Right: 1.3%
# Count Name: Oakton Street with Gas Station

**Start Date:** 07/27/2017

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**Total:**

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- Buses
- Single-Unit Trucks
- Articulated Trucks
- Bicycles on Road
- % Bicycles on
- % Pedestrians
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**Approach %**

- Oakton Street Eastbound: 0.0,
- Oakton Street Westbound: 0.0,
- A. Rd N. Bound: 96.7,
- A. Rd S. Bound: 3.3,
- Int. Total: 47.1

**Total %**

- Oakton Street Eastbound: 0.0,
- Oakton Street Westbound: 0.0,
- A. Rd N. Bound: 42.1,
- A. Rd S. Bound: 43.5,
- Int. Total: 47.8

**Lights**

- Oakton Street Eastbound: 0,
- Oakton Street Westbound: 51,
- A. Rd N. Bound: 0,
- A. Rd S. Bound: 0,
- Int. Total: 1798

**% Buses**

- Oakton Street Eastbound: 0.0,
- Oakton Street Westbound: 0.0,
- A. Rd N. Bound: 0.0,
- A. Rd S. Bound: 0.0,
- Int. Total: 0.0

**Single-Unit Trucks**

- Oakton Street Eastbound: 0,
- Oakton Street Westbound: 0,
- A. Rd N. Bound: 12,
- A. Rd S. Bound: 0,
- Int. Total: 13

**Trucks**

- Oakton Street Eastbound: 0,
- Oakton Street Westbound: 0,
- A. Rd N. Bound: 0,
- A. Rd S. Bound: 0,
- Int. Total: 0

**% Articulated Trucks**

- Oakton Street Eastbound: 0.0,
- Oakton Street Westbound: 0.0,
- A. Rd N. Bound: 0.0,
- A. Rd S. Bound: 0.0,
- Int. Total: 0.0

**Pedestrians**

- Oakton Street Eastbound: 0,
- Oakton Street Westbound: 0,
- A. Rd N. Bound: 0,
- A. Rd S. Bound: 0,
- Int. Total: 0

**% Pedestrians**

- Oakton Street Eastbound: 0.0,
- Oakton Street Westbound: 0.0,
- A. Rd N. Bound: 0.0,
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</table>

**Total %**

- **U-Turn**: 0.0%
- **Left**: 0.0%
- **Truck**: 1.3%
- **Right**: 43.7%
- **Ped**: 49.8%

- **U-Turn**: 0.0%
- **Left**: 0.0%
- **Truck**: 0.6%
- **Right**: 94.7%
- **Ped**: 98.9%

- **U-Turn**: 0.0%
- **Left**: 0.0%
- **Truck**: 6.0%
- **Right**: 94.7%
- **Ped**: 98.1%

- **U-Turn**: 0.0%
- **Left**: 0.0%
- **Truck**: 0.3%
- **Right**: 94.7%
- **Ped**: 94.7%

- **Buses**: 0.0%
- **Single-Unit Trucks**: 0.0%
- **Trucks**: 0.0%
<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Peds</th>
<th>U-Turn</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Peds</th>
<th>U-Turn</th>
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Approach %
- 0.0
- 1.0
- 1.0
- 0.0
- 4.9
- 0.0
- 4.9
- 0.0
- 100.0
- 0.0

Total %
- 0.0
- 0.0
- 51.0
- 51.5
- 0.0
- 42.1
- 42.1
- 0.0
- 0.1
- 100.0

PHF
- 0.000
- 0.000
- 0.837
- 0.500
- 0.842
- 0.896
- 0.897
- 0.904
- 0.000
- 0.609

Lights
- 998
- 10
- 1008
- 0
- 41
- 818
- 0
- 859
- 0
- 37

% Buses
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0

Single-Unit Trucks
- 0
- 0
- 10
- 0
- 0
- 7
- 0
- 9
- 1
- 0

% Single-Unit Trucks
- 1.0
- 0.0
- 0.0
- 0.6
- 0.0
- 2.6
- 0.0
- 4.8
- 0.0
- 1.2

Articulated Trucks
- 0
- 1
- 0
- 0
- 0
- 2
- 0
- 1
- 0
- 4

% Articulated Trucks
- 0.1
- 0.0
- 0.0
- 0.2
- 0.0
- 2.6
- 0.0
- 1.2
- 0.0
- 0.2

Bicycles on Road
- 0
- 0
- 0
- 0
- 0
- 4
- 0
- 4
- 0
- 4

% Bicycles on Road
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0

Pedestrians
- 0
- 0
- 0
- 0
- 0
- 4
- 2
- 2
- 0
- 4

% Pedestrians
- 0.0
- 0.0
- 0.0
- 0.0
- 0.0
- 100.0
- 100.0
- 100.0
- 100.0
- 100.0
Preliminary Site Plan
Level of Service Criteria
# LEVEL OF SERVICE CRITERIA

### Signalized Intersections

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Interpretation</th>
<th>Average Control Delay (seconds per vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.</td>
<td>≤10</td>
</tr>
<tr>
<td>B</td>
<td>Good progression, with more vehicles stopping than for Level of Service A.</td>
<td>&gt;10 - 20</td>
</tr>
<tr>
<td>C</td>
<td>Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.</td>
<td>&gt;20 - 35</td>
</tr>
<tr>
<td>D</td>
<td>The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.</td>
<td>&gt;35 - 55</td>
</tr>
<tr>
<td>E</td>
<td>Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.</td>
<td>&gt;55 - 80</td>
</tr>
<tr>
<td>F</td>
<td>The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.</td>
<td>&gt;80.0</td>
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### Unsignalized Intersections

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<th>Level of Service</th>
<th>Average Total Delay (SEC/VEH)</th>
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<tr>
<td>A</td>
<td>0 - 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10 - 15</td>
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<tr>
<td>C</td>
<td>&gt; 15 - 25</td>
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<tr>
<td>D</td>
<td>&gt; 25 - 35</td>
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<tr>
<td>E</td>
<td>&gt; 35 - 50</td>
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<tr>
<td>F</td>
<td>&gt; 50</td>
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Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour Conditions
### Lanes, Volumes, Timings

#### 3: Shell Drive/2405 Access Drive & Oakton Street

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<th>Lane Group</th>
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<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
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<th>WBR</th>
<th>NBL</th>
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<td>Traffic Volume (vph)</td>
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<td>21</td>
<td>52</td>
<td>809</td>
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<td>72</td>
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<td>Future Volume (vph)</td>
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<td>Ideal Flow (vphpl)</td>
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08/15/2017 A.M. Peak Hour Existing Traffic

11/21/2017

Synchro 9 Report

Page 1
Lanes, Volumes, Timings
3: Shell Drive/2405 Access Drive & Oakton Street

08/15/2017 A.M. Peak Hour Existing Traffic

Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR
---|---|---|---|---|---|---|---|---|---|---|---|---
Base Capacity (vph) | 2870 | 1788 | 374 | 674 | | | | | | | | |
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 | 0.21 | 0.50 | 0.20 | 0.08 | | | | | | | | |

Intersection Summary

Area Type: Other
Cycle Length: 107
Actuated Cycle Length: 107
Offset: 22.5 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 6.6
Intersection Capacity Utilization 59.2%
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 3: Shell Drive/2405 Access Drive & Oakton Street
Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour Conditions
## Lanes, Volumes, Timings

### 3: Shell Drive/2405 Access Drive & Oakton Street

#### 08/15/2017 P.M. Peak Hour Existing Traffic

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### Intersection Summary

- **Area Type:** Other
- **Cycle Length:** 107
- **Actuated Cycle Length:** 107
- **Offset:** 22.5 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
- **Natural Cycle:** 90
- **Control Type:** Actuated-Coordinated
- **Maximum v/c Ratio:** 0.51
- **Intersection Signal Delay:** 4.4
- **Intersection LOS:** A
- **Intersection Capacity Utilization:** 69.2%
- **ICU Level of Service:** C
- **Analysis Period (min):** 15

* User Entered Value

### Splits and Phases

- **3: Shell Drive/2405 Access Drive & Oakton Street**

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08/15/2017 P.M. Peak Hour Existing Traffic

Synchro 9 Report

Page 2
Capacity Analysis Summary Sheets
Existing Saturday Midday Peak Hour Conditions
### Traffic Volume (vph)

<table>
<thead>
<tr>
<th>Lane Group</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
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<th>SBL</th>
<th>SBT</th>
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<td>45</td>
<td>892</td>
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<td>64</td>
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<td>64</td>
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<td>Ideal Flow (vphpl)</td>
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<td>1900</td>
<td>1900</td>
<td>1900</td>
<td>1900</td>
<td>1900</td>
<td>1900</td>
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<td>Lane Util. Factor</td>
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<td>0.95</td>
<td>0.95</td>
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<td>1.00</td>
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</table>

### Right Turn on Red

- Flt Protected: 0.998, 0.950
- Satd. Flow (prot): 0 3550 0 0 2491 0 1805 1623 0 0 1900 0
- Flt Permitted: 0.865, 0.950
- Satd. Flow (perm): 0 3550 0 0 2159 0 1805 1623 0 0 1900 0
- Right Turn on Red: Yes, Yes, Yes, Yes, Yes

### Link Speed (mph)

- 30, 30, 30

### Link Distance (ft)

- 349, 269, 351, 214

### Travel Time (s)

- 7.9, 6.1, 8.0, 4.9

### 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

### Heavy Vehicles (%)

- 0% 1% 3% 2% 2% 0% 0% 0% 0% 0% 0% 0%

### Bus Blockages (#/hr)

- 0, 0, 0, 0, 6, 0, 0, 0, 0, 0, 0, 0

### Shared Lane Traffic (%)

### Lane Group Flow (vph)

- 0 826 0 0 976 0 56 69 0 0 0 0

### Turn Type

- NA, pm+pt, NA, Split, NA

### Protected Phases

- 2, 1, 6, 8, 8, 4, 4

### Permitted Phases

- 2, 6

### Detector Phase

- 2, 2, 1, 6, 8, 8, 4, 4

### Switch Phase

- Minimum Initial (s): 5.0, 5.0, 5.0, 5.0, 5.0, 5.0, 5.0, 5.0
- Minimum Split (s): 24.0, 24.0, 24.0, 24.0, 24.0, 24.0, 24.0, 24.0
- Total Split (s): 49.0, 49.0, 49.0, 49.0, 49.0, 49.0, 49.0, 49.0
- Total Split (%): 45.8%, 45.8%, 9.3%, 55.1%, 29.9%, 29.9%, 15.0%, 15.0%
- Yellow Time (s): 4.5, 4.5, 4.5, 4.5, 4.5, 4.5, 4.5, 4.5
- All-Red Time (s): 1.5, 1.5, 1.5, 1.5, 1.5, 1.5, 1.5, 1.5
- Lost Time Adjust (s): 0.0, 0.0, 0.0, 0.0
- Total Lost Time (s): 6.0, 6.0, 6.0, 6.0

### Lead/Lag

- Lag, Lag, Lead

### Recall Mode

- C-Min, C-Min, None, C-Min, None, None, None, None

### Act Effct Green (s)

- 89.8, 89.8, 8.7, 8.7

### Actuated g/C Ratio

- 0.84, 0.84, 0.08, 0.08

### v/c Ratio

- 0.28, 0.54, 0.38, 0.36

### Control Delay

- 2.8, 4.9, 53.2, 17.0

### Queue Delay

- 0.0, 0.0, 0.0, 0.0

### Total Delay

- 2.8, 4.9, 53.2, 17.0

### LOS

- A, A, D, B

### Approach Delay

- 2.8, 4.9, 33.2

### Approach LOS

- A, A

### Queue Length 50th (ft)

- 57, 135, 37, 1

### Queue Length 95th (ft)

- 90, 228, 75, 43

### Internal Link Dist (ft)

- 269, 189, 271, 134

### Turn Bay Length (ft)
### Intersection Summary

- **Area Type:** Other
- **Cycle Length:** 107
- **Actuated Cycle Length:** 107
- **Offset:** 22.5 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
- **Natural Cycle:** 90
- **Control Type:** Actuated-Coordinated
- **Maximum v/c Ratio:** 0.54
- **Intersection Signal Delay:** 5.8
- **Intersection LOS:** A
- **Intersection Capacity Utilization:** 67.2%
- **ICU Level of Service:** C
- **Analysis Period (min):** 15

* User Entered Value

### Lane Group

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<tr>
<th>Lane Group</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
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**3: Shell Drive/2405 Access Drive & Oakton Street**
Capacity Analysis Summary Sheets
Projected Weekday Morning Peak Hour Conditions
### Lanes, Volumes, Timings

**3: Shell Drive/2405 Access Drive & Oakton Street**

#### Lane Group EBL EBT EBR WBL WBT NBL NBT NBR SBL SBT SBR

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<th>Satd. Flow (prot)</th>
<th>Flt Permitted</th>
<th>Satd. Flow (perm)</th>
<th>Right Turn on Red</th>
<th>Satd. Flow (RTOR)</th>
<th>Link Speed (mph)</th>
<th>Link Distance (ft)</th>
<th>Travel Time (s)</th>
<th>Peak Hour Factor</th>
<th>Heavy Vehicles (%)</th>
<th>Bus Blockages (#/hr)</th>
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<td>269</td>
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#### Link Speed (mph) 30 30 30 30

#### Link Distance (ft) 160 269 351 214

#### Travel Time (s) 3.6 6.1 8.0 4.9

#### Peak Hour Factor 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

#### Heavy Vehicles (%) 0% 2% 29% 6% 2% 0% 17% 0% 12% 0% 0% 0%

#### Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0

#### Lane Group Flow (vph) 0 627 0 0 902 0 0 75 52 0 0 0

#### Turn Type NA pm+pt NA Split NA Perm

#### Protected Phases 2 1 6 8 8 4 4

#### Permitted Phases 2 6 8

#### Detector Phase 2 2 1 6 8 8 8 4 4

#### Switch Phase

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**08/15/2017 A.M. Peak Hour Total Traffic**

**Synchro 9 Report**

**Page 1**
**Lane Group** | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR
---|---|---|---|---|---|---|---|---|---|---|---|---
Base Capacity (vph) | 2873 | 2522 | 376 | 442 |
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 | 0.22 | 0.36 | 0.20 | 0.12 |

**Intersection Summary**

Area Type: Other
Cycle Length: 107
Actuated Cycle Length: 107
Offset: 22.5 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 5.8
Intersection LOS: A
Intersection Capacity Utilization 60.4%
ICU Level of Service B
Analysis Period (min) 15

**Splits and Phases:**

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<td>04</td>
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<td>05 (R)</td>
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<td>06</td>
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### Intersection

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### Movement

#### Traffic Vol, veh/h

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</table>

#### Future Vol, veh/h

| Traffic Vol, veh/h | 0 | 615 | 921 | 0 | 0 | 15 |

#### Conflicting Peds, #/hr

| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |

#### Sign Control

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<th>Free</th>
<th>Free</th>
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<th>Stop</th>
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</table>

#### Storage Length

| Storage Length | ----- | 0   |

#### Veh in Median Storage, #

| Veh in Median Storage, # | 0 | 0 | 0 | 0 | 0 | 0 |

#### Grade, %

| Grade, % | 0 | 0 | 0 | 0 | 0 | 0 |

#### Peak Hour Factor

| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |

#### Heavy Vehicles, %

| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |

### Future Vol, veh/h

| Traffic Vol, veh/h | 0 | 615 | 949 | 0 | 0 | 15 |

### Major/Minor

#### Conflicting Flow All

| Conflicting Flow All | - | 0 | 0 | 0 | 475 |

#### Critical Hdwy

| Critical Hdwy | - | - | - | - | 6.94 |

#### Critical Hdwy Stg 1

| Critical Hdwy Stg 1 | - | - | - | - | - |

#### Critical Hdwy Stg 2

| Critical Hdwy Stg 2 | - | - | - | - | - |

#### Follow-up Hdwy

| Follow-up Hdwy | - | - | - | - | 3.32 |

#### Pot Cap-1 Maneuver

| Pot Cap-1 Maneuver | 0 | - | - | 0 | 0 | 536 |

#### Stage 1

| Stage 1 | 0 | - | - | 0 | 0 |

#### Stage 2

| Stage 2 | 0 | - | - | 0 | 0 |

#### Platoon blocked, %

| Platoon blocked, % | - | - |

#### Mov Cap-1 Maneuver

| Mov Cap-1 Maneuver | - | - | - | - | 536 |

#### Mov Cap-2 Maneuver

| Mov Cap-2 Maneuver | - | - | - | - | - |

#### Stage 1

| Stage 1 | - | - | - | - | - |

#### Stage 2

| Stage 2 | - | - | - | - | - |

### Approach

#### HCM Control Delay, s

| HCM Control Delay, s | 0 | 0 | 11.9 |

#### HCM LOS

| HCM LOS | B |

### Minor Lane/Major Mvmt

#### Capacity (veh/h)

| Capacity (veh/h) | - | - | 536 |

#### HCM Lane V/C Ratio

| HCM Lane V/C Ratio | - | - | 0.029 |

#### HCM Control Delay (s)

| HCM Control Delay (s) | - | - | 11.9 |

#### HCM Lane LOS

| HCM Lane LOS | - | - | B |

#### HCM 95th %tile Q(veh)

| HCM 95th %tile Q(veh) | - | - | 0.1 |
Capacity Analysis Summary Sheets
Projected Weekday Evening Peak Hour Conditions
### Lanes, Volumes, Timings

#### 3: Shell Drive/2405 Access Drive & Oakton Street

#### 01/04/2019

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<th>EBT</th>
<th>EBR</th>
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#### 08/15/2017 P.M. Peak Hour Total Traffic
### Lane Group Summary

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### Intersection Summary

- **Area Type:** Other
- **Cycle Length:** 107
- **Actuated Cycle Length:** 107
- **Offset:** 22.5 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
- **Natural Cycle:** 80
- **Control Type:** Actuated-Coordinated
- **Maximum v/c Ratio:** 0.38
- **Intersection Signal Delay:** 4.1
- **Intersection LOS:** A
- **Intersection Capacity Utilization:** 70.9%
- **ICU Level of Service:** C
- **Analysis Period (min):** 15

### Analysis Period

- **08/15/2017 P.M. Peak Hour Total Traffic**
- **Synchro 9 Report**
- **Page 2**
### Intersection

| Int Delay, s/veh | 0.3 |

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Capacity Analysis Summary Sheets
Projected Saturday Midday Peak Hour Conditions
## Lanes, Volumes, Timings

**3: Shell Drive/2405 Access Drive & Oakton Street**

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</table>

### Shared Lane Traffic (%)

| Lane Group Flow (vph) | 0   | 865 | 0   | 0   | 1089| 0   | 0   | 69  | 67  | 0   | 0   |

### Turn Type

| Protected Phases | 2   | 1   | 6   | 8   | 8   | 4   | 4   |
| Permitted Phases | 2   | 6   | 8   |     |     |     |     |
| Detector Phase   | 2   | 2   | 1   | 6   | 8   | 8   | 4   | 4   |

### Switch Phase

| Minimum Initial (s) | 5.0  | 5.0  | 5.0  | 5.0  | 5.0  | 5.0  | 5.0  | 5.0  | 5.0  |
| Total Split (s)     | 49.0 | 49.0 | 10.0 | 59.0 | 32.0 | 32.0 | 32.0 | 16.0 | 16.0 |
| Total Split (%)     | 45.8%| 45.8%| 9.3% | 55.1%| 29.9%| 29.9%| 29.9%| 15.0%| 15.0%|
| Yellow Time (s)     | 4.5  | 4.5  | 3.0  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |
| All-Red Time (s)    | 1.5  | 1.5  | 0.0  | 1.5  | 1.5  | 1.5  | 1.5  | 1.5  | 1.5  |
| Lost Time Adjust (s)| 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Lost Time (s) | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  | 6.0  |

### Approach Delay

| Act Effct Green (s) | 89.1 | 9.4  | 9.4  |
| Actuated g/C Ratio  | 0.83 | 0.09 | 0.09 |
| v/c Ratio           | 0.29 | 0.43 | 0.26 |
| Control Delay       | 3.0  | 53.7 | 3.3  |
| Queue Delay         | 0.0  | 0.0  | 0.0  |
| Total Delay         | 3.0  | 53.7 | 3.3  |
| LOS                 | A    | D    | A    |
| Approach Delay      | 3.0  | 28.9 |
| Approach LOS        | A    | C    |
| Queue Length 50th (ft) | 64 | 46  |
| Queue Length 95th (ft) | 100| 88  |
| Internal Link Dist (ft) | 60 | 271 | 134 |

---

08/15/2017 Saturday Midday Peak Hour Total Traffic

Synchro 9 Report

Page 1
### Lane Group

<table>
<thead>
<tr>
<th>Lane Group</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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</thead>
<tbody>
<tr>
<td>Base Capacity (vph)</td>
<td>2958</td>
<td>2526</td>
<td>443</td>
<td>484</td>
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<td>Starvation Cap Reductn</td>
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<td>Spillback Cap Reductn</td>
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<tr>
<td>Storage Cap Reductn</td>
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</tr>
<tr>
<td>Reduced v/c Ratio</td>
<td>0.29</td>
<td>0.43</td>
<td>0.16</td>
<td>0.14</td>
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</tr>
</tbody>
</table>

### Intersection Summary

- **Area Type:** Other
- **Cycle Length:** 107
- **Actuated Cycle Length:** 107
- **Offset:** 22.5 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
- **Natural Cycle:** 80
- **Control Type:** Actuated-Coordinated
- **Maximum v/c Ratio:** 0.43
- **Intersection Signal Delay:** 5.1
- **Intersection LOS:** A
- **Intersection Capacity Utilization 71.7%**
- **ICU Level of Service C**
- **Analysis Period (min) 15**

### Splits and Phases: 3: Shell Drive/2405 Access Drive & Oakton Street

- **Phase 1:** 49 s
- **Phase 2:**
  - 49 s
- **Phase 3:**
  - 32 s
- **Phase 4:**
  - 16 s
- **Phase 5:**
  - 12 s
- **Phase 6:**
  - 10 s
- **Phase 7:**
  - 8 s
- **Phase 8:**
  - 6 s
## Intersection

| Int Delay, s/veh | 0.9 |

## Movement

<table>
<thead>
<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>WBT</th>
<th>WBR</th>
<th>SBL</th>
<th>SBR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Vol, veh/h</td>
<td>0 890 991 0 0 120</td>
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<tr>
<td>Future Vol, veh/h</td>
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<tr>
<td>Conflicting Peds, #/hr</td>
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</tbody>
</table>

### Lane Configurations

- **Veh in Median Storage, #**: 0 - 0 - 0 - 0 - 0
- **Grade, %**: 0 - 0 - 0 - 0 - 0
- **Peak Hour Factor**: 97 - 97 - 97 - 97 - 97 - 97
- **Heavy Vehicles, %**: 2 2 2 2 2 2

### Mvmt Flow

- **Approach EB WB SB**
  - **HCM Control Delay, s**: 0 0 14.4
  - **HCM LOS**: B

### Minor Lane/Major Mvmt

- **Capacity (veh/h)**: 0 - 0 508
- **HCM Lane V/C Ratio**: 0.244
- **HCM Control Delay (s)**: 14.4
- **HCM Lane LOS**: B
- **HCM 95th %tile Q(veh)**: 0.9