Village of Lincolnwood
Plan Commission

Public Meeting

Wednesday, September 4, 2024
7:00 P.M.

in the

Gerald C. Turry Village Board Room
Lincolnwood Village Hall - 6900 North Lincoln Avenue

Meeting Agenda

1. **Call to Order/Roll Call**

2. **Pledge of Allegiance**

3. **Case #PC-06-24: Zoning Text Amendment – Zoning Text Amendment Regarding the Permissibility of a College or University in the B-2 General Business Zoning District**

   Request: Consideration of a request by the Hebrew Theological College, Petitioner and contract purchaser, on behalf of 3420 Devon Building LLC, property owner, to Amend Table 4.01.1 Permitted and Special Uses in All Zoning Districts, to allow by Special Use colleges or universities in the B-2 General Business zoning district. This hearing may also consider possible Zoning Text Amendments to a) Section 2.02 to revise the definition of the term "college or university" and to add a definition for the term "dormitory", b) Section 4.07 to establish new use regulations specifically related to a "college or university" in the B-2 zoning district, or c) Section 7.10 to establish minimum off-street parking requirements for a college or university with dormitories. The Plan Commission may consider any additional amendments to other relevant provisions of the Zoning Ordinance discovered during this case.

4. **Case #PC-07-24: 3420 West Devon Avenue – Approval of Special Uses, Zoning Variations, and Parkway Parking for the Proposed Redevelopment of 3420 West Devon Avenue**

   Request: Consideration of a request by the Hebrew Theological College, Petitioner and contract purchaser, on behalf of 3420 Devon Building LLC, property owner, to approve certain Special Uses, Zoning Variations, and parkway parking in order to accommodate the development of a college or university at the address commonly known as 3420 West Devon Avenue. Requested Special Uses include those pursuant to a) Section 4.01.1 to allow a college or university in the B-2 General Business zoning district (assuming the Plan Commission recommends approval of a Text Amendment as a result of case #PC-06-24) and b) Section 7.06(5) to allow parking in the corner side yard abutting the east lot line of the subject property. Requested Zoning Variations include relief from a) Section 3.13(13)e to allow a masonry fence in the corner side yard abutting the south and east lot lines of the subject property; b) Section 4.07(3) to waive the requirement for a setback of thirty feet when abutting the rear yard of a residential property, allow the required buffer yard to be used for parking, and waive the required landscape screening when windows exist more than 20 feet above grade; c) Section 4.07(5) to allow for outdoor operations to accommodate an open-air courtyard and second story terrace; d) Section 4.13 to allow a building with a height greater than 35 feet to accommodate a building with a height of 47' to predominant parapet, 51' to the secondary parapet; e) Section 6.03(c) to waive the requirement for a 5'-foot wide sidewalk along the rear façade of the building to accommodate

on-site parking; f) Section 6.04(3)b to allow a building that does not incorporate specified high-quality materials into at least 75% of each elevation; g) Section 6.14(1) to waive or reduce the width of landscape screening along the west, east and north sides of the parking lot; h) Section 6.14(2) to waive or reduce the width of required landscape islands at each end of parking aisles in the parking lot and rear parking area; i) Section 6.16(1) to waive the required transition yard setback and landscape screening requirements; j) Section 7.10 to reduce the amount of required off-street parking; and k) Section 7.10 to waive the requirement for a loading space. The Petitioner also seeks approval to install parkway parking in the public right-of-way on the east side of Trumball Avenue adjacent to the subject property in accordance with Chapter 6 Public Parks, Ways, and Properties, Article 5 Parkway Landscaping and Maintenance, Section 17 of the Village Code, and one Parkway Parking Variation from Section 6-5-18-A to allow the removal of a portion of a sidewalk in the public right-of-way. The Plan Commission may consider any additional relief discovered during this case.

5. Next Meeting: September 30, 2024

6. Public Comment

7. Adjournment

Posted: August 30, 2024

Plan Commission Staff Report
Case # PC-06-24
September 4, 2024

Subject Property:
3420 West Devon Avenue

Zoning District:
B-2, General Business

Petitioner:
Hebrew Theological College, on behalf of 3420 Devon Building LLC, property owner

Nature of Request:
Approval of Text Amendments related to the permissibility of a college or university

Notification: Notice was published in the Lincolnwood Review on July 18, 2024, Public Hearing Signs were installed at the subject property, and mailed legal notices dated July 15, 2024, were sent to properties within 250 Feet.

Background

The Hebrew Theological College, petitioner, on behalf of 3420 Devon Building, LLC, property owner, is seeking approval for the redevelopment of a vacant structure at the property commonly known as 3420 West Devon Avenue. Full approval for this development requires two actions by the Village:

- Approval of a Zoning Text Amendment that would accommodate the proposed use at the subject property; and
- Approval of Special Uses, Zoning Variations, and parkway parking to accommodate the specific development proposal.

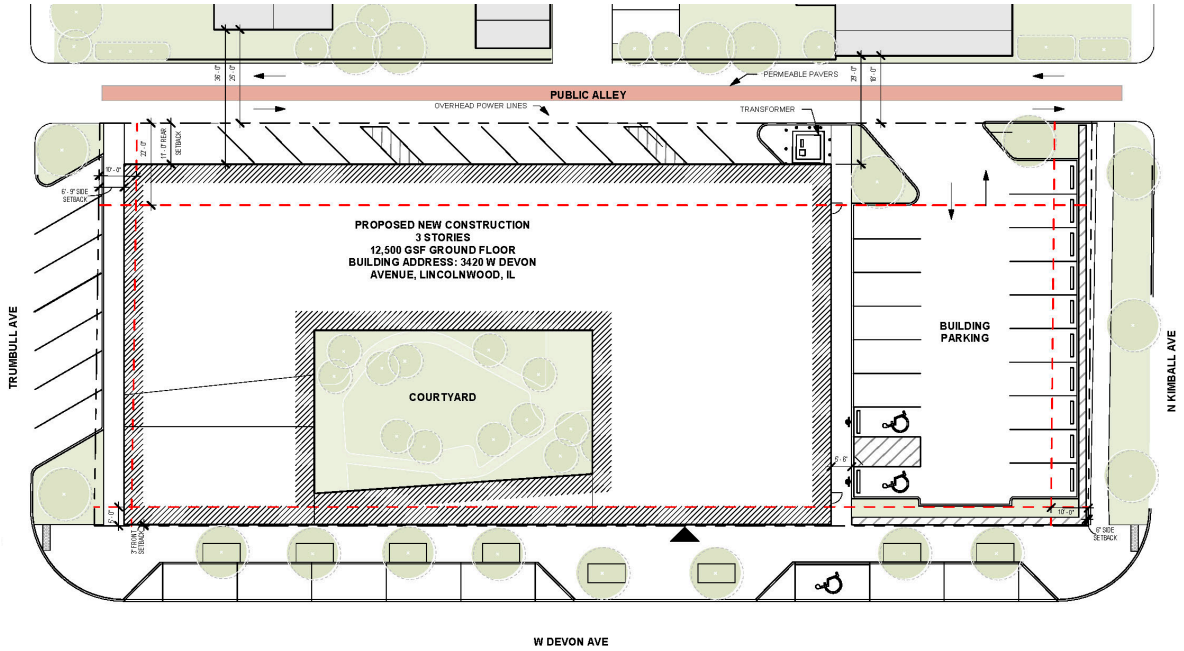
The information included in this staff report relates to the requested Zoning Text Amendment. A hearing related to the zoning and parkway parking requests will be held separately if the Plan Commission is inclined to recommend approval of the Zoning Text Amendments necessary to accommodate the proposed use.

Proposed Development

The proposed development includes the following program:

- A three-story structure with ground-floor footprint of 12,500 square feet and a total floor area of approximately 35,000 square feet;
- On-site parking in a lot on the east end of the property and along the north side of the building;
- Educational amenities that include ten classrooms, two science labs, a library, social and study spaces, a commercial kitchen, a private courtyard, and a rooftop plaza; and
- On-site lodging for up to 42 students and faculty.

While the image below provides context for the design of the site, specific zoning approvals, including Special Uses and Zoning Variations, are the subject of a separate hearing.



Proposed Site Plan for the Development of a College with Lodging at 3420 West Devon Avenue

Regulatory Context

The Zoning Ordinance establishes colleges or universities as per the following provisions:

- In Section 2.02, it establishes the following definition for "college or university": *an educational institution either authorized by the State of Illinois to award associate, baccalaureate, or higher degrees, or operated by a local school district to provide post-high school training related to employment and life skills.*
- In Table 4.01.1 Permitted and Special Uses in All Zoning Districts, it establishes the permissibility of that use as allowed by Special Use in the O Office and M-B

Manufacturing/Business zoning districts, and prohibited in all other zoning districts;
- In Section 7.10, it establishes an off-site parking requirement of one space for each five students, based on maximum capacity, plus two spaces per three employees.

The current provisions provide the following context for the proposed development:
- The proposed use is currently prohibited in the B-2 zoning district, which is the district within which the proposed development site is located;
- The current definition of "college or university" does not specifically contemplate on-site lodging;
- On-site lodging or dormitories are not contemplated in any other section of the code, and therefore are not specifically differentiated from dwelling units as they are typically thought of; and
- There are no specific off-site parking requirements related to college or university lodging as opposed to traditional dwelling units.

Village Board Committee of the Whole Discussion
The Village Board Committee of the Whole discussed in concept the Petitioner's request during their August 15, 2023, regular meeting. During that meeting, staff presented general information regarding current zoning provisions and the Petitioner provided information regarding the envisioned redevelopment and use. Trustees stated support for the general nature of the proposed redevelopment but expressed concerns regarding the impact of allowing this type of use throughout the B-2 zoning district. They stated concerns about additional commercial properties being used for non-commercial uses, though they also discussed the potential of positive impacts on surrounding properties if a certain site is activated through redevelopment. Trustees referred the matter to the Plan Commission for a public hearing and directed staff to consider ways to limit the likelihood of the proliferation of this use throughout the B-2 zoning district.

Proposed Zoning Text Amendments

As part of their application, the Petitioner submitted proposed text Amendment language. Staff has worked with the Petitioner's counsel to refine that language in an effort to ensure that it accommodates the proposed development and addresses to the greatest extent possible the concerns stated during the August 2023 Committee of the Whole discussion. The language presented in this section is the result of that collaboration between the Petitioner and staff. A note is provided after each proposed amendment to clarify its intent and effect.

Amendment to Table 4.01.1 Permitted and Special Uses in All Zoning Districts
Table 4.01.1 Permitted and Special Uses in All Zoning Districts would be amended to designate colleges or universities as allowed with Special Use approval in the B-2 zoning district. Additionally, a new note #13 would be added to the table that *"colleges and universities are only allowed within that portion of the B-2 District extending along Devon Avenue between Lincoln Avenue and McCormick Boulevard, and only on sites with a minimum lot area of at least one-half acre and a minimum lot frontage of 250 feet."*

- Staff note: the proposed amendment above would allow colleges or universities in the B-2 district through Special Use approval but would aim to address Trustees' concerns that doing so would substantially reduce the amount of land available for commercial uses.

Zoning Map excerpt indicating what portion of the B-2 zoning district would allow colleges or universities by Special Use (dotted line)

Amendments to Section 2.02 Definitions

The definition of "college or university" would be amended to add a sentence stating that "a college or university may also include lodging in the same structure as the primary use for occupancy by faculty, staff, or students actively involved in the operation of the use."

- Staff note: This amendment would clarify that on-site lodging is contemplated as part of a college or university use, but it must be part of the same structure and occupied by parties directly affiliated with the operation of the use.

The definition of "dwelling" would be amended to clarify that lodging rooms in colleges or universities are not to be considered dwellings.

- Staff note: This amendment would differentiate on-site lodging for a college or university from other types of dwellings that have established requirements related to off-street parking capacity.

Amendment to Section 7.10 Off Street Parking Schedule

The provision establishing minimum off-street parking requirements for colleges or universities could be amended to clarify how it applies to educational spaces in comparison to on-site lodging capacity. Currently, it does not contemplate the presence of on-site lodging as part of the calculation of required off-street parking. Staff research has found that there is no generally accepted standard for minimum parking requirements for this type of use. Examples of how some other communities establish the minimum parking requirement are as follows:

- Bensenville, IL: 1 per classroom plus 1 per 200 sf of office space plus 1 per 5 students
- Normal, IL: Junior College classroom building; College, university classroom building. One (1) space for each four hundred (400) square feet of gross floor area.
- Aurora, IL: 1 space per 300 SF of educational facility GFA, plus 1 space per 200 SF GFA for dormitories
- River Grove, IL: to be determined by the planning and zoning administrator

Considerations

The Plan Commission may consider the following when discussing the appropriateness of the Petitioner's request.

Alignment with the 2016 Comprehensive Plan

The Future Land Use chapter of the 2016 Comprehensive Plan identifies the Devon Avenue corridor from McCormick Boulevard to just west of Lincoln Avenue as "local/corridor commercial". The narrative describing that land use area states that these areas *"offer the visibility and access desired by office and commercial businesses, including banks, restaurants, professional offices, convenience retail, salons, cleaners and service stations."* In terms of preferred types of land uses, the Plan states that the Village should support those types of activities, and *"should consider, on a case by-case basis, the inclusion of traditional mixed-use development with commercial services on the ground floor and office or residential uses above, where such a program can adequately accommodate parking, screening, and other important site design components. The Village should also consider allowing transition of some of these areas to multi-family or townhouse development, as site constraints and market potential may not warrant some blocks being sustained for commercial uses."*

Regarding Devon Avenue, the Future Land Use chapter identifies the intersection of Lincoln Avenue and Devon Avenue as a priority commercial node. This designation is not given to other portions of the Devon Avenue corridor.

Public Comment

At the time of the drafting of this report, staff had not received any public comment regarding this request. Any comments received after the distribution of this report will be provided to the Plan Commission during the public hearing.

Requested Action

The petitioner seeks approval of a series of Zoning Text Amendments, as outlined in this report, that would:

- Allow colleges or universities in the B-2 zoning district with Special Use approval;
- Clarify that on-site lodging is contemplated as a possible component of a college or university;
- Clarify that on-site lodging for a college or university does not fall under the definition of "dwelling" for the purposes on the Zoning ordinance; and
- Clarify how minimum off-street parking requirements are to be applied to education and on-site lodging portions of a college or university use.

Documents Attached

The Petitioner's Plan Commission Review Packet Binder (Attachment #1 to this report) serves as an attachment to both this case and Case #PC-07-24 (requested Special Uses, Zoning Variations, and Parkway Parking). For hard copies of this packet delivered to Plan Commissioners, please see the bound Attachment #1 provided separately from Attachments #2-3 immediately following this page. For electronic versions of this packet, please click on the items below for links to each document.

1. Petitioner's Plan Commission Review Packet Binder
    a. Project Narrative
    b. Public Hearing Application-Text Amendment
        i. Exhibit A-Proposed Amendments to Text of Zoning Ordinance
    c. Public Hearing Application-Special Uses
    d. Public Hearing Application-Variations
        i. Exhibit A-Requested variations
    e. Owner Authorization Letter
    f. Aerial of the Subject Property
    g. Streetview Photos of the Subject Property
    h. Survey
    i. Preliminary Architectural Drawings and Renderings
    j. Floor Plans
    k. Shadow Study
    l. Landscape Drawings, Details and Tree Survey
    m. Preliminary Civil Plan Set
    n. Parking Evaluation Memorandum (dated June 28, 2024)
    o. Traffic Impact Study (dated as of July 2024)
    p. Response to memo of Comments from All Departments
2. Relevant Excerpts from the 2016 Comprehensive Plan
3. Excerpt from Table 4.01.1 Permitted and Special Uses in All Zoning Districts
4. Relevant Regulations

SARAH HARTMAN
WOMEN'S COLLEGE OF TOURO AT HTC
A MEMBER OF TOURO UNIVERSITY

3420 W. DEVON AVENUE
LINCOLNWOOD, ILLINOIS

PROJECT NARRATIVE
Updated July 5, 2024

INTRODUCTION

Hebrew Theological College (HTC) is the Midwest division of Touro University, a national higher education provider with 19,000 students across 36 schools and spanning four countries. At its main campus in Skokie, HTC operates a small men's college and rabbinical school, a boys' high school, and an overnight camp. HTC also operates a small women's college, which currently resides in Chicago's West Rogers Park neighborhood. HTC is accredited by HLC, the Higher Learning Commission.

THE PLAN

HTC has executed a Letter of Intent to purchase the building and lot located at 3420 West Devon Avenue in Lincolnwood (formerly Whistler's Restaurant) to serve as the new home of HTC's undergraduate division for women--the **Sarah Hartman Women's College of Touro at HTC.** The property is located in the Village's B-2 General Business Zoning District.

HTC's plan is to demolish the building which presently exists on the property and construct a new, state-of-the-art 35,000-square foot facility to house its women's college. Conceptual plans for the proposed three-story building contemplate 10 classrooms, two science labs, a library, social and study spaces, a commercial kitchen, a private courtyard, and a rooftop plaza. At this time, HTC is also contemplating providing on-site residential housing for up to 42 students (though closer to 25-30 residential students are expected most years). The project, as planned, will include significant landscaping and streetscape improvements which will beautify both the campus and the neighborhood.

There are several key reasons why HTC wishes to move its women's college to this prime Lincolnwood property:

- It will allow for the construction of the new beautiful, state-of-the-art facility that our students deserve.
- It will bring our academic and residential spaces under one roof, enhancing efficiency and security.
- Lincolnwood is home to a growing residential and commercial Jewish community which will enhance student life for our students.
- The Lincolnwood site will provide a safer location for our students.

BACKGROUND ON SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC

Originally founded in 1926, the Sarah Hartman Women's College of Touro at HTC—recently renamed in recognition of a major lead gift provided by Lincolnwood residents Robert and Debra Hartman, David and Chaya Tova Hartman, and Mark and Penina Hartman — is the only Orthodox Jewish women's college between the east and west coast. Launched originally on the west side of Chicago, the college currently operates out of two converted office buildings located at 2600-2606 W. Touhy Ave. in West Rogers Park, but these limited facilities no longer meet the needs of today's college students. As part of its historic Centennial campaign, HTC has embarked on an ambitious effort to provide the women of HTC a modern, spacious campus.

The college operates as follows:

- **Demographics:** The majority of our students are graduates of local Jewish high schools who commute from their home neighborhoods of Chicago's West Rogers Park, Peterson Park, Lincolnwood and Skokie. Currently, a small number of students (typically 15-20) reside in our student housing.
- **Schedule:** Classes are held Sunday through Thursday, typically from early afternoon through early evening. The college offers a fall, spring, and summer semester.
- **Staff:** The college employes about 25 administration, staff and (mostly adjunct) faculty members who are on campus on various days and at various times of the day.
- **Academics:** The college offers an affordable, accredited B.A. program with rigorous academics in a Jewish environment. Our students major in Judaic studies and often choose a second major from eleven major areas of study, including accounting, business, computer and Information Sciences, E-Commerce and Web-based business, education, English, graphic arts & design, health sciences, marketing, psychology, and speech and communication disorders. The college also offers a partnership program with North Park University's School of Nursing, a pathway program into Loyola University's Quinlan School of Business, and preferred acceptance into Touro University graduate schools.
- **Post-College:** Our students are accepted into prestigious graduate schools, with recent graduates accepted into schools including Northwestern University, Rush University, Loyola University Chicago, University of Illinois, NYU, Columbia University, Yeshiva University, and Touro's own graduate schools. Our graduates are also sought-after by area businesses who know them to be driven, highly intelligent, and ethical individuals.

PROJECT BENEFITS

Relocating the college to the Devon Avenue property will significantly benefit the college, its students, the Village of Lincolnwood and the surrounding neighborhood. Village and public benefits will include the following:

- **The removal of a vacant building and permanently-closed restaurant from Devon Avenue,** which may be deterring prospective businesses and homeowners from locating to or in the area.
- The removal of a currently vacant commercial structure and the construction of a beautiful new state-of-the-art facility on the property **will reduce the likelihood of any diminishment in the value of surrounding properties** which might attain from current conditions**.**
- Adding a beautiful new state-of-the-art facility **will help beautify historic Devon Avenue.**
- Establishing the new college on the property will bring to Lincolnwood the **prestige of a nationally recognized leader in higher education, medicine, and the health sciences**.
- **Security benefits:** This campus will include the presence of security staff and surveillance cameras on all sides of the building, which should also benefit the village and nearby businesses and neighbors when issues arise near the campus. As we have done with our current local law enforcement partners both in Skokie and Chicago, our security team stands ready to support local law enforcement to utilize our resources in investigation of any crimes and/or safety concerns that arise near our campus.
- **Financial benefits:** With approximately 80 students and 20-25 staff and faculty coming to the campus on a daily basis and a number of students residing at the college, establishing the new college on the property **will produce several financial benefits** to the Village and its businesses, including:
    - New permit fees;
    - Additional food and beverage and sales tax revenues;
    - Support of **four existing kosher food establishments in the Village** (Nuovo Chicago on Devon Avenue, Dairy Star Ice Cream on Devon Avenue, Lincoln Café on Lincoln Avenue, Candy Squared on Devon Avenue, and Oberweis Ice Cream on Lincoln Avenue); and
    - Support of **other nearby local businesses**, including clothing and gift stores, dry cleaners, florists, hair salons and more.

- **Employment Benefits:** Our students, particularly those living on campus, will be **looking to serve in internships and part-time jobs** for area businesses, and to providing area families with part-time childcare.

HTC'S REQUEST

In order to establish the college on the property, HTC will require, and it is proposing to apply to the Village, for the following zoning approvals:

1. the approval of amendments to the text of the Village's Zoning Ordinance to: (a) establish a "college or university" as an authorized special use in the B-2 General Business District, and (b) authorize the establishment of residential units above the first floor of a college or university in the B-2 District;
2. the approval of a special use to establish a college containing residential units above the first floor on the subject property; and
3. variations from a number of otherwise applicable use and site development standards.

These elements of relief are described in greater detail in other materials being submitted to the Village concurrently with the submission of this Project Narrative.

CONCLUSION

HTC students are **driven, motivated, responsible students**. Many of our students work part-time while in school, and our graduates have an **exemplary record of graduate school acceptance and employment**. The young women who attend classes on this campus will bring positive energy, warmth, and kindness to the sidewalks, stores, and parks of Lincolnwood. They will be an asset to the community.

Accordingly, it is no wonder that our women's college attracts students from across the Jewish community, locally, nationally and from around the world. Our students are eager to be inspired by the exciting, beautiful, new Sarah Hartman Women's College of Touro at HTC and bring their inspiration to the wonderful Village of Lincolnwood.

We thank you for your consideration of this request.

VILLAGE OF LINCOLNWOOD

6900 Lincoln Ave. | Lincolnwood, IL 60712 | Phone: 847-673-7402
www.lincolnwoodil.org | commdev@lwd.org

Public Hearing Application – Text Amendment

PETITIONER INFORMATION

Name: Hebrew Theological College

Address: 7135 Carpenter Road, Skokie, Illinois

Telephone: (847) 982-2500 Fax: (___) _____ E-mail: ssinger8@htc.touro.edu

Property Owner(s): *(if different from Petitioner)*

Name: *(List all Beneficiaries if Trust)* 3420 Devon Building LLC

Address: 6401 Lincoln Avenue, 2nd Floor, Lincolnwood, Illinois

Telephone: (___) _____ Fax: (___) _____ E-mail: _____

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the petitioner and the property owner shall be jointly and severely liable for the payment of such out-of-pocket costs. Out-of pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name: Hebrew Theological College c/o Sid Singer

Address: 7135 Carpenter Road,

City, State, Zip: Skokie, Illinois 60077

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge, and that I have vested in me the authority to execute this application.

PROPERTY OWNER:

_____
Signature

_____
Print Name

_____
Date

PETITIONER: *(if Different than Property Owner)*

Shmuel L. Schuman
Signature

Shmuel L. Schuman, CEO
Print Name

7/2/24
Date

REQUIRED ATTACHMENTS *

Proposed Text Amendment Language ☑

The above document is required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.

TEXT AMENDMENT STANDARDS

To be approved, the requested Text Amendment must meet certain specific standards. These standards are listed below. After each listed standard, explain how the Text Amendment satisfies the listed standard. Use additional paper if necessary.

1. Nature of Request. Explain below why you are seeking a Text Amendment to the Zoning Code. What is it that you would like to do that requires a change in the text of the Zoning Code?

The Petitioner is seeking to amend the text of the Village's Zoning Ordinance to construct a new college on the Subject Property to include student dormitories as an accessory use.

2. What Zoning District(s) would be affected by the proposed Text Amendment? Categorize the type of properties or areas of the Village that likely would be affected by the proposed change.

The B-2 General Business District.

3. Cite the specific Section(s) of the Zoning Code proposed to be amended.

Section 2.2 and Table 4.01.1. Permitted and Special Uses in all Zoning Districts.

TEXT AMENDMENT STANDARDS (Continued)

4. Provide the proposed Text Amendment language. Provide below or attach the exact Section Code language as it is currently written, then use strikeouts for proposed deletion(s) of existing language and insert/add the proposed new language using highlighting (bolding) so that the language is shown exactly as you propose (with all deletions and additions indicated).

See attached Exhibit A.

5. Indicate why you believe this text change is needed and why it would benefit the Village.

The proposed amendment to the text of the Village's Zoning Ordinance is required to allow the Petitioner's proposed college use in the B-2 District along Devon Avenue and to allow the college to provide dormitories for students as an accessory use. If approved, this project will bring to the Village a prestigious collegiate institution and allow the Petitioner to revitalize the existing vacant and dilapidated property with a new state-of-the-art building, designed to beautify and enhance the Devon Avenue streetscape.

VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

PUBLIC HEARING FEES AND DEPOSIT SCHEDULE

Plan Commission

Hearing Type	Hearing Fee*	Hearing Deposit**
Special Use – Non Residential Property	$500	$2,000
Special Use – Residential Property	$250	NA
Reasonable Accommodation	$250	$2,000
Text Amendment	$500	$2,000
Map Amendment	$500	$2,000
Planned Unit Development (PUD) 0 to 5 acres	$1,250	$10,000
Planned Unit Development (PUD) 5 to 10 acres	$2,500	$10,000
Planned Unit Development (PUD) Over 10 acres	$3,000	$10,000
Minor Subdivision	$250	NA
Major Subdivision	$500	$2,000

Zoning Board of Appeals

Hearing Type	Hearing Fee*	Hearing Deposit**
Major Variation – Non Residential Property	$500	NA
Major Variation – Residential Property	$250	NA
Variation – Off-Street Parking	$500	NA
Variation – Design Standards	$250	NA
Minor Variation	$125	NA
Sign Variation/Special Signs	$500	NA

** Hearing fees are non-refundable.*

*** Hearing deposits shall be applied to out-of-pocket expenses incurred by the Village as the result of the Public Hearing process. If additional costs are incurred, or if no deposit is provided, such out-of-pocket expenses will be billed directly to the applicant.*

EXHIBIT A
PROPOSED AMENDMENTS TO TEXT OF ZONING ORDINANCE

1) Amend Section 2.02 Definitions as follows (**proposed amendatory language is bolded and underlined**):

   a. To amend definition of "College or University" to read as follows:

      "An educational institution either authorized by the State of Illinois to award associate, baccalaureate, or higher degrees, or operated by a local school district to provide post-high school training related to employment and life skills. **A college or university may include a dormitory as an accessory use**."

   b. To add a new definition of "Dormitory" to read as follows:

      "**A rooming or boarding establishment or group of rooms that serves a specific group or membership and provides temporary accommodations. A dormitory may, but need not, offer housekeeping, meals, and laundry services. A dormitory shall be an accessory use to a college or university and not a stand-alone use in any zoning district**".

   c. To amend Table 4.01.1 (Table of Permitted and Special Uses) in the manner indicated on the following page.

PROPOSED AMENDMENTS TO LINCOLNWOOD CODE, TABLE 4.01.1

	Zoning Districts											
	Residential				Business			Office	Manufacturing/ Business	Public	Schools	Standard
Use Category	**R-1**	**R-2**	**R-3**	**R-4**	**B-1**	**B-2**	**B-3 PD**	**O-1**	**M-B (Note 8)**	**P**	**S**	
Community facilities												
Community center	S	S	S	S	—	—	—	—	S	P	—	
Library	P	P	P	P	P	P	P	—	S	—	—	
Lodge, fraternal and civic assembly	—	—	—	—	—	S	—	—	S	—	—	
Municipal facility	P	P	P	P	P	P	P	P	S	—	—	
Parks and playground	P	P	P	P	P	P	P	P	S	P	—	§ 4.09
Postal services	—	—	—	—	S	S	P	P	S	—	—	
Educational facility												
College and university	—	—	—	—	—	**S (see Note 13)**	—	S	S	—	—	
School, pre-K — 8	P	—	—	—	—	—	—	—	—	—	P	
Trade, music or dance school, for-profit	—	—	—	—	P	P	P	S	S	—	—	
Health services												
Hospital	—	—	—	S	—	S	—	S	S	—	—	
Massage therapy	—	—	—	—	S	S	P	—	—	—	—	
Medical clinic	—	—	—	—	—	S	—	P	P	—	—	
Office, medical, outpatient only	—	—	—	—	P	P	P	P	P	—	—	
Planned development	S	S	S	S	S	S	P	S	S	—	—	
Religious use												
Cemetery	S	S	S	S	—	—	—	—	—	—	—	
Religious institution, on a lot less than 1/2 acre	S	S	S	S	—	P	—	—	S	—	—	
Religious institution, on a lot 1/2 acre or greater	P	P	P	P	—	P	—	—	S	—	—	
Utilities	S	S	S	S	S	S	P	S	S	S	—	

Proposed Note 13: Colleges and universities are only permitted within that portion of the B-2 District extending east to west along Devon Avenue and upon issuance of a special use permit.

VILLAGE OF LINCOLNWOOD

6900 Lincoln Ave. | Lincolnwood, IL 60712 | Phone: 847-673-7402
www.lincolnwoodil.org | commdev@lwd.org

Public Hearing Application – Special Use and PUD

SUBJECT PROPERTY

Property Address: 3420 W. Devon Avenue, Linolnwood, Illinois 60712

Permanent Real Estate Index Number(s): 10-35-421-027/-028/-029/-030/-031/-032/-033-0000

Zoning District: B-2 Lot Area: 28,778

List all existing structures on the property. Include fencing, sheds, garages, pools, etc.
Vacant 1 story commercial building.

Are there existing development restrictions affecting the property? ☑ Yes ☐ No
(*Examples: previous Variations, conditions, easements, covenants*) If yes, describe:
Covenants and restrictions recorded on February 29, 1932 as Document No. 11052476 and on August 20, 1936 as Document No. 11868617.

REQUESTED ACTION

- ☐ Special Use – Residential
- ☑ Special Use – Non-Residential
- ☐ Planned Unit Development (PUD)
- ☐ Other

PROJECT DESCRIPTION

Describe the Request and Project: Please see attached Project Narrative.

PROPERTY OWNER/PETITIONER INFORMATION

Property Owner(s): (*List all Beneficiaries if Trust*)
Name: 3420 Devon Building LLC
Address: 3401 Lincoln Avenue, 2nd Floor, Lincolnwood, Illinois
Telephone: (____) _____ Fax: (____) _____ E-mail: _____

Petitioner: (*if Different from Owner*)
Name: Hebrew Theological College Relationship to Property: Contract Purchaser
Address: 7135 Carpenter Road, Skokie, Illinois 60077
Telephone: (847) 982-2500 Fax: (____) _____ E-mail: ssinger8@htc.touro.edu

*REQUIRED ATTACHMENTS **

Check Applicable Documents Attached:

Plat of Survey	✓	Applicable Zoning Worksheet	✓
Site Plan	✓	Photos of the Property	✓
Proof of Ownership	✓	PDF Files of all Drawings	✓
Floor Plans	✓	Elevations	✓

**The above documents are required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the Petitioner and the Property Owner shall be jointly and severely liable for the payment of such out-of-pocket costs. Out-of pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name: Hebrew Theological College c/o Sid Singer

Address: 7135 Carpenter Road,

City, State, Zip: Skokie, Illinois 60077

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge and that I have vested in me the authority to execute this application.

PROPERTY OWNER:

_____
Signature

_____
Print Name

_____
Date

PETITIONER: ***(if Different than Property Owner)***

Shmuel L. Schuman
Signature

Shmuel L. Schuman, CEO
Print Name

7/2/24
Date

SPECIAL USE STANDARDS

To be approved, each Special Use request must meet certain specific standards. These standards are listed below. After each listed standard, explain how the Special Use request satisfies the listed standard. Use additional paper if necessary.

1. Please explain how the Special Use is necessary for the public convenience at this location and the subject property is deemed suitable for the use. (Please explain in detail)

The proposed college will enhance the area surrounding the Subject Property by removing the existing vacant and dilapidated commercial building and replacing the same with a new state-of-the-art building which will enhance the Devon Avenue streetscape. The Subject Property is suitable for the proposed use given both the size of the lot and its location along Devon Avenue. Lincolnwood was selected by the Petitioner for its new facility because of the safety of the Village and the growing Jewish community within its residential and commercial areas.

2. Please explain how the Special Use is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected.

The use is designed to provide educational services as well as housing for select students which will reduce the traffic impact experienced by Devon Avenue and will reduce the parking needs of thesite. The building is designed to be efficient and attractive to reduce any negative impact to the values of surrounding properties.

3. Please explain how this Special Use would not cause substantial injury to the value of other property in the neighborhood in which it is located.

The proposed Special Use will provide housing on site for a portion of the intended students which will reduce vehicular traffic to the site and the parking needs of the university, both of which will reduce the impact to Devon Avenue. The proposed building will replace the existing vacant and dilapidated building and replace it with an attractive new state-of-the-art building that will beautify and enhance the area.

SPECIAL USE STANDARDS (Continued)

4. The Special Use is consistent with the goals and policies of the Comprehensive Plan.

Admittedly, the proposed use does not fit neatly within the stated goals for the commercial corridor along Devon Avenue as set forth in the Comprehensive Plan. However, the redevelopment of the existing vacant building does further the Village's broader goals for community development which include improved standards for new buildings, building maintenance and streetscape maintenance. Furthermore, the proposed use will bring increased foot traffic to surrounding businesses, which will contribute to their success and provide the Village with additional sales tax revenue.

5. The Special Use would not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the underlying Zoning District.

The proposed Special Use will not impede the normal and orderly development or improvement of the surrounding properties for uses permitted in the underlying Zoning District. The Subject Property is surrounded by public rights of way on all four sides. The Applicant is not proposing alterations to those roadways and the proposed building will not impact surrounding properties.

6. Please explain how the Special Use is so designed to provide adequate utilities, access roads, drainage, or necessary facilities.

The proposed building is designed to improve utility access on site, as well as conform to current standards for drainage. The alley to the north of the Subject Property will be utilized as the sole point of ingress and egress to the site, which is sufficient to support the anticipated parking needs of the college.

7. Please explain how the Special Use is so designed to provide ingress and egress to minimize traffic congestion on public streets.

The alley to the north of the Subject Property will be utilized as the sole point of ingress and egress to the site, which is sufficient to support the anticipated parking needs of the college. This is intended to significantly decrease the impact of the development on traffic traveling along Devon Avenue.

VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

PUBLIC HEARING FEES AND DEPOSIT SCHEDULE

Plan Commission

Hearing Type	Hearing Fee*	Hearing Deposit**
Special Use – Non Residential Property	$500	$2,000
Special Use – Residential Property	$250	NA
Reasonable Accommodation	$250	$2,000
Text Amendment	$500	$2,000
Map Amendment	$500	$2,000
Planned Unit Development (PUD) 0 to 5 Acres	$1,250	$10,000
Planned Unit Development (PUD) 5 to 10 Acres	$2,500	$10,000
Planned Unit Development (PUD) Over 10 Acres	$3,000	$10,000
Minor Subdivision	$250	NA
Major Subdivision	$500	$2,000

Zoning Board of Appeals

Hearing Type	Hearing Fee*	Hearing Deposit**
Major Variation – Non Residential Property	$500	NA
Major Variation – Residential Property	$250	NA
Variation – Off-Street Parking	$500	NA
Variation – Design Standards	$250	NA
Minor Variation	$125	NA
Sign Variation/Special Signs	$500	NA

** Hearing fees are non-refundable.*

*** Hearing deposits shall be applied to out-of-pocket expenses incurred by the Village as the result of the Public Hearing process. If additional costs are incurred, or if no deposit is provided, such out-of-pocket expenses will be billed directly to the applicant.*

VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

PUBLIC HEARING FEES AND DEPOSIT SCHEDULE

Plan Commission

Hearing Type	Hearing Fee*	Hearing Deposit**
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Text Amendment	$500	$2,000
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Planned Unit Development (PUD) Over 10 Acres	$3,000	$10,000
Minor Subdivision	$250	NA
Major Subdivision	$500	$2,000

Zoning Board of Appeals

Hearing Type	Hearing Fee*	Hearing Deposit**
Major Variation – Non Residential Property	$500	NA
Major Variation – Residential Property	$250	NA
Variation – Off-Street Parking	$500	NA
Variation – Design Standards	$250	NA
Minor Variation	$125	NA
Sign Variation/Special Signs	$500	NA

** Hearing fees are non-refundable.*

*** Hearing deposits shall be applied to out-of-pocket expenses incurred by the Village as the result of the Public Hearing process. If additional costs are incurred, or if no deposit is provided, such out-of-pocket expenses will be billed directly to the applicant.*

VILLAGE OF LINCOLNWOOD

6900 Lincoln Ave. | Lincolnwood, IL 60712 | Phone: 847-673-7402
www.lincolnwoodil.org | commdev@lwd.org

Public Hearing Application – Variations

SUBJECT PROPERTY

Property Address: 3420 W. Devon Avenue, Linolnwood, Illinois 60712

Permanent Real Estate Index Number(s): 10-35-421-027/-028/-029/-030/-031/-032/-033-0000

Zoning District: B-2 Lot Area: 28,778

List all existing structures on the property. Include fencing, sheds, garages, pools, etc.
Vacant 1 story commercial building.

Are there existing development restrictions affecting the property? Yes ___ No___
(*Examples: previous Variations, conditions, easements, covenants*) If yes, describe: Covenants and Restrictions recorded on February 29, 1932 as Document No. 11052476 and on August 20, 1936 as Document No. 11868617.

REQUESTED ACTION

- ☐ Variation – Residential
- ☑ Variation – Non-Residential
- ☑ Variation – Off-Street Parking
- ☑ Variation – Design Standards
- ☐ Variation – Signs/Special Signs
- ☐ Minor Variation
- ☐ Other

PROJECT DESCRIPTION

Describe the Request and Project: Please see attached project narrative and the summary of requested Variations attached as Exhibit A.

PROPERTY OWNER/PETITIONER INFORMATION

Property Owner(s): *(List all Beneficiaries if Trust)*

Name: 3420 Devon Building LLC

Address: 3401 Lincoln Avenue, 2nd Floor, Lincolnwood, Illinois

Telephone: (____) _____ Fax: (____) _____ E-mail: _____

Petitioner: *(if Different from Owner)*

Name: Hebrew Theological College Relationship to Property: Contract Purchaser

Address: 7135 Carpenter Road, Skokie, Illinois 60077

Telephone: (847) 982-2500 Fax: (____) _____ E-mail: ssinger8@htc.touro.edu

NOTICE OF REASONABLE ACCOMMODATION PROCESS

An alternate process is provided by the Village for persons with disabilities or handicaps who seek a Reasonable Accommodation from the Zoning Code regulations in order to gain equal access to housing. If you seek a Reasonable Accommodation from the Zoning Code based on disability or handicap, do not complete this application form, but rather a separate application for Reasonable Accommodation. For more information on this process, consult Section 4.06(3) of the Zoning Code, or contact the Community Development Department at 847.673.7402.

*REQUIRED ATTACHMENTS **

Check all Applicable Documents:

Plat of Survey	✓	Applicable Zoning Worksheet	✓
Site Plan	✓	Photos of the Property	✓
Proof of Ownership	✓	PDF Files of all Drawings	✓
Floor Plans	✓	Elevations	✓

**The above documents are required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the Petitioner and the Property Owner shall be jointly and severely liable for the payment of such out-of-pocket costs. Out-of pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name:	Hebrew Theological College c/o Sid Singer
Address:	7135 Carpenter Road,
City, State, Zip:	Skokie, Illinois 60077

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I also understand that if I desire a Reasonable Accommodation from the Zoning Code based on disability or handicap, that I must complete and submit a different application for consideration and by submitting this application for a Variation, I am attesting that I am not seeking a Reasonable Accommodation. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge and that I have vested in me the authority to execute this application.

PROPERTY OWNER:	*PETITIONER: (if Different than Property Owner)*
	Shmuel L Schuman
Signature	*Signature*
	Shmuel L. Schuman, CEO
Print Name	*Print Name*
	7/2/24
Date	*Date*

VARIATION STANDARDS

To be approved, each Variation request must meet certain specific standards. These standards are listed below. After each listed standard, explain how your Variation request satisfies the listed standard. Use additional paper if necessary.

1. The requested Variation is consistent with the stated intent and purposes of the Zoning Ordinance and the Comprehensive Plan.

The proposed variations will allow the Petitioner to revitalize the property by constructing a new state-of-the-art building. The proposed development will further the Village's development and beautification goals, while providing off-street parking with exclusive access from the alley on the north side of the site, which is consistent with the Village's parking goals for the commercial corridor.

2. The particular physical surroundings, shape or topographical conditions of the subject property would bring a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of this Zoning Ordinance is enforced.

The particular physical surroundings, shape or topographical conditions of the Subject Property would bring a particular hardship upon the owner, as distinguished from mere inconvenience, if the strict letter of this Zoning Ordinance is enforced. The shape of the Subject Property and its position relative to Devon Avenue to the south and residential properties to the north makes the site uniquely challenging to develop, specifically with regard to meeting the landscape buffer and setback requirements of the Zoning Ordinance.

3. The conditions upon which the petition for the Variation is based would not be applicable generally to other property within the same Zoning District.

The conditions upon which this application for Variations is based would not be applicable generally to all properties within the zoning district because of the Subject Property's location along Devon Avenue to the south and its proximity to residential uses to the north.

4. The Variation is not solely and exclusively for the purpose of enhancing the value of or increasing the revenue from the property.

The Variation is not solely or exclusively for the purpose of enhancing the value of or increasing the revenue from the property.

VARIATION STANDARDS (Continued)

5. The alleged difficulty or hardship has not been created by any person presently having an interest in the property.

The alleged difficulty or hardship has not been created by any person presently having an interest in the Subject Property.

6. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.

The granting of the Variations will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located. The Petitioner has taken great care to put forth a plan that minimizes the risk of any negative impact to surrounding properties as a result of the proposed use and development.

7. The Variation granted is the minimum change to the Zoning Ordinance standards necessary to alleviate the practical hardship on the subject property.

The Variations requested are the minimum change to the Zoning Ordinance standards necessary to alleviate the practical hardship on the Subject Property.

8. The proposed Variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.

The proposed Variations will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood. The Petitioner has taken great care to put forth a plan that minimizes the risk of any negative impact to surrounding properties as a result of the proposed use and development.

SIGN VARIATION STANDARDS

For all Sign Variation and/or Special Sign requests, the Applicant shall also complete Questions 9 through 12.

9. The proposed Variation is consistent with the statement of purpose set forth in Section 11.01 of the Zoning Ordinance.

N/A

10. The proposed sign complies with any additional standards or conditions set forth in Article XI of the Zoning Ordinance.

N/A

11. The proposed sign will substantially enhance the architectural integrity of the building or other structure to which it will be attached, if any.

N/A

12. The proposed sign conforms with the design and appearance of nearby structures and signs.

N/A

EXHIBIT A
REQUESTED VARIATIONS

	Requested Variations
ARTICLE 3: GENERAL PROVISIONS AND REGULATIONS	
3.13(13): Fence types and height in business districts. a. : Fences not more than **six feet in height** are allowed in rear yards.	Relief requested : Variation to allow a fence with a height of more than six feet in rear yard
3.13(13): Fence types and height in business districts. e. : On a Corner lot semiprivate fences not more than four feet in height may be erected in a corner side yard or wrought iron fences not more than **six feet in height** but only to a line which is perpendicular to the rear face of the building and shall align with the front facing facade.	Relief requested : Variation to allow a fence with a height of more than six feet when not abutting a property in a residential district.
ARTICLE 4: ZONING DISTRICTS; MAPS	
4.07: Additional use standards for business and office districts: (3)a Building setback buffer : **All structures on a B-2 zoned lot that adjoins a residential district must be set back a distance that is equal to or great than the side or rear yard setback requirement for the adjacent R-zoned lot, but not less than 10 feet.**	Relief requested : Variation to not provide a 30ft setback when abutting a residential property's rear yard.
4.07: Additional use standards for business and office districts: (3)b Landscape buffer : **Landscape buffer along rear property abutting R-zoned property Zoning District.**	Relief requested : Variation to provide masonry screen wall at eastern parking lot only. (i.e. no landscape buffer).
4.07: Additional use standards for business and office districts: (3)c Buffer restrictions: **Parking & loading use not permitted in landscape buffer.**	Relief requested: Variation to permit parking & loading use in landscape buffer.
4.07: Additional use standards for business and office districts: (3)d.iv. Screening: **For buildings on a B-zoned property that include windows located more than 10 feet above grade, the screening must include double rows of plantings, and evergreen or deciduous tree species designed to reach a mature height of not less than 25 feet.**	Relief requested : Variation to no provide landscape screening
4.07: Additional use standards for business and office districts: (5)Outdoor operations. **All business, service and commercial activities must be conducted within completely enclosed buildings** unless otherwise expressly allowed in Section 4.07(7) of this section of the ordinance.	Relief requested : Variation to allow outdoor operations for the proposed courtyard
4.07: Additional use standards for business and office districts: (12)d. : Any form of residential **parking is prohibited in any portion of the corner side yard**.	Relief requested : Variation to allow parking in the corner side yard.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Maximum building height of 38 feet.**	Relief requested : Variation to allow for maximum building height of 47 feet to top of coping, 51 feet to secondary parapet, & 54 feet to mechanical appurtenances.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Minimum front setback of five-foot minimum.**	Relief requested: Variation to allow for minimum required setback at primary entrance only.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Minimum corner side setback of 10-feet.**	Relief requested: Variation to allow for minimum required setback at primary entrance only.

EXHIBIT A
REQUESTED VARIATIONS

	Requested Variations
ARTICLE 6: SITE DEVELOPMENT STANDARDS	
6.03: General development standards (1)c. Sidewalks. Pedestrian sidewalks, **not less than five feet in width**, shall be incorporated into the site plan and are required: 1) along all sides of a lot that abut a public street and 2) along all sides of a building visible from a public right-of-way or accessible from an off-street parking area.	Relief requested: Variation to omit the 5 foot wide sidewalk along the building along the row of parking to the rear of the building.
6.14: Minimum landscape requirements for off-street parking lots: (1) Perimeter screening required: **Minimum landscape buffer of five feet with a 30 inch minimum and 36 inch maximum high masonry wall .**	Relief requested: Variation to allow for construction 48 inch high metal screen wall on top of 36 inch masonry wall, creating a wall of 84 inch high wall without five foot landscape buffer.
6.14: Minimum landscape requirements for off-street parking lots: (2) a. **A planting island equal in area to a parking space shall be located at each end of a parking row** and after each 20 parking spaces within a parking row.	Relief requested : Variation to reduce the required width of landscape islands at each end of parking aisles.
6.15: Minimum landscape requirements for foundation plantings: (1): **Minimum setback and landscape area of six feet in width shall be located immediately along the front and sides of all building.**	Relief requested: Variation to eliminate the requirement for a landscape buffer setback on front and sides.
6.15: Minimum landscape requirements for foundation plantings: (2): Except for building entryway areas and sidewalks as may be permitted, **the surface of the required foundation landscape area shall be free of paving or other impervious surfaces and shall be landscaped.**	Relief requested : Variation to allow for the encroachment of parking spaces into the required foundation landscape area along the rear of the building
6.16: Landscape buffer and screening requirements between zoning districts (1) a-f: **Eight foot wide fully planted landscape buffer required, or continuously screened by masonry wall required, impervious materials prohibited, setback not to be used for parking or loading.**	Relief requested: Variation to eliminate requirement to provide a landscape buffer and continuous screen, to allow for use of impervious materials between zoning districts, and to allow setback area to be used for parking and loading.
ARTICLE 7: OFF-STREET PARKING AND LOADING	
7.10: Off-street parking schedule, College or University (with dormitories as an accessory use): (1) 1 space per five students, (2) 2 spaces per 3 employees and (3) 1 loading space;	Relief requested: Variation to reduce required parking to 28 off-street parking spaces and 1 loading space.
7.08: Off-street loading facilities (2) Area. An off-street loading space shall not be less than 10 feet in width and 55 feet in length, exclusive of aisle and maneuvering space; except, when a loading space having a length greater than 55 feet, exclusive of aisle and maneuvering space is required herein, it shall be not less than 12 feet in width. Enclosed off-street loading spaces shall have a vertical clearance of at least 14 feet.	Relief requested: Variation to provide a loading space with a depth of less than 55 feet

3420 Devon Building LLC
6401 N. Lincoln Avenue, 2nd Floor
Lincolnwood, Illinois 60712
847-679-7500

May 9, 2024

Douglas Hammel
Manager - Department of Planning and Economic Development
Village of Lincolnwood
6900 N Lincoln Avenue
Lincolnwood, IL 60712

RE: Hebrew Theological College – 3420 W. Devon Ave., Lincolnwood, IL 60712
Owner Authorization Letter for Applications requesting a Text Amendment, Special Use Permit and Related Variations

Dear Mr. Hammel,

This letter is respectfully submitted on behalf of 3420 Devon Building LLC, the owner of the property legally described as follows (the "Property"):

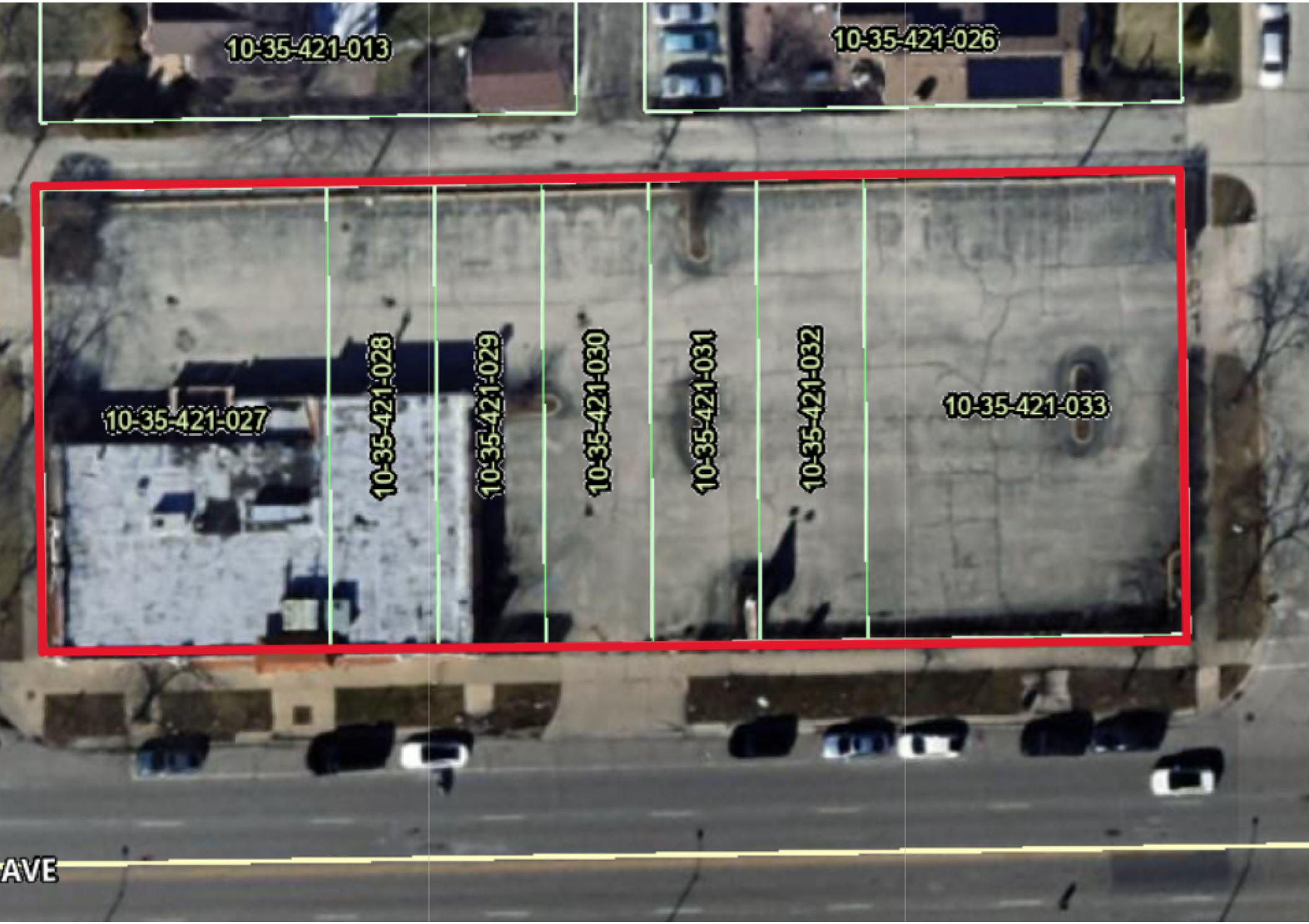
LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST ½ OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PERMANENT INDEX NUMBERS: 10-35-421-027-0000
10-35-421-028-0000
10-35-421-029-0000
10-35-421-030-0000
10-35-421-031-0000
10-35-421-032-0000
10-35-421-033-0000

This will confirm that Hebrew Theological College (the "Applicant"), and its representatives and attorneys, are authorized to prepare, process and file applications for development approvals related to the proposed project on the Property. Such approvals shall include, without limitation, rezoning, amendments to the text of the Village's zoning ordinance, special use permits, subdivision or consolidation approvals, variations, planned development approvals, site plan, engineering, landscaping, signage approvals and all other approvals necessary pursuant to their request, as well as any construction and building permits related thereto.

3420 Devon Building LLC,
an Illinois limited liability company

By: _____
Name: David M. Friedman, Manager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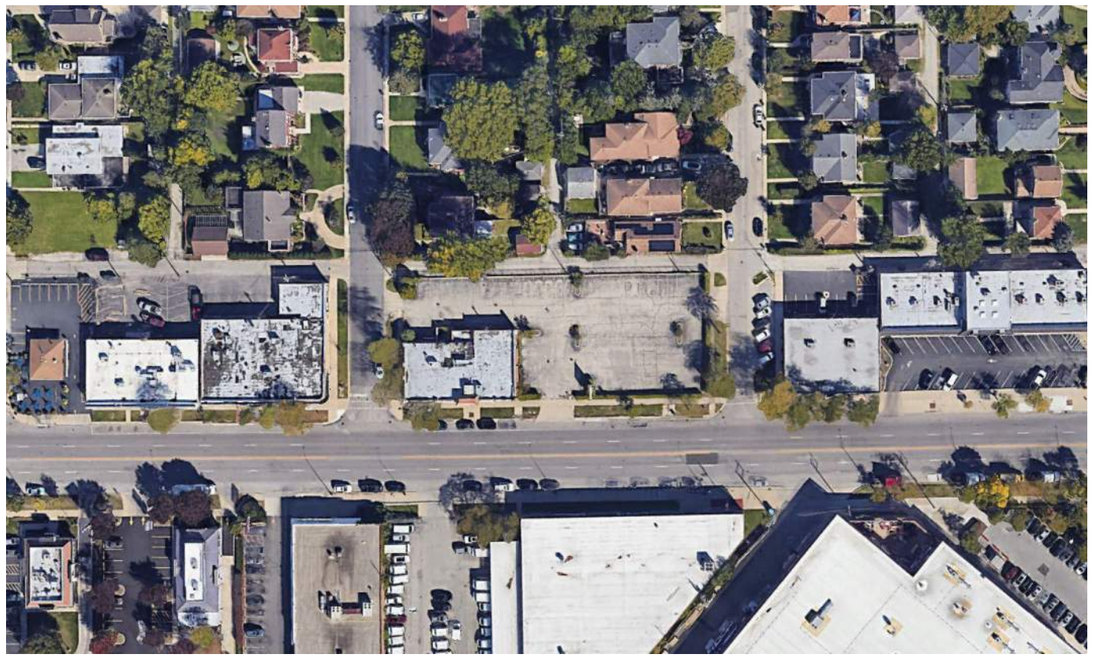
10-35-421-031
10-35-421-032
10-35-421-033
AVE

DEVON AVE EXISTING PHOTOS

TRUMBULL AVE EXISTING PHOTOS

KIMBALL AVE EXISTING PHOTOS



EXISTING AERIAL PHOTO

SCB
Architecture, Planning,
Interior and Urban Design

PHOTOS OF PROPERTY
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712

©2024 SCB

07/05/2024

A0.01

PROFESSIONALS ASSOCIATED
PHONE: (847) 675-3000
FAX: (847) 675-2167
E-MAIL: pa@professionalsassociated.com
www.professionalsassociated.com

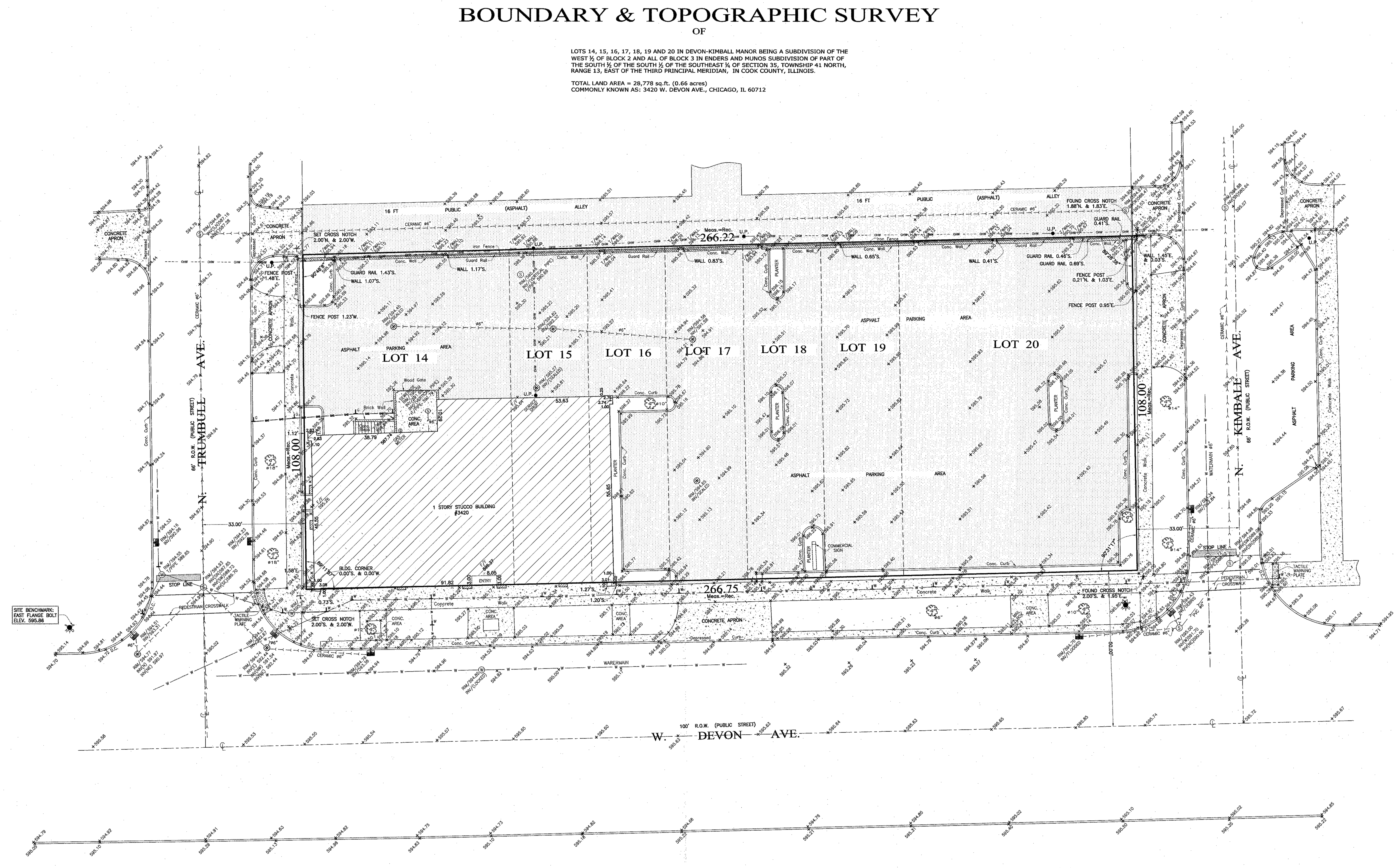
PROFESSIONALS ASSOCIATED - MM SURVEY CO.
BOUNDARY * ALTA * TOPOGRAPHIC * CONDOMINIUM SURVEYS
7100 NORTH TRIPP AVENUE, LINCOLNWOOD, ILLINOIS
PROFESSIONAL DESIGN FIRM NO. 184-003023

MM SURVEY
PHONE: (773) 282-5900
FAX: (773) 282-9424
E-MAIL: info@MMSurveyingChicago.com
www.mmsurveyingchicago.com

BOUNDARY & TOPOGRAPHIC SURVEY
OF

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST ½ OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOTAL LAND AREA = 28,778 sq.ft. (0.66 acres)
COMMONLY KNOWN AS: 3420 W. DEVON AVE., CHICAGO, IL 60712



LEGEND:

- SANITARY LINE
- STORM LINE
- WATER LINE
- GAS LINE
- CONCRETE PAVEMENT
- B–B – BACK OF CURB
- R.O.W. – RIGHT OF WAY
- ELECTRIC PAINT MARK
- WATER PAINT MARK
- GAS PAINT MARK
- COMM. PAINT MARK
- F/F – FINISHED FLOOR ELEV.
- D.C. – DEPRESSED CURB
- M.G. – METAL GUARD
- U.P. – UTILITY POLE
- SEWER MANHOLE
- CATCH BASIN
- WATER MANHOLE
- CHICAGO WATER WORKS
- COMM. MANHOLE
- GAS MANHOLE
- ELECTRIC MANHOLE
- INLET
- FIRE HYDRANT
- GAS VALVE
- WATER VALVE
- DECIDUOUS TREE w/DIA.
- POWER POLE W/WIRES
- OHW – OVERHEAD WIRES

THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE ORDER, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.
DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.
BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS, OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

Order No. 108416
Scale: 1 inch = 16 feet.
Date of Field Work: MARCH 28, 2024
Ordered by: HEBREW THEOLOGICAL COLLEGE

BENCHMARK REFERENCE:

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER
REFERENCE STATION NETWORK: KARA COMPANY (MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINUOUSLY OPERATING REFERENCE STATION)
DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
THIS SURVEY HAS BEEN ORDERED FOR SURFACE DIMENSIONS ONLY, NOT FOR ELEVATIONS.
THIS IS NOT AN ALTA SURVEY.
COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE.

State of Illinois
County of Cook s.s.

We, PROFESSIONALS ASSOCIATED - MM SURVEY CO, do hereby certify that we have surveyed the above described property and that, to the best of our knowledge, the plat hereon drawn is an accurate representation of said survey.

Date: APRIL 10, 2024

Paul Jaros
IL. PROF. LAND SURVEYOR - LICENSE EXP. DATE NOV. 30, 2024 LIC. NO. 035-3937
DRAWN BY: A.B.

V0.0

MATERIAL IMAGE	MATERIAL CODE	MATERIAL DESCRIPTION
	ST-01	HONED FINISHED STONE VENEER
	ST-02	TEXTURED FINISH STONE VENEER
	ST-03	BURNISHED MASONRY BLOCK
	MTL-01	INSULATED METAL PANEL
	MTL-02	PERFORATED METAL PANEL
	MTL-03	ALUMINUM MULLION
	GL-01	INSULATING LOW-E VISION GLASS
	GL-01S	INSULATING LOW-E VISION GLASS SPANDREL

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BUILDING MATERIALS
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
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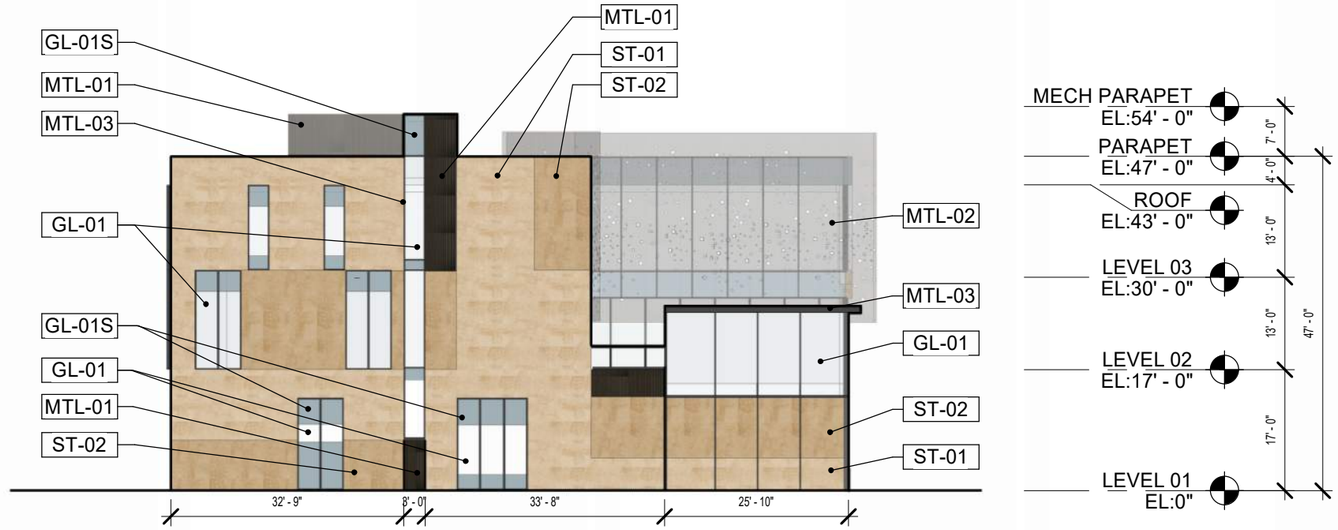
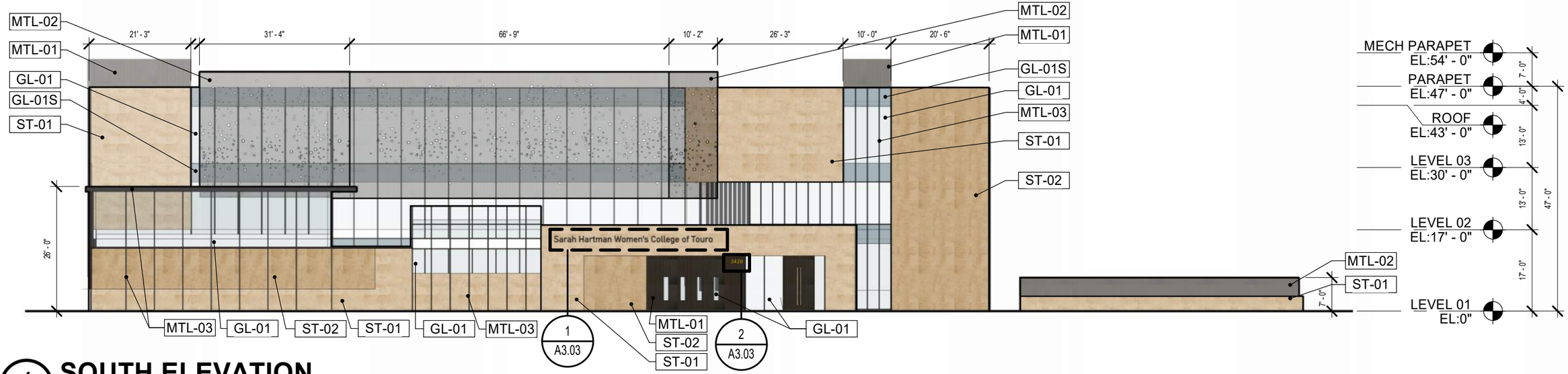
A3.00



2 WEST ELEVATION

SCALE: 3/64" = 1'-0"



1 SOUTH ELEVATION

SCALE: 3/64" = 1'-0"

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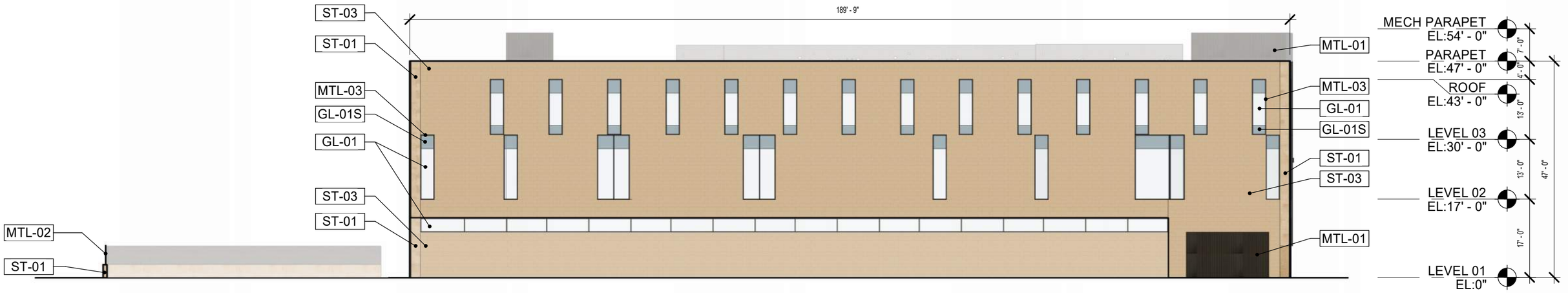
0 32 64

SCALE: 3/64" = 1'-0"
05/07/2024

A3.01

2 EAST ELEVATION

SCALE: 3/64" = 1'-0"



1 NORTH ELEVATION

SCALE: 3/64" = 1'-0"

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0 32 64

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SCALE: 3/64" = 1'-0"
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A3.02

2 BUILDING SIGNAGE - PROJECT ADDRESS

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

1 BUILDING SIGNAGE - SOUTH ELEVATION

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

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BUILDING SIGNAGE PLAN
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0 4 8

SCALE: 1/8" - 1'-0"
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A3.03

BUILDING CONTEXT VIEW FROM KIMBALL AVE

BUILDING CONTEXT VIEW FROM TRUMBULL AVE

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BUILDING CONTEXT VIEWS
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BUILDING AXONOMETRIC
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A4.04

VIEW ALONG TRUMBULL

VIEW OF ENTRY

VIEW ALONG DEVON AT LIBRARY

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BUILDING RENDERS
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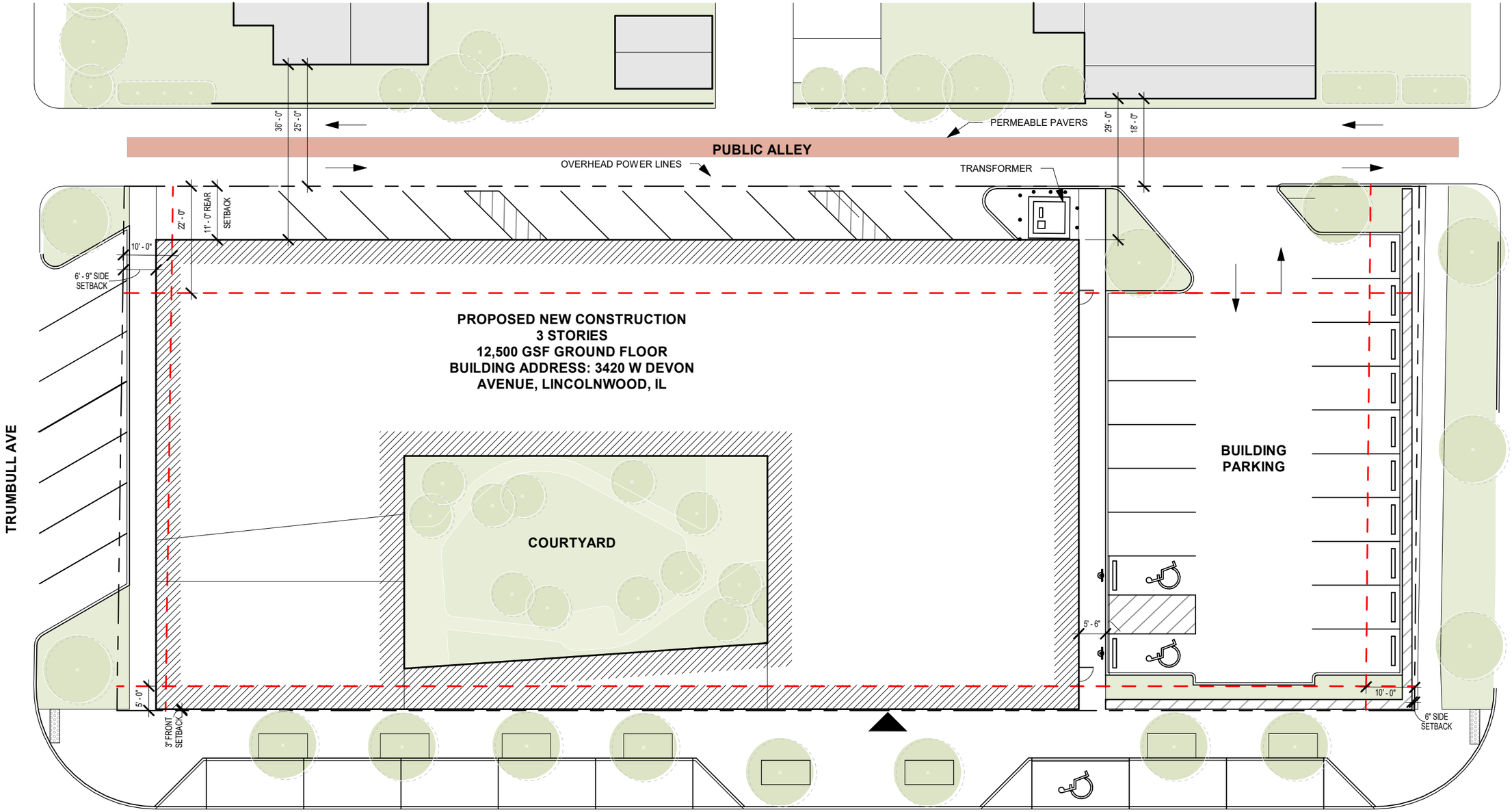
A4.06



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SITE PLAN
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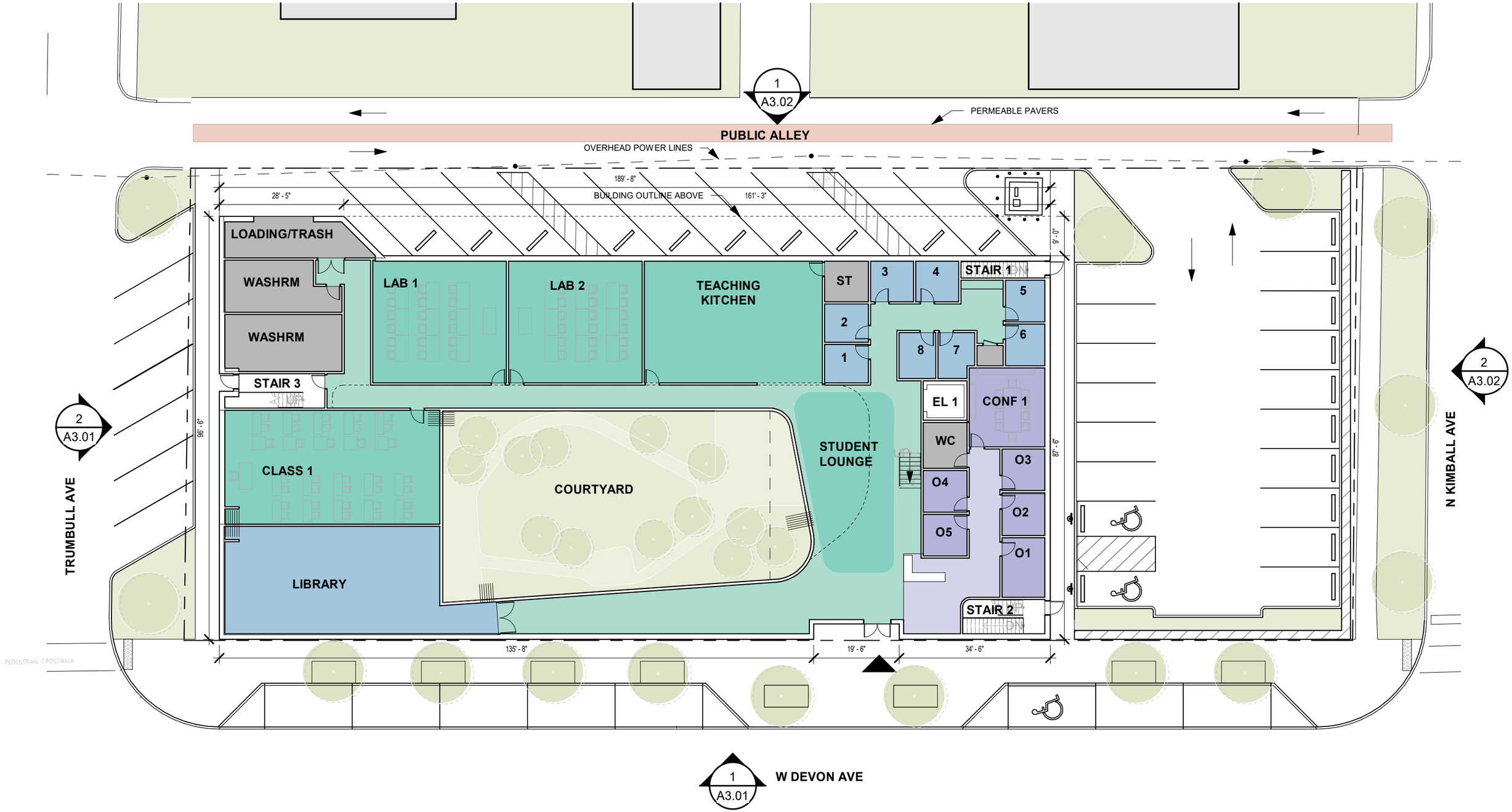
0 32 64

SCALE: 3/64" = 1'-0"
07/05/2024

A1.01



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GROUND LEVEL FLOOR PLAN
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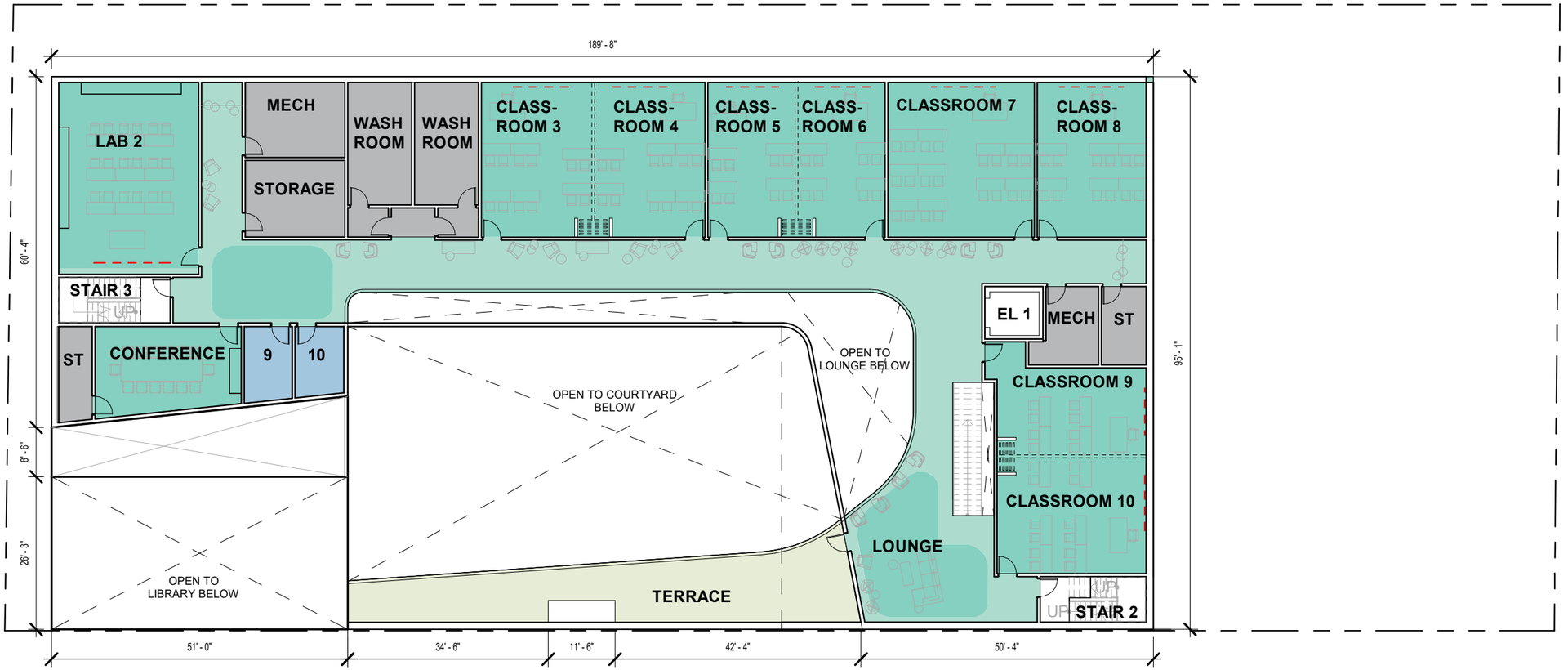
0 32 64

SCALE: 3/64" = 1'-0"
07/05/2024

A2.01

1
A3.02



2
A3.01

2
A3.02

1
A3.01

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SECOND LEVEL FLOOR PLAN
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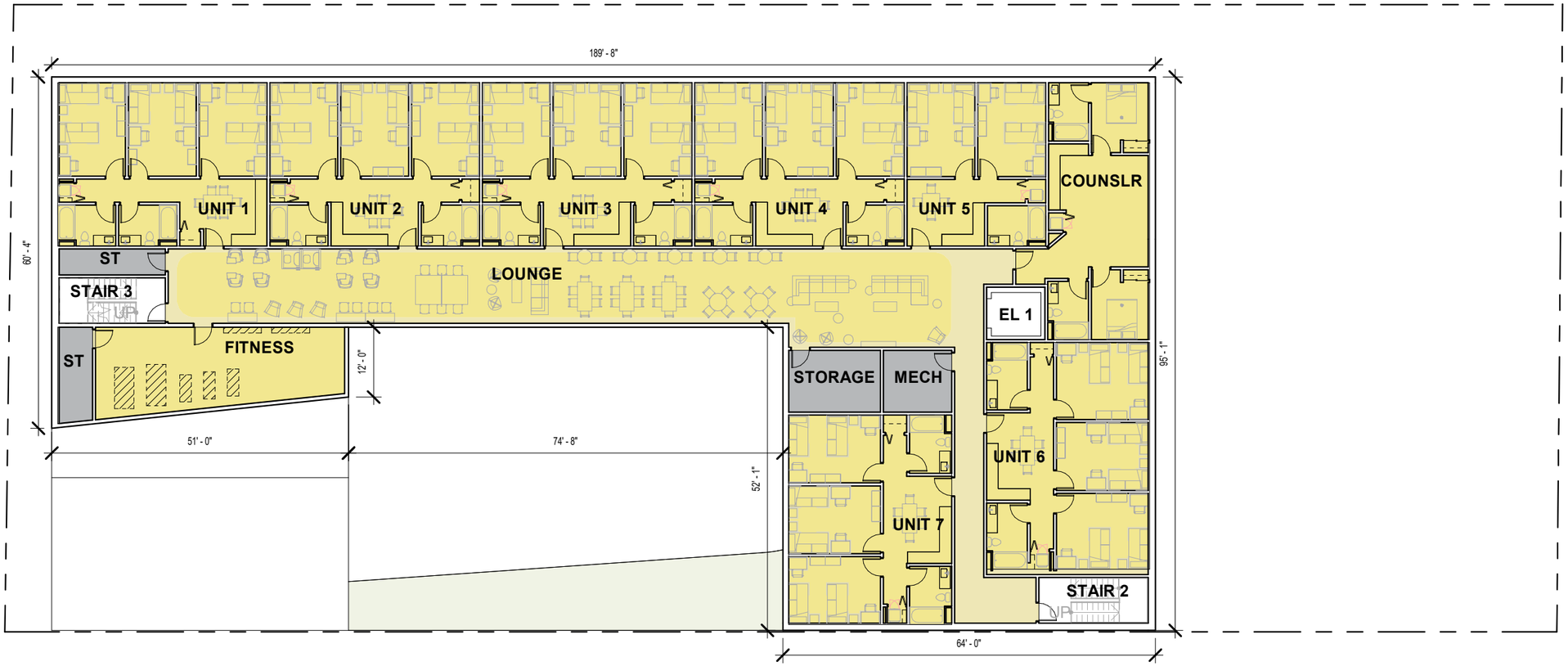
SCALE: 3/64" = 1'-0"
05/07/2024

A2.02

1
A3.02



2
A3.01

2
A3.02

1
A3.01

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THIRD LEVEL FLOOR PLAN
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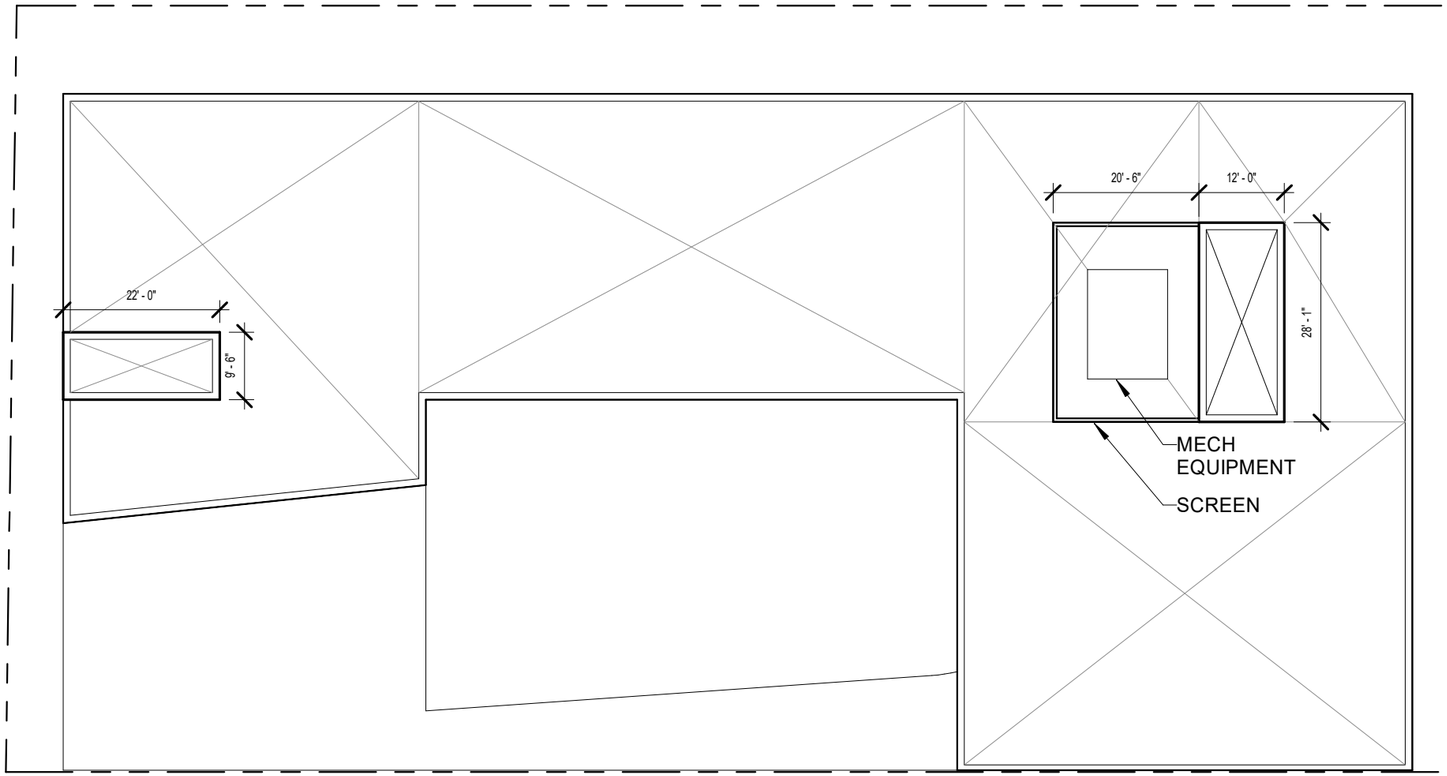
SCALE: 3/64" = 1'-0"
05/07/2024

A2.03

1
A3.02



2
A3.01

2
A3.02

1
A3.01

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ROOF LEVEL FLOOR PLAN
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SCALE: 3/64" = 1'-0"
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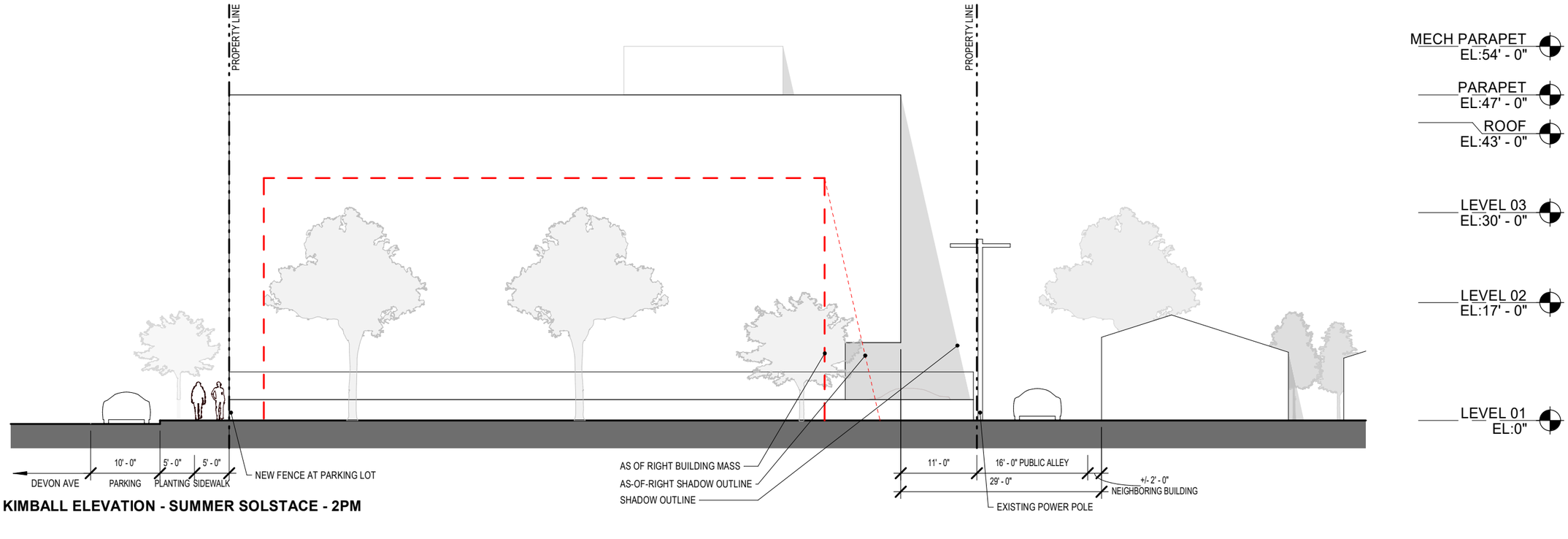
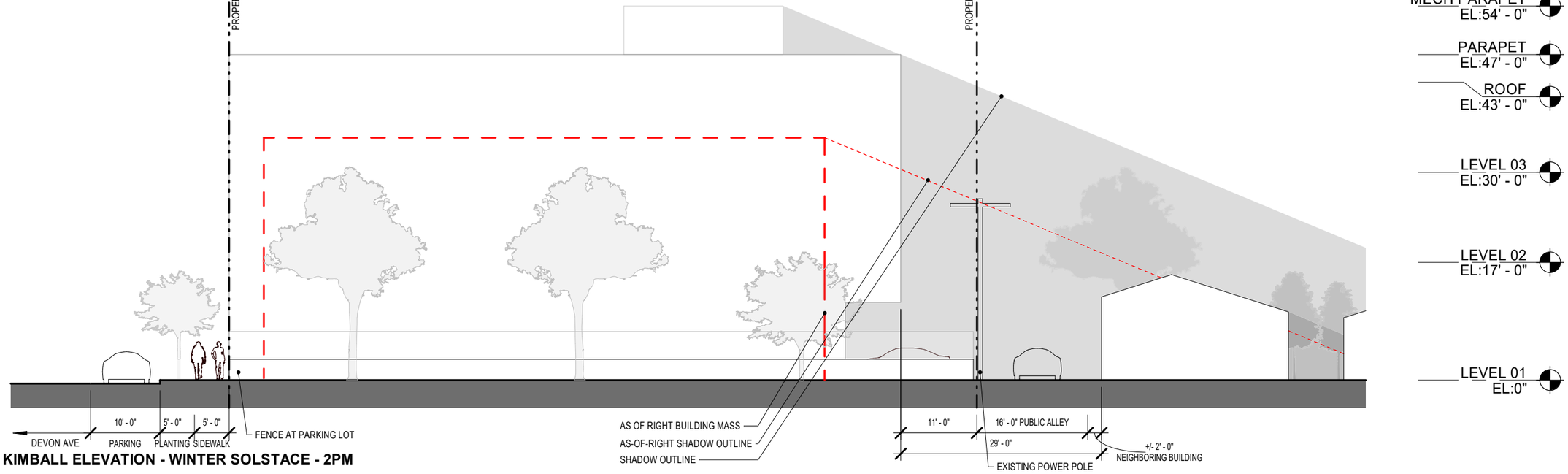
0 32 64

A2.04



KIMBALL ELEVATION - SUMMER SOLSTACE - 2PM



KIMBALL ELEVATION - WINTER SOLSTACE - 2PM

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SHADOW STUDY & CONTEXT ELEVATIONS - KIMBALL
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0 8 16

SCALE: 1/16" = 1'-0"
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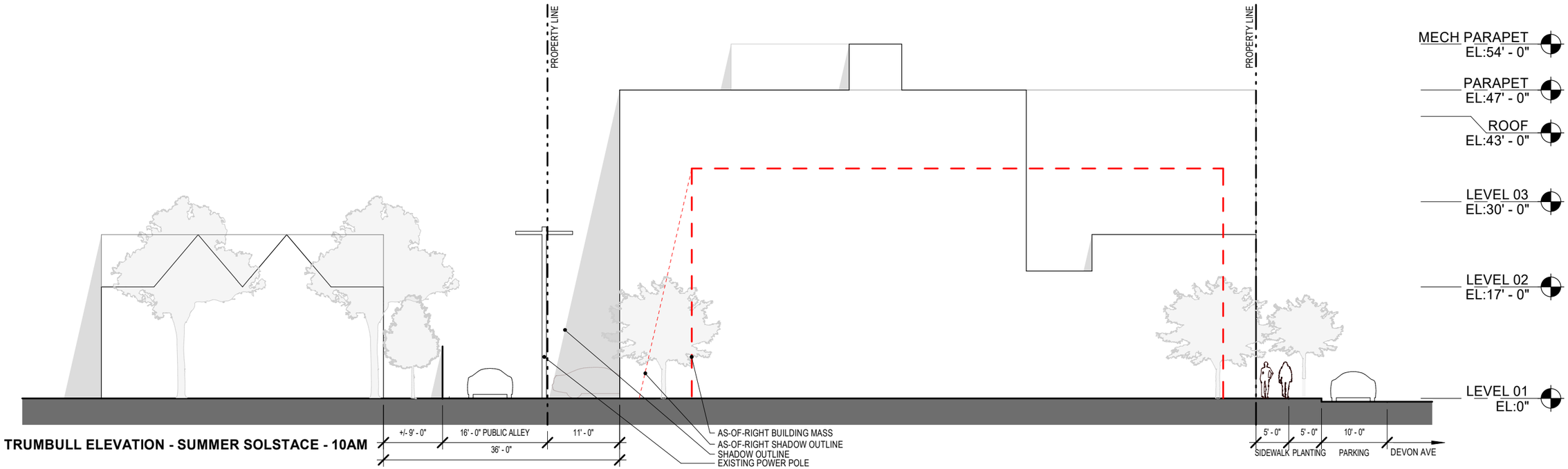
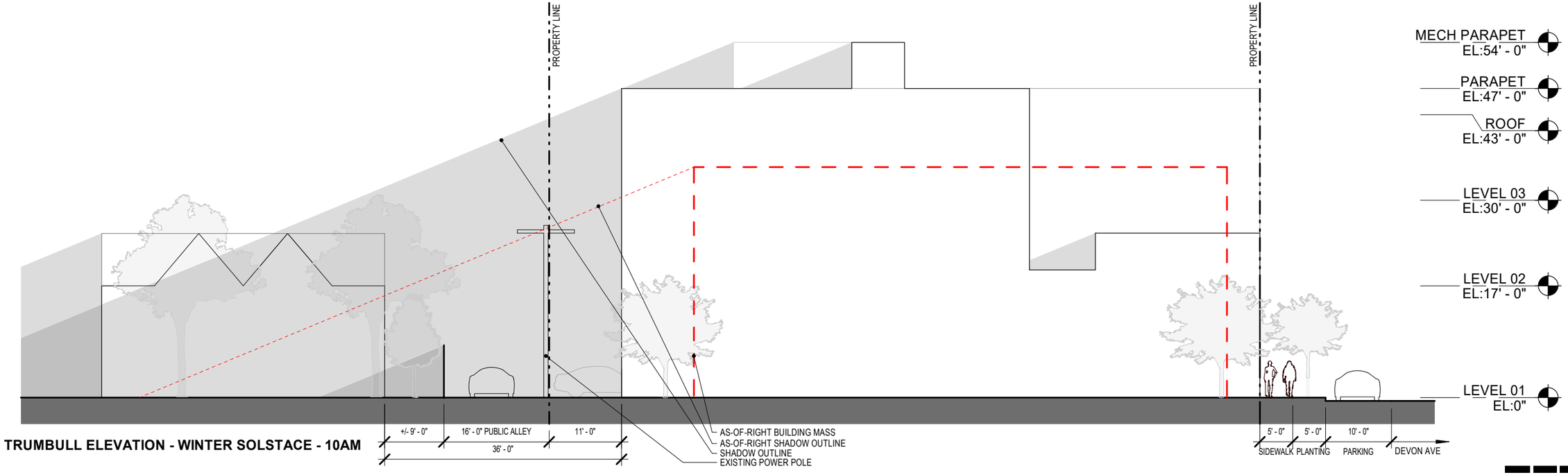
A0.11



TRUMBULL ELEVATION - SUMMER SOLSTACE - 10AM



TRUMBULL ELEVATION - WINTER SOLSTACE - 10AM

0 8 16

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SHADOW STUDY & CONTEXT ELEVATIONS - TRUMBULL
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SCALE: 1/16" = 1'-0"
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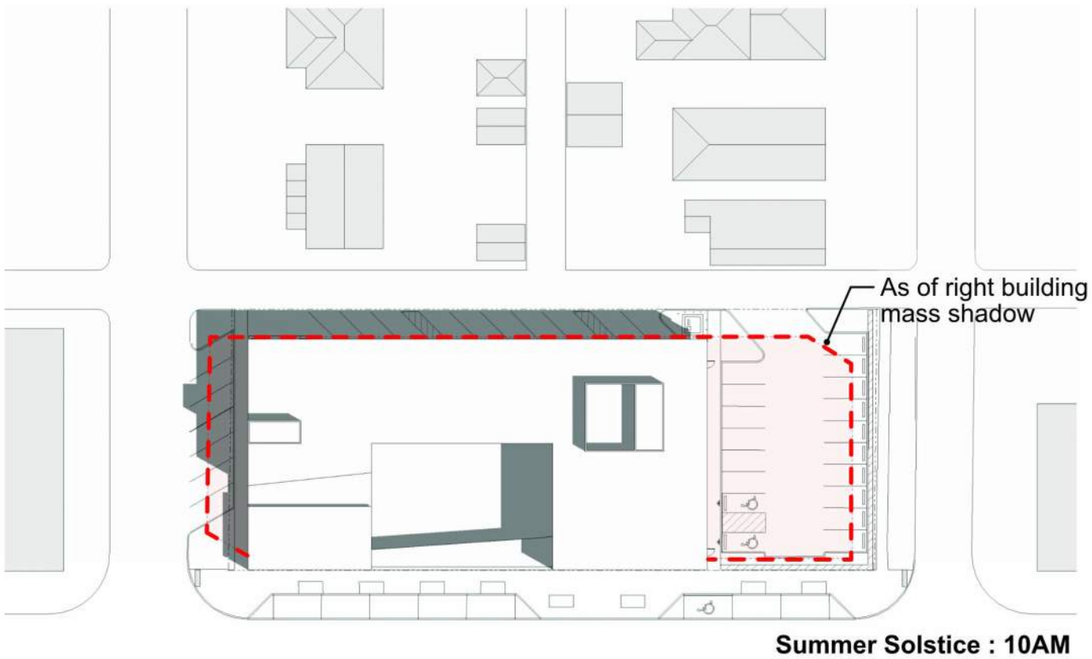
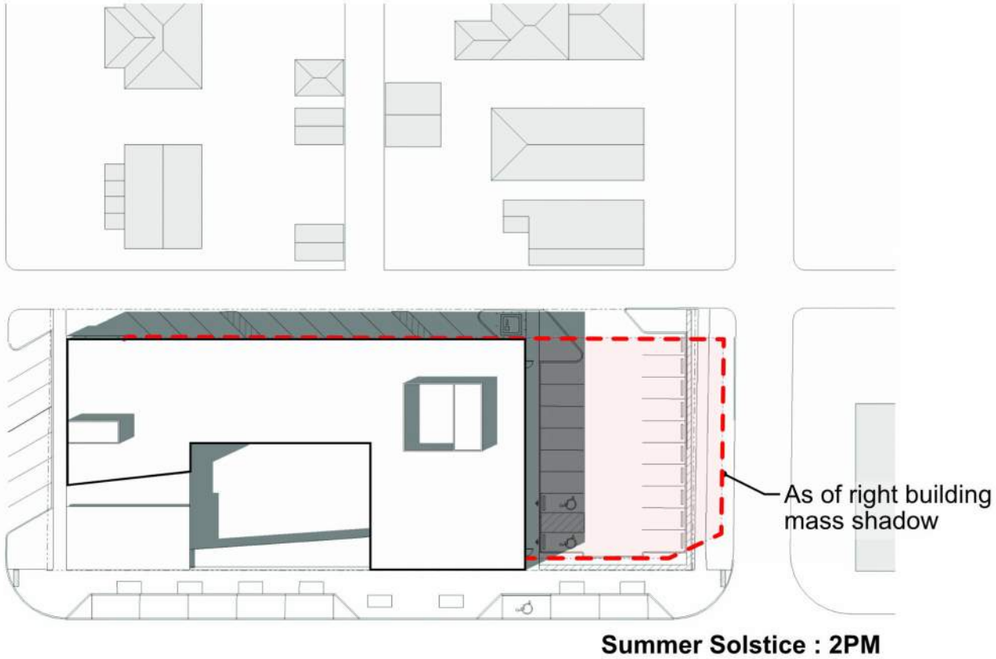
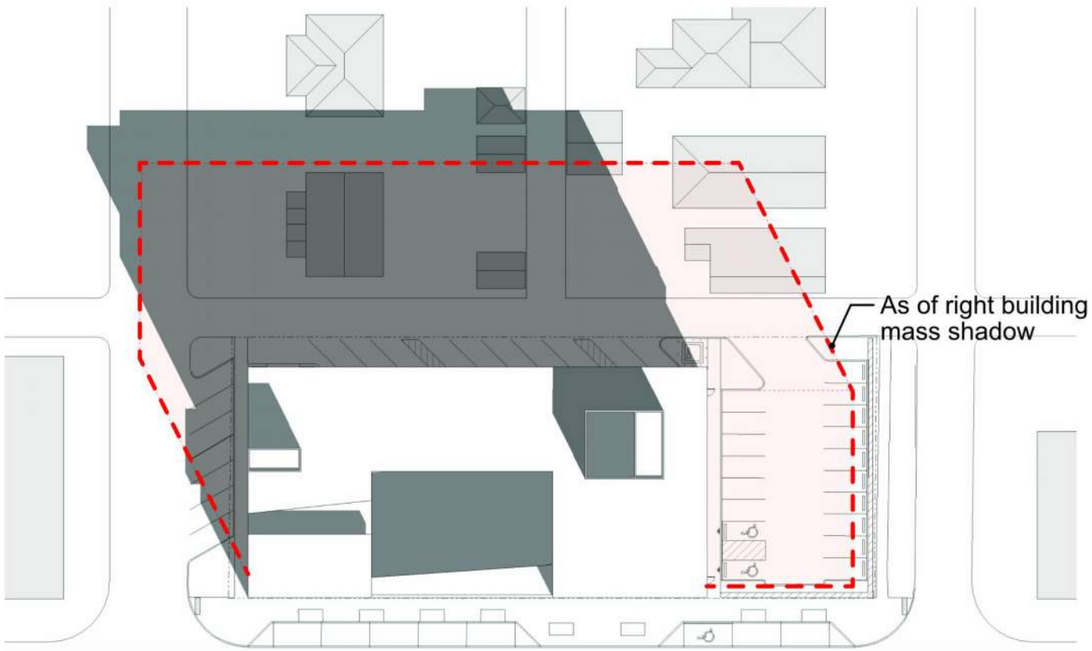
A0.12



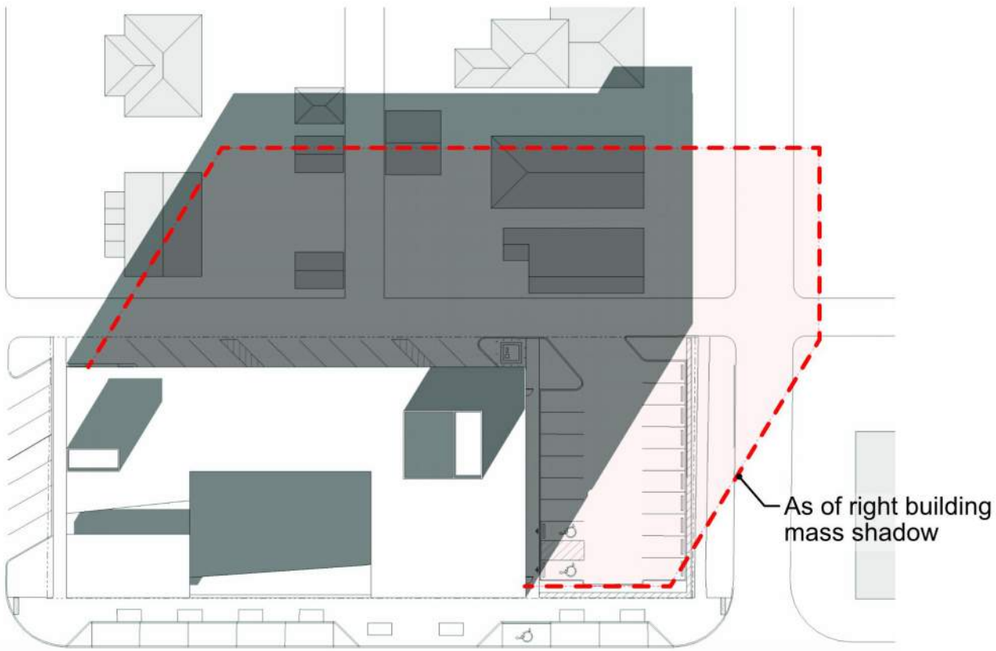
Summer Solstice : 10AM



Summer Solstice : 2PM



Winter Solstice : 10AM



Winter Solstice : 2PM

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SHADOW STUDY
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A0.10

BUILDING CONTEXT VIEW FROM KIMBALL AVE

BUILDING CONTEXT VIEW FROM TRUMBULL AVE

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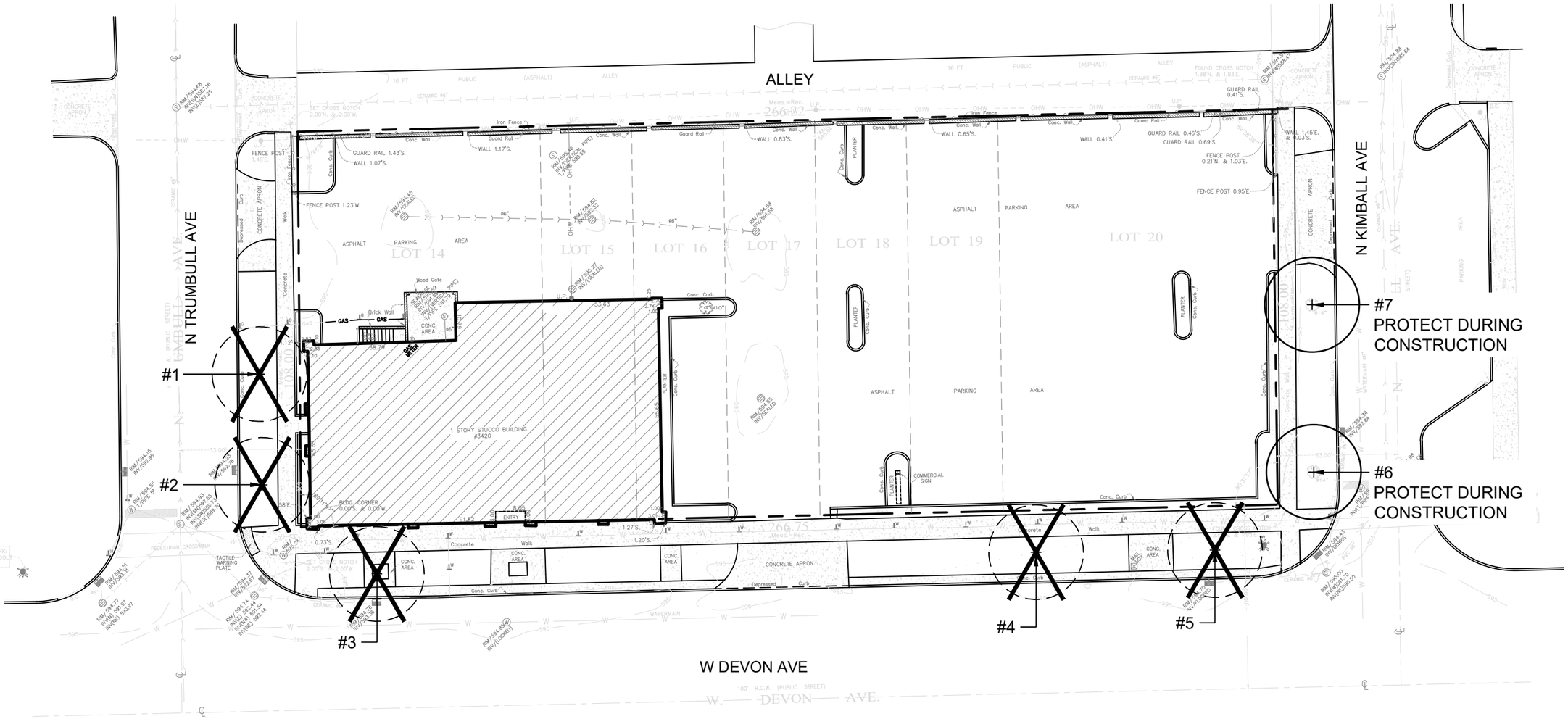
A0.15



TREE SURVEY

TREE ID #	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	SAVE / REMOVE
1	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	18"	GOOD	REMOVE
2	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	18"	GOOD	REMOVE
3	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	12"	GOOD	REMOVE
4	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	6"	GOOD	REMOVE
5	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	10"	GOOD	REMOVE
6	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	14"	GOOD	SAVE
7	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	14"	GOOD	SAVE

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Chicago, Illinois 60604
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Tree Survey

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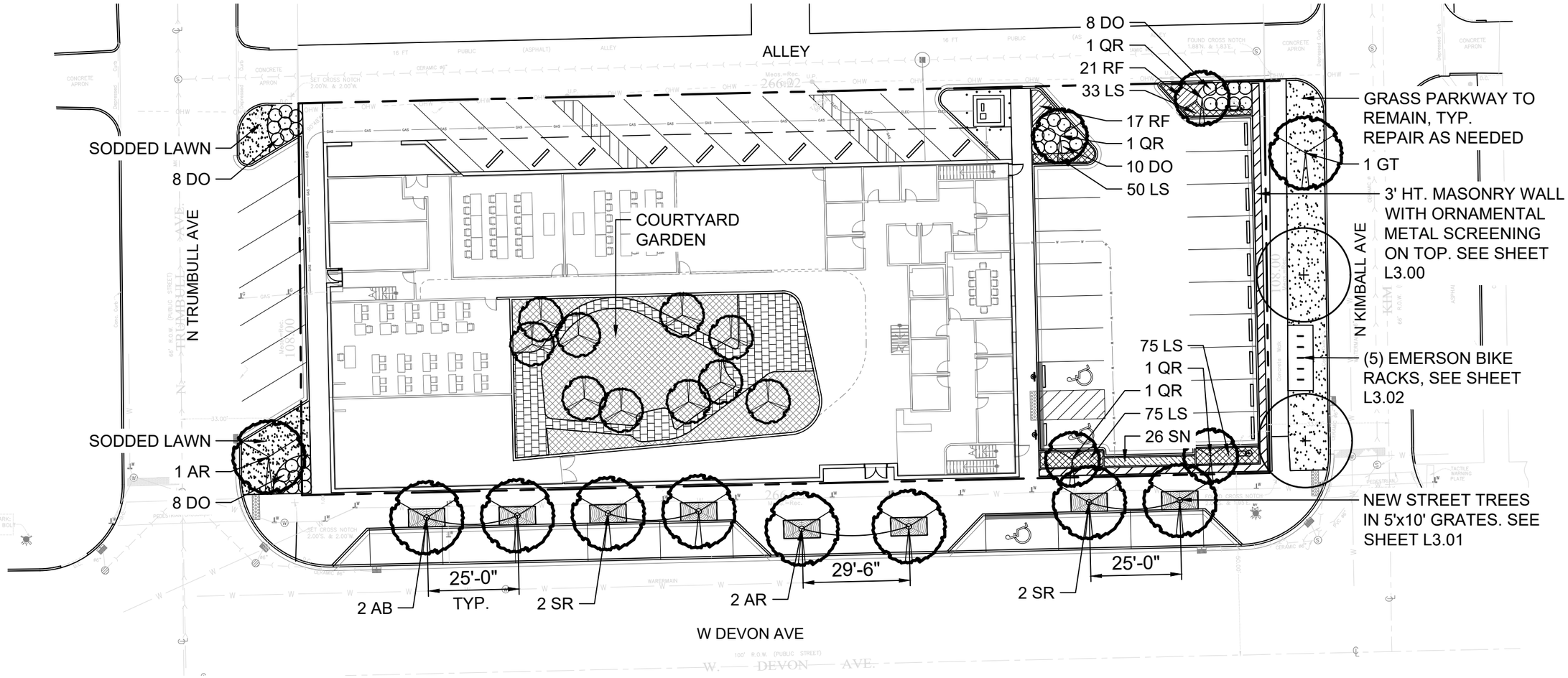
0 7 15 30

L1.00



PLANT LIST

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	ADDITIONAL NOTES
	DECIDUOUS TREES				
AB	AESCULUS X BUSHII 'AARON1'	MYSTIC RUBY BUCKEYE	2.5" CALIPER	2	BRANCHED UP 6'
AR	ACER RUBRUM 'REDPOINTE'	REDPOINTE MAPLE	2.5" CALIPER	3	BRANCHED UP 6'
GT	GLEDITSIA T. VAR. INERMIS 'SKYCOLE'	SKYLINE HONEYLOCUST	2.5" CALIPER	1	BRANCHED UP 6'
QR	QUERCUS X ROBUR BICOLOR 'LONG'	REGAL PRINCE ENGLISH OAK	2.5" CALIPER	4	BRANCHED UP 3'
SR	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	2.5" CALIPER	4	BRANCHED UP 6'
	DECIDUOUS SHRUBS				
DK	DIERVILLA 'KODIAK ORANGE'	KODIAK ORANGE BUSH HONEYSUCKLE	30" HT x 30" W	34	
	PERENNIALS & GROUNDCOVER				
LS	LIRIOPE SPICATA	CREEPING LILYTURF	1 QUART	233	SPACED 12" O.C.
RF	RUDBECKIA FULGIDA 'VIETTE'S LITTLE SUZY'	VIETTE'S LITTLE SUZY BLACK-EYED SUSAN	1 GALLON	38	SPACED 18" O.C.
SN	SALVIA NEMOROSA 'MAY NIGHT'	MAY NIGHT SALVIA	1 GALLON	26	SPACED 18" O.C.

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Ground Floor Landscape Plan

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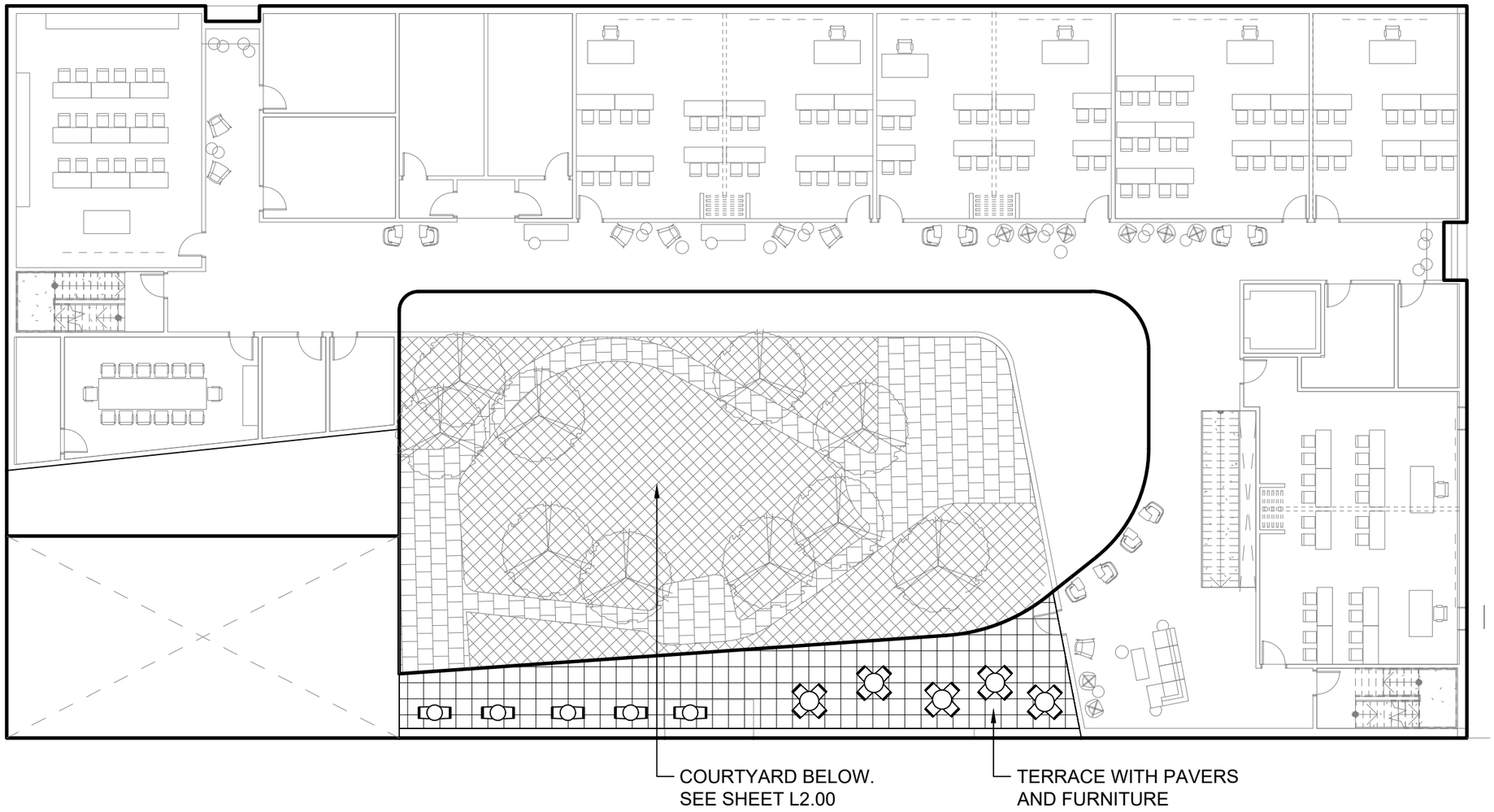
0 7 15 30

L2.00



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Terrace Plan - Second Floor

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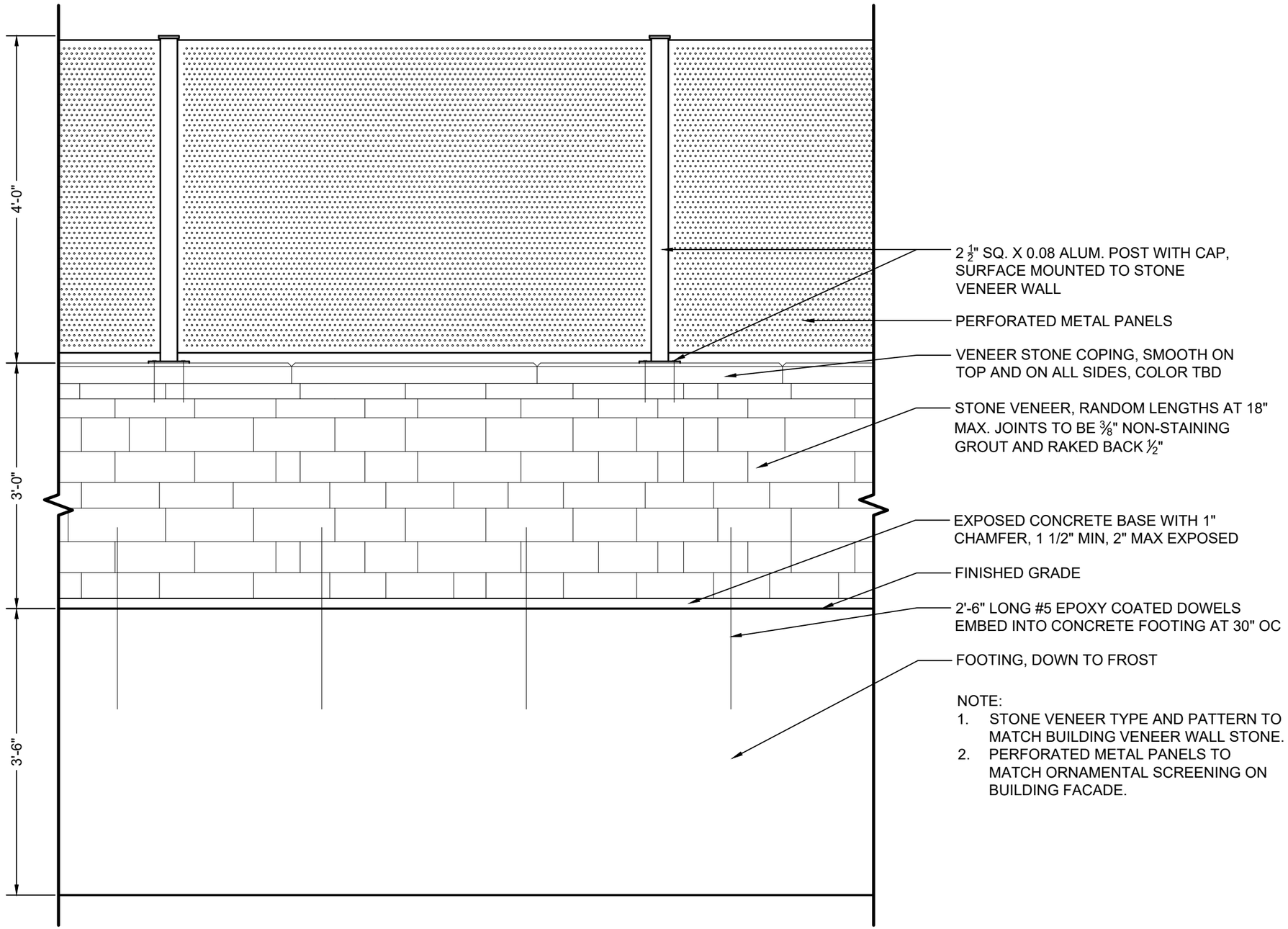
0 7 15 30

L2.01



NOTE:

1. STONE VENEER TYPE AND PATTERN TO MATCH BUILDING VENEER WALL STONE.
2. PERFORATED METAL PANELS TO MATCH ORNAMENTAL SCREENING ON BUILDING FACADE.

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Screen Wall Detail

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC

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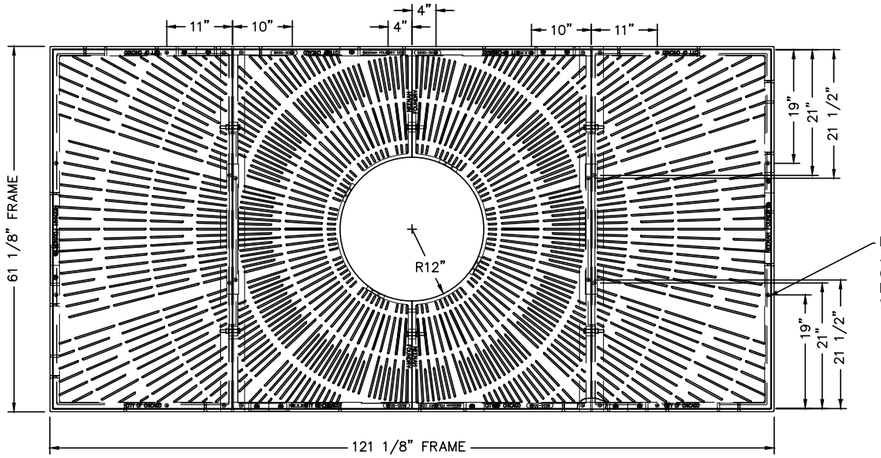
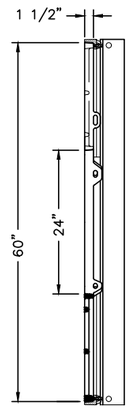
L3.00

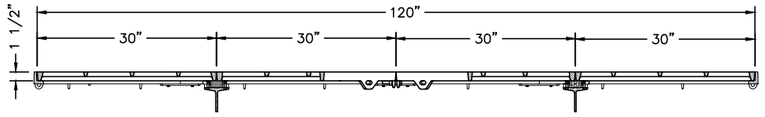


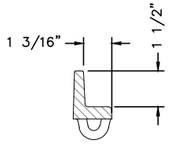
DRILL, TAP, C'SINK
AND ASSEMBLE FOR
(24) 3/8–16 X 2" FLAT
HD. STNLS. STL. SCREW
WITH PIN. (KIT NO. 90357)



5/8" ENGRAVED LETTERS
"CITY OF CHICAGO"
TYP 2 PLCS/GRATE

5/8" ENGRAVED LETTERS
"CITY OF CHICAGO"
TYP 2 PLCS/GRATE





TYPICAL FRAME SECTION
SCALE 1:4

COMPONENT NOS.: (2 PCS) TREE GRATE 8707–0011,
(2 PCS) TREE GRATE EXT. PC. 8823–0002,
(2 PCS) FRAME 8500–0024 MACHINED PER NF–8500T52,
(2 PCS) FRAME 8500–6060 MACHINED PER NF–8500T53,
(2 PCS) FRAME 8500–6060,
(2 PCS) FRAME 8500–0036,
(2 PCS) SUPPORT BEAM 9992–0157

MATERIAL: TREE GRATES AND FRAMES–CAST GRAY IRON ASTM A–48, CLASS 35B
SUPPORT BEAM – FABRICATED STEEL

FINISH: NOT PAINTED, UNLESS SPECIFIED ON PURCHASE ORDER

WEIGHT: TREE GRATE AND FRAMES 1274#

NOTE: INSTALL AND REF. DWG. 8823120PG2 WAS NF–8823T03PG1

09–14–2016	RELOCATED BOLT HOLES	RKB	JDB	SPT
DATE	REVISION	DR	CH	APP

CAD DWG. REF: 2

DR.		SCALE	TITLE:
CH.	RKB	3/4"=1'-0"	
APP.	SPT	NEENAH FOUNDRY	NF-
DATE		NEENAH WISCONSIN 54956 PHONE 800–558–5075	8823120 1 OF 2 B
www.nfco.com		LINCOLN, NEBRASKA 68529 PHONE 800–234–7466	

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Interior and Urban Design

DANIEL WEINBACH
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Landscape Architects
53 W. Jackson Blvd., Suite 250
Chicago, Illinois 60604
312.427-2888

Tree Grate Detail

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC

3420 W. DEVON AVE., LINCOLNWOOD, IL 60712

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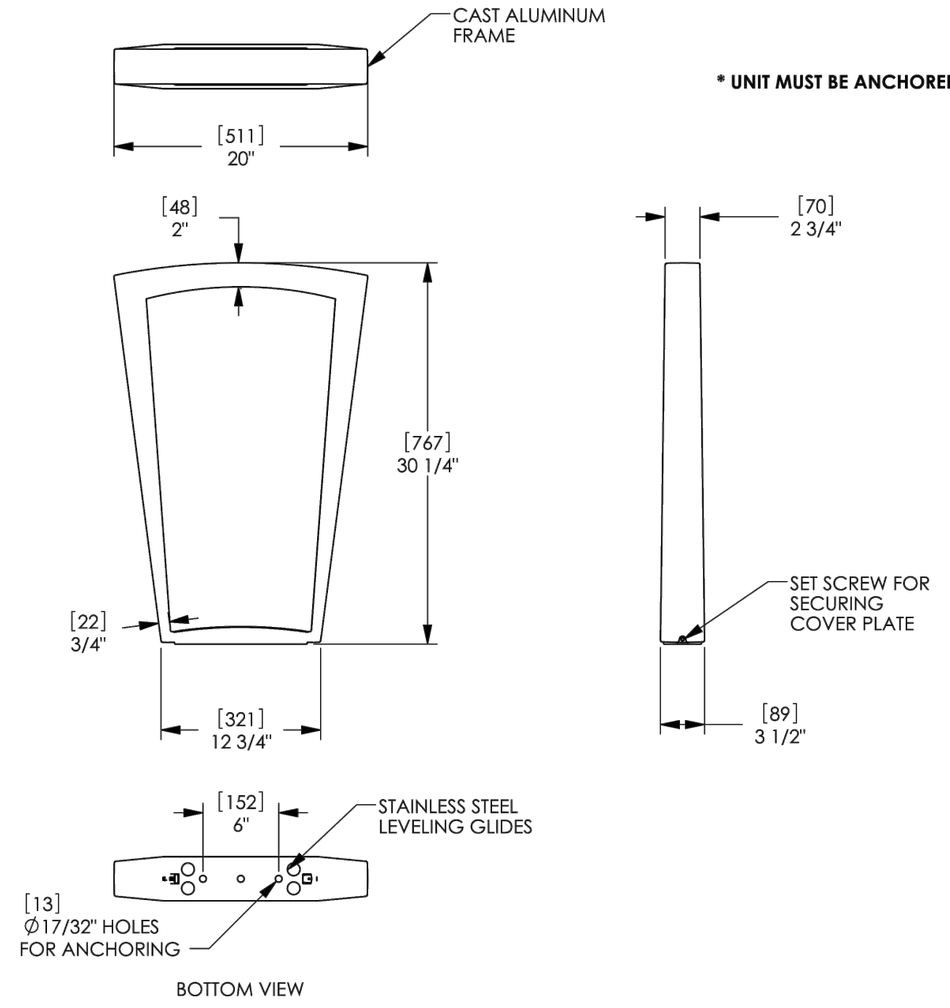
L3.01



*** UNIT MUST BE ANCHORED ***

landscapeforms

Drawing: EM0001
Dimensions are in inches [mm]
U.S. Patent No. D648,658

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Landscape Architects
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Chicago, Illinois 60604
312 427-2888

Bike Rack Detail

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PRELIMINARY ENGINEERING PLANS

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO

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UTILITY AND GOVERNING AGENCY CONTACTS

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DISTRICT OF GREATER CHICAGO (MWRD)
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POWER COMPANY
COMMONWEALTH EDISON
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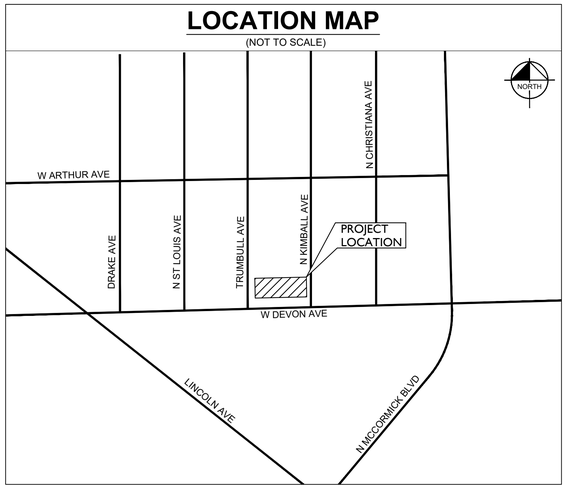
NATURAL GAS COMPANY
NICOR GAS COMPANY
TEL: (224) 239-3341
CONTACT: ZACK JARLING

TELEPHONE
AT&T
TEL: (630) 779-5160

LOCATION MAP

(NOT TO SCALE)



Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
V0.0	BOUNDARY & TOPOGRAPHIC SURVEY
C1.0	SITE PLAN
C2.0	GRADING & DRAINAGE PLAN
C3.0	UTILITY PLAN
E1.0	PHOTOMETRIC PLAN
E1.1	PHOTOMETRIC DETAILS

PROJECT TEAM

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PROFESSIONALS ASSOCIATED
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LINCOLNWOOD, IL 60712
TEL: (847) 675-3000
CONTACT: PAUL JANOS, P.L.S.

BENCHMARKS

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER

REFERENCE STATION NETWORK: KARA COMPANY
(MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINOUSLY OPERATING REFERENCE STATION)

DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

LEGAL DESCRIPTION

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST 1/2 OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ALEXANDRA FALBO, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF SOLOMON CORDWELL BUENZ BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 9TH DAY OF MAY, A.D., 2024.

Alexandra Falbo

IL LICENSED PROFESSIONAL ENGINEER 062-073907
MY LICENSE EXPIRES ON NOVEMBER 30, 2025
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

LICENSED PROFESSIONAL ENGINEER
ALEXANDRA FALBO
062.073907
OF ILLINOIS

No.	REVISIONS	DATE	BY

Kimley»Horn

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111 WEST JACKSON BOULEVARD, STE 1320
CHICAGO, IL 60604
PHONE: 312-924-9445
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

COVER SHEET

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C0.0

Drawing name: K:\CHI_LDE\V\168200005_SWCT_Lincolnwood_JL\2 Design\CAD\PlanSheets\Preliminary Engineering\C0.0 COVER SHEET.dwg C0.0 Jul 03, 2024 - 11:03pm by: jenna.anderson
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NORTH

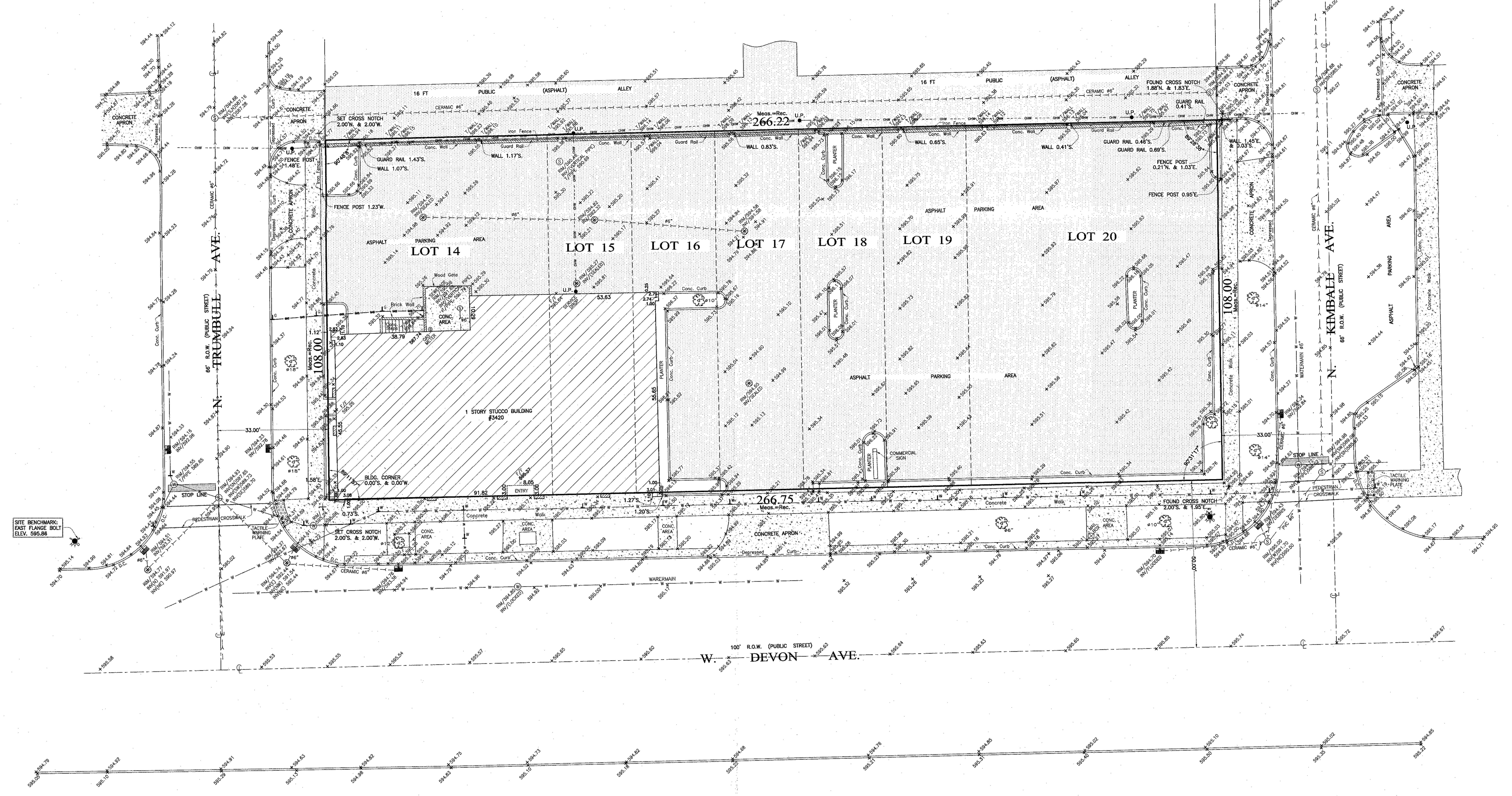
PROFESSIONALS ASSOCIATED - MM SURVEY CO.
BOUNDARY * ALTA * TOPOGRAPHIC * CONDOMINIUM SURVEYS
7100 NORTH TRIPP AVENUE, LINCOLNWOOD, ILLINOIS
PROFESSIONAL DESIGN FIRM NO. 184-003023

MM SURVEY
PHONE: (773) 282-5900
FAX: (773) 282-9424
E-MAIL: info@MMSurveyingChicago.com
www.mmsurveyingchicago.com

BOUNDARY & TOPOGRAPHIC SURVEY
OF

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST ½ OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOTAL LAND AREA = 28,778 sq.ft. (0.66 acres)
COMMONLY KNOWN AS: 3420 W. DEVON AVE., CHICAGO, IL 60712



LEGEND:

- SANITARY LINE
- STORM LINE
- WATER LINE
- GAS LINE
- CONCRETE PAVEMENT
- B-B – BACK OF CURB
- R.O.W. – RIGHT OF WAY
- ELECTRIC PAINT MARK
- WATER PAINT MARK
- GAS PAINT MARK
- COMM. PAINT MARK
- F/F – FINISHED FLOOR ELEV.
- D.C. – DEPRESSED CURB
- M.G. – METAL GUARD
- U.P. – UTILITY POLE
- SEWER MANHOLE
- CATCH BASIN
- WATER MANHOLE
- CHICAGO WATER WORKS
- COMM. MANHOLE
- GAS MANHOLE
- ELECTRIC MANHOLE
- INLET
- FIRE HYDRANT
- GAS VALVE
- WATER VALVE
- DECIDUOUS TREE w/DIA.
- POWER POLE W/WIRES
- OVERHEAD WIRES

THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE ORDER, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS, OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

Order No. 108416
Scale: 1 inch = 16 feet.
Date of Field Work: MARCH 28, 2024
Ordered by: HEBREW THEOLOGICAL COLLEGE

BENCHMARK REFERENCE:

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER
REFERENCE STATION NETWORK: KARA COMPANY (MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINUOUSLY OPERATING REFERENCE STATION)
DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

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

THIS SURVEY HAS BEEN ORDERED FOR SURFACE DIMENSIONS ONLY, NOT FOR ELEVATIONS. THIS IS NOT AN ALTA SURVEY.

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE.

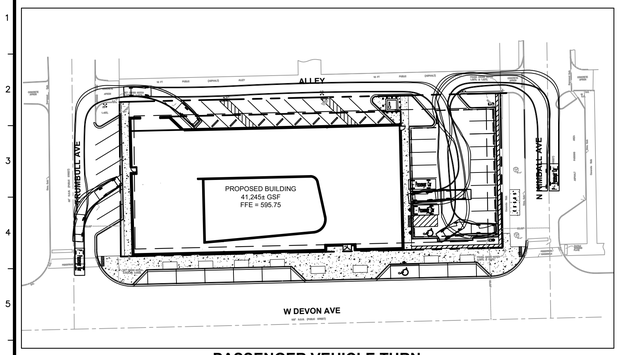
State of Illinois
County of Cook s.s.

We, PROFESSIONALS ASSOCIATED - MM SURVEY CO, do hereby certify that we have surveyed the above described property and that, to the best of our knowledge, the plat hereon drawn is an accurate representation of said survey.

Date: APRIL 10, 2024

Paul Jaros
LIC. NO. 035-3937
IL. PROF. LAND SURVEYOR - LICENSE EXP. DATE NOV. 30, 2024
DRAWN BY: A.B.

V0.0

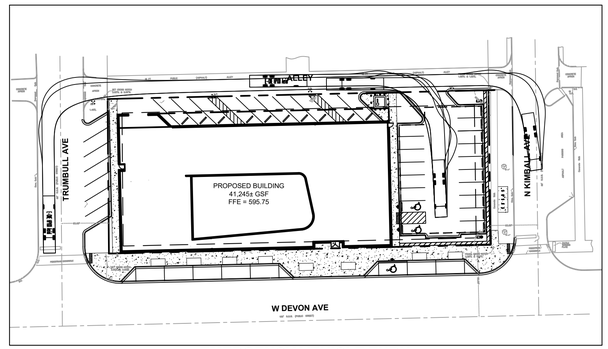


PASSENGER VEHICLE TURN

SCALE: 1" = 50'

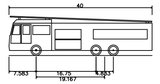
P – Passenger Car

Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°



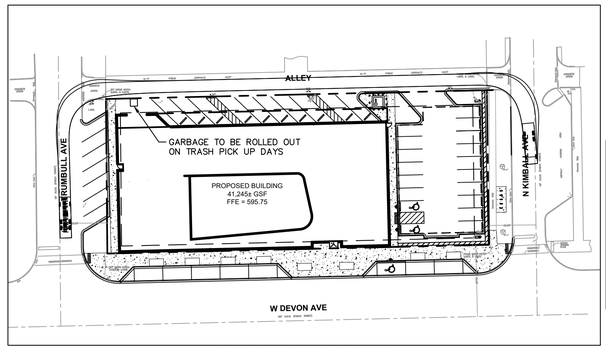
EMERGENCY VEHICLE TURN

SCALE: 1" = 50'



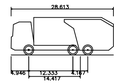
F-ONE HP100 Aerial

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



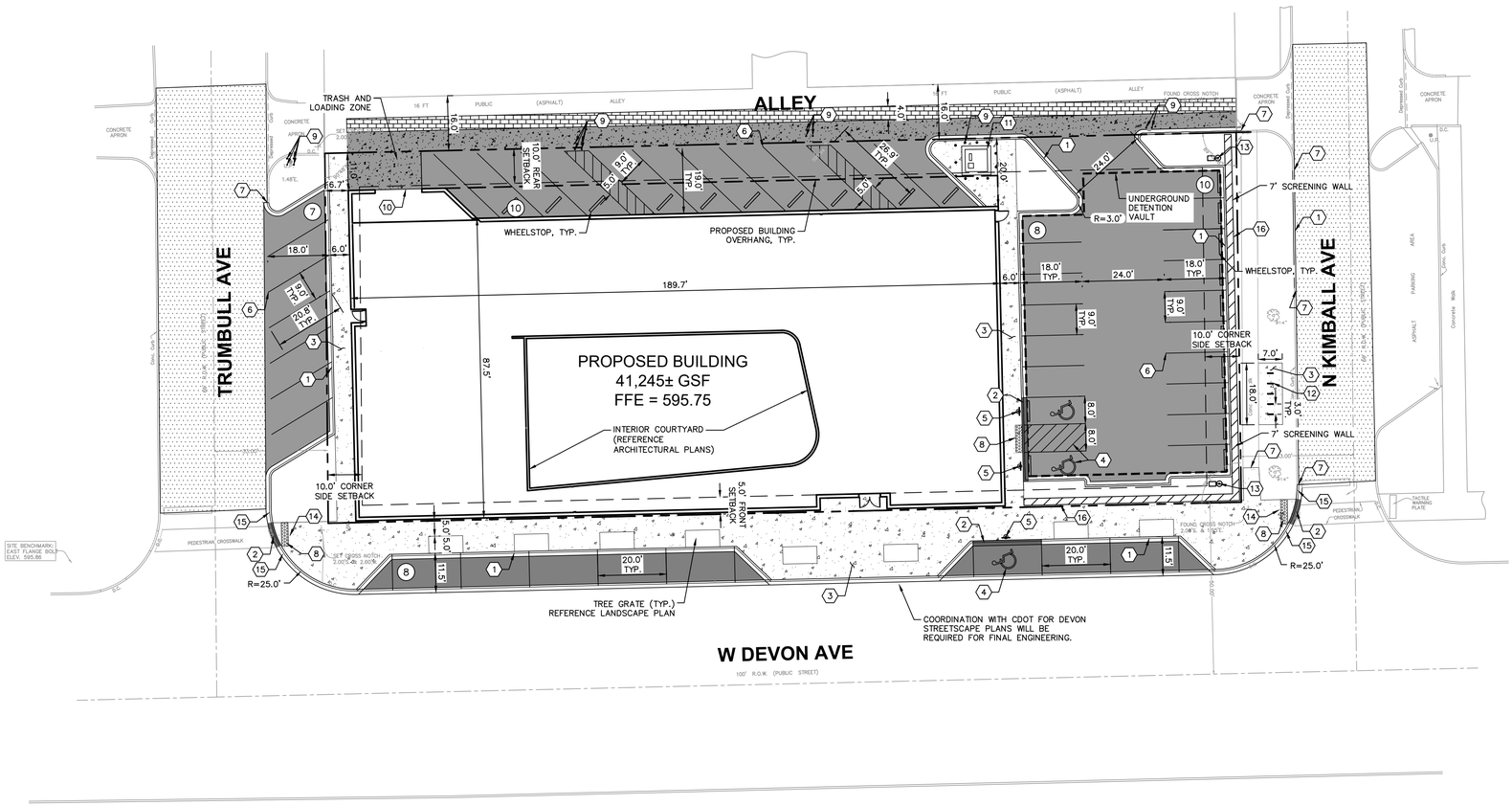
REFUSE VEHICLE TURN

SCALE: 1" = 50'



Mack TerraPro Cabover 6x4 MRU613 + Wayne Curbtender 31cu yd

Overall Length	28.613ft
Overall Width	8.000ft
Overall Body Height	10.481ft
Min Body Ground Clearance	1.311ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	33.500ft



GRAPHIC SCALE IN FEET
0 10 20 40

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GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3–FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON–SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

TOTAL PARKING SPACES REQUIRED*	= 37 SPACES
RESIDENTS (1 SPACE/4 RESIDENTS) (15 RESIDENTS)	= 4 SPACES
FULL–TIME RESIDENT EMPLOYEE (1 SPACE/FULL TIME)	= 2 SPACES
STUDENTS (1 SPACE/5 STUDENTS) (60 COMMUTER STUDENTS)	= 12 SPACES
EMPLOYEES (2 SPACES/3 EMPLOYEES) (28 COMMUTER EMP.)	= 19 SPACES
TOTAL ON–SITE PARKING SPACES PROVIDED	= 28 SPACES
ON–SITE PARKING SPACES PROVIDED	= 18 SPACES
ON–SITE ALLEY PARKING SPACES PROVIDED	= 10 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TOTAL OFF–SITE STREET PARKING	= 15 SPACES
W DEVON AVE STANDARD PARKING SPACES	= 7 SPACES
W DEVON AVE ADA PARKING SPACES	= 1 SPACE
TRUMBULL AVE PARKING SPACES	= 7 SPACES

*PARKING REQUIREMENTS BASED ON CURRENT ENROLLMENT

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- CONCRETE SIDEWALK — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- HEAVY DUTY CONCRETE PAVEMENT — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- PERMEABLE PAVERS — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- ASPHALT MILL & OVERLAY — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7–8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. 2' WIDE TACTILE WARNING STRIP
9. BOLLARD, TYP. (SEE DETAILS)
10. TRASH COMPACTOR AND ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
11. TRANSFORMER PAD (FOR REFERENCE ONLY)
12. BIKE RACK (SEE LANDSCAPE PLAN FOR DETAILS)
13. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
14. ACCESSIBLE RAMP (SEE DETAILS)
15. 3' TRANSITION CURB
16. 7' SCREENING WALL (3' MASONRY WALL + 4' PERFORATED METAL SCREENING FENCE, SEE LANDSCAPE PLAN FOR DETAILS)

SITE DATA TABLE

SITE ADDRESS: 3420 W DEVON AVE, LINCOLNWOOD, IL 60712			
JURISDICTION: VILLAGE OF LINCOLNWOOD			
PARCEL AREA: 0.66 ACRES			
DISTURBANCE AREA: 0.72 ACRES			
ZONING: B2 – GENERAL BUSINESS			
EXISTING USE: RESTAURANT			
PROPOSED SPECIAL USE: COLLEGE WITH DORMITORIES			
PROPOSED PERVIOUS AREA:		3,659± SF (12.7%)	
PROPOSED IMPERVIOUS AREA:		25,134± SF (87.3%)	
TOTAL BUILDING GSF AREA:		41,245± SF	
ZONING REQUIREMENTS	EXISTING:	PROPOSED:	REQUIREMENT:
OPEN GREEN SPACE %	4.4%	12.7%	N/A
BUILDING COVERAGE %	18.7%	58.4%	N/A
MINIMUM FRONT YARD SETBACK:	0'	0.5'	5' MIN
MINIMUM FRONT/SIDE PARKING SETBACK:	1.6'	0'	0' MIN
MINIMUM CORNER SIDE BUILDING SETBACK:	1.1'	6.7'	10' MIN
MINIMUM REAR YARD SETBACK:	47.7'	21.4'	10' MIN
MAXIMUM HEIGHT OF BUILDING:	1–STORY	47'	38' MAX

No.	REVISIONS	DATE	BY

Kimley»Horn

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111 WEST JACKSON BOULEVARD, STE 1320
CHICAGO, IL 60604
PHONE: 312-862-2445
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SITE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C1.0

Drawing name: K:\CHI_LIDEV\168200005_SHWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C1.0 SITE PLAN.dwg C1.0 Jul 03, 2024 1:04pm by: jenna.anderson
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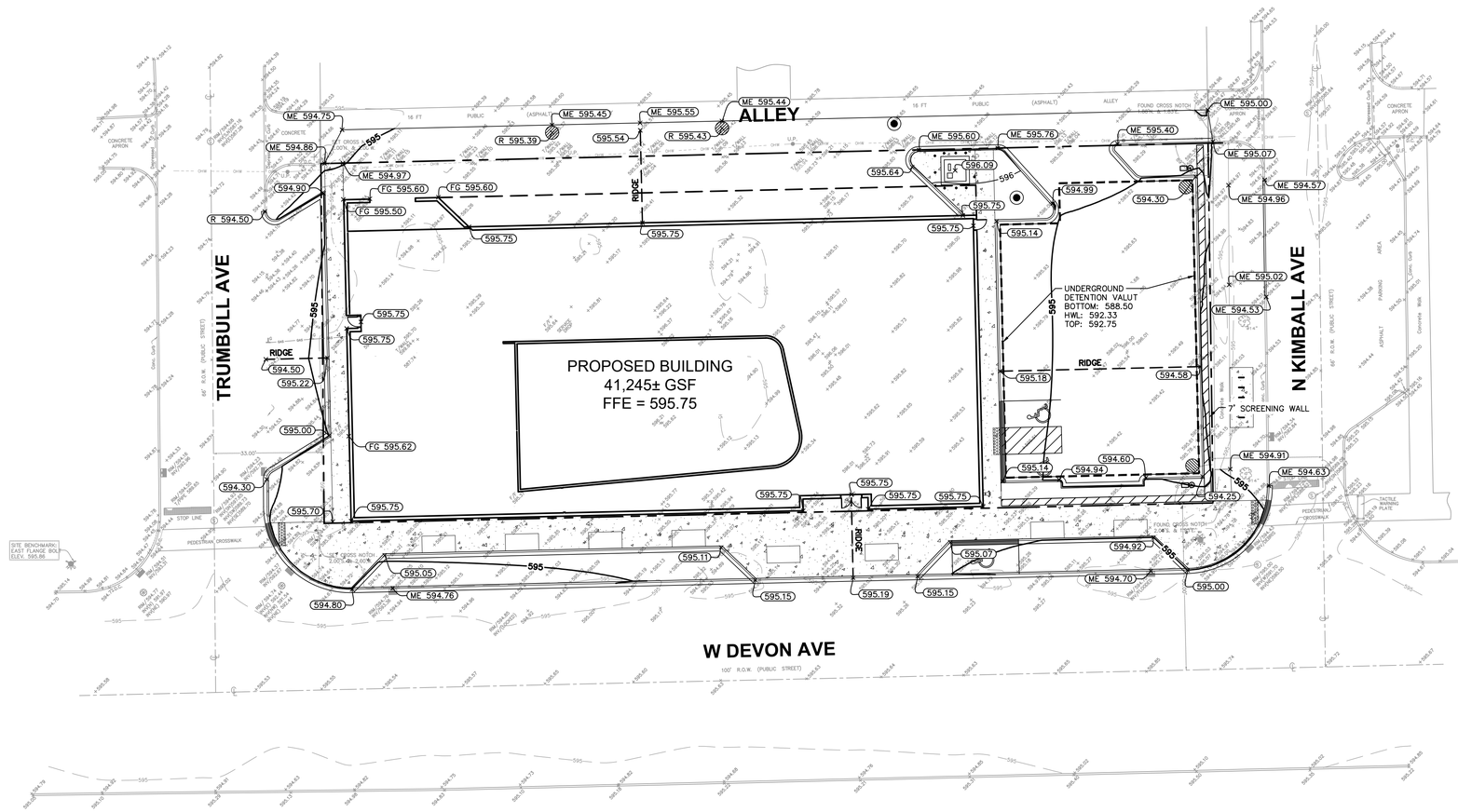

GRAPHIC SCALE IN FEET
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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
R = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS

XXX — PROPOSED CONTOUR
XXX — EXISTING CONTOUR
RIDGE — RIDGE LINE
X.XX% — SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
AR — ACCESSIBLE ROUTE

STORMWATER SUMMARY

TOTAL SITE AREA	= 0.66 AC
TOTAL PROPOSED IMPERVIOUS AREA (DEVELOPMENT)	= 0.58 AC
TOTAL PROPOSED PERVIOUS AREA	= 0.08 AC

DETENTION

THIS PROJECT IS SUBJECT TO THE VILLAGE OF LINCOLNWOOD STORMWATER ORDINANCE. PER SECTION 12-6-6-5, STORMWATER DETENTION MUST BE SIZED IN ACCORDANCE WITH MWRD REQUIREMENTS, USING THE PARAMETERS NOTED IN VILLAGE OR LINCOLNWOOD STORMWATER ORDINANCE SECTION 12-6-6-5. THE PARAMETERS ARE AS FOLLOWS:

2-YEAR STORM REQUIRED (0.04 CFS/ACRE)	= 0.03 CFS
2-YEAR STORM PROVIDED	= 0.00 CFS
100-YEAR STORM REQUIRED (0.15 CFS/ACRE)	= 0.10 CFS
100-YEAR STORM PROVIDED	= 0.09 CFS

VOLUME CONTROL

THIS PROJECT IS SUBJECT TO THE MWRD WATERSHED MANAGEMENT ORDINANCE (WMO). PER SECTION 503, VOLUME CONTROL PRACTICES ARE REQUIRED TO CAPTURE THE VOLUME CONTROL STORAGE, WHICH IS EQUAL TO THE FIRST INCH OF RUNOFF FROM THE IMPERVIOUS AREA.

TOTAL VOLUME CONTROL REQUIRED	= 0.048 AC-FT
TOTAL VOLUME CONTROL PROVIDED	= 0.217 AC-FT
GREEN ROOF VOLUME PROVIDED	= 0.008 AC-FT
UNDERGROUND DETENTION VOLUME PROVIDED	= 0.209 AC-FT

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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

GRADING & DRAINAGE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER C2.0

Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C4.0 GRADING PLAN.dwg C2.0 JUl 03, 2024 1:04pm by, jenna.anderson
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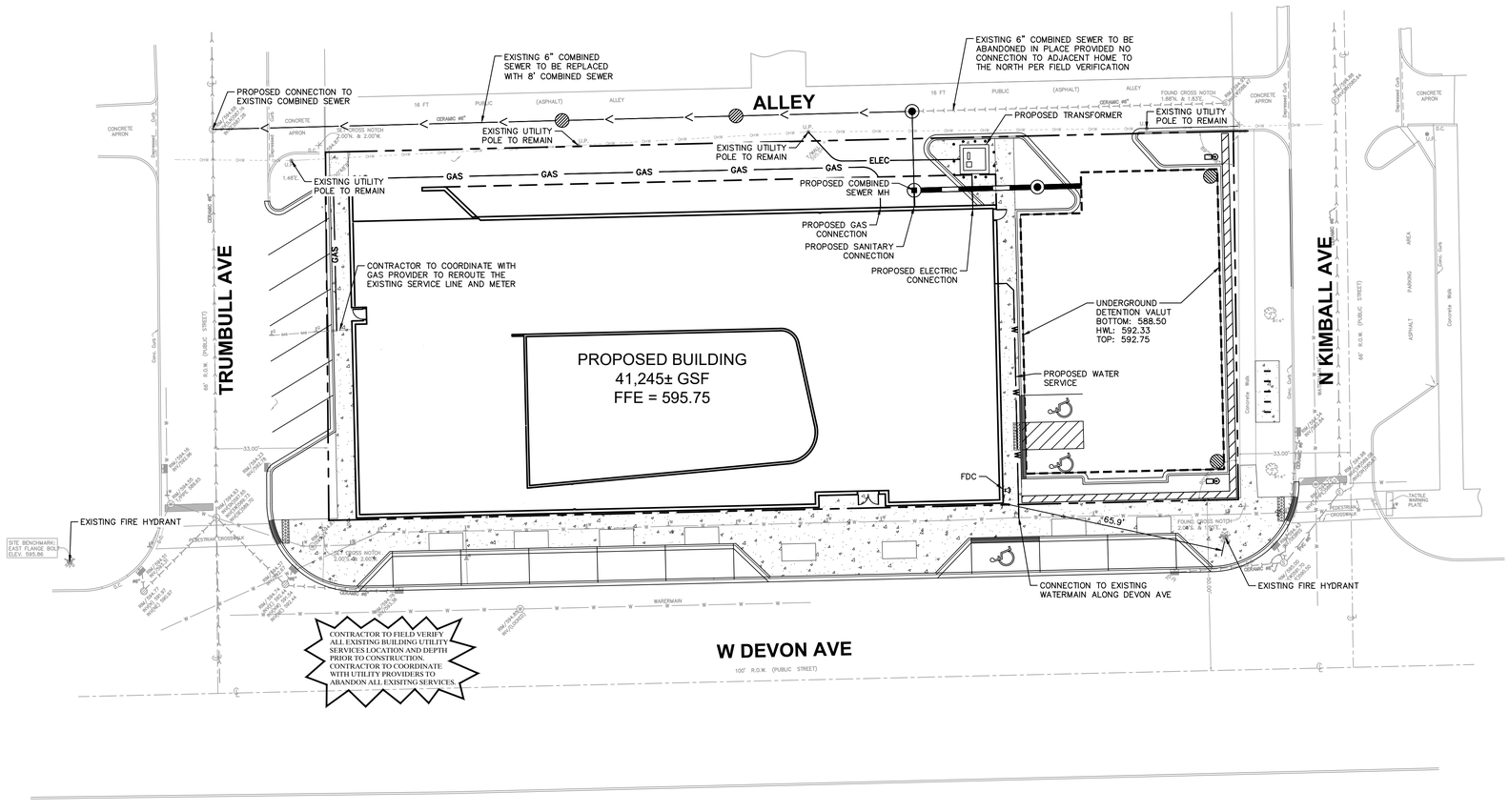

GRAPHIC SCALE IN FEET
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NORTH

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JULIE
1-800-892-0123

UTILITY NOTES

1. ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SEWER MANHOLE
- EX. STORM DRAIN LINE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. UTILITY POLE
- EX. OVERHEAD WIRES
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1713) (GRASS USE NEENAH R-1786)
- PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3281-A)
- PROPOSED COMBINED SEWER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)

No.	REVISIONS	DATE	BY

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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

UTILITY PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER C3.0

Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C3.0 UTILITY PLAN.dwg C3.0 Jul 03, 2024 - 1:04pm by jenna.anderson
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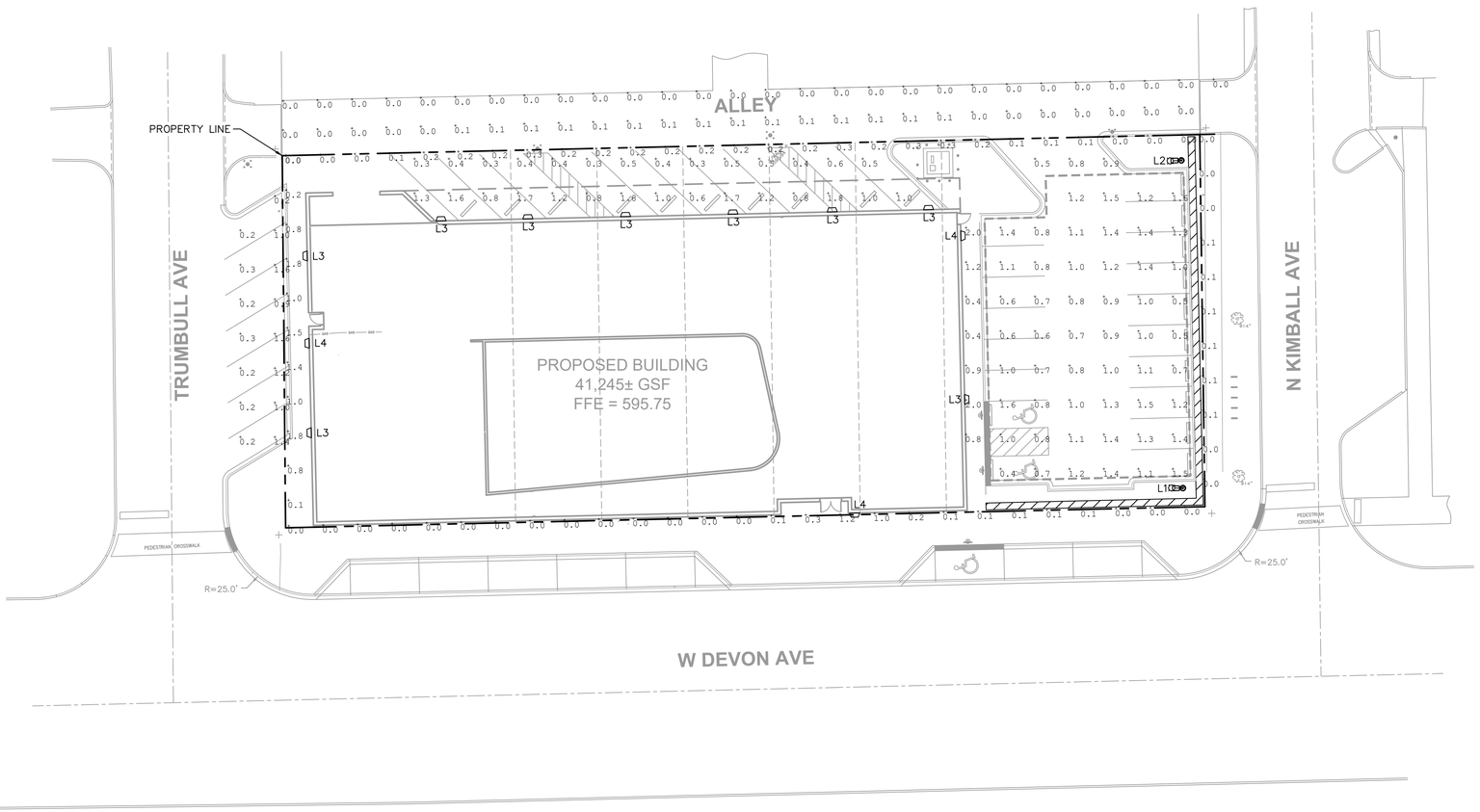

GRAPHIC SCALE IN FEET
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NORTH

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PHOTOMETRICS NOTES

1. ILLUMINANCE VALUES LISTED IN THE TABLES ARE IN FOOTCANDLES (1FC = 10.7639 LUX).
2. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURERS THROUGH IES FILES.
3. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS PLAN WILL DISCOUNT THE VALIDITY OF THE CALCULATIONS.
4. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL EXISTING AND PROPOSED OFF SITE STREET LIGHTING AND LANDSCAPE LIGHTING.
5. PHOTOMETRICS ARE CALCULATED BASED ON 3000K COLOR OUTPUT. CONTRACTOR SHALL CONFIRM EXACT OUTPUT COLOR WITH OWNER PRIOR TO PURCHASING.
6. CONTRACTOR TO FIELD COORDINATE EXACT LOCATIONS OF POLES WITH UNDERGROUND UTILITY AND OTHER OBSTRUCTIONS.
7. CONTRACTOR SHALL CONFIRM POLE AND FIXTURE FINISHES WITH OWNER PRIOR TO PURCHASE. ALL PROPOSED LUMINAIRE STYLES AND COLORS SHALL BE SUBMITTED AND APPROVED BY OWNER.
8. ALL LUMINAIRE SYMBOLS ARE DIAGRAMMATIC ONLY. EXACT LOCATION AND SETBACKS SHALL BE FIELD COORDINATED.
9. FINAL ELECTRICAL DESIGN AND POLE FOUNDATION DETAILS ON ELECTRICAL PLANS, BY OTHERS. ALL LUMINAIRE ACCESSORIES AND CONTROL PROVISIONS SHALL BE COORDINATED WITH ELECTRICAL PLANS AND SHALL BE ORDERED WITH LUMINAIRES.
10. LIGHTING DESIGN BASED ON THE VILLAGE OF LINCOLNWOOD, IL, OUTDOOR LIGHTING STANDARDS (SEC. 6.07).

PHOTOMETRICS LEGEND

	SINGLE LUMINAIRE MOUNTED AT 22' AFG INCLUDING CONVENTIONAL POLE AND FOUNDATION. SEE LIGHT FIXTURE SCHEDULE FOR DETAILS.
	WALL MOUNTED LUMINAIRE AT 12.5' AFG. SEE LIGHT FIXTURE SCHEDULE FOR DETAILS.
+	X.X CALCULATION POINT

TARGET ILLUMINANCE VALUES

CALC TYPE	CALC REQUIREMENT	AVG	MAX	MIN	MAX/MIN	MAX/AVG
INSTITUTIONAL PARKING LOT	LINCOLNWOOD	–	2.1	0.2	10.5	3.0
PROPERTY LINE	LINCOLNWOOD	–	0.5	–	–	–

TARGET ILLUMINANCE LEVELS BASED ON THE VILLAGE OF LINCOLNWOOD, IL, OUTDOOR LIGHTING STANDARDS (SEC. 6.07).

ILLUMINANCE SUMMARY

CALC TYPE	AVG	MAX	MIN	MAX/MIN	MAX/AVG
INSTITUTIONAL PARKING LOT	0.97	2.0	0.3	6.67	2.06
NORTH PROPERTY LINE	0.16	0.3	0.0	–	1.88
EAST PROPERTY LINE	0.05	0.1	0.0	–	2.0
SOUTH PROPERTY LINE	0.12	1.2	0.0	–	10.00
WEST PROPERTY LINE	0.95	1.8	0.0	–	1.89

LUMINAIRE SCHEDULE

SYMBOL	TAG	DESCRIPTION	MODEL	MFR.	MOUNTING	LAMP	LUM. PER FIXTURE	WATTS PER FIXTURE	COLOR TEMPERATURE	NOTES
	L1	POLE MOUNTED LED AREA LUMINAIRE WITH LEFT CORNER CUTOFF	DSX0 LED P1 30K 70 CRI LCCO MVOLT EGSR	LITHONIA	POLE	LED	3374	33W	3000K	MOUNT ON 20' POLE ATOP 2' CONCRETE BASE. POLE: LITHONIA # SSS-20-5G-DM19AS. COORDINATE FIXTURE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L2	POLE MOUNTED LED AREA LUMINAIRE WITH RIGHT CORNER CUTOFF	DSX0 LED P1 30K 70 CRI RCCO MVOLT EGSR	LITHONIA	POLE	LED	3374	33W	3000K	MOUNT ON 20' POLE ATOP 2' CONCRETE BASE. POLE: LITHONIA # SSS-20-5G-DM19AS. COORDINATE FIXTURE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L3	LED ARCHITECTURAL WALL SCONCE	WDGE1 LED P0 30K 80CRI VW MVOLT	LITHONIA	SURFACE	LED	720	7W	3000K	MOUNT AT 12.5' AFG. COORDINATE FIXTURE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L4	LED ARCHITECTURAL WALL SCONCE WITH DUAL DRIVER	WDGE1 LED P0 30K 80CRI VW MVOLT DS	LITHONIA	SURFACE	LED	720	7W	3000K	MOUNT AT 12.5' AFG. FIXTURE WITH DUAL DRIVER OPTION SHALL BE USED AT ALL EGRESS POINTS. COORDINATE FIXTURE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.

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SCALE: AS NOTED
DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: JEK

PHOTOMETRIC PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 04/25/2024
KHA PROJECT NO. 168200005
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E1.0

Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\E1.0 PHOTOMETRIC PLAN.dwg E1.0 Jul 03, 2024 1:04pm by: jenna.anderson
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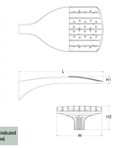
LITHONIA LIGHTING DSX0 (L1, L2)

D-Series Size 0
LED Area Luminaire

d*series

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



Design Select options indicated by this color background.

Catalog Number
Notes
Type

*Not for final use. Drawings are not to scale.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

design select

Items marked by a **shaded background** qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED							
Series	**LEDs**	**Color temperature**[1]	**Color Rendering Index**[1]	**Distribution**	**Voltage**	**Mounting**
DSX0 LED	**Forward optics**	30ks (section 70CRI only)		AFR Automotive front row	T5M Type V medium	MVOLT (120V-277V)[2]	**Shipped included**
	P1 P5	30K 3000K	70CRI	T1S Type I short	T6S Type V low glare	HVOLT (347V-480V)[2,3]	SPA Square pole mounting (fits drilling 3.5" min. SQ pole)
	P2 P6	40K 4000K	80CRI	T2M Type II medium	T5W Type V wide	XVOLT (277V-480V)[3,4]	RPA Round pole mounting (fits drilling 3" min. RND pole)
	P3 P7	50K 5000K	90CRI	T3M Type III medium	BLC3 Type III backlight control	120 [1,5,6]	SPA5 Square pole mounting (fits drilling 5" min. SQ pole)
	P4	30ks section 80CRI only, extended lead times		T4M Type IV medium	BLC4 Type IV backlight control	208 [1,5,6]	RPA5 Round pole mounting (fits drilling 5" min. RND pole)
	Rotated optics	**Shipped separately**		T4LG Type IV low glare	LCCO Left corner cutoff	240 [1,5,6]	SPAIN Square narrow pole mounting (fits drilling 3" min. SQ pole)
	P10[7] P12[7]	27K 2700K	80CRI	T4FTM Forward throw medium	RCCO Right corner cutoff	277 [1,5,6]	NBA Wall bracket [8]
	P11[7] P13[7]	30K 3000K	80CRI			347 [1,5,6]	MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)
		35K 3500K	80CRI			480 [1,5,6]	
		40K 4000K	80CRI				
		50K 5000K	80CRI				

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD	Dark Bronze
NLTAIR2 PIRHN	nLight AIR generation 2 enabled with bi-level motion + ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,13]	PE	Photocontrol, Button Type[9]	DBLXD	Black
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 5fc.[11,12,13]	DS	Dual-switching (requires with 2 drivers and 2 high engines; see page 3 for details)	DNAXD	Natural Aluminum
PER	NEMA twist-lock receptacle only (controls ordered separately)[14]	DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD	White
PER5	Five-pin receptacle only (controls ordered separately)[11,15]	BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSTD	Textured dark bronze
PER7	Seven-pin receptacle only (controls ordered separately)[11,15]	BAA	Buy American Act Compliant	DBLBTD	Textured black
FAO	Field adjustable output[11,16]	DSLE	Dual-Switching (1 Driver, 2 Light Engines)	DNATXD	Textured natural aluminum
BL30	Bi-level switched dimming, 30%[11,16]	CCE	Coastal Construction[9]	DWHGXD	Textured white
BL50	Bi-level switched dimming, 50%[11,16]			DSSTDD	Textured sandstone
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[11]				
	For other control options, see Motion Sensor and Accessories tables on page 4				

Other options	
Shipped installed	
HS	Houseside shield (black finish standard)[9]
LNS	Left-oriented optics[17]
RNS	Right-oriented optics[17]
CCE	Coastal Construction[18]
HA	50°C ambient operation[18]
BAA	Buy American Act Compliant
SF	Single fuse (120, 277, 347V)[19]
DF	Double fuse (208, 240, 480V)[19]
Shipped separately	
EGSR	External Glare Shield (reversible, field install required, matches housing finish)
BSSR	Bird Spikes (field install required)

Finish (required)	
DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DSSTD	Textured dark bronze
DBLBTD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

Ordering Information

Accessories
Ordered and shipped separately.

DLL127 1.5 JU	Photocell - SSL twist-lock (120-277V)[1]
DLL347 1.5 CUL JU	Photocell - SSL twist-lock (347V)[1]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[1]
DSHORT SBK	Shorting cap[2]
DSX0HS PX	House-side shield (same package numbers P1, P2, P3 or P4)[3]
DSX0FA (ORD/U)	Round pole adapter kit (drilling, specify finish)
DSX0FA2 (ORD/U)	Round pole adapter kit (drilling, specify finish)
DSX0FA3 (ORD/U)	Square pole adapter kit (drilling, specify finish)
DSX0EGSR (ORD/U)	External glare shield (specify finish)
DSX0EBSR (ORD/U)	Bird spike element bracket (specify finish)

NOTES
1. Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2. 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 30K only available with 80CRI. Contact Technical Support for other possible combinations.
3. T1S, T2M, BLC3, BLC4, LCCO, RCCO not available with option P4.
4. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
5. HVOLT driver operates on any line voltage from 277-480V (50/60 Hz). For multi-voltage option NLTAIR2 PIRHN or option PIR.
6. XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
7. XVOLT not available in packages P1, P2 or P10. XVOLT not available with Styling (SF or DF).
8. Wall bracket is not available with the following options: BL30, BL50.
9. NBA cannot be combined with Type 5 distributions plus photocell (PER5).
10. NLTAIR2 and PIRHN must be ordered together. For more information on nLight Air 2, visit: http://www.acuitybrands.com/products/controls/nlight_air_generation_2.aspx
11. P10 and P11 only available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, BL30 and DMG. NLTAIR2 PIRHN not available with P1, and P12 using HVOLT. NLTAIR2 PIRHN PIR not available with P1, P2 and P10 using XVOLT. NLTAIR2 PIRHN not available with P1 using HVOLT.
12. PIR not available with NLTAIR2, PER, PER5, PER7, FAO, BL30, BL50 and DMG. PIR not available with P1, P2 and P10 using HVOLT. PIR not available with P1, P2 and P10 using XVOLT.
13. PER, PER5, PER7, FAO not available with NLTAIR2, PIR, BL30, BL50. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
14. PER, PER5, PER7 not available with following control options: NLTAIR2 PIRHN, PIR, PIER, PIER7, BL30, BL50, or DMG.
15. BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO and DMG. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for other voltage options.
16. DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50 and FAO.
17. Reference Controls Options table on page 4 for more information.
18. Reference Controls Options table on page 4 for more functionality.
19. Option HS not available with T1LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
20. Option CCE not available with packages P1, P2, P10 and P11. Consult factory for availability.
21. Option HA not available with performance packages P6, P7, P12 and P13.
22. Requires luminaire to be specified with PDR, PDR2 or PDR7 option. See Controls Table on page 4.
23. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

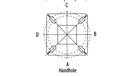
Shield Accessories

External Glare Shield (EGSR)

House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION
(from top of pole)



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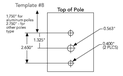

Tenon Mounting Slipfitter

Tenon O.D.	Mounting Hole	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2-3/8"	89%	AST-5-190	AST-5-280	AST-5-290	AST-5-390	AST-5-320	AST-5-490
2-7/8"	89%	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	89%	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Blossom Intercept-able Outside Pole Dimension					
		Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	5"	5"	5"	5"	5"	5"
RPA5	#5	5"	5"	5"	5"	5"	5"
SPAIN	#8	3"	3"	3"	3"		3"

DSX0 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX0 with SPA	0.44	0.88	0.96	1.78	—	1.16
DSX0 with SPA5, SPAIN	0.51	1.02	1.06	1.26	—	1.29
DSX0 with RPA, RPA5	0.51	1.02	1.06	1.26	1.24	1.29
DSX0 with NBA	0.64	1.28	1.24	1.67	1.78	1.93

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LITHONIA LIGHTING WDGE1 (L3, L4)

WDGE1 LED
Architectural Wall Sconce

Catalog Number
Notes
Type

*Not for final use. Drawings are not to scale.

Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

Specifications

Depth (D1):	5.5"
Depth (D2):	1.5"
Height:	8"
Width:	9"
Weight: (without options)	9 lbs

WDGE LED Family Overview

Luminaire	Optics	Standard 4.0K, 0°C	Cold 5.0K, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)					
					P10	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		–	750	1,200	2,000	–	–	–	–
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	–	1,200	2,000	3,000	4,500	6,000	–
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	–	–
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	–	–
WDGE4 LED	Precision Refractive			Standalone / nLight	–	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P0	27K 2700K	80CRI	VF Visual comfort forward throw	MVOLT	**Shipped included**
	P1	30K 3000K	90CRI	VW Visual comfort wide	347[1]	SRM Surface mounting bracket
	P2	35K 3500K				ICW Indoor/Canopy/Ceiling Mulvoc bracket (dry/damp locations only)[2]
		40K 4000K				**Shipped separately**
		50K[3] 5000K				AWS 3.1Inch Architectural wall spacer[4]
						PBBW Surface-mounted back box (top, left, right conduit entry) Use when there is no junction box available.[5]

Options		Finish	
E4WH	Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min)[6]	DDBXD	Dark bronze
PE	Photocell, Button Type[7]	DBLXD	Black
DS	Dual-switching (comes with 2 drivers and 2 high engines; see page 3 for details)	DNAXD	Natural aluminum
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD	White
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSTD	Textured dark bronze
BAA	Buy American Act Compliant	DBLBTD	Textured black
DSLE	Dual-Switching (1 Driver, 2 Light Engines)	DNATXD	Textured natural aluminum
CCE	Coastal Construction[8]	DWHGXD	Textured white
		DSSTDD	Textured sandstone

LITHONIA LIGHTING SSS

LITHONIA LIGHTING®

Catalog Number
Notes
Type

FEATURES & SPECIFICATIONS

INTENDED USE — **These specifications are for USA standards only.** Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, 0.120"), or 50 KSI (7-gauge, 0.179"). Shaft is one-piece with a full-length butt and high-frequency electric resistance weld. Uniformly square & cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: Options include 4" tenon top, drilled for side mount fixture, tenon with drilling (includes extra handhole) and open top. Side-drilled and open top poles include a removable top cap.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, 55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Extra durable painted finish is coated with TGIC (Triglycidyl Isocyanurate) Polyester powder that meets SAE 58 classifications of ASTM D3359. Powder-coat finishes include Dark Bronze, White, Black, and Natural Aluminum colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes.

GOVERNEMENT PROCUREMENT —

BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

INSTALLATION — Do not erect poles without having fixtures installed. Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

BAA BABA

SSS Square Straight Steel Poles

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** SSS 20 5C DM19 DDBXD

SSS					
Series	**Nominal fixture mounting height**	**Nominal shaft base size/wall thickness**[1]	**Mounting**[2]	**Options**	**Finish**
SSS	10'-39' (for 1/2 ft increments, add -6 to the pole height. **Ex:** 20-8 equals 20ft 6in.)	4C 4" (1g (0.120") 4G 4" (1g (0.179") 5C 5" (1g (0.120") 5G 5" (1g (0.179") 6G 6" (1g (0.179") (See technical information table for complete ordering information.)	Tenon mounting PT Open top (includes NDP-DM) T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS) T35 4" O.D. (3-1/2" NPS) KAC/KADJ/KSF/KSFJ/KWX/KWF, Drill mounting[3] DM19 1 at 90° DM28 2 at 180° DM28.PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° CAI/OSA/RUA/RBS/*OMERO/*RAA Drill mounting[3] DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° RAD drill mounting[3] DM19RAD 1 at 90° DM28RAD 2 at 180° DM29RAD 2 at 90° DM39RAD 3 at 90° DM49RAD 4 at 90° ESA Drill mounting[3] DM19ESA 1 at 90° DM28ESA 2 at 180° DM29ESA 2 at 90° DM39ESA 3 at 90° DM49ESA 4 at 90°	Shipped installed VD Vibration damper[4] HArp Horizontal arm bracket (1 Retained)[4,5] FOLxy Festoon outlet less electrical[6,7] CPL12xy 1/2" coupling[7] CPL34xy 3/4" coupling[7] CPL1xy 1" coupling[7] NPL12xy 1/2" threaded nipple[7] NPL34xy 3/4" threaded nipple[7] NPL1xy 1" threaded nipple[7] EHbxy Extra handhole[7,8] STLHHC Steel handhole cover (standard is plastic, finish is smooth)[9] FBCST12PC 2 Piece steel base cover (standard is plastic)[9] IC Interior coating[10] LHB Less anchor bolts (Include when anchor bolts are not needed) TP Tamper-resistant handhole cover fasteners NCC NEC 410.30 compliant gasketed handhole (Not UL Labeled) UL UL listed with label (includes NEC compliant cover) BAA VAA (original order#) Buy America(n) Act Compliant[11] Match pole to prior order ex project[12]	Super durable paint colors DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSTD Sandstone DGCXD Charcoal gray DTCXD Tennis green DRBXD Bright red DSBXD Steel blue DSSTDD Textured dark bronze DBLBTD Textured black DNATXD Textured natural aluminum DWHGXD Textured white Other finishes GALV Galvanized finish Architectural colors and special finishes[13] [PAINT] GALV Paint over galvanizing YP30 3 year warranty extension YP55 5 year warranty extension RAL#### Use designated Lithonia Lighting nomenclature in brochure Custom color Nomenclature assigned through Customer Care "Custom Color Process"

NOTES:
1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7 Gauge) in nomenclature. "C" - 0.120" | "G" - 0.179".
2. 1" open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, specify a drilling option/tenon option. The combination includes a required extra handhole.
3. Refer to the fixture spec sheet for the correct drilling/template patterns and orientation compatibility.
4. One 4" and 5" poles, VD cannot be installed if provisions (DM4, TDL, NPL, CPL) are located higher than 2/3 of the pole's total height.
   Example: Pole height is 25ft, if provisions cannot be placed above 16ft.
5. Specify the length and orientation of the horizontal arm.
   For "A": Specify the height above the base of pole in feet and inches; separate feet and inches with a "-".
   Example: 5ft-3 and 20ft-3in → 20-3
   For "B": Specify orientation from handhole (A,B,C,D) Refer to the Handhole Orientation diagram below.
   Example: 1/2" coupling at 2'10", orientated C → CPL12-5ft-9C
6. Specify the length of the arm. The arm is a 1" diameter tubular curve preceding 12" rise and 2-3/8" O.D. If ordering two horizontal arms at the same height, specify with HArp.
   Example: HA38BD.
7. FDL does not come with GFCI outlet or handhole cover. These must be supplied by contractor or electrician.
8. Combination of tenon top and drill mount includes extra handhole. DM includes cover.
9. Plastic hand hole cover and base covers come standard with all poles. Items ship separately. Additional parts can be ordered if desired.
10. Provides enhanced corrosion resistance, N/A with GALV.
11. Dot on when mill certifications are required.
12. Must add original order number. Not for replacement parts or part sales issues, contact tech support or post sales teams. VAI is used to ensure poles match in appearance exactly from order to order, use a single project site. A common use case would be a parking lot project with multiple orders.
    Example: VAI DSS5-20-5C8V
13. Must be quoted through ADD. Finishes do not require RFA. RAL colors available are shown in "Architectural Colors brochure". Lead times may be extended up to 2 weeks due to paint procurement.

Accessories: *Order as separate catalog number.*	
PLUG	Plugs for ESX drillings
PLUG	Plugs for DMAxS drillings
PVD wHT	Field installed vibration damper (snake style)

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Drawing name: K:\CHI_LDEV\168200005_SHWCT_Lincolnwood_IL\2 Design\CAD\FloorSheets\Preliminary Engineering\E1.0 PHOTOMETRIC PLAN.dwg E1.1 Jul 03, 2024 1:04pm by: jenna.anderson
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No.	REVISIONS	DATE	BY

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PHOTOMETRIC DETAILS

ORIGINAL ISSUE: 04/25/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
E1.1

Kimley»Horn

MEMORANDUM

To: Sid Singer
Hebrew Theological College

From: Peter Lemmon, PE, PTOE
Nina Zlataric, EIT

Date: June 28, 2024

RE: Parking Needs Evaluation
Sarah Hartman Women's College of Touro at Hebrew Theological College (HTC)
Lincolnwood, Illinois

Introduction

Kimley-Horn is in receipt of comments provided by Doug Hammel in an email dated June 10, 2024, regarding the proposed plans for the Sarah Hartman Women's College of Touro at Hebrew Theological College (HTC) located at 3420 W Devon Avenue in Lincolnwood, Illinois. In the e-mail, the Village requested additional information to evaluate parking needs for the proposed college using the following two methodologies.

1. Institute of Transportation Engineers (ITE) *Parking Generation* Data
2. Actual parking counts observed at a similar use

This memorandum summarizes the evaluation of parking needs for the proposed college based on data referenced in ITE's *Parking Generation, 6th Edition*, outlines parking counts collected from May 7th to May 9th, 2024 at the existing women's college campus located at Touhy Avenue and Rockwell Street in Chicago, Illinois, and reviews future parking projections for the proposed college based on the peak parking characteristics exhibited at the current campus.

Parking Projections

Kimley-Horn prepared parking projections based on two methodologies as requested by the Village – referencing parking data published by the Institute of Transportation Engineers (ITE) and collecting parking data at a similar use. Parking projections following these two methodologies are detailed in this section.

Campus Populations

For each approach to developing estimates of peak parking needs, unit variables need to be defined. In this case, unit variables referenced in ITE are student enrollment and school population (enrollment + faculty/staff). Projections based on counts collected at a similar use can also reference

these variables for the existing campus as well as the proposed campus. Table 1 summarizes the Sarah Hartman Women's College of Touro total student enrollment (residential and commuter students) and the total faculty/staff population during the recent Spring 2024 semester at the existing campus and for the proposed campus in Lincolnwood.

Table 1. Existing and Proposed School Populations

Population	Spring 2024		Projected New Campus	
Students (Residential)	16	76	42	117
Students (Commuter)	60		75	
Faculty/Staff	24		30	
Total School Population	100		147	

The ITE data references total enrollment and school populations, so these values are used in the calculations. However, a couple of points are worth noting for context regarding the populations shown in Table 1 and the practical populations on campus. The actual number of students and faculty/staff on the on campus at any given time is typically much less than the total populations due to class schedules, programming, and other activities. The number of faculty/staff typically on campus at any one time is approximately 8 today and expected to be approximately 10 at the proposed campus. Another key point is that projected residential student enrollment is reported as 42 students, consistent with the number of beds included in the plan. While this reflects the capacity, the actual number of residential students is expected to be closer to 25 students as there is a preference for single-occupancy rooms and flexibility.

For the purpose of the following parking projections, the total campus enrollment and faculty/staff populations are referenced.

ITE Data

Data was referenced from the ITE publication titled *Parking Generation, 6th Edition* to estimate parking demand for the proposed college. The two land uses included in the resource that are most comparable to Sarah Hartman Women's College of Touro are "University/College" (Land Use Code 550) and "Junior/Community College" (LUC 540). It is worth noting that the average enrollment of institutions that comprise the data for the two land uses is 10,176 (University/College) and 11,425 (Junior/Community College) students respectively. The expected enrollment of the proposed women's college including both commuter and residential students is 100 students. Thus, the scale of Sarah Hartman Women's College of Touro is much smaller than the average size of colleges surveyed for the ITE datasets. While ITE data may be used as a reference point, the large difference in scale indicates that caution should be applied and that it may not be an appropriate benchmark for comparison to the proposed campus.

Table 2 displays the average peak parking demand for University/College and Junior/Community College land uses based on ITE data and the total proposed enrollment and school population previously outlined in Table 1.

Table 2. ITE Parking Generation Data

ITE Land Use	Unit	Weekday Rate[1]	Average Peak Parking Demand
University/College (LUC 550)	117 students	0.32(X) + 2.78	40 Spaces
	147 students + staff	0.94 Ln(X) - 0.68	55 Spaces
Junior/Community College (LUC 540)	117 students	0.2(X)	23 Spaces
	147 students + staff	0.98 Ln(X) - 1.58	27 Spaces

[1] Calculations use the fitted curve equation when R^2 value is greater than 0.75. Otherwise, the average rate is referenced.

Based on the above table, the University/College use projects peak parking demand at a higher rate (40-55 spaces, depending on the unit variable) than the Junior/Community College use (23-27 spaces, depending on the unit variable).

Existing HTC Campus

Parking Counts

The existing women's college is located at 2606 W Touhy Avenue in Chicago, Illinois. A surface parking lot located at the rear of the building provides 19 parking spaces. On-street parking is available on Rockwell Street along the site's eastern frontage and on Touhy Avenue along the southern frontage. **Figure 1** below displays an aerial view of parking within the site vicinity.

Figure 1. Existing Campus Parking

Hourly parking counts for the existing campus were documented from video surveillance footage of the surface parking lot and adjacent streets from Tuesday May 7th to Thursday May 9th, 2024, reflecting regular class schedules during the Spring semester. Peak parking demand from the three days occurred on Thursday May 9th. Parking counts for the surface lot and on-street parking along Rockwell Street and Touhy Avenue are summarized in **Table 3** below.

Table 3. Hourly Parking Counts – Occupied Spaces (May 9, 2024)

Location	Occupied Spaces															
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM
Lot	7	7	6	6	9	11	10	13	14	15	13	11	8	6	6	4
On-street[1]	1	1	1	1	1	0	1	1	2	2	3	2	1	2	2	2
Total	8	8	7	7	10	11	11	14	16	17	16	13	9	8	8	6

[1] On-street parking counts reflect the combined demand along Rockwell Street and Touhy Avenue where vehicle occupants were observed entering/exiting the site. Vehicles parked serving other neighborhood uses are not included in the count.

Peak parking demand for the existing parking lot and adjacent streets occurred at 3:00 PM with 15 vehicles parked in the lot and 2 vehicles parked on-street, totaling 17 occupied spaces.

Parking Demand Rate

The proposed college in Lincolnwood is the same use as the existing women's college on Touhy Avenue. As such, the parking counts provide a direct comparison to the proposed campus, proportional to their respective student enrollments and faculty/staff populations.

Based on the Spring 2024 semester total enrollment and school populations (shown in Table 1) and the observed peak parking demand counted at the existing campus (shown in Table 3), the resulting peak parking rates at the existing campus are shown below.

- Parking rate per student = 0.23
- Parking rate per school population = 0.17

Using each rate and the total populations associated with the proposed plan (shown in Table 1), the projected peak parking demand using the two alternative unit variables is summarized in **Table 4**.

Table 4. Peak Parking Projections (based on current campus parking characteristics)

Variable	Unit	Peak Parking Demand Rate[1]	Average Peak Parking Demand
Student Enrollment	117 students	0.23 spaces/student	27 spaces
School Population	147 students + staff	0.17 spaces/person	25 spaces

[1] Based on observed peak parking demand and Spring 2024 semester student enrollment and faculty/staff populations

As shown in Table 4, the projected peak parking demand for the proposed campus based on parking characteristics exhibited at the college's current campus on Touhy Avenue and the proposed student enrollment is 27 spaces. It is worth noting that the calculations in Table 4 include full occupancy of the 42 residential beds included in the plan. As a practical matter, the college expects residential student populations to be lower, reflecting the desire of single-occupancy rooms. Thus, this represents a conservative projection for peak parking demand at the proposed campus.

Conclusion

Reference ITE data is based on University/College campuses with significantly larger student enrollments (greater than 10,000 on average) compared to HTC (up to 117 students) and therefore does not provide a directly comparable application to for the proposed women's college.

Using data collected at the existing HTC provides a direct reference to the expected parking characteristics of the proposed campus. Based on the peak parking rate exhibited during the Spring 2024 semester at the existing campus and the proposed enrollment and staffing at the proposed campus, the expected average peak parking demand is projected at 27 spaces.

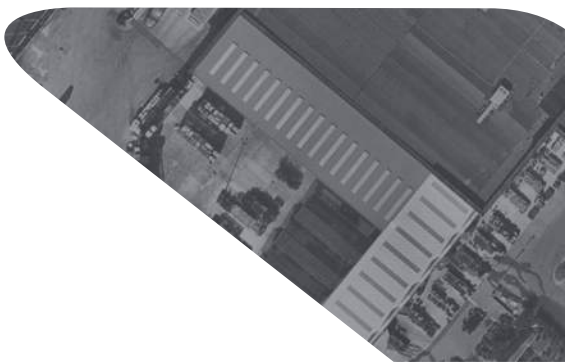
For reference, the proposed plan includes 28 on-site parking spaces. Additionally, seven additional spaces are planned to be constructed along Trumbull Avenue within the public ROW to provide additional parking capacity for the campus and surrounding neighborhood.

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO

Traffic Impact Study

Chicago, Illinois

July 2024



Prepared for:

Hebrew Theological College

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Hebrew Theological College (HTC) to perform a traffic impact study for the Sarah Hartman Women's College of Touro, a proposed educational and residential building, located at 3420 W Devon Avenue in Lincolnwood, Illinois. Building access would be provided on all four sides of the site with parking proposed along the east side of Trumbull Avenue, the south side of the adjacent public alley located immediately north of the building, and a parking lot on the east side of the site (accessed via the public alley).

This traffic impact study evaluates existing and future traffic conditions for area intersections following the development of the property. Based on a review of future traffic conditions, projected traffic associated with the proposed college and student housing is not expected to materially impact the capacity and operating conditions of the study intersections. Based on a comparison of capacity analysis results, the study intersections and approaches are expected to operate at similar levels of service under future conditions with development as compared to existing conditions. Therefore, no off-site improvements are recommended to accommodate development traffic.

These study results and key findings are discussed in more detail in the *Recommendations & Conclusions* section of this report.

1. INTRODUCTION

Kimley-Horn was retained to conduct a traffic impact study for the Sarah Hartman Women's College of Touro, a proposed educational and residential building for Hebrew Theological College. The subject site is located at 3420 W Devon Avenue in Lincolnwood, Illinois. The site is currently a vacant commercial property with a surface parking lot. The proposed development includes construction of a 35,000-square-foot 3-story building with new parking provided along the east side Trumbull Avenue (seven spaces), the south side of the adjacent public alley north of the site (10 spaces), and within an 18-space off-street lot on the east side of the building.

Access to the site is currently provided by one full access drive along Kimball Avenue, one full access drive along Trumbull Avenue and one full access drive along Devon Avenue. The proposed development would eliminate all the three existing access driveways and create one new full access drive via the adjacent public alley along the north side of the site. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1.**

As part of this study, the existing roadway network was analyzed to determine the current operating conditions at the study intersections. Projected traffic associated with the proposed women's college is added to background traffic volumes to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.

Kimley»Horn

EXHIBIT 1
SITE LOCATION MAP

2. EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions, while **Exhibit 2** graphically displays the existing roadway characteristics of the site area.

Area Land Uses & Connectivity

Located along Devon Avenue between Trumbull Avenue and Kimball Avenue in the Lincolnwood neighborhood of Chicago, Illinois, the subject site is currently a vacant commercial property (formerly occupied by a restaurant). Surrounding properties generally include a mix of residential and commercial properties. The site is immediately bounded by a multi-tenant commercial building to the west, a former Century 21 Real Estate agency to the east, a United States Postal Service Post Office to the south, and a residential neighborhood to the north.

East-west regional connectivity is provided via Peterson Avenue (US 14), located a half mile south of the site, while north-south connectivity is provided via Edens Expressway (I-94), located 2 miles west of the site.

Existing Roadway Characteristics

Devon Avenue is an east-west roadway located immediately south of the site. Through the study area, Devon Avenue provides two travel lanes and an on-street parking lane in each direction with a posted speed limit of 30 miles per hour (MPH). Devon Avenue is under jurisdiction of the Illinois Department of Transportation (IDOT).

Lincoln Avenue (US Route 41) is a north-south roadway located approximately 1,000 feet west of the site. Through the study area, Lincoln Avenue provides two travel lanes in each direction with a posted speed limit of 35 MPH. Lincoln Avenue is under IDOT jurisdiction.

McCormick Boulevard is a north-south roadway located approximately 800 feet east of the site. Through the study area, McCormick Boulevard provides two travel lanes in each direction with a posted speed limit of 40 MPH. McCormick Boulevard is under IDOT jurisdiction.

Trumbull Avenue is a north-south local street along the western boundary of the site. Through the study area, Trumbull Avenue provides one travel lane in each direction with a posted speed limit of 20 MPH. Trumbull Avenue is under Village of Lincolnwood jurisdiction.

Kimball Avenue is a north-south local street on the eastern boundary of the site. Through the study area, Kimball Avenue provides one travel lane in each direction with a posted speed limit of 20 MPH. Kimball Avenue is under Village of Lincolnwood jurisdiction.

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EXHIBIT 2
ROADWAY CHARACTERISTICS

Traffic Count Data

Turning movement count data was collected in April 2024 at the following intersections during the weekday morning (7:00-9:00 AM) and weekday evening (4:00-6:00 PM) peak periods.

- Devon Avenue / Trumbull Avenue-Post Office Access
- Devon Avenue / Kimball Avenue
- Devon Avenue / Lincoln Avenue
- Devon Avenue / McCormick Boulevard

These count periods were selected in order to capture peak travel periods in the area. The traffic count data indicates that weekday peak traffic volumes occur within the study area from 7:30-8:30 AM and 4:45-5:45 PM. The existing peak hour volumes were rounded to the nearest multiple of five and are presented in **Exhibit 3A**, while pedestrian and bicycle count volumes are presented in **Exhibit 3B**. A summary of the count data is provided in the appendix.

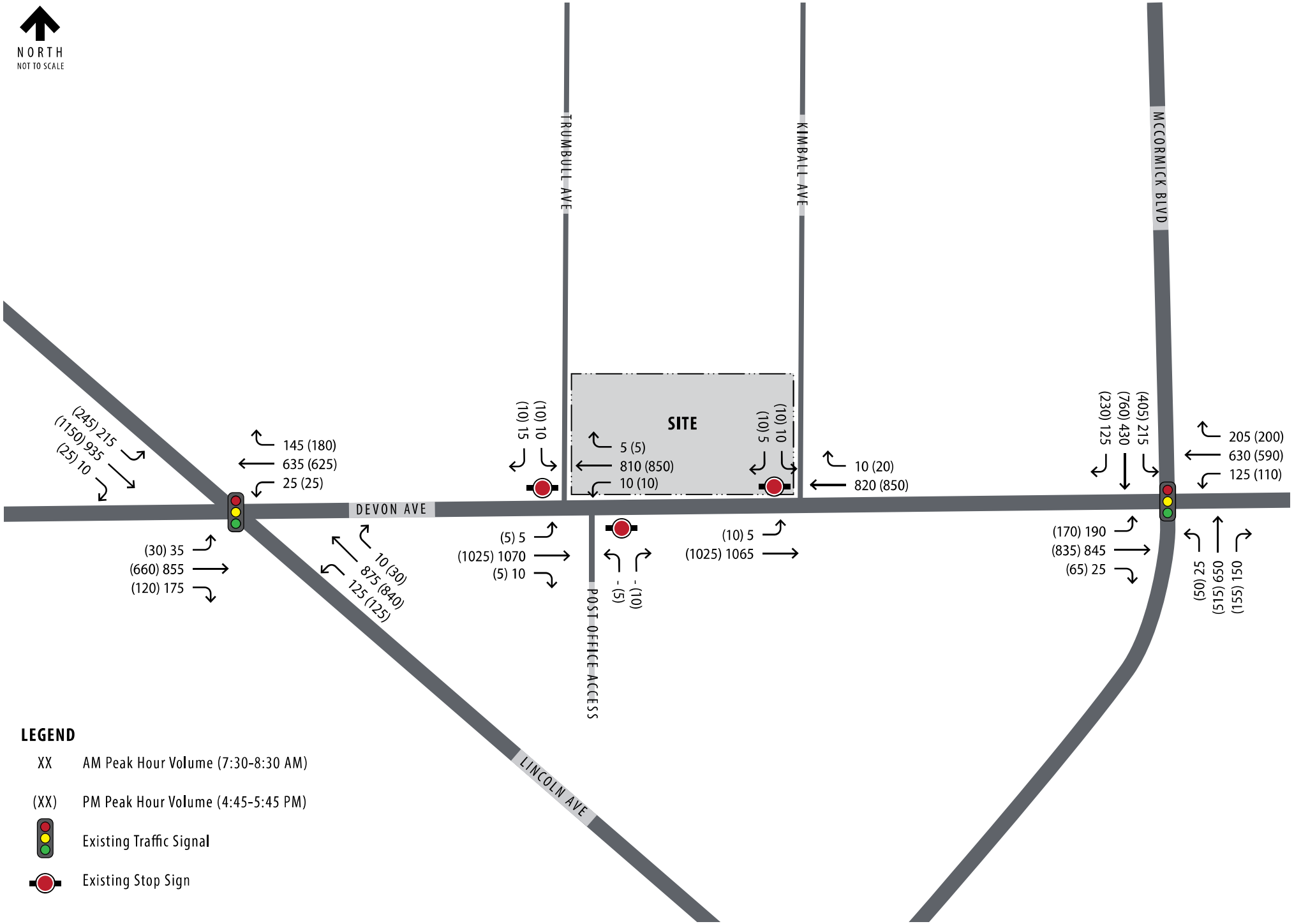

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EXHIBIT 3A

EXISTING YEAR (2024) TRAFFIC VOLUMES

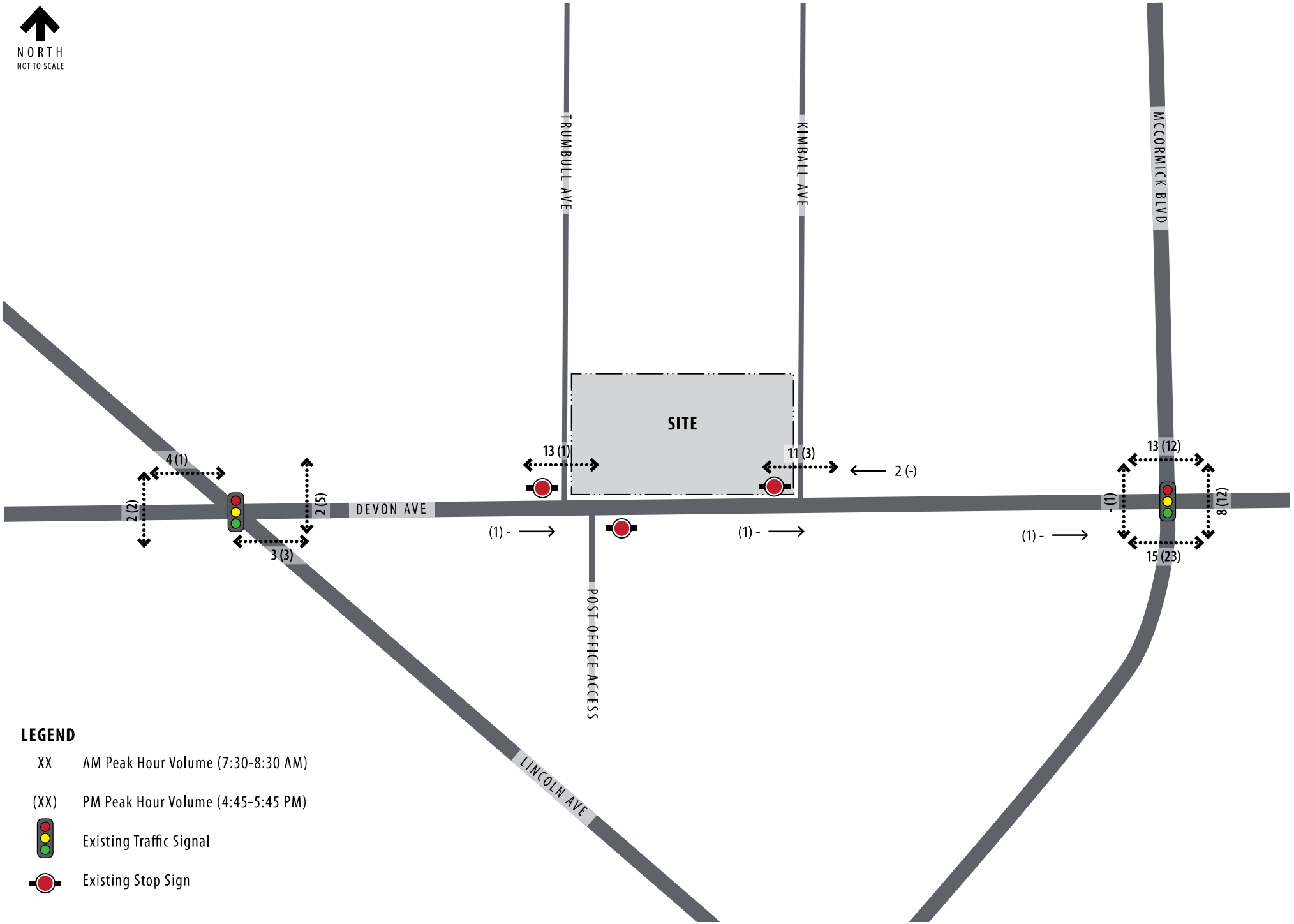

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EXHIBIT 3B

EXISTING YEAR (2024) PEDESTRIAN AND BIKE VOLUMES

Existing Capacity Analysis

Capacity analyses were conducted to assess existing operating conditions at the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions[1]

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

[1]Highway Capacity Manual, 6th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**.

Table 2.2 Level of Service Grading Criteria

Level of Service[1]	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 6th Edition

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

Based on these standards, the results of the capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results are based on Synchro's HCM 6th Edition. Copies of the Synchro reports are provided in the appendix.

Table 2.3 Existing (2024) Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Devon Avenue / Lincoln Avenue ★				
Eastbound	36	D	40	D
Westbound	38	D	45	D
Southeastbound	31	C	27	C
Northwestbound	37	D	29	C
Intersection	35	D	32	C
Devon Avenue / Trumbull Avenue △				
Eastbound Left	10+	B	10+	B
Southbound	29	D	29	D
Devon Avenue / Post Office Access △				
Westbound Left	11	B	11	B
Northbound	30	D	25	D
Devon Avenue / Kimball Avenue △				
Eastbound Left	11	B	10+	B
Southbound	33	D	36	E
Devon Avenue / McCormick Boulevard ★				
Eastbound	43	D	51	D
Westbound	55	D	67	E
Northbound	34	C	36	D
Southbound	27	C	30	C
Intersection	41	D	45	D

★ - Signalized Intersection
△- Minor-Leg Stop-Controlled Intersection

Devon Avenue / Lincoln Avenue

The signalized Devon Avenue/Lincoln Avenue intersection overall operates acceptably at LOS D or better during both peak hours. The 95th percentile queue for the southeastbound left turn movement extends beyond the provided storage in the PM peak hour by approximately two car lengths. This additional queue does not extend past the left-turn lane taper and does not materially impact the southeastbound through movement progression on Lincoln Avenue. All other 95th percentile queues are contained within their provided turn lane storage for both peak hours.

Minor-Leg Stop Controlled Intersections

Left turn movements from Devon Avenue to the minor-leg stop controlled approaches along Devon Avenue operate well at LOS B during both peak hours. Northbound and southbound minor-leg movements largely operate at LOS D or better during both peak periods with the exception of the

southbound approach of Kimball Avenue, which operates at LOS E. This is common for minor street approaches, and particularly for left-turn movements, under stop control at major streets like Devon Avenue that do not stop as they must yield right-of-way in both directions before completing their turn. It should be noted that the capacity analyses do not account for gaps in traffic created by the changing traffic signal phases at the Devon Avenue/Lincoln Avenue and Devon Avenue/McCormick Avenue intersections. Generally, motorists completing such minor-leg left-turn movements wait for gaps in the traffic flow along the major street that are created upstream by changing phases of nearby traffic signals. Observations of peak hour traffic turning from these minor street approaches suggest queues of 1-2 vehicles at peak times.

Devon Avenue / McCormick Boulevard

The signalized Devon Avenue/McCormick Boulevard intersection operates acceptably at LOS D during both peak hours. The westbound approach of Devon Avenue during the evening peak hour is the only individual approach that operates below LOS D while the morning peak hour is right at the threshold of LOS D/E during the morning peak hour. The 95th percentile queues for the eastbound, westbound, and southbound left turn movements exceed the provided storage in both peak hours. For the eastbound and southbound left turn movements, the 95th percentile queues do not extend past the provided taper. The westbound left turn 95th percentile queue extends past the provided storage and taper by approximately one car length during the morning and evening peak hours. The 95th percentile queue for the northbound right turn movement exceeds the provided storage by approximately one car length in the morning and evening peak hours but is contained within the provided taper. The queues extending past the provided storage do not materially impact through movement progression along Devon Avenue and McCormick Boulevard.

3. DEVELOPMENT CHARACTERISTICS

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

Development Characteristics

The proposed redevelopment would include a 35,000 3-story educational and residential building for the Sarah Hartman Women's College of Touro. Proposed access to the site would be provided via a full access driveway along the public alley immediately north of the site. The site will include new parking along Trumbull Avenue, the adjacent public alley, and within an 18-space off-street lot. A copy of the site plan is provided in the appendix.

Trip Generation

Data collected from HTC on site populations and utilization was used to calculate trips generated by the proposed development. Classes are conducted Monday through Thursday, supported by 9 on-site instructors and staff. Students typically come and go throughout the day for their classes, and do not stay on campus for most of the day. There are at most 50 students on campus at once, with 15 residential students living on site (35 commuting students). In addition to driving personal vehicles, commuter students are known to walk, share rides, and get dropped off/picked up from the college. To conservatively estimate site peak hour trips, 35 commuter students are estimated to arrive/depart in the morning and evening peak hours. Of the 35 commuter students, 10 are assumed to be dropped off/picked up. **Table 3.1** displays the site-generated traffic projections.

Table 3.1 Site-Generated Traffic Projections

Population	Size	Weekday[1]					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Instructors / Staff	9 Instructors / Staff	10	-	10	-	10	10
Commuter Students	35 Students	35	10	45	10	35	45
Net New Site Trips		45	10	55	10	45	55

[1]In/Out volumes are rounded to the nearest multiple of five.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distributions estimated for the primary trips and pass-by trips are outlined in **Table 3.2.**

Table 3.2 Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution
East on Devon Avenue	35%
West on Devon Avenue	45%

North on Lincoln Avenue	10%
South on Lincoln Avenue	-
North on McCormick Boulevard	10%
South on McCormick Boulevard	-
Total	100%

Generally, existing traffic counts indicate slightly higher traffic volumes originating to/from the west along Devon Avenue. Trips were assigned based on existing travel patterns at the Devon Avenue/Lincoln Avenue and Devon Avenue/McCormick Boulevard intersections. Students and instructors/staff are expected to be familiar with the site and primarily enter via Trumbull Avenue to search for available parking spaces along Trumbull Avenue and the public alley. Students and instructors/staff are expected to primarily exit the site via Kimball Avenue as spots in the public alley are oriented in the eastbound direction and the parking lot is located on the east end of the site. Based on these assumptions, the site trip assignment is illustrated on **Exhibit 4.**

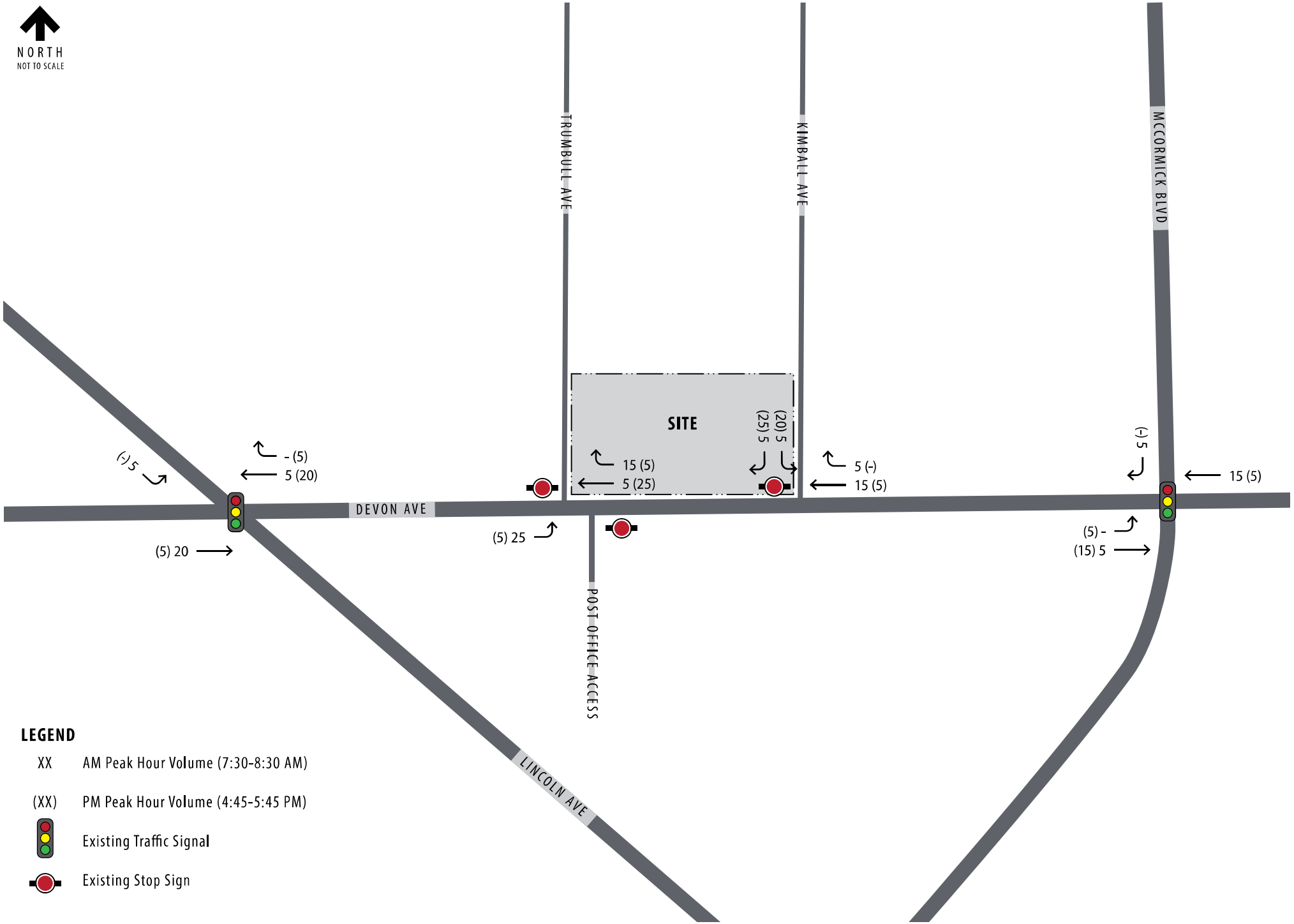

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EXHIBIT 4
SITE TRIP ASSIGNMENT

Parking Evaluation

This section outlines the Village of Lincolnwood parking requirements and the projected parking demand for the proposed college. Parking needs were evaluated for the proposed college based on data referenced from the Institute of Transportation Engineers (ITE) *Parking Generation, 6th Edition* manual and parking counts collected at the existing women's college campus located at Touhy Avenue and Rockwell Street in Chicago, Illinois.

Village Code Requirements

The Village of Lincolnwood zoning code requires parking spaces for a college educational facility based on the number of students and employees. **Table 3.3** below displays the required spaces for the Sarah Hartman Women's College of Touro.

Table 3.3 Village of Lincolnwood Parking Requirement

Variable	Unit	Parking Requirement	Required Spaces
Residential Students	42 students	1 space per 4 students	11
Residential Employes	2 employees	1 space per full-time employee	2
Students	75 students	1 space per 5 students	15
Employees	28 employees	2 spaces per 3 employees	19
Total			47

Based on the development program, the Village of Lincolnwood code requires 47 parking spaces to serve the proposed residential and educational building. However, it is important to note this calculation is based on the maximum number of residential beds, total students enrolled, and staff employed by the college. From a practical perspective, not all students and employees will be on site at the same time due to varying class schedules and programming. In reality, the college expects up to 45-50 students (15 residential students and 30-35 commuter students) and 10 employees to be on site at one time.

ITE Data

Data was referenced from the ITE publication titled *Parking Generation, 6th Edition* to estimate parking demand for the proposed college. The two land uses included in the resource that are most comparable to Sarah Hartman Women's College of Touro are "University/College" (Land Use Code 550) and "Junior/Community College" (LUC 540). It is worth noting that the average enrollment of institutions that comprise the data for the two land uses is 10,176 (University/College) and 11,425 (Junior/Community College) students respectively. The expected enrollment of the proposed women's college including both commuter and residential students is 100 students. Thus, the scale of Sarah Hartman Women's College of Touro is much smaller than the average size of colleges surveyed for the ITE datasets. While ITE data may be used as a reference point, the large difference in scale indicates that caution should be applied and that it may not be an appropriate benchmark for comparison to the proposed campus.

Table 1 displays the average peak parking demand for University/College and Junior/Community College land uses based on ITE data and the proposed enrollment and school population (student enrollment + faculty/staff) for Sarah Hartman Women's College of Touro.

Table 3.4 ITE Parking Generation Data

ITE Land Use	Unit	Weekday Rate[1]	Average Peak Parking Demand
University/College (LUC 550)	100 students	0.32(X) + 2.78	35 Spaces
	130 students + staff	0.94 Ln(X) - 0.68	49 Spaces
Junior/Community College (LUC 540)	100 students	0.2(X)	20 Spaces
	130 students + staff	0.98 Ln(X) - 1.58	25 Spaces

[1] Calculations use the fitted curve equation when R^2 value is greater than 0.75. Otherwise, the average rate is referenced.

Based on the above table, the University/College use projects peak parking demand at a higher rate (35-49 spaces, depending on the unit variable) than the Junior/Community College use (20-25 spaces, depending on the unit variable).

Existing HTC Campus

The existing women's college is located at 2606 W Touhy Avenue in Chicago, Illinois. A surface parking lot located at the rear of the building provides 19 parking spaces. On-street parking is available on Rockwell Street along the site's eastern frontage and on Touhy Avenue along the southern frontage.

Hourly parking counts for the existing campus were documented from video surveillance footage of the surface parking lot and adjacent streets from Tuesday May 7th to Thursday May 9th, 2024, reflecting regular class schedules during the Spring semester. Peak parking demand from the three days occurred on Thursday May 9th. Peak parking demand for the existing parking lot and adjacent streets occurred at 3:00 PM with 15 vehicles parked in the lot and 2 vehicles parked on-street, totaling 17 occupied spaces.

The proposed college along Devon Avenue will be the same use as the existing women's college along Touhy Avenue. As such, the parking counts provide a direct proportional comparison to the proposed campus in Lincolnwood. Population characteristics for the existing campus and proposed campus were obtained from HTC and are summarized in **Table 3** below.

Table 3.5 Existing and Proposed School Populations

Population	Spring 2024	Projected New Campus
Residential Students	16	42
Commuter Students	60	75
Faculty/Staff	24	30
Total Population	**100**	**147**

The resulting parking rates based on the observed counts and existing populations are shown below.

- Parking rate per enrollment = 0.23
- Parking rate per school population = 0.17

Using each rate, the projected peak parking demand by enrollment is 27 spaces (117 x 0.23) and by population is 25 spaces (147 x 0.17). For reference, the proposed plan includes 28 on-site spaces. Additionally, seven additional spaces are planned to be constructed along Trumbull Avenue within the public ROW to provide additional parking capacity for the campus and surrounding neighborhood.

4. FUTURE CONDITIONS

This section of the report summarizes site-specific traffic characteristics and develops future traffic projections for analysis. The project was assumed to be completed and occupied in Year 2026. As such, Year 2031 traffic projections were developed, which reflects a plus-five years analysis horizon per typical IDOT requirements.

Future (2031) Background Traffic Projections without Development

Background traffic growth estimates were reviewed using data from the Chicago Metropolitan Agency for Planning (CMAP). The background annual compounded growth rate based on CMAP year 2050 traffic projections for the study network was 0.22%. The growth rate was applied for a period of 7 years to reflect traffic growth between Year 2024 (existing traffic counts) and future Year 2031. The future background traffic projections for Year 2031 are presented in **Exhibit 5**.

Future (2031) Traffic Projections with Development

Traffic projections for Year 2031 with Development were calculated by adding the site-generated trips (Exhibit 4) to the background traffic projections (Exhibit 5). Traffic projections for the Future (2031) with Development scenario are illustrated in **Exhibit 6**.

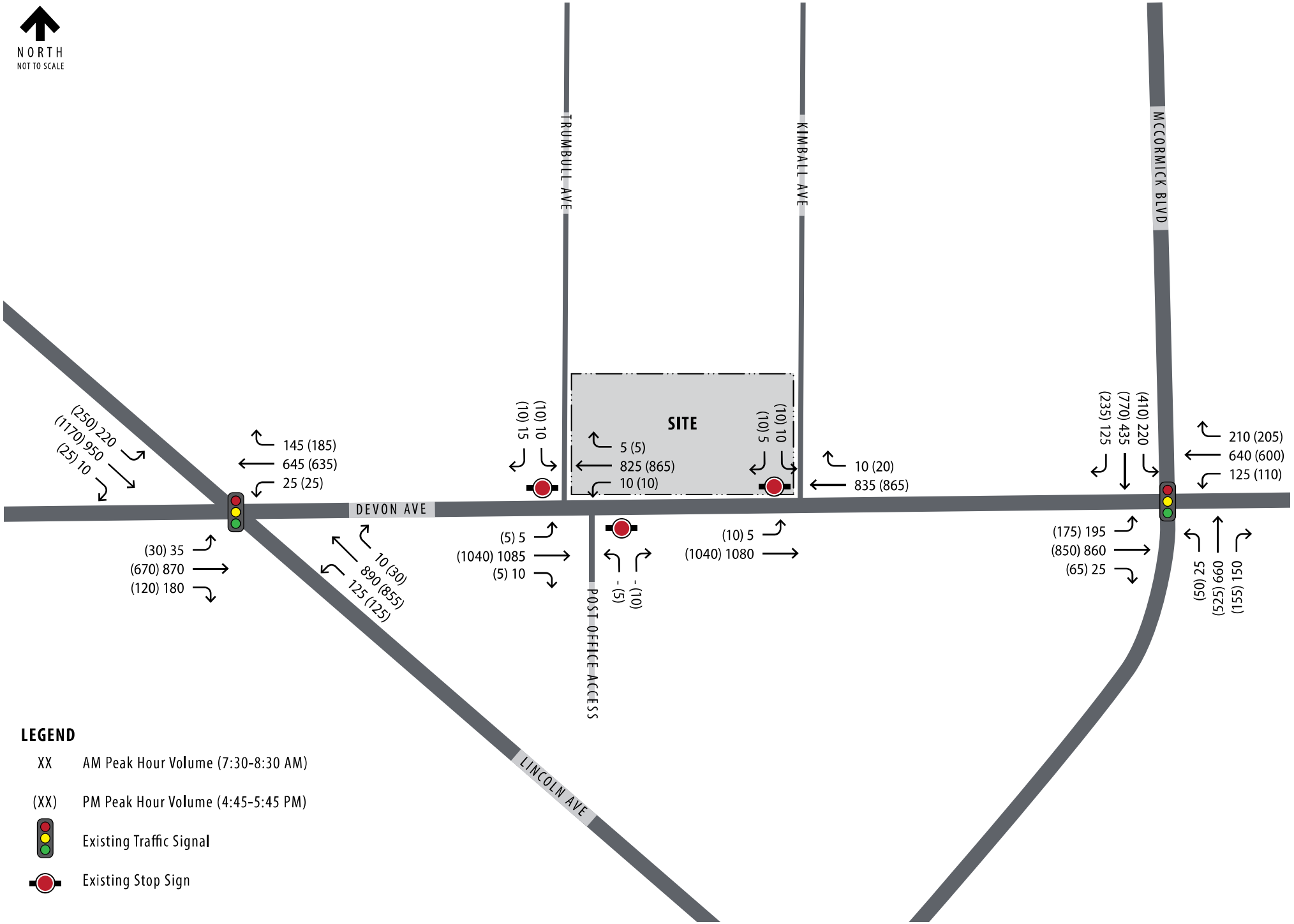

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EXHIBIT 5

FUTURE YEAR (2031) TRAFFIC PROJECTIONS WITHOUT DEVELOPMENT

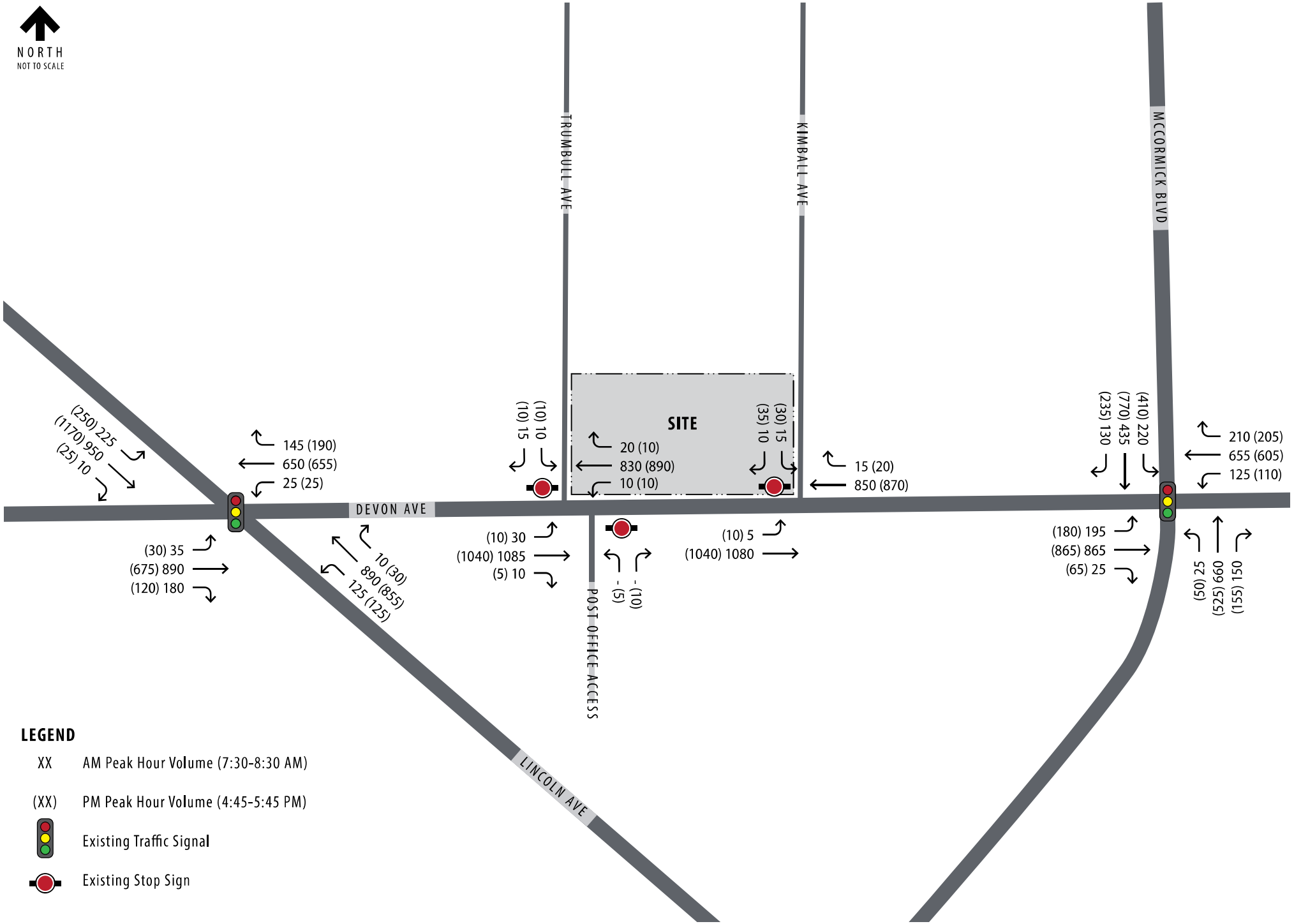

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EXHIBIT 6

FUTURE YEAR (2031) TRAFFIC PROJECTIONS WITH DEVELOPMENT

Future (2031) Capacity Analysis without Development

Based on the traffic projections presented in **Exhibit 5**, capacity results were identified for the study intersections under Future (2031) without Development conditions. The results of the capacity analysis are summarized in **Table 4.1.** Copies of the Synchro reports are provided in the appendix.

Table 4.1 Future (2031) Levels of Service without Development

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Devon Avenue / Lincoln Avenue ★				
Eastbound	37	D	39	D
Westbound	39	D	43	D
Southeastbound	32	C	26	C
Northwestbound	38	D	28	C
Intersection	36	D	33	C
Devon Avenue / Trumbull Avenue △				
Eastbound Left	10-	A	10-	A
Southbound	24	C	26	D
Devon Avenue / Post Office Access △				
Westbound Left	11	B	11	B
Northbound	29	D	24	C
Devon Avenue / Kimball Avenue △				
Eastbound Left	11	B	10+	B
Southbound	31	D	28	D
Devon Avenue / McCormick Boulevard ★				
Eastbound	43	D	51	D
Westbound	56	E	68	E
Northbound	35	D	37	D
Southbound	27	C	32	C
Intersection	41	D	46	D

★ - Signalized Intersection
△- Minor-Leg Stop-Controlled Intersection

Devon Avenue / Lincoln Avenue

The signalized Devon Avenue/Lincoln Avenue intersection continues to operate acceptably at LOS D or better during both peak hours with future Year 2031 traffic growth. The 95th percentile queue for the southeastbound left turn movement continues to extend beyond the provided storage in the PM peak hour by approximately two car lengths. This additional queue does not extend past the left-turn lane taper and is not expected to materially impact the southeastbound through movement progression on Lincoln Avenue. All other 95th percentile queues are projected to be contained within their provided turn lane storage for both peak hours.

Minor-Leg Stop Controlled Intersections

Left turn movements from Devon Avenue to the minor-leg stop controlled approaches along Devon Avenue are expected to continue operating well at LOS B during both peak hours. Northbound and

southbound minor-leg movements are projected to operate at LOS D or better during both peak periods. As noted in the summary of existing conditions, this condition is common for minor street approaches, and particularly for left-turn movements, under stop control at major arterials that do not stop as they must yield right-of-way in both directions before completing their turn.

Devon Avenue / McCormick Boulevard

The signalized Devon Avenue/McCormick Boulevard intersection is expected to continue operating at LOS D during both peak hours. The westbound approach is the only approach expected to operate below LOS (at LOS E) during the peak hours; however, a comparison of existing and projected future conditions without the development reveals that the future volumes result in an increase of 1 second of increased average delay per vehicle, pushing the morning peak hour just across the level-of-service threshold although the impact of ambient traffic growth is limited. The 95th percentile queues for the eastbound, westbound, and southbound left turn movements are projected to exceed the provided storage in both peak hours. The eastbound left turn queue is not expected to extend past the provided storage and taper. The southbound and westbound left turn queues are expected to exceed the provided storage and taper by one vehicle length. This is not expected to impact through movement progression along Devon Avenue and McCormick Boulevard. The 95th percentile queue for the northbound right turn movement is expected to exceed the provided storage by approximately one car length in the morning and evening peak hours but is contained within the provided taper.

Future (2031) Capacity Analysis with Development

Based on the traffic projections presented in Exhibit 6, capacity results were identified for the study intersections under Future (2031) with Development conditions. The results of the capacity analysis are summarized in **Table 4.2**. Copies of the Synchro reports are provided in the appendix.

Table 4.2 Future (2031) Levels of Service with Development

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Devon Avenue / Lincoln Avenue ★				
Eastbound	37	D	39	D
Westbound	39	D	44	D
Southeastbound	32	C	26	C
Northwestbound	38	D	28	C
Intersection	36	D	33	C
Devon Avenue / Trumbull Avenue △				
Eastbound Left	10+	B	10+	B
Southbound	28	D	28	D
Devon Avenue / Post Office Access △				
Westbound Left	11	B	11	B
Northbound	29	D	24	C
Devon Avenue / Kimball Avenue △				
Eastbound Left	11	B	10+	B
Southbound	32	D	35	D
Devon Avenue / McCormick Boulevard ★				
Eastbound	44	D	52	D
Westbound	56	E	68	E
Northbound	35	D	38	D
Southbound	27	C	32	C
Intersection	42	D	46	D

★ - Signalized Intersection
△- Minor-Leg Stop-Controlled Intersection

Devon Avenue / Lincoln Avenue

The signalized Devon Avenue/Lincoln Avenue intersection continues to operate acceptably at LOS D or better during both peak hours with the addition of development traffic. The 95th percentile queue for the southeastbound left turn movement continues to extend beyond the provided storage in the PM peak hour by approximately two car lengths. This additional queue does not extend past the left-turn lane taper and is not expected to materially impact the southeastbound through movement progression on Lincoln Avenue. All other 95th percentile queues are projected to be contained within their provided turn lane storage for both peak hours.

Minor-Leg Stop Controlled Intersections

Left turn movements from Devon Avenue to the minor-leg stop controlled approaches along Devon Avenue are expected to continue operating well at LOS B during both peak hours. Northbound and

southbound minor-leg movements are projected to operate at LOS D or better during both peak periods. As noted in the summary of existing conditions, this condition is common for minor street approaches, and particularly for left-turn movements, under stop control at major arterials that do not stop as they must yield right-of-way in both directions before completing their turn. These levels of service are generally similar to existing conditions and the minor left-turn movements are not expected to experience significant additional traffic as a result of the proposed development.

Devon Avenue / McCormick Boulevard

The signalized Devon Avenue/McCormick Boulevard intersection is expected to continue operating at LOS D during both peak hours. The addition of site-generated traffic result in no increase of average delay at the westbound approach during the peak hours. As such, the impact of the proposed development plan on this condition is minimal. The 95th percentile queues for the eastbound, westbound, and southbound left turn movements are projected to exceed the provided storage in both peak hours. The eastbound left turn 95th percentile queue is not expected to extend past the provided storage and taper.

While the southbound left turn queue is contained within the provided storage and taper in the morning peak hour, the queue extends past the provided storage and taper by approximately one car length in the evening peak hour. Similar to existing conditions, the westbound left turn queue is expected to exceed the provided storage and taper by approximately one car length during the morning and evening peak hours. The 95th percentile queue for the northbound right turn movement is expected to exceed the provided storage by approximately one car length in the morning and evening peak hours but is contained within the provided taper. The 95th percentile queues extending past the provided storage and taper do not materially impact through movement progression along Devon Avenue and McCormick Boulevard and are not projected to significantly increase with the addition of site traffic.

5. RECOMMENDATIONS & CONCLUSIONS

Based on a review of future traffic conditions, site-generated traffic is not expected to materially impact the capacity and traffic operation of the study intersections. The study intersections and approaches are expected to operate at similar levels of service under future conditions with development as compared to existing conditions and future condition without the development. The adjacent roadways are expected to adequately accommodate the proposed Sarah Hartman Women's College of Touro with minor impacts to delay and queueing. No off-site improvements are recommended to accommodate traffic associated the students and employees traveling to and from the subject site.

APPENDIX

Conceptual Site Plan

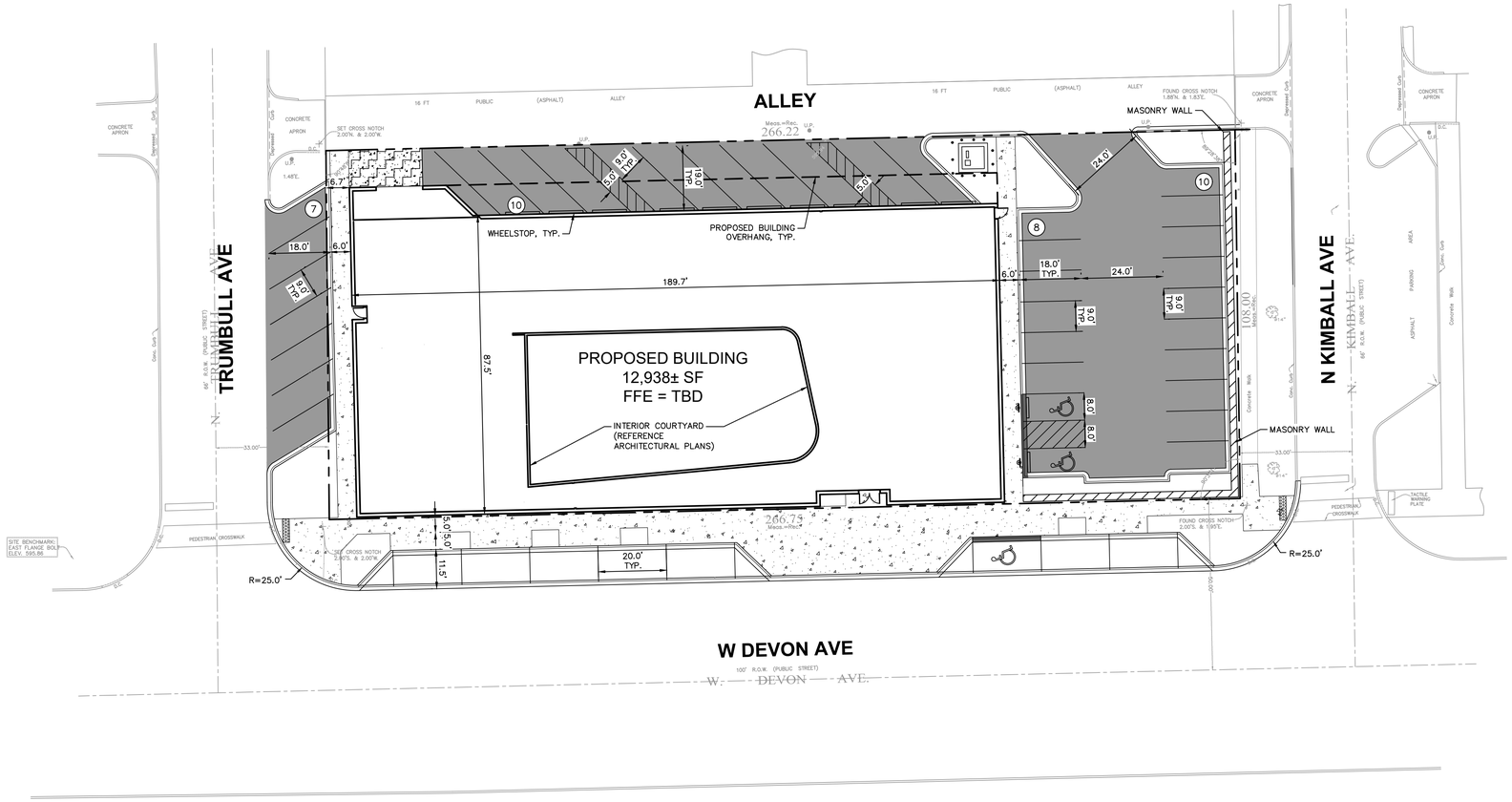
Traffic Count Data

Existing Year (2024) Capacity Reports

Future (2031) Without Development Capacity Reports

Future (2031) With Development Capacity Reports

CONCEPTUAL SITE PLAN



GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

Call Before You Dig
JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PARKING SPACES PROVIDED	= 33 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 2 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TOTAL PARKING SPACES PROVIDED	= 35 SPACES

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

SITE DATA TABLE

SITE ADDRESS: 3420 W DEVON AVE, LINCOLNWOOD, IL 60712			
JURISDICTION: VILLAGE OF LINCOLNWOOD			
PARCEL AREA: 0.66 ACRES			
DISTURBANCE AREA: 0.66 ACRES			
ZONING: B2 – GENERAL BUSINESS			
EXISTING USE: RESTAURANT			
PROPOSED USE: COLLEGE			
EXISTING BUILDING AREA:		5,372± SF	
PROPOSED BUILDING AREA:		12,938± SF	
TOTAL BUILDING AREA:		± SF	
PROPOSED GREEN SPACE AREA:		0.02 AC	
PROPOSED IMPERVIOUS AREA:		0.64 AC	
ZONING REQUIREMENTS	REQUIRED:	EXISTING:	PROPOSED:
OPEN GREEN SPACE %	MIN XX%	XX.X%	3.03%
BUILDING COVERAGE %	MAX XX%	XX.X%	45.0%
MINIMUM FRONT YARD SETBACK:	5'	0'	0.5'
MINIMUM FRONT/SIDE PARKING SETBACK:	0'	1.6'	0'
MINIMUM CORNER SIDE BUILDING SETBACK:	10'	1.1'	8.8'
MINIMUM REAR YARD SETBACK:	10'	47.7'	21.4'
MAXIMUM HEIGHT OF BUILDING:	38' MAX	1-STORY (XX')	3-STORY (XX')

No.	REVISIONS	DATE	BY

Kimley»Horn

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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SITE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 04/08/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C3.0

Drawing name: K:\CHI_LDEV\168200005_SHWT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C3.0 SITE PLAN.dwg C3.0 Apr 22, 2024 12:15pm by: lauren.deangelis
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TRAFFIC COUNT DATA

Study Name 1_Devon Avenue / Lincoln Avenue
Start Date Wednesday, April 03, 2024

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		Bicycles on Crosswalk	Pedestrians	Total
AM Peak	Lights	0	33	843	171	1047	763	0	24	630	141	795	1059	0	123	871	8	1002	1112	0	208	917	10	1135	1045	3979	W	0	5	5
Specified Period	%	0%	100%	99%	98%	99%	99%	0%	92%	99%	99%	99%	99%	0%	98%	100%	100%	99%	98%	0%	98%	98%	100%	98%	100%	99%		0%	100%	
7:30 AM - 8:30 AM	Mediums	0	0	10	3	13	8	0	2	5	2	9	15	0	3	3	0	6	22	0	5	17	0	22	5	50	E	0	2	2
One Hour Peak	%	0%	0%	1%	2%	1%	1%	0%	8%	1%	1%	1%	1%	0%	2%	0%	0%	1%	2%	0%	2%	2%	0%	2%	0%	1%		0%	100%	
7:30 AM - 8:30 AM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	4	4
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**0**	**33**	**853**	**174**	**1060**	**771**	**0**	**26**	**635**	**143**	**804**	**1074**	**0**	**126**	**874**	**8**	**1008**	**1134**	**0**	**213**	**934**	**10**	**1157**	**1050**	**4029**		**0**	**14**	**14**
	HV %	100%	0%	1%	2%	1%	1%	100%	8%	1%	1%	1%	1%	100%	2%	0%	0%	1%	2%	100%	2%	2%	0%	2%	0%	1%				
PM Peak	Lights	0	29	657	117	803	769	0	26	621	181	828	931	0	123	832	29	984	1292	0	245	1149	25	1419	1042	4034	W	0	2	2
Specified Period	%	0%	100%	99%	99%	99%	99%	0%	96%	99%	99%	99%	100%	0%	100%	99%	100%	99%	100%	0%	100%	100%	100%	100%	99%	99%		0%	100%	
4:45 PM - 5:45 PM	Mediums	0	0	4	1	5	6	0	1	6	1	8	4	0	0	10	0	10	5	0	0	3	0	3	11	26	E	0	2	2
One Hour Peak	%	0%	0%	1%	1%	1%	1%	0%	4%	1%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%	1%		0%	100%	
4:45 PM - 5:45 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**0**	**29**	**661**	**118**	**808**	**775**	**0**	**27**	**627**	**182**	**836**	**935**	**0**	**123**	**842**	**29**	**994**	**1297**	**0**	**245**	**1152**	**25**	**1422**	**1053**	**4060**		**0**	**8**	**8**
	HV %	100%	0%	1%	1%	1%	1%	100%	4%	1%	1%	1%	0%	100%	0%	1%	0%	1%	0%	100%	0%	0%	0%	0%	1%	1%				

Study Name 2_Devon Avenue / Trumbull Avenue
Start Date Wednesday, April 03, 2024

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		Bicycles on Crosswalk	Pedestrians	Total
AM Peak	Lights	1	4	1029	7	1041	798	1	8	784	7	800	1040	0	0	0	0	0	15	0	10	0	13	23	11	1864	W	0	0	0
Specified Period	%	100%	100%	98%	88%	98%	98%	100%	100%	98%	100%	98%	98%	0%	0%	0%	0%	0%	94%	0%	100%	0%	100%	100%	100%	98%		0%	0%	
7:30 AM - 8:30 AM	Mediums	0	0	23	0	23	10	0	0	10	0	10	23	0	0	0	0	0	0	0	0	0	0	0	0	33	E	0	0	0
One Hour Peak	%	0%	0%	2%	0%	2%	1%	0%	0%	1%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%		0%	0%	
7:30 AM - 8:30 AM	Articulated Trucks	0	0	2	1	3	4	0	0	3	0	3	2	0	1	0	0	1	1	0	0	0	0	0	0	7	S	0	0	0
	%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	6%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	13	13
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**1**	**4**	**1054**	**8**	**1067**	**812**	**1**	**8**	**797**	**7**	**813**	**1065**	**0**	**1**	**0**	**0**	**1**	**16**	**0**	**10**	**0**	**13**	**23**	**11**	**1904**		**0**	**13**	**13**
	PHF	0.25	0.5	0.88	0.5	0.89	0.93	0.25	0.67	0.93	0.88	0.93	0.87	0	0.25	0	0	0.25	0.8	0	0.5	0	0.65	0.72	0.69	0.91				
	HV %	0%	0%	2%	13%	2%	2%	0%	0%	2%	0%	2%	2%	100%	100%	100%	100%	100%	6%	100%	0%	100%	0%	0%	0%	2%				
PM Peak	Lights	1	4	1008	4	1017	844	1	8	831	4	844	1031	0	4	0	10	14	12	0	12	0	8	20	8	1895	W	0	0	0
Specified Period	%	100%	100%	99%	80%	99%	98%	100%	100%	98%	100%	98%	99%	0%	100%	0%	100%	100%	92%	0%	100%	0%	100%	100%	100%	99%		0%	0%	
4:45 PM - 5:45 PM	Mediums	0	0	7	1	8	11	0	0	11	0	11	7	0	0	0	0	0	1	0	0	0	0	0	0	19	E	0	5	5
One Hour Peak	%	0%	0%	1%	20%	1%	1%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	1%		0%	100%	
4:45 PM - 5:45 PM	Articulated Trucks	0	0	3	0	3	3	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	S	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
	Bicycles on Road	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	N	0	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**1**	**4**	**1019**	**5**	**1029**	**858**	**1**	**8**	**845**	**4**	**858**	**1042**	**0**	**4**	**0**	**10**	**14**	**13**	**0**	**12**	**0**	**8**	**20**	**8**	**1921**		**0**	**6**	**6**
	PHF	0.25	0.5	0.96	0.62	0.96	0.94	0.25	0.5	0.95	0.33	0.94	0.97	0	0.5	0	0.62	0.7	0.65	0	0.5	0	0.5	0.83	0.5	0.96				
	HV %	0%	0%	1%	20%	1%	2%	0%	0%	2%	0%	2%	1%	100%	0%	100%	0%	0%	8%	100%	0%	100%	0%	0%	0%	1%				

Study Name 3_Devon Avenue / Kimball Avenue
Start Date Wednesday, April 03, 2024

Report Summary

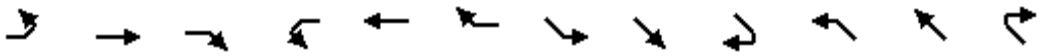
		Eastbound					Westbound					Southbound							Crosswalk		
Time Period	Class.	U	L	T	I	O	U	T	R	I	O	U	L	R	I	O	Total		Bicycles on Crosswalk	Pedestrians	Total
AM Peak	Lights	0	5	1036	1041	806	0	803	8	811	1048	0	12	3	15	13	1867	W	0	0	0
Specified Period	%	0%	71%	97%	97%	98%	0%	98%	89%	98%	97%	0%	100%	100%	100%	81%	98%		0%	0%	
7:30 AM - 8:30 AM	Mediums	0	2	24	26	11	0	11	1	12	24	0	0	0	0	3	38	E	0	0	0
One Hour Peak	%	0%	29%	2%	2%	1%	0%	1%	11%	1%	2%	0%	0%	0%	0%	19%	2%		0%	0%	
7:30 AM - 8:30 AM	Articulated Trucks	0	0	3	3	2	0	2	0	2	3	0	0	0	0	0	5	N	0	11	11
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	0	0	2	0	2	0	2	0	0	0	0	0	0	2		**0**	**11**	**11**
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
	Total	**0**	**7**	**1063**	**1070**	**821**	**0**	**818**	**9**	**827**	**1075**	**0**	**12**	**3**	**15**	**16**	**1912**				
	PHF	0	0.88	0.88	0.88	0.94	0	0.94	0.45	0.93	0.89	0	0.5	0.38	0.47	0.57	0.95				
	HV %	100%	29%	3%	3%	2%	100%	2%	11%	2%	3%	100%	0%	0%	0%	19%	2%				
PM Peak	Lights	3	9	1008	1020	850	0	839	22	861	1020	0	12	8	20	31	1901	W	0	3	3
Specified Period	%	100%	100%	99%	99%	99%	0%	99%	100%	99%	99%	0%	100%	100%	100%	100%	99%		0%	100%	
4:45 PM - 5:45 PM	Mediums	0	0	6	6	10	0	10	0	10	6	0	0	0	0	0	16	E	0	0	0
One Hour Peak	%	0%	0%	1%	1%	1%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	1%		0%	0%	
4:45 PM - 5:45 PM	Articulated Trucks	0	0	3	3	2	0	2	0	2	3	0	0	0	0	0	5	N	0	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	1		**0**	**6**	**6**
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
	Total	**3**	**9**	**1018**	**1030**	**862**	**0**	**851**	**22**	**873**	**1030**	**0**	**12**	**8**	**20**	**31**	**1923**				
	PHF	0.75	0.75	0.96	0.96	0.96	0	0.96	0.61	0.95	0.96	0	0.6	0.67	0.83	0.65	0.95				
	HV %	0%	0%	1%	1%	1%	100%	1%	0%	1%	1%	100%	0%	0%	0%	0%	1%				

Study Name 4_Devon Avenue / McCormick Blvd
Start Date Wednesday, April 03, 2024

Report Summary

		Eastbound						Westbound						Northbound						Southbound							Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		Bicycles on Crosswalk	Pedestrians	Total
AM Peak	Lights	0	187	827	23	1037	766	0	113	620	200	933	1171	0	23	642	138	803	557	0	206	421	123	750	1029	3523	W	0	0	0
Specified Period	%	0%	98%	98%	92%	98%	98%	0%	92%	99%	98%	97%	97%	0%	100%	99%	92%	97%	96%	0%	96%	98%	98%	97%	98%	97%		0%	0%	
7:30 AM - 8:30 AM	Mediums	0	4	17	2	23	10	0	10	7	4	21	37	0	0	9	12	21	22	0	8	10	3	21	17	86	E	0	8	8
One Hour Peak	%	0%	2%	2%	8%	2%	1%	0%	8%	1%	2%	2%	3%	0%	0%	1%	8%	3%	4%	0%	4%	2%	2%	3%	2%	2%		0%	100%	
7:30 AM - 8:30 AM	Articulated Trucks	0	0	3	0	3	2	0	0	2	1	3	4	0	0	0	0	0	0	0	1	0	0	1	1	7	S	0	15	15
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	13	13
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**0**	**191**	**847**	**25**	**1063**	**778**	**0**	**123**	**629**	**205**	**957**	**1212**	**0**	**23**	**651**	**150**	**824**	**579**	**0**	**215**	**431**	**126**	**772**	**1047**	**3616**		**0**	**36**	**36**
	PHF	0	0.92	0.83	0.69	0.86	0.98	0	0.85	0.95	0.93	0.96	0.9	0	0.48	0.84	0.87	0.87	0.94	0	0.88	0.91	0.88	0.92	0.88	0.95				
	HV %	100%	2%	2%	8%	2%	2%	100%	8%	1%	2%	3%	3%	100%	0%	1%	8%	3%	4%	100%	4%	2%	2%	3%	2%	3%				
PM Peak	Lights	1	169	828	64	1062	858	0	105	581	195	881	1374	0	50	497	146	693	911	0	400	742	226	1368	861	4004	W	0	1	1
Specified Period	%	100%	99%	99%	100%	99%	99%	0%	95%	99%	98%	98%	98%	0%	100%	97%	95%	97%	98%	0%	99%	98%	98%	98%	97%	98%		0%	100%	
4:45 PM - 5:45 PM	Mediums	0	1	7	0	8	10	0	4	6	5	15	19	0	0	15	8	23	20	0	4	16	4	24	21	70	E	1	12	13
One Hour Peak	%	0%	1%	1%	0%	1%	1%	0%	4%	1%	3%	2%	1%	0%	0%	3%	5%	3%	2%	0%	1%	2%	2%	2%	2%	2%		8%	92%	
4:45 PM - 5:45 PM	Articulated Trucks	0	1	1	0	2	2	0	1	1	0	2	3	0	0	1	0	1	2	0	2	1	1	4	2	9	S	0	23	23
	%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	N	0	12	12
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**1**	**171**	**837**	**64**	**1073**	**870**	**0**	**110**	**588**	**200**	**898**	**1397**	**0**	**50**	**513**	**154**	**717**	**933**	**0**	**406**	**759**	**231**	**1396**	**884**	**4084**		**1**	**48**	**49**
	PHF	0.25	0.87	0.84	0.73	0.86	0.98	0	0.92	0.94	0.83	0.91	0.88	0	0.78	0.94	0.9	0.95	0.94	0	0.95	0.93	0.86	0.96	0.96	0.98				
	HV %	0%	1%	1%	0%	1%	1%	100%	5%	1%	3%	2%	2%	100%	0%	3%	5%	3%	2%	100%	1%	2%	2%	2%	3%	2%				

EXISTING (2024) CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	35	855	175	25	635	145	215	935	10	125	875	10
Future Volume (veh/h)	35	855	175	25	635	145	215	935	10	125	875	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	900	184	26	668	153	226	984	0	132	921	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	2	2	2	2	2
Cap, veh/h	225	1239	253	140	1079	247	322	1529		280	1351	16
Arrive On Green	0.03	0.42	0.42	0.36	0.36	0.36	0.09	0.41	0.00	0.06	0.38	0.38
Sat Flow, veh/h	1781	2937	600	496	3021	691	1781	3741	1585	1781	3596	43
Grp Volume(v), veh/h	37	544	540	26	413	408	226	984	0	132	455	477
Grp Sat Flow(s),veh/h/ln	1781	1777	1760	496	1870	1842	1781	1870	1585	1781	1777	1862
Q Serve(g_s), s	1.6	31.9	32.0	5.8	22.8	22.9	9.3	26.4	0.0	5.6	26.9	26.9
Cycle Q Clear(g_c), s	1.6	31.9	32.0	29.6	22.8	22.9	9.3	26.4	0.0	5.6	26.9	26.9
Prop In Lane	1.00		0.34	1.00		0.38	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	225	750	743	140	668	658	322	1529		280	667	700
V/C Ratio(X)	0.16	0.73	0.73	0.19	0.62	0.62	0.70	0.64		0.47	0.68	0.68
Avail Cap(c_a), veh/h	255	838	830	156	729	718	494	1934		353	761	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	30.1	30.2	45.9	33.2	33.2	24.3	29.7	0.0	24.0	32.8	32.8
Incr Delay (d2), s/veh	0.3	6.1	6.1	2.9	4.3	4.4	2.8	2.1	0.0	1.2	5.6	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	21.1	20.9	1.5	16.6	16.4	7.3	17.8	0.0	4.4	18.2	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	36.2	36.3	48.8	37.5	37.6	27.0	31.8	0.0	25.2	38.3	38.1
LnGrp LOS	C	D	D	D	D	D	C	C		C	D	D
Approach Vol, veh/h		1121			847			1210			1064	
Approach Delay, s/veh		35.9			37.9			30.9			36.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	52.0		57.8	11.2	56.2	8.1	49.7				
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	4.5	5.0				
Max Green Setting (Gmax), s	23.9	53.6		59.0	12.8	64.7	5.7	48.8				
Max Q Clear Time (g_c+I1), s	11.3	28.9		34.0	7.6	28.4	3.6	31.6				
Green Ext Time (p_c), s	0.5	16.1		18.8	0.1	22.7	0.0	11.6				

Intersection Summary												
HCM 6th Ctrl Delay			35.0									
HCM 6th LOS			D									

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1055	810	5	10	15
Future Vol, veh/h	5	1055	810	5	10	15
Conflicting Peds, #/hr	13	0	0	13	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1111	853	5	11	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	871	0	-	0	1435	442
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	566	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	770	-	-	-	125	563
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	760	-	-	-	120	556
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	22.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	760	-	-	-	227
HCM Lane V/C Ratio	0.007	-	-	-	0.116
HCM Control Delay (s)	9.8	0.1	-	-	22.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1070	10	10	815	0	0
Future Vol, veh/h	1070	10	10	815	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	13	2	2	2	2
Mvmt Flow	1126	11	11	858	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1137	0	1583	569
Stage 1	-	-	-	-	1132	-
Stage 2	-	-	-	-	451	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	610	-	99	465
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	610	-	96	465
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	610	-
HCM Lane V/C Ratio	-	-	-	0.017	-
HCM Control Delay (s)	0	-	-	11	0.2
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

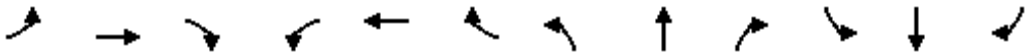
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1065	820	10	10	5
Future Vol, veh/h	5	1065	820	10	10	5
Conflicting Peds, #/hr	11	0	0	11	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	29	3	2	11	2	2
Mvmt Flow	5	1121	863	11	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	885	0	-	0	1451	448
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	4.68	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.49	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	612	-	-	-	122	558
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	606	-	-	-	117	552
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	524	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30.1
HCM LOS			D

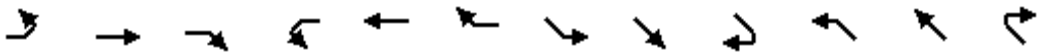
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	606	-	-	-	159
HCM Lane V/C Ratio	0.009	-	-	-	0.099
HCM Control Delay (s)	11	0.1	-	-	30.1
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	845	25	125	630	205	25	650	150	215	430	125
Future Volume (veh/h)	190	845	25	125	630	205	25	650	150	215	430	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1781	1781	1870	1870	1870	1969	1781	1841	1870	1870
Adj Flow Rate, veh/h	200	889	26	132	663	216	26	684	158	226	453	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	8	8	2	2	2	2	8	4	2	2
Cap, veh/h	260	1244	495	237	809	264	359	1389	557	364	1222	353
Arrive On Green	0.09	0.33	0.33	0.07	0.31	0.31	0.01	0.37	0.37	0.09	0.45	0.45
Sat Flow, veh/h	1781	3741	1489	1697	2624	854	1781	3741	1500	1753	2716	785
Grp Volume(v), veh/h	200	889	26	132	449	430	26	684	158	226	295	290
Grp Sat Flow(s),veh/h/ln	1781	1870	1489	1697	1777	1702	1781	1870	1500	1753	1777	1724
Q Serve(g_s), s	10.4	29.1	1.7	7.4	32.7	32.8	1.3	19.7	10.4	10.8	15.3	15.6
Cycle Q Clear(g_c), s	10.4	29.1	1.7	7.4	32.7	32.8	1.3	19.7	10.4	10.8	15.3	15.6
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	260	1244	495	237	548	525	359	1389	557	364	800	776
V/C Ratio(X)	0.77	0.71	0.05	0.56	0.82	0.82	0.07	0.49	0.28	0.62	0.37	0.37
Avail Cap(c_a), veh/h	359	1443	574	251	558	535	466	1389	557	431	800	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	40.9	31.7	32.7	44.8	44.8	26.8	33.8	30.9	24.4	25.4	25.5
Incr Delay (d2), s/veh	6.6	3.5	0.2	2.4	12.8	13.4	0.1	1.2	1.3	2.0	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	20.2	1.1	5.8	23.0	22.3	1.0	14.0	7.2	8.1	10.9	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	44.4	31.9	35.1	57.6	58.2	26.9	35.1	32.2	26.4	26.7	26.8
LnGrp LOS	D	D	C	D	E	E	C	D	C	C	C	C
Approach Vol, veh/h		1115			1011			868			811	
Approach Delay, s/veh		43.3			54.9			34.3			26.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	58.0	12.9	52.6	5.6	69.0	16.2	49.2
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	18.5	38.0	10.5	54.0	10.5	46.0	20.5	44.0
Max Q Clear Time (g_c+I1), s	12.8	21.7	9.4	31.1	3.3	17.6	12.4	34.8
Green Ext Time (p_c), s	0.3	10.5	0.0	15.4	0.0	10.9	0.3	7.0

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	30	660	120	25	625	180	245	1150	25	125	840	30
Future Volume (veh/h)	30	660	120	25	625	180	245	1150	25	125	840	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	695	126	26	658	189	258	1211	0	132	884	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2	2	2
Cap, veh/h	154	1050	190	160	865	248	387	1801		269	1545	56
Arrive On Green	0.02	0.35	0.35	0.30	0.30	0.30	0.10	0.48	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1781	3004	544	656	2866	822	1781	3741	1585	1781	3498	127
Grp Volume(v), veh/h	32	411	410	26	429	418	258	1211	0	132	449	467
Grp Sat Flow(s),veh/h/ln	1781	1777	1771	656	1870	1818	1781	1870	1585	1781	1777	1847
Q Serve(g_s), s	1.5	23.7	23.7	4.2	25.2	25.2	9.1	30.0	0.0	4.8	22.8	22.8
Cycle Q Clear(g_c), s	1.5	23.7	23.7	22.1	25.2	25.2	9.1	30.0	0.0	4.8	22.8	22.8
Prop In Lane	1.00		0.31	1.00		0.45	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	154	621	619	160	564	549	387	1801		269	785	816
V/C Ratio(X)	0.21	0.66	0.66	0.16	0.76	0.76	0.67	0.67		0.49	0.57	0.57
Avail Cap(c_a), veh/h	207	814	811	212	711	691	604	2050		385	802	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	33.3	33.3	45.1	38.3	38.3	18.4	24.1	0.0	20.1	25.2	25.2
Incr Delay (d2), s/veh	0.7	5.5	5.5	0.5	3.7	3.8	2.0	2.0	0.0	1.4	3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	16.5	16.5	1.3	17.7	17.4	6.8	19.3	0.0	3.7	15.3	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	38.7	38.8	45.6	42.0	42.1	20.4	26.1	0.0	21.5	28.3	28.1
LnGrp LOS	C	D	D	D	D	D	C	C		C	C	C
Approach Vol, veh/h		853			873			1469			1048	
Approach Delay, s/veh		38.5			42.2			25.1			27.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	58.4		47.3	10.4	63.2	5.8	41.5
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	3.5	5.0
Max Green Setting (Gmax), s	26.5	54.6		55.4	14.8	66.3	5.9	46.0
Max Q Clear Time (g_c+I1), s	11.1	24.8		25.7	6.8	32.0	3.5	27.2
Green Ext Time (p_c), s	0.6	18.1		16.6	0.2	26.2	0.0	5.7

Intersection Summary			
HCM 6th Ctrl Delay		31.8	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1020	850	5	10	10
Future Vol, veh/h	5	1020	850	5	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1074	895	5	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	900	0	-	0	1445	450
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	751	-	-	-	123	556
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	751	-	-	-	121	556
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	751	-	-	-	199
HCM Lane V/C Ratio	0.007	-	-	-	0.106
HCM Control Delay (s)	9.8	0.1	-	-	25.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1025	5	10	850	5	10
Future Vol, veh/h	1025	5	10	850	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	1079	5	11	895	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1084	0	1552	542
Stage 1	-	-	-	-	1082	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	639	-	104	485
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	639	-	100	485
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	212	-	-	639	-
HCM Lane V/C Ratio	0.074	-	-	0.016	-
HCM Control Delay (s)	23.3	-	-	10.7	0.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

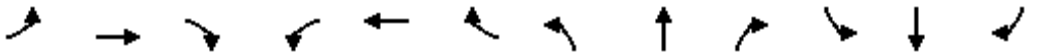
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1025	850	20	10	10
Future Vol, veh/h	10	1025	850	20	10	10
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1079	895	21	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	919	0	-	0	1471	461
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	562	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	738	-	-	-	118	547
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	113	545
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	26.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	736	-	-	-	187
HCM Lane V/C Ratio	0.014	-	-	-	0.113
HCM Control Delay (s)	10	0.2	-	-	26.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

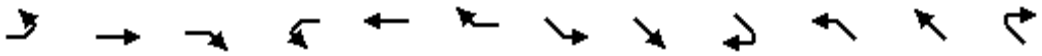


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	835	65	110	590	200	50	515	155	405	760	230
Future Volume (veh/h)	170	835	65	110	590	200	50	515	155	405	760	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1826	1870	1856	1870	1953	1826	1870	1870	1870
Adj Flow Rate, veh/h	179	879	68	116	621	211	53	542	163	426	800	242
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	5	2	3	2	3	5	2	2	2
Cap, veh/h	224	1083	448	198	687	233	248	1301	537	525	1311	396
Arrive On Green	0.09	0.29	0.29	0.06	0.27	0.27	0.03	0.35	0.35	0.17	0.49	0.49
Sat Flow, veh/h	1781	3741	1547	1739	2585	877	1781	3711	1531	1781	2683	811
Grp Volume(v), veh/h	179	879	68	116	427	405	53	542	163	426	530	512
Grp Sat Flow(s),veh/h/ln	1781	1870	1547	1739	1777	1685	1781	1856	1531	1781	1777	1717
Q Serve(g_s), s	10.3	31.6	4.7	7.0	33.6	33.7	2.8	16.1	11.2	21.4	31.5	31.5
Cycle Q Clear(g_c), s	10.3	31.6	4.7	7.0	33.6	33.7	2.8	16.1	11.2	21.4	31.5	31.5
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	224	1083	448	198	472	448	248	1301	537	525	868	839
V/C Ratio(X)	0.80	0.81	0.15	0.59	0.90	0.91	0.21	0.42	0.30	0.81	0.61	0.61
Avail Cap(c_a), veh/h	262	1161	480	241	515	488	325	1301	537	614	868	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	47.8	38.3	38.6	51.5	51.5	29.3	35.8	34.2	23.6	27.0	27.0
Incr Delay (d2), s/veh	14.0	4.2	0.2	2.7	18.4	19.5	0.4	1.0	1.5	7.1	3.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	21.9	3.3	5.7	24.2	23.4	2.2	11.9	7.9	14.8	19.9	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	52.1	38.4	41.3	69.9	71.0	29.7	36.8	35.7	30.6	30.2	30.3
LnGrp LOS	D	D	D	D	E	E	C	D	D	C	C	C
Approach Vol, veh/h		1126			948			758			1468	
Approach Delay, s/veh		51.2			66.8			36.1			30.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.7	56.8	12.5	48.0	7.7	76.8	15.9	44.5
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	31.5	37.0	12.5	45.0	10.5	58.0	15.5	42.0
Max Q Clear Time (g_c+I1), s	23.4	18.1	9.0	33.6	4.8	33.5	12.3	35.7
Green Ext Time (p_c), s	0.9	3.8	0.1	4.8	0.0	7.1	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

FUTURE (2031) WITHOUT DEVELOPMENT CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	35	870	180	25	645	145	220	950	10	125	890	10
Future Volume (veh/h)	35	870	180	25	645	145	220	950	10	125	890	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	916	189	26	679	153	232	1000	0	132	937	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	2	2	2	2	2
Cap, veh/h	222	1238	255	134	1085	244	320	1534		276	1348	16
Arrive On Green	0.03	0.42	0.42	0.36	0.36	0.36	0.10	0.41	0.00	0.06	0.37	0.37
Sat Flow, veh/h	1781	2932	605	486	3031	682	1781	3741	1585	1781	3597	42
Grp Volume(v), veh/h	37	555	550	26	419	413	232	1000	0	132	463	485
Grp Sat Flow(s),veh/h/ln	1781	1777	1760	486	1870	1843	1781	1870	1585	1781	1777	1863
Q Serve(g_s), s	1.6	33.3	33.3	6.0	23.5	23.5	9.7	27.3	0.0	5.7	27.9	27.9
Cycle Q Clear(g_c), s	1.6	33.3	33.3	31.2	23.5	23.5	9.7	27.3	0.0	5.7	27.9	27.9
Prop In Lane	1.00		0.34	1.00		0.37	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	222	750	743	134	670	660	320	1534		276	666	698
V/C Ratio(X)	0.17	0.74	0.74	0.19	0.63	0.63	0.72	0.65		0.48	0.69	0.69
Avail Cap(c_a), veh/h	251	826	818	147	719	709	484	1907		346	751	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	30.8	30.8	47.4	33.7	33.7	25.0	30.1	0.0	24.5	33.5	33.5
Incr Delay (d2), s/veh	0.4	6.5	6.5	3.2	4.4	4.4	3.1	2.2	0.0	1.3	5.9	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	21.9	21.8	1.5	17.0	16.9	7.6	18.3	0.0	4.5	18.8	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	37.2	37.3	50.5	38.1	38.1	28.1	32.3	0.0	25.8	39.4	39.2
LnGrp LOS	C	D	D	D	D	D	C	C		C	D	D
Approach Vol, veh/h		1142			858			1232			1080	
Approach Delay, s/veh		36.9			38.5			31.5			37.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	52.6		58.6	11.3	57.0	8.1	50.4
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	23.9	53.6		59.0	12.8	64.7	5.7	48.8
Max Q Clear Time (g_c+I1), s	11.7	29.9		35.3	7.7	29.3	3.6	33.2
Green Ext Time (p_c), s	0.5	15.9		18.2	0.1	22.7	0.0	10.8

Intersection Summary		
HCM 6th Ctrl Delay		35.9
HCM 6th LOS		D

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1085	825	5	10	15
Future Vol, veh/h	5	1085	825	5	10	15
Conflicting Peds, #/hr	13	0	0	13	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1142	868	5	11	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	886	0	-	0	1465	450
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	581	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	760	-	-	-	119	556
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	522	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	751	-	-	-	114	549
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	23.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	751	-	-	-	217
HCM Lane V/C Ratio	0.007	-	-	-	0.121
HCM Control Delay (s)	9.8	0.1	-	-	23.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1085	10	10	830	1	1
Future Vol, veh/h	1085	10	10	830	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	13	2	2	2	2
Mvmt Flow	1142	11	11	874	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	1607	577
Stage 1	-	-	-	-	1148	-
Stage 2	-	-	-	-	459	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	602	-	96	460
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	602	-	93	460
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	28.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	155	-	-	602	-
HCM Lane V/C Ratio	0.014	-	-	0.017	-
HCM Control Delay (s)	28.5	-	-	11.1	0.2
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

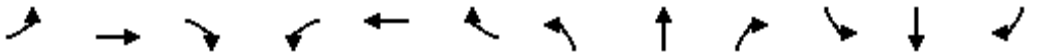
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1080	835	10	10	5
Future Vol, veh/h	5	1080	835	10	10	5
Conflicting Peds, #/hr	11	0	0	11	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	29	3	2	11	2	2
Mvmt Flow	5	1137	879	11	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	901	0	-	0	1475	456
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.68	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.49	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	602	-	-	-	117	551
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	524	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	596	-	-	-	112	545
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	31.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	596	-	-	-	152
HCM Lane V/C Ratio	0.009	-	-	-	0.104
HCM Control Delay (s)	11.1	0.1	-	-	31.4
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	860	25	125	640	210	25	660	150	220	435	125
Future Volume (veh/h)	195	860	25	125	640	210	25	660	150	220	435	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1781	1781	1870	1870	1870	1969	1781	1841	1870	1870
Adj Flow Rate, veh/h	205	905	26	132	674	221	26	695	158	232	458	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	8	8	2	2	2	2	8	4	2	2
Cap, veh/h	260	1257	500	235	812	266	353	1367	548	361	1216	348
Arrive On Green	0.09	0.34	0.34	0.07	0.31	0.31	0.01	0.37	0.37	0.10	0.45	0.45
Sat Flow, veh/h	1781	3741	1489	1697	2619	858	1781	3741	1500	1753	2723	779
Grp Volume(v), veh/h	205	905	26	132	457	438	26	695	158	232	298	292
Grp Sat Flow(s),veh/h/ln	1781	1870	1489	1697	1777	1701	1781	1870	1500	1753	1777	1725
Q Serve(g_s), s	10.6	29.7	1.7	7.4	33.5	33.5	1.3	20.3	10.5	11.2	15.6	15.8
Cycle Q Clear(g_c), s	10.6	29.7	1.7	7.4	33.5	33.5	1.3	20.3	10.5	11.2	15.6	15.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	260	1257	500	235	551	527	353	1367	548	361	794	771
V/C Ratio(X)	0.79	0.72	0.05	0.56	0.83	0.83	0.07	0.51	0.29	0.64	0.37	0.38
Avail Cap(c_a), veh/h	356	1443	575	249	558	535	460	1367	548	423	794	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	40.7	31.4	32.6	44.9	44.9	27.3	34.6	31.5	24.9	25.7	25.8
Incr Delay (d2), s/veh	7.9	3.6	0.2	2.5	13.5	14.1	0.1	1.4	1.3	2.6	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	20.5	1.1	5.8	23.5	22.8	1.0	14.4	7.3	8.4	11.1	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	44.3	31.6	35.2	58.4	59.0	27.4	36.0	32.8	27.5	27.1	27.2
LnGrp LOS	D	D	C	D	E	E	C	D	C	C	C	C
Approach Vol, veh/h		1136			1027			879			822	
Approach Delay, s/veh		43.4			55.6			35.2			27.3	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	57.2	12.8	53.0	5.6	68.5	16.5	49.4
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	18.5	38.0	10.5	54.0	10.5	46.0	20.5	44.0
Max Q Clear Time (g_c+I1), s	13.2	22.3	9.4	31.7	3.3	17.8	12.6	35.5
Green Ext Time (p_c), s	0.3	10.3	0.0	15.4	0.0	11.0	0.3	6.6

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	30	670	120	25	635	185	250	1170	25	125	855	30
Future Volume (veh/h)	30	670	120	25	635	185	250	1170	25	125	855	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	705	126	26	668	195	263	1232	0	132	900	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2	2	2
Cap, veh/h	150	1055	188	157	865	252	383	1803		264	1542	55
Arrive On Green	0.02	0.35	0.35	0.30	0.30	0.30	0.10	0.48	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1781	3011	538	650	2854	833	1781	3741	1585	1781	3500	124
Grp Volume(v), veh/h	32	416	415	26	438	425	263	1232	0	132	457	475
Grp Sat Flow(s),veh/h/ln	1781	1777	1772	650	1870	1816	1781	1870	1585	1781	1777	1848
Q Serve(g_s), s	1.5	24.3	24.3	4.3	26.1	26.1	9.4	31.1	0.0	4.9	23.7	23.7
Cycle Q Clear(g_c), s	1.5	24.3	24.3	22.8	26.1	26.1	9.4	31.1	0.0	4.9	23.7	23.7
Prop In Lane	1.00		0.30	1.00		0.46	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	150	623	621	157	567	550	383	1803		264	783	814
V/C Ratio(X)	0.21	0.67	0.67	0.17	0.77	0.77	0.69	0.68		0.50	0.58	0.58
Avail Cap(c_a), veh/h	202	804	802	205	703	683	593	2026		377	793	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	33.7	33.7	45.9	38.8	38.8	19.0	24.5	0.0	20.6	25.8	25.8
Incr Delay (d2), s/veh	0.7	5.6	5.6	0.5	4.2	4.4	2.2	2.1	0.0	1.5	3.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	16.9	16.9	1.3	18.4	18.0	7.1	20.0	0.0	3.8	15.8	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	39.3	39.4	46.4	43.0	43.2	21.2	26.6	0.0	22.0	28.9	28.8
LnGrp LOS	C	D	D	D	D	D	C	C		C	C	C
Approach Vol, veh/h		863			889			1495			1064	
Approach Delay, s/veh		39.0			43.2			25.7			28.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	58.9		47.9	10.5	64.0	5.8	42.1
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	3.5	5.0
Max Green Setting (Gmax), s	26.5	54.6		55.4	14.8	66.3	5.9	46.0
Max Q Clear Time (g_c+I1), s	11.4	25.7		26.3	6.9	33.1	3.5	28.1
Green Ext Time (p_c), s	0.6	18.0		16.6	0.2	25.8	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1035	865	5	10	10
Future Vol, veh/h	5	1035	865	5	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1089	911	5	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	916	0	-	0	1469	458
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	740	-	-	-	118	550
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	740	-	-	-	116	550
Mov Cap-2 Maneuver	-	-	-	-	116	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	740	-	-	-	192
HCM Lane V/C Ratio	0.007	-	-	-	0.11
HCM Control Delay (s)	9.9	0.1	-	-	26
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1040	5	10	865	5	10
Future Vol, veh/h	1040	5	10	865	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	1095	5	11	911	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1100	0	1576	550
Stage 1	-	-	-	-	1098	-
Stage 2	-	-	-	-	478	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	630	-	100	479
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	630	-	97	479
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	207	-	-	630	-
HCM Lane V/C Ratio	0.076	-	-	0.017	-
HCM Control Delay (s)	23.8	-	-	10.8	0.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

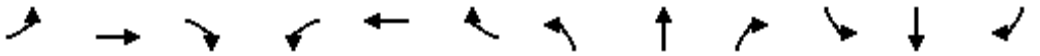
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1040	865	20	10	10
Future Vol, veh/h	10	1040	865	20	10	10
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1095	911	21	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	935	0	-	0	1495	469
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	728	-	-	-	114	541
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	726	-	-	-	109	539
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	27.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	726	-	-	-	181
HCM Lane V/C Ratio	0.014	-	-	-	0.116
HCM Control Delay (s)	10	0.2	-	-	27.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	850	65	110	600	205	50	525	155	410	770	235
Future Volume (veh/h)	175	850	65	110	600	205	50	525	155	410	770	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1826	1870	1856	1870	1953	1826	1870	1870	1870
Adj Flow Rate, veh/h	184	895	68	116	632	216	53	553	163	432	811	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	5	2	3	2	3	5	2	2	2
Cap, veh/h	226	1102	456	198	694	237	240	1267	523	521	1294	394
Arrive On Green	0.09	0.29	0.29	0.06	0.27	0.27	0.03	0.34	0.34	0.17	0.48	0.48
Sat Flow, veh/h	1781	3741	1548	1739	2580	881	1781	3711	1531	1781	2678	815
Grp Volume(v), veh/h	184	895	68	116	435	413	53	553	163	432	538	520
Grp Sat Flow(s),veh/h/ln	1781	1870	1548	1739	1777	1684	1781	1856	1531	1781	1777	1716
Q Serve(g_s), s	10.5	32.2	4.7	6.9	34.4	34.4	2.8	16.7	11.4	22.0	32.5	32.6
Cycle Q Clear(g_c), s	10.5	32.2	4.7	6.9	34.4	34.4	2.8	16.7	11.4	22.0	32.5	32.6
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	226	1102	456	198	478	453	240	1267	523	521	859	829
V/C Ratio(X)	0.82	0.81	0.15	0.59	0.91	0.91	0.22	0.44	0.31	0.83	0.63	0.63
Avail Cap(c_a), veh/h	261	1161	480	241	515	488	316	1267	523	603	859	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	47.4	37.7	38.3	51.3	51.3	30.1	37.0	35.2	24.4	27.8	27.8
Incr Delay (d2), s/veh	16.0	4.3	0.1	2.7	19.4	20.5	0.5	1.1	1.6	8.4	3.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	22.2	3.3	5.6	24.8	23.9	2.2	12.3	8.0	15.4	20.5	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	51.7	37.9	41.0	70.7	71.8	30.6	38.1	36.8	32.8	31.2	31.3
LnGrp LOS	D	D	D	D	E	E	C	D	D	C	C	C
Approach Vol, veh/h		1147			964			769			1490	
Approach Delay, s/veh		51.2			67.6			37.3			31.7	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.3	55.5	12.4	48.7	7.8	76.1	16.2	45.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	31.5	37.0	12.5	45.0	10.5	58.0	15.5	42.0
Max Q Clear Time (g_c+I1), s	24.0	18.7	8.9	34.2	4.8	34.6	12.5	36.4
Green Ext Time (p_c), s	0.9	3.8	0.1	4.8	0.0	7.1	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

FUTURE (2031) WITH DEVELOPMENT CAPACITY REPORTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	35	890	180	25	650	145	225	950	10	125	890	10
Future Volume (veh/h)	35	890	180	25	650	145	225	950	10	125	890	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	937	189	26	684	153	237	1000	0	132	937	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	2	2	2	2	2
Cap, veh/h	222	1249	252	130	1094	245	321	1528		274	1336	16
Arrive On Green	0.03	0.42	0.42	0.36	0.36	0.36	0.10	0.41	0.00	0.06	0.37	0.37
Sat Flow, veh/h	1781	2945	593	476	3036	679	1781	3741	1585	1781	3597	42
Grp Volume(v), veh/h	37	565	561	26	421	416	237	1000	0	132	463	485
Grp Sat Flow(s),veh/h/ln	1781	1777	1762	476	1870	1844	1781	1870	1585	1781	1777	1863
Q Serve(g_s), s	1.6	34.3	34.3	6.2	23.7	23.8	10.1	27.6	0.0	5.8	28.3	28.3
Cycle Q Clear(g_c), s	1.6	34.3	34.3	32.4	23.7	23.8	10.1	27.6	0.0	5.8	28.3	28.3
Prop In Lane	1.00		0.34	1.00		0.37	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	222	754	747	130	674	665	321	1528		274	660	692
V/C Ratio(X)	0.17	0.75	0.75	0.20	0.62	0.63	0.74	0.65		0.48	0.70	0.70
Avail Cap(c_a), veh/h	250	821	814	141	715	705	479	1896		344	746	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	31.0	31.0	48.2	33.7	33.7	25.5	30.5	0.0	24.8	34.1	34.1
Incr Delay (d2), s/veh	0.4	6.7	6.8	3.4	4.3	4.4	3.3	2.2	0.0	1.3	6.1	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	22.5	22.4	1.6	17.2	17.0	7.9	18.5	0.0	4.5	19.1	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	37.8	37.9	51.6	38.0	38.1	28.8	32.7	0.0	26.1	40.2	40.0
LnGrp LOS	C	D	D	D	D	D	C	C		C	D	D
Approach Vol, veh/h		1163			863			1237			1080	
Approach Delay, s/veh		37.5			38.5			31.9			38.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	52.4		59.2	11.3	57.2	8.2	51.0
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	23.9	53.6		59.0	12.8	64.7	5.7	48.8
Max Q Clear Time (g_c+I1), s	12.1	30.3		36.3	7.8	29.6	3.6	34.4
Green Ext Time (p_c), s	0.5	15.7		17.8	0.1	22.6	0.0	10.2

Intersection Summary			
HCM 6th Ctrl Delay		36.3	
HCM 6th LOS		D	

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1085	830	20	10	15
Future Vol, veh/h	30	1085	830	20	10	15
Conflicting Peds, #/hr	13	0	0	13	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	1142	874	21	11	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	908	0	-	0	1533	461
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	635	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	745	-	-	-	107	547
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	490	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	92	540
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	27.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	736	-	-	-	183
HCM Lane V/C Ratio	0.043	-	-	-	0.144
HCM Control Delay (s)	10.1	0.6	-	-	27.9
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1085	10	10	850	1	1
Future Vol, veh/h	1085	10	10	850	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	13	2	2	2	2
Mvmt Flow	1142	11	11	895	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	1618	577
Stage 1	-	-	-	-	1148	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	602	-	94	460
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	602	-	91	460
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	574	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	29
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	152	-	-	602	-
HCM Lane V/C Ratio	0.014	-	-	0.017	-
HCM Control Delay (s)	29	-	-	11.1	0.2
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

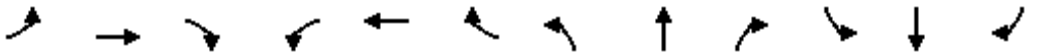
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1080	850	15	15	10
Future Vol, veh/h	5	1080	850	15	15	10
Conflicting Peds, #/hr	11	0	0	11	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	29	3	2	11	2	2
Mvmt Flow	5	1137	895	16	16	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	922	0	-	0	1493	467
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.68	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.49	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	590	-	-	-	114	542
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	524	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	584	-	-	-	109	536
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	31.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	584	-	-	-	160
HCM Lane V/C Ratio	0.009	-	-	-	0.164
HCM Control Delay (s)	11.2	0.1	-	-	31.9
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	865	25	125	655	210	25	660	150	220	435	130
Future Volume (veh/h)	195	865	25	125	655	210	25	660	150	220	435	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1781	1781	1870	1870	1870	1969	1781	1841	1870	1870
Adj Flow Rate, veh/h	205	911	26	132	689	221	26	695	158	232	458	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	8	8	2	2	2	2	8	4	2	2
Cap, veh/h	257	1261	502	235	821	263	350	1362	546	360	1202	357
Arrive On Green	0.09	0.34	0.34	0.07	0.31	0.31	0.01	0.36	0.36	0.10	0.45	0.45
Sat Flow, veh/h	1781	3741	1490	1697	2635	845	1781	3741	1500	1753	2698	800
Grp Volume(v), veh/h	205	911	26	132	464	446	26	695	158	232	300	295
Grp Sat Flow(s),veh/h/ln	1781	1870	1490	1697	1777	1704	1781	1870	1500	1753	1777	1721
Q Serve(g_s), s	10.6	29.9	1.6	7.3	34.1	34.1	1.3	20.3	10.5	11.2	15.8	16.0
Cycle Q Clear(g_c), s	10.6	29.9	1.6	7.3	34.1	34.1	1.3	20.3	10.5	11.2	15.8	16.0
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	257	1261	502	235	553	530	350	1362	546	360	792	767
V/C Ratio(X)	0.80	0.72	0.05	0.56	0.84	0.84	0.07	0.51	0.29	0.64	0.38	0.38
Avail Cap(c_a), veh/h	354	1443	575	249	558	535	457	1362	546	422	792	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	40.7	31.3	32.6	44.9	44.9	27.5	34.8	31.6	25.1	25.9	26.0
Incr Delay (d2), s/veh	8.5	3.6	0.2	2.6	14.2	14.8	0.1	1.4	1.3	2.6	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	20.7	1.1	5.8	24.0	23.3	1.0	14.4	7.3	8.4	11.2	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	44.3	31.5	35.1	59.2	59.7	27.6	36.1	33.0	27.7	27.3	27.4
LnGrp LOS	D	D	C	D	E	E	C	D	C	C	C	C
Approach Vol, veh/h		1142			1042			879			827	
Approach Delay, s/veh		43.5			56.4			35.3			27.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	57.0	12.8	53.2	5.6	68.4	16.4	49.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	18.5	38.0	10.5	54.0	10.5	46.0	20.5	44.0
Max Q Clear Time (g_c+I1), s	13.2	22.3	9.3	31.9	3.3	18.0	12.6	36.1
Green Ext Time (p_c), s	0.3	10.3	0.0	15.3	0.0	11.0	0.3	6.2

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	30	675	120	25	655	190	250	1170	25	125	855	30
Future Volume (veh/h)	30	675	120	25	655	190	250	1170	25	125	855	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	711	126	26	689	200	263	1232	0	132	900	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2	2	2
Cap, veh/h	144	1060	188	157	869	252	382	1799		263	1539	55
Arrive On Green	0.02	0.35	0.35	0.30	0.30	0.30	0.10	0.48	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1781	3015	534	646	2858	829	1781	3741	1585	1781	3500	124
Grp Volume(v), veh/h	32	419	418	26	451	438	263	1232	0	132	457	475
Grp Sat Flow(s),veh/h/ln	1781	1777	1773	646	1870	1817	1781	1870	1585	1781	1777	1848
Q Serve(g_s), s	1.5	24.5	24.6	4.4	27.1	27.1	9.5	31.3	0.0	4.9	23.8	23.8
Cycle Q Clear(g_c), s	1.5	24.5	24.6	23.1	27.1	27.1	9.5	31.3	0.0	4.9	23.8	23.8
Prop In Lane	1.00		0.30	1.00		0.46	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	144	625	623	157	569	553	382	1799		263	781	812
V/C Ratio(X)	0.22	0.67	0.67	0.17	0.79	0.79	0.69	0.68		0.50	0.58	0.58
Avail Cap(c_a), veh/h	196	802	800	202	701	681	591	2021		376	790	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	33.8	33.8	46.0	39.1	39.1	19.1	24.6	0.0	20.7	25.9	25.9
Incr Delay (d2), s/veh	0.8	5.6	5.7	0.5	5.0	5.2	2.2	2.1	0.0	1.5	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	17.1	17.1	1.3	19.1	18.7	7.1	20.1	0.0	3.8	15.8	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	39.4	39.4	46.5	44.2	44.4	21.3	26.8	0.0	22.2	29.1	29.0
LnGrp LOS	C	D	D	D	D	D	C	C		C	C	C
Approach Vol, veh/h		869			915			1495			1064	
Approach Delay, s/veh		39.1			44.3			25.8			28.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	59.0		48.2	10.5	64.0	5.8	42.3
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	3.5	5.0
Max Green Setting (Gmax), s	26.5	54.6		55.4	14.8	66.3	5.9	46.0
Max Q Clear Time (g_c+I1), s	11.5	25.8		26.6	6.9	33.3	3.5	29.1
Green Ext Time (p_c), s	0.6	18.0		16.6	0.2	25.8	0.0	5.7

Intersection Summary		
HCM 6th Ctrl Delay		33.0
HCM 6th LOS		C

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1035	890	10	10	10
Future Vol, veh/h	10	1035	890	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1089	937	11	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	948	0	-	0	1510	474
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	720	-	-	-	111	537
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	720	-	-	-	107	537
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	531	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	27.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	178
HCM Lane V/C Ratio	0.015	-	-	-	0.118
HCM Control Delay (s)	10.1	0.2	-	-	27.9
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1040	5	10	895	5	10
Future Vol, veh/h	1040	5	10	895	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	1095	5	11	942	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1100	0	1591	550
Stage 1	-	-	-	-	1098	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	630	-	98	479
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	630	-	94	479
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	203	-	-	630	-
HCM Lane V/C Ratio	0.078	-	-	0.017	-
HCM Control Delay (s)	24.2	-	-	10.8	0.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

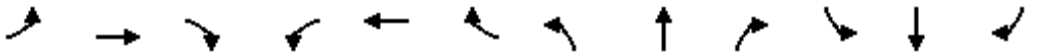
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1040	870	20	30	35
Future Vol, veh/h	10	1040	870	20	30	35
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1095	916	21	32	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	940	0	-	0	1500	472
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	725	-	-	-	113	538
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	723	-	-	-	108	536
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	34.5
HCM LOS			D

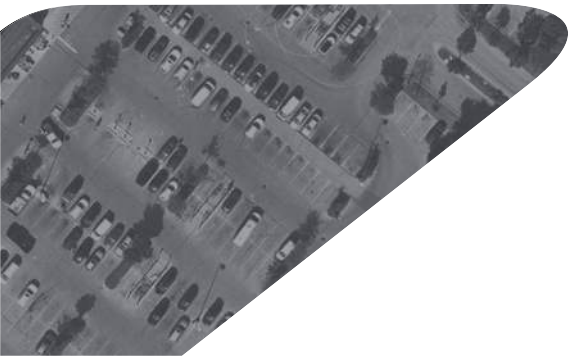
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	723	-	-	-	189
HCM Lane V/C Ratio	0.015	-	-	-	0.362
HCM Control Delay (s)	10.1	0.2	-	-	34.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	865	65	110	605	205	50	525	155	410	770	235
Future Volume (veh/h)	180	865	65	110	605	205	50	525	155	410	770	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1826	1870	1856	1870	1953	1826	1870	1870	1870
Adj Flow Rate, veh/h	189	911	68	116	637	216	53	553	163	432	811	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	5	2	3	2	3	5	2	2	2
Cap, veh/h	229	1113	461	197	698	237	238	1253	517	519	1286	392
Arrive On Green	0.09	0.30	0.30	0.06	0.27	0.27	0.03	0.34	0.34	0.17	0.48	0.48
Sat Flow, veh/h	1781	3741	1548	1739	2586	876	1781	3711	1531	1781	2678	815
Grp Volume(v), veh/h	189	911	68	116	437	416	53	553	163	432	538	520
Grp Sat Flow(s),veh/h/ln	1781	1870	1548	1739	1777	1686	1781	1856	1531	1781	1777	1716
Q Serve(g_s), s	10.8	32.8	4.7	6.9	34.6	34.6	2.8	16.8	11.4	22.1	32.7	32.8
Cycle Q Clear(g_c), s	10.8	32.8	4.7	6.9	34.6	34.6	2.8	16.8	11.4	22.1	32.7	32.8
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	229	1113	461	197	480	455	238	1253	517	519	854	824
V/C Ratio(X)	0.83	0.82	0.15	0.59	0.91	0.91	0.22	0.44	0.32	0.83	0.63	0.63
Avail Cap(c_a), veh/h	260	1161	481	239	515	488	314	1253	517	599	854	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	47.3	37.4	38.3	51.2	51.3	30.5	37.4	35.6	24.7	28.1	28.1
Incr Delay (d2), s/veh	17.5	4.6	0.1	2.8	19.8	20.8	0.5	1.1	1.6	8.7	3.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	22.6	3.3	5.6	25.0	24.1	2.2	12.4	8.1	15.5	20.6	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	51.9	37.6	41.1	71.0	72.1	31.0	38.5	37.2	33.4	31.6	31.7
LnGrp LOS	E	D	D	D	E	E	C	D	D	C	C	C
Approach Vol, veh/h		1168			969			769			1490	
Approach Delay, s/veh		51.5			67.9			37.7			32.2	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	55.0	12.4	49.2	7.8	75.7	16.4	45.2
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	31.5	37.0	12.5	45.0	10.5	58.0	15.5	42.0
Max Q Clear Time (g_c+I1), s	24.1	18.8	8.9	34.8	4.8	34.8	12.8	36.6
Green Ext Time (p_c), s	0.9	3.8	0.1	4.7	0.0	7.1	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D



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June 7, 2024

Mr. Douglas Hammel
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Email: dhammel@lwd.org

RE: Hebrew Theological College – 3420 W. Devon Avenue, Lincolnwood, Illinois
Response to Staff Review Comments Dated May 28, 2024

Dear Mr. Hammel:

We are pleased to provide you the below responses to the staff comments we received on May 28th relating to the proposed redevelopment of 3420 West Devon Avenue. The below items will correspond to the letter we received, *with our responses identified in red italics*.

Procedural Considerations

- June 18, 2024 Village Board: Staff will request that the Village Board designate the Traffic Commission as the body to consider the parkway parking request. This will eliminate the need for a separate meeting with the Traffic Commission.

  Response: Noted.

- Staff and the Village Attorney will review proposed text Amendment language submitted by the Applicant and will coordinate as needed.

  Response: Noted.

- Has any initial communication occurred with IDOT? IDOT will ultimately have purview over any changes to its right-of-way, including traffic impacts from the proposed use and the reconfiguration or removal of curb cuts from Devon Avenue. Any preliminary opinions from IDOT could eliminate "moving targets" or speculative findings during the Plan Commission discussion.

  Response: Noted. Preliminary discussions have not yet begun with IDOT.

- The Applicant will be required to provide 10 hard copies of all materials by Friday June 21.

  Response: Noted.

Revised List of Required Approvals

Text Amendments:

- To allow a college/university in the B-2 zoning district as a Special Use
- Possibly to establish a definition for and standards related to dormitories (as opposed to dwelling units): May 2024 plans include a definition, under review by staff.
- *Amendment to off-street parking schedule to differentiate dormitories from residential units*

Response: Noted, we will continue to work with Village staff to finalize the language of the proposed text amendments.

Special Uses:

- For a college/university with residential units above first floor commercial in the B-2 district (assuming the Text Amendment noted above is approved)
- For a Special Fence to allow for masonry wall around parking lot as per Section 3.13(8)a.i
- For a Special Use to allow parking in the side yard abutting a street as per Section 7.06(5)

Response: Noted, we will continue to work with Village staff with respect to requested Special Use approvals.

Variations:

- From Section 3.13(13)e to allow a masonry fence in a corner side yard
- *From Section 3.13(13) to allow a fence with a height of more than six feet when not abutting a property in a residential district*
- From Section 4.07(3) related to transition yards to:
    - Waive the requirement for a setback of 30' when abutting a residential property's rear yard (subsection a);
    - Allow the required buffer yard to be used for parking despite a six-foot tall solid fence not being provided (subsection b); and
    - Waive landscape screening when windows exist more than 20 feet above grade (subsection d.iv)
- From Section 4.07(5) to allow outdoor operations for the proposed courtyard
- From Section 4.07(12) to allow for parking in the corner side yard
- *From Section 4.13 to allow a building with a height greater than 35' (47' to predominant parapet, 51' to secondary parapet, 54' to mechanical appurtenances)*

- From Section 6.03(c) to waive the requirement for a 5'-foot wide sidewalk along the building along the row of parking to the rear of the building
- ~~Variation from Section 6.03(2)b, depending on whether parking lot access is provided from Devon Avenue and its distance from Kimball Avenue~~
- From Section 6.14(1) to waive or reduce the width of landscape screening (required in conjunction with a short masonry wall) along the west, east and north sides of the parking lot
- From Section 6.14(2) to waive or reduce the width of required landscape islands at each end of parking aisles in the parking lot and rear parking area
- From Section 6.15(2) to allow for the encroachment of parking spaces into the required foundation landscape area along the rear of the building
- *From Section 6.16(1) to waive the required transition yard setback and landscape screening requirements*
- Depending on how dormitories are interpreted for the sake of calculating required off-street parking, Variation from Section 7.10 to reduce the amount of required off-street parking
- From Section 7.08(2) to provide a loading space with a depth of less than 55 feet

Response: Noted, please see the revised table of requested Variations included as Attachment No. 1.

Parkway Parking:

- Approval of parkway parking on Trumbull Avenue pursuant to Section 6-5-17 of the Village Code

  Response: Noted. We understand that no additional materials or information are required pursuant for this item at this time, but will continue to work with staff to address.

Plan Review Comments

* **Bold font** indicates items that must be addressed prior to the submittal of revised plan in advance of the Plan Commission public hearing. Other comments may be addressed during the detailed design and permit review process.

Site Planning and Architectural Design

- **The 2023 DRT plans contemplated a future expansion. Please confirm whether this is still being considered, as it is not reflected on the May 2024 plans.**

  Response: No expansion is being considered at this time.

- **The location of mechanical equipment is not shown. (Mechanical equipment locations could change after the Plan Commission process, but it is important to show where they will be on the site (or if they will be rooftop) in concept so it can be confirmed that appropriate screening will be provided.)**

  Response: Please see the updated Roof Level Floor Plan included as Attachment No. 2 which provides details for the proposed mechanical equipment.

- **A summary of percentages of various materials per elevation is required to confirm compliance with zoning regulations.**

  Response: The proposed façade materials include Honed Finished Stone Veneer (ST1), Textured Finished Stone Veneer (ST2), Glass (GL), and Burnished Masonry Block (BLOCK). The percentage of façade materials per each facade are as follows:

  - *South Elevation: ST1 = 32%, ST2=30%, GL=30%, MTL=8%*
  - *West Elevation: ST1=47%, ST2= 23%, GL=25%, MTL=5%*
  - *East Elevation: ST1=71%, ST2=7%, GL=21%*
  - *North Elevation: ST=03%, GL=19%, BLOCK=78%*

- **Please be prepared to bring material samples to the public hearing.**

  Response: Noted.

- **Ground floor facades could be made more transparent in order to create a more active environment, especially given the active and more public uses that are planned for the first floor of the development.**

  Response: We will discuss with the design team at SCB, will study and review this suggestion and will provide any updated elevations to staff by or before June 21st.

- **Please provide additional renderings showing the relationship in scale and proximity to adjacent commercial development and residential uses.**

  Response: The adjacent property to the north along Kimball is approximately 16'-6" from the property line, and approximately 27'-6" from the proposed building mass edge. The adjacent property to the north along Trumbull is approximately 26'-6" from the property line, ~37'-6" from the building mass edge. Updated plans, including these measurements will follow on or before June 21st.

- **2023 DRT Comment: Sun angle analysis to demonstrate the extent to which sunlight will be blocked for residential uses to the north during different times of year**

  Response: Please see attached Shadow Study included as Attachment No. 3.

Landscape Design

- **The location of the required bike rack (item 19) on sheet C1.0 is not found on the Landscape plan as noted in the Key Notes.**

  Response: Bike Racks are now shown on the updated Civil Plans included as Attachment No. 4.

- **Please provide a schedule of proposed and existing plant material. It should contain the following information.**
  - **List of all proposed plantings, indicating common and botanical names, caliper, height or size and quantity.**

    Response: Updated landscape plans will be provided on or before June 21st which will identify all plantings.

  - **List of all existing trees proposed for removal, six-inch caliper or greater, indicating caliper, common and botanical names.**

    Response: Updated landscape plans will be provided on or before June 21st which will identify all trees designated for removal.

  - **List of all existing trees, six-inch caliper or greater, planned for preservation, indicating caliper size, common and botanical names.**

    Response: Updated landscape plans will be provided on or before June 21st.

- **Sheet L2.00 indicates 1 QR in very close proximity to one of the site lights. Please adjust the landscape plan to accommodate the light.**

  Response: The trees and light poles have been adjusted to maximize distance between the trees and poles. These revisions will be shown on the updated landscape plans which will be provided on or before June 21st.

- Please provide manufactures product sheet and indicate the location of the proposed Bike Racks as indicated on Sheet C1.0 keynote 19.

  Response: Please see the updated Civil Plans.

- Please provide manufacturers product sheet of the proposed Tree Grates. Please provide installation details for the tree grates in the concrete sidewalk and a section of the tree in grate illustrating the planting detail. Will there be lights or power installed within the tree grates?

  Response: A product sheet will follow for the tree grate, but the installation detail will need to follow during the Detail Design and Permit Drawing Phase of approval.

- Please provide product material for the permeable pavers and installation details for the permeable pavers within the alley.

  Response: Please see the updated Civil Plans.

- Please provide a planting plan, plant material schedule and paving details for the courtyard landscape.

  Response: The planting plan and all additional details, plans and schedules will be provided during the Detail Design and Permit Drawing Phase of approval.

- Include the following note and detail to the landscape plan 6.14 Minimum landscape requirements for off-street parking lots.

  - (2) Interior landscape requirements f. All landscaped islands shall have a minimum topsoil depth of three feet and mounded to a center height of six to 12 inches above top of curb height.

    Response: This note will be added during the Detail Design and Permit Drawing Phase, but our intent is to comply with these requirements.

Traffic, Parking, and Access

- Village and Applicant to coordinate regarding a possible easement of indemnification related to the relocation of the Trumbull Avenue public sidewalk onto private property in order to accommodate the proposed parkway parking.

  Response: Noted. We will continue to work with Village staff to address this item.

- **2023 DRT Comment: Operational parking analysis to determine the maximum required parking spaces in terms of operational demand (as opposed to the minimum amount required as per the Zoning Ordinance)**

  - **Village response to May 2024 submittal: No such parking analysis has been provided. The Traffic Impact Study summarized expected number of resident and commuter students and faculty, but it didn't translate that analysis into assumed parking demand during different times of the day or week.**

    Response: Based on anticipated parking figures generated from parking on existing campuses, class schedules and the number of students/faculty with vehicles, the parking needs for this site are estimated as follows:

Description	Maximum on-site at one time	
	Population	Parked vehicles
Residential Students	20	4
Commuter Students	35	20-25
Faculty	9	9
Total	64	33-38

As shown above, it is anticipated that the parking need is similar to the off-street parking otherwise required by Village Code.

- **Please provide a rationale for the proposed one-way alley. It appears as though adequate alley width will be maintained in order to support two-way alley traffic.**

  Response: The alley will remain two-way traffic.

- **Please clarify the scope of work for improvements along Devon Avenue. Is the Applicant proposing to install the parking as drawn, or is the drawing simply showing consistency with the Devon Avenue streetscape plans? If the Applicant plans to implement the improvements, phasing and coordination with the streetscape program will be critical, as the shifted on-street parking lane would cause conflicts with the alignment of lanes up and down stream from the subject property.**

  Response: The plans are intended to show consistency with the future Devon Avenue streetscape plans. We understand that these improvements are to be done by CDOT in the future and will request a meeting with CDOT to understand the timeline of future construction.

- **May 2024 plans provide the widths of all parking stalls, but the plans do not include a dimension to confirm that the parkway spaces can accommodate a full size 9' x 18' parking stall.**

  Response: Please see revised sheet C1.0 of the updated Civil Plans.

- Consider whether additional protection of utility poles is necessary to prevent vehicular damage from parking spaces accessed from the alley.

  Response: All three (3) utility poles will be protected by bollards. Proposed striping and curbing will provide additional protection. Please see revised sheet C1.0 of the updated Civil Plans.

- **Provide Autoturn exhibits for the trash enclosure and parking stalls. The parking stalls look a bit difficult to maneuver if they are at 90 degrees and the access in/out of the parking lot is angled.**

  Response: Please see revised sheet C1.0 of the updated Civil Plans.

- The parkway improvements on Devon Avenue are to match the Devon Streetscape Improvement plans. The Village will provide the plan set dated 04/05/2024.

  Response: Noted. Please provide a copy of the plan set dated 04/05/2024. The latest plan set we have is dated 08/07/2018.

- Traffic Impact Study comments are as follows:

  - CBBEL review of the project plans and TIS indicates that the site is under-parked and does not account for the required parking during special events.

Response: We are proposing to provide 28 of the 37 required off-street parking spaces and are requesting approval of a variation to reduce the parking requirement by nine (9) spaces to account for this difference. It should be noted that seven (7) spaces are being added within the public ROW on the east side of Trumbull Avenue adjacent to the site and eight (8) more spaces are available adjacent to the site along Devon Avenue.

Special events are set to take place infrequently (approximately 4-6 per year). Events will have approximately 50 attendees, some of whom are expected to carpool. Attendees driving to events will park on-site and in the surrounding on-street parking spaces.

- The access to the main parking lot is from an alley and not a standard roadway.

  Response: Noted.

- **An auto turn analysis needs to be performed for emergency vehicles, the proposed parking lot, the alley entrance and the proposed diagonal parking spaces along Trumbull Avenue and the alley.**

  Response: Please see revised sheet C1.0 of the updated Civil Plans.

- **CBBEL is not recommending approval of the TIS prepared by Kimley Horn dated May 2024. We note the following defects in the document:**

  - **The engineer shall provide a clearer site location map.**

    Response: Noted. The updated report will address this item.

  - **It is noted in the report that Devon Avenue is under the jurisdiction of IDOT. Has the TIS been submitted to IDOT for review/approval? The applicant and the engineer shall provide a copy of all correspondence to/from IDOT.**

    Response: The TIS has not been submitted to IDOT for review/approval at this time. There is no new access proposed along Devon Avenue and the existing driveway along Devon Avenue will be removed.

  - **It is noted that Trumbull Avenue and Kimball Avenue are under the jurisdiction of CDOT, but the Village's zoning map identifies them as being within Lincolnwood. If the latter is correct, then the report shall be revised to reflect this. If the former is correct, has the TIS been submitted to CDOT for review/approval? Likewise, has the parking plan along Trumbull Avenue been submitted to CDOT for review/approval? The applicant and the engineer shall provide a copy of all correspondence to/from CDOT.**

Response: The TIS has been updated to reflect Trumbull Avenue and Kimball Avenue under Village of Lincolnwood jurisdiction.

- **Is the Lincoln Avenue/Devon Avenue intersection part of an existing IDOT signal system? If so, the engineer shall note this in the report and use the existing cycle length(s) for the analysis.**

  Response: We have been told that the Lincoln Avenue/Devon Avenue intersection is not part of any IDOT coordinated traffic signal system.

- **The engineer shall respond if ITE trip generation rates were used to estimate peak hour traffic volumes. The engineer shall revise the calculations to assume all new trips for the analysis with no reductions for estimated drop off or shared trips.**

  Response: ITE trip generation rates were not used to estimate peak hour traffic volumes. This is a unique use that does not align directly with any ITE land use codes. For LUC 550 (University/College), the average rate of trips per student is 0.15 during the morning and evening peak hours. Based on 50 enrolled students (residential and commuter) ITE yields 8 total trips in the morning and evening peak hours.

  Trip generation projections were developed based on HTC's historical population information with respect to the expected number of commuter students, residential students, and faculty/staff accessing the campus. All students are conservatively assumed to be traveling to/from the campus during the morning and evening peak hours, although from a practical perspective, not all students and faculty will be traveling to/from the site at the same time due to programming and class schedules.

- **The conclusions/recommendations note no off-site improvements are required, but the site plan shows new diagonal parking along Trumbull Avenue and parallel parking along Devon Avenue. This needs to be clarified.**

  Response: The parkway improvements on Devon Avenue reflect the Devon Streetscape Improvement plans prepared by CDOT. The diagonal parking along Trumbull Avenue is part of the development plan to accommodate parking for the site and is not a recommended traffic improvement.

- **The engineer shall provide information on the impact to traffic along Trumbull Avenue with respect to the cars parked along its westside and vehicles backing out from the diagonal car park on the east side of the street.**

  Response: There will be 31 feet of street width between the edge of the diagonal parking spaces along Trumbull Avenue and the west curb of the roadway. The proposed angled parking along the east side of Trumbull Avenue will extend 18 feet east into the parkway. Assuming vehicles parallel parked along the west side of Trumbull Avenue occupy 8 feet of street width, vehicles backing out of the diagonal parking on the east side of the street will have the remaining 23 feet of street width to complete their exit maneuvers. This will adequately accommodate vehicle maneuvers into/out of the diagonal parking spaces along the east side of Trumbull Avenue.

  Trumbull Avenue is a low volume, low speed street and these spaces will be low turn-over spaces with students parking for extended periods of time while attending class. The vehicles entering/exiting parking spaces along Trumbull Avenue are expected to have minimal impact on traffic flow, similar to the current conditions along Kimball Avenue to the east.

- **The engineer shall identify the impacts to traffic along Trumbull with respect to cars parked on the west side of Trumbull and vehicles backing out from the diagonal parking spaces.**

  Response: Please see the previous comment and response.

Utilities and Infrastructure

- **Provide information regarding the frequency of garbage service pickups in order to properly maintain a garbage and service area of the proposed size for the proposed development program.**

  Response: The facilities director for HTC anticipates 10-yard dumpster with pick up 2-3 times per week. The intent is for the dumpster(s) to be rolled out next to the alley on track pick up days and for the refuse vehicle to pull up next to the dumpsters(s) in the alley, load, and continue down the alley drive. Please see the refuse vehicle turn exhibit on sheet C1.0 of the updated Civil Plans.

- **Village and Applicant need to discuss the improvement of the rear alley based on the expected increase in use of the alley based on the proposed development. The plans show that only a portion of the alley would be improved by the Applicant. Improvement of the entire alley may be required based on construction impacts and the expected traffic impacts of parking accessed from the alley.**

  Response: Acknowledged. We will continue to work with staff to resolve this item.

- The three existing driveway aprons (Devon Avenue, Trumbull Avenue, and Kimball Avenue) will need to be removed and restored with topsoil and sod.

  Response: Noted. This will be noted on the final engineering plans.

- The Village shall review the condition of the existing curb & gutter and sidewalk along Trumbull Avenue, Devon Avenue, and Kimball Avenue to determine if any need replacement in conjunction with this development.

  Response: Noted. Should existing curbs and/or gutter need to be replaced, the same will be shown on the final engineering plans submitted for staff approval.

- Key Note items 8, 9, 12, 14, and 15 are not found on the plan view of sheet C1.0. if these items are not used, they should be removed from the Notes or called out as (NOT USED).

  Response: Please see revised sheet C1.0 of the updated Civil Plans.

- Neither the Topographic Survey nor the Preliminary Engineering plans identify the locations of the existing water and sanitary sewer services and if they are to be reused. The existing sanitary line exits from the rear of the existing building and flows to the north. The existing water service location is not identified. It appears that both lines will not be reused per information on sheet C3.0. The locations of the existing services will need to be identified and they need to be called out for disconnection at the public mains.

  Response: The Surveyor will verify location of existing utility connections. These services will not be re-used, and new taps have been proposed on the Utility Plan which is shown on revised sheet C3.0 of the updated Civil Plans.

- The site is 28,755 SF (0.660 acres) in area and the entire site will need to be disturbed in order to construct the proposed building and parking lots. The project will need to provide rate control and volume control per the MWRDGC WMO. The site will also need to provide detention per the Village's stricter Ordinance.

  Response: Noted. A preliminary stormwater summary for the rate and volume control is included on sheet C2.0 of the updated Civil Plans. Final stormwater management calculations and details will be provided with the final engineering plans.

- No preliminary stormwater calculations were provided with the submittal except values placed on sheet C2.0. We do not concur with the information in the STORMWATER SUMMARY that states that 0.19 Acres of the site is considered maintenance for the purposes of calculating

detention. None of the existing pavement is being saved and the site is being totally stripped and redeveloped. In keeping with past practice, the entire site will be considered as the development area for Detention purposes.

Response: Noted. The preliminary stormwater summary on sheet C2.0 of the updated Civil Plans has been revised accordingly.

- The footprint of the underground detention vault is approximately 4888 SF with an active depth of 3.83' for an approximate volume 18721 CF or 0.43 Acre-feet. Assuming the impervious area is 0.58 acres results in a retention demand of 0.05 Acre-feet. Subtracting this value from the volume in the underground vault leaves a value of 0.38 Acre-feet for detention. A ratio of 0.38 acre-feet/0.66 acres results in a value of 0.57 acre-feet/acre which seems reasonable for a highly impervious site. In short, it appears that the engineer has provided enough volume on site for both retention and detention, but this will have to be verified by the engineer during the final engineering process.

  Response: Acknowledged. Final stormwater management calculations and details will be provided with the final engineering plans.

- The Village will not permit stormwater storage capacity from the permeable pavers in the alley to be counted toward the requirement for the development.

  Response: Noted. The preliminary stormwater summary on sheet C2.0 of the updated Civil Plans has been revised accordingly.

- The design calls for both the sanitary and storm sewer discharges to be combined on site for a common connection to the existing 6" combined sewer in the alley. The existing combined sewer has a slope of 0.40% which has a theoretical capacity 0.36 CFS and a flow velocity of 1.81 FT/S. We recommend that the pipeline be replaced with an 8" pipe at the same slope which is compliant with MWRDGC standards for self-cleaning. The 82' segment of existing sewer to the east of the connection point can be abandoned in place if the adjoining home to the north is not connected to it.

  Response: The proposed pipeline has been replaced with an 8" pipe as shown on Sheet C3.0 of the revised Civil Plans.

- Two structures are shown on the alley combined sewer that do not appear on the topographic survey. The engineer should clarify the design intent if both structures are to be added to the sewer as part of the project scope.

  Response: The two structures shown on the alley combined sewer are proposed structures to be added to the combined sewer.

- Per Village of Lincolnwood Ordinance Chapter 15, Art. 6, 6.07 Lighting Standards Lighting Details Photometric Plan Sheet E1.0, Note #9 states that final electrical design and pole foundation details are by others. All proposed lighting details must be submitted as a Site

Electrical Plan. This plan shall include the concrete foundation details, wire and conduit sizes and types, trenching details and detail of how the lighting is powered and controlled.

Response: Site Electrical Plan will be provided with the final engineering plans.

- The catalog cut information provided on Sheet E1.1 is generic and not project specific. On the luminaire schedule shown on Sheet E1.0 there are two (2) distinct parking lot lighting units with specific light cutoff requirements and the proposed wall pack units have specific optical requirements as well. Please provide populated project specific catalog cuts for each of the project luminaires.

  Response: Our intent is to provide these items with the final engineering plans.

- The catalog cut for the square straight steel pole is generic and not project specific. To verify the correct mounting height calculated in the Photometric Plan, a project specific catalog cut must be submitted for review.

  Response: Our intent is to provide this item with the final engineering plans.

- Provide drainage calculations for the underground detention. The stormwater detention calculations need to adhere to section 12-6-6-5 of the Village code.

  Response: We will provide final stormwater management calculations and details with the final engineering plans. Our intent is to conform to the requirements of the Village Code.

- Indicate the size of the water service pipe.

  Response: The size of the water service pipe will be coordinated for final engineering with MEP.

- Include the invert elevations of the sanitary service and stormwater pipes.

  Response: Invert elevations with be shown on the final engineering plans.

- The Applicant will be required to resurface Trumbull Avenue and Kimball Avenue from Devon Avenue to the alley due to the construction impacts on the road.

  Response: Please see the revised Site Plan which shows resurfacing of Trumbull Avenue and Kimball Avenue.

- The proposed installation of the catch basin in the Trumbull parkway is prohibited. If the parking stalls are to be exclusive to the site, the site must manage the stormwater for the new impervious area.

  Response: Noted. We will address this item with staff prior to our submission of final engineering plans.

- The plan set needs to include standard details, an erosion control sheet, demolition plan, etc.

  Response: Noted. These will be provided with our final engineering plans.

- Indicate how the proposed storm structures connect to the underground detention system and the combined sewer main.

  Response: Drainage system details will be provided with our final engineering plans.

Emergency Response & General Comments

Response: Individual comments are acknowledged.

We appreciate the Village's review of our plans and its comments and look forward to continuing our work with you on this exciting project. Please feel free to contact us with any questions or concerns.

Very Truly Yours,

MELTZER, PURTILL & STELLE LLC

Brendan G. Penny

cc: Rabbi Shmuel Schuman, Hebrew Theological College/SHWCT
Sid Singer, Hebrew Theological College/SHWCT
Brian Levinson, Hebrew Theological College/SHWCT
Michael Thompson and Jody Buell, Solomon Cordwell Buenz
Hal Francke, Meltzer Purtill & Stelle LLC

ATTACHMENT NO.1
SUMMARY OF REQUESTED VARIATIONS

EXHIBIT A
REQUESTED VARIATIONS

	Requested Variations
ARTICLE 3: GENERAL PROVISIONS AND REGULATIONS	
3.13(13): Fence types and height in business districts. a. : Fences not more than **six feet in height** are allowed in rear yards.	Relief requested : Variation to allow a fence with a height of more than six feet in rear yard
3.13(13): Fence types and height in business districts. e. : On a Corner lot semiprivate fences not more than four feet in height may be erected in a corner side yard or wrought iron fences not more than **six feet in height** but only to a line which is perpendicular to the rear face of the building and shall align with the front facing facade.	Relief requested : Variation to allow a fence with a height of more than six feet when not abutting a property in a residential district.
ARTICLE 4: ZONING DISTRICTS; MAPS	
4.07: Additional use standards for business and office districts: (3)a Building setback buffer : **All structures on a B-2 zoned lot that adjoins a residential district must be set back a distance that is equal to or great than the side or rear yard setback requirement for the adjacent R-zoned lot, but not less than 10 feet.**	Relief requested : Variation to not provide a 30ft setback when abutting a residential property's rear yard.
4.07: Additional use standards for business and office districts: (3)b Landscape buffer : **Landscape buffer along rear property abutting R-zoned property Zoning District.**	Relief requested : Variation to provide masonry screen wall at eastern parking lot only. (i.e. no landscape buffer).
4.07: Additional use standards for business and office districts: (3)c Buffer restrictions: **Parking & loading use not permitted in landscape buffer.**	Relief requested: Variation to permit parking & loading use in landscape buffer.
4.07: Additional use standards for business and office districts: (3)d.iv. Screening: **For buildings on a B-zoned property that include windows located more than 10 feet above grade, the screening must include double rows of plantings, and evergreen or deciduous tree species designed to reach a mature height of not less than 25 feet.**	Relief requested : Variation to no provide landscape screening
4.07: Additional use standards for business and office districts: (5)Outdoor operations. **All business, service and commercial activities must be conducted within completely enclosed buildings** unless otherwise expressly allowed in Section 4.07(7) of this section of the ordinance.	Relief requested : Variation to allow outdoor operations for the proposed courtyard
4.07: Additional use standards for business and office districts: (12)d. : Any form of residential **parking is prohibited in any portion of the corner side yard**.	Relief requested : Variation to allow parking in the corner side yard.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Maximum building height of 38 feet.**	Relief requested : Variation to allow for maximum building height of 47 feet to top of coping, 51 feet to secondary parapet, & 54 feet to mechanical appurtenances.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Minimum front setback of five-foot minimum.**	Relief requested: Variation to allow for minimum required setback at primary entrance only.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Minimum corner side setback of 10-feet.**	Relief requested: Variation to allow for minimum required setback at primary entrance only.

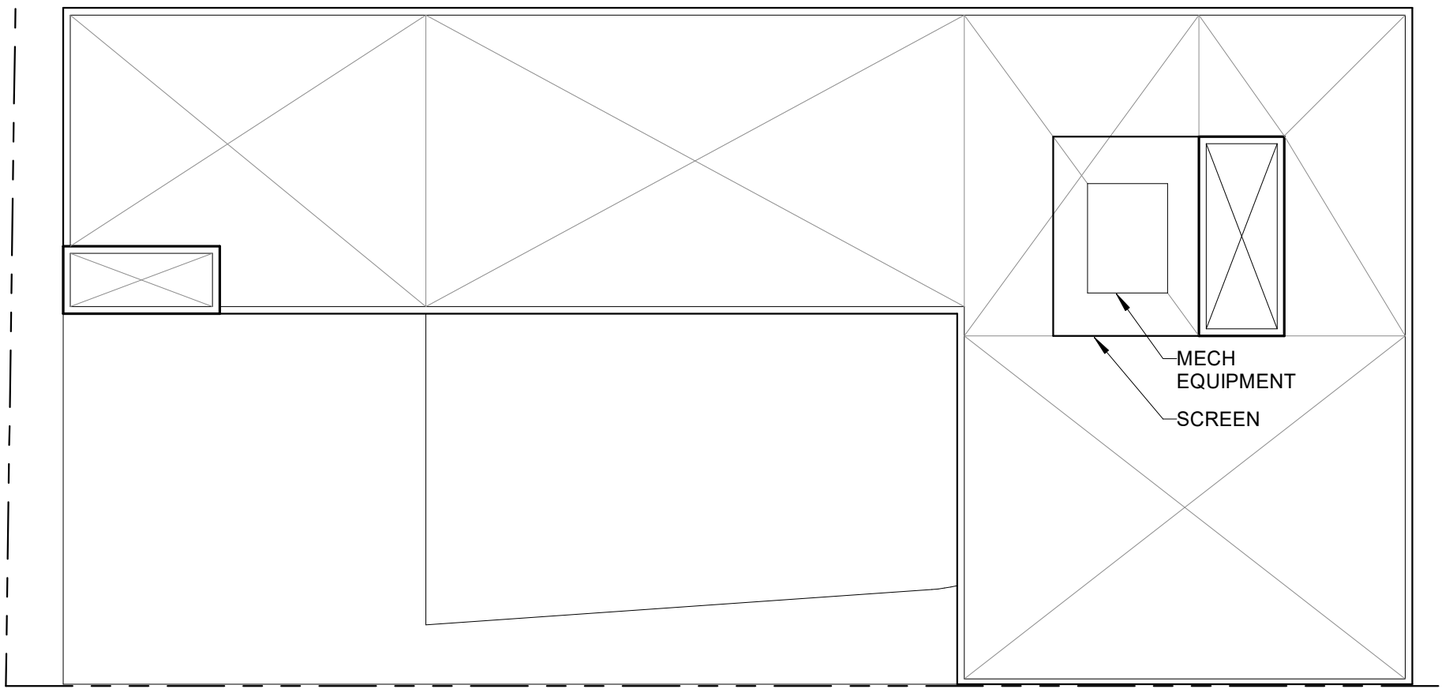
EXHIBIT A
REQUESTED VARIATIONS

	Requested Variations
ARTICLE 6: SITE DEVELOPMENT STANDARDS	
6.03: General development standards (1)c. Sidewalks. Pedestrian sidewalks, **not less than five feet in width**, shall be incorporated into the site plan and are required: 1) along all sides of a lot that abut a public street and 2) along all sides of a building visible from a public right-of-way or accessible from an off-street parking area.	Relief requested: Variation to omit the 5 foot wide sidewalk along the building along the row of parking to the rear of the building.
6.14: Minimum landscape requirements for off-street parking lots: (1) Perimeter screening required: **Minimum landscape buffer of five feet with a 30 inch minimum and 36 inch maximum high masonry wall .**	Relief requested: Variation to allow for construction 48 inch high metal screen wall on top of 36 inch masonry wall, creating a wall of 84 inch high wall without five foot landscape buffer.
6.14: Minimum landscape requirements for off-street parking lots: (2) a. **A planting island equal in area to a parking space shall be located at each end of a parking row** and after each 20 parking spaces within a parking row.	Relief requested : Variation to reduce the required width of landscape islands at each end of parking aisles.
6.15: Minimum landscape requirements for foundation plantings: (1): **Minimum setback and landscape area of six feet in width shall be located immediately along the front and sides of all building.**	Relief requested: Variation to eliminate the requirement for a landscape buffer setback on front and sides.
6.15: Minimum landscape requirements for foundation plantings: (2): Except for building entryway areas and sidewalks as may be permitted, **the surface of the required foundation landscape area shall be free of paving or other impervious surfaces and shall be landscaped.**	Relief requested : Variation to allow for the encroachment of parking spaces into the required foundation landscape area along the rear of the building
6.16: Landscape buffer and screening requirements between zoning districts (1) a-f: **Eight foot wide fully planted landscape buffer required, or continuously screened by masonry wall required, impervious materials prohibited, setback not to be used for parking or loading.**	Relief requested: Variation to eliminate requirement to provide a landscape buffer and continuous screen, to allow for use of impervious materials between zoning districts, and to allow setback area to be used for parking and loading.
ARTICLE 7: OFF-STREET PARKING AND LOADING	
7.10: Off-street parking schedule, College or University (with dormitories as an accessory use): (1) 1 space per five students, (2) 2 spaces per 3 employees and (3) 1 loading space;	Relief requested: Variation to reduce required parking to 28 off-street parking spaces and 1 loading space.
7.08: Off-street loading facilities (2) Area. An off-street loading space shall not be less than 10 feet in width and 55 feet in length, exclusive of aisle and maneuvering space; except, when a loading space having a length greater than 55 feet, exclusive of aisle and maneuvering space is required herein, it shall be not less than 12 feet in width. Enclosed off-street loading spaces shall have a vertical clearance of at least 14 feet.	Relief requested: Variation to provide a loading space with a depth of less than 55 feet

ATTACHMENT NO. 2
ROOF LEVEL FLOOR PLAN

1
A3.02

2
A3.01



2
A3.02

1
A3.01

SCB
Architecture, Planning,
Interior and Urban Design

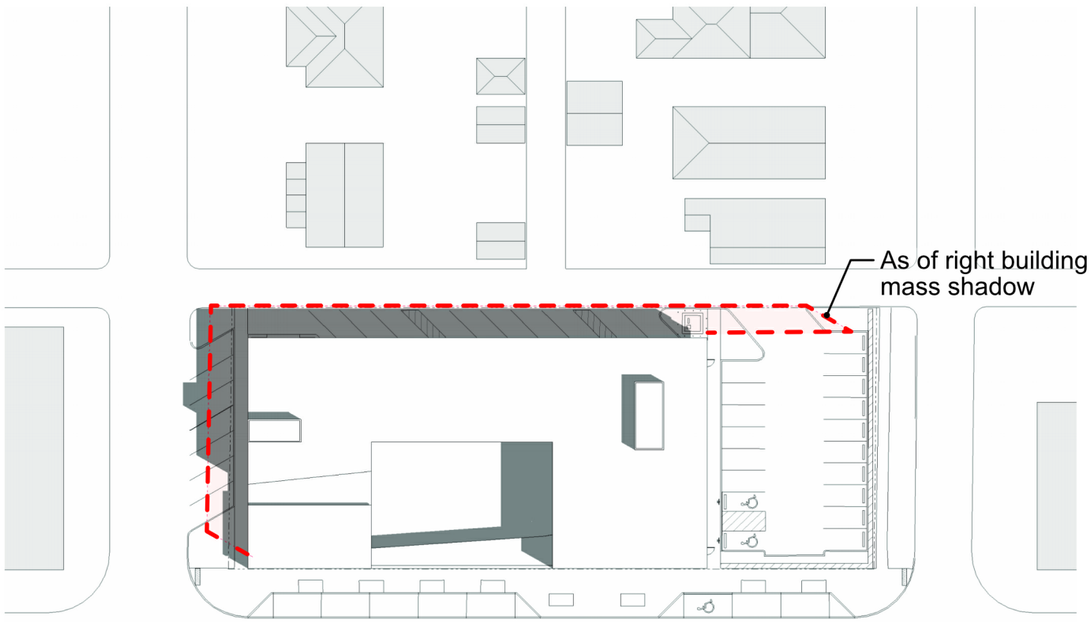
ROOF LEVEL FLOOR PLAN
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712
©2024 SCB

SCALE: 3/64" = 1'-0"
06/06/2024

0 32 64

A2.04

ATTACHMENT NO. 3
SHADOW STUDY



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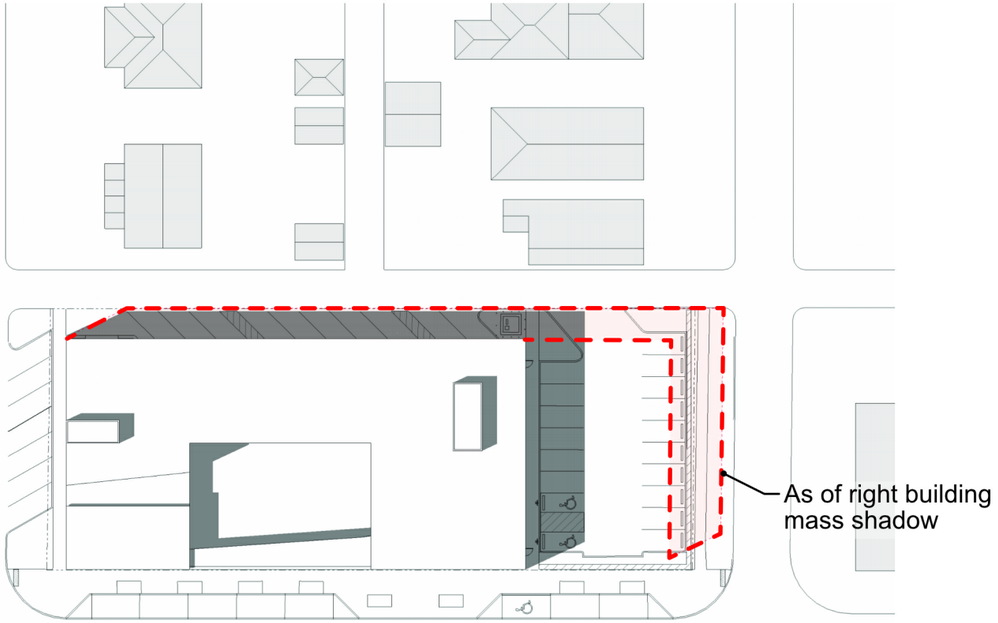

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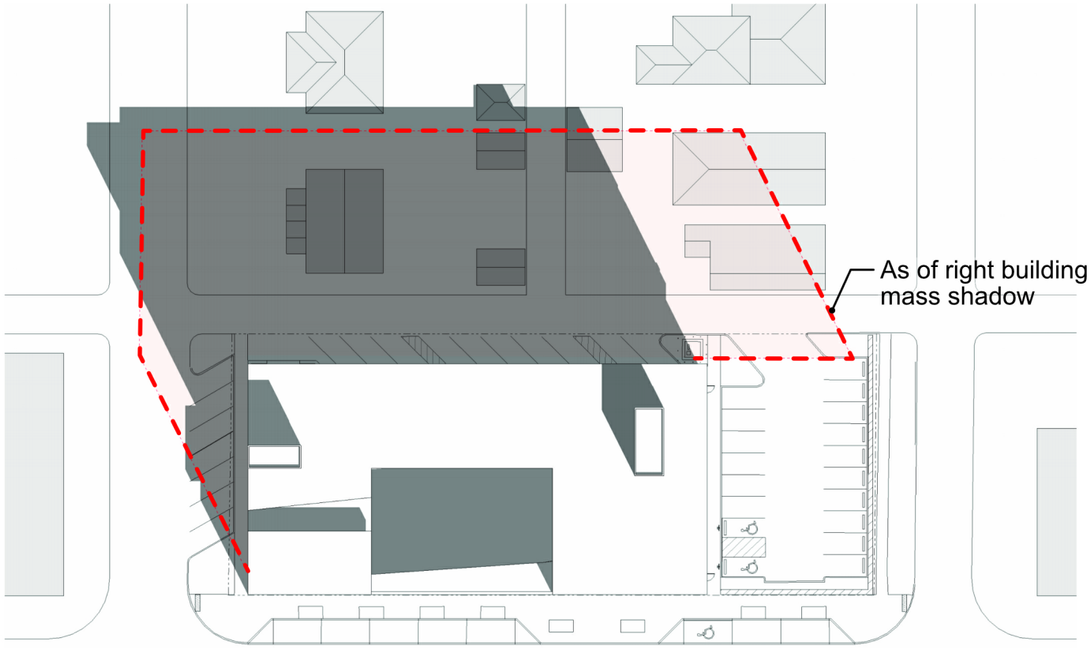

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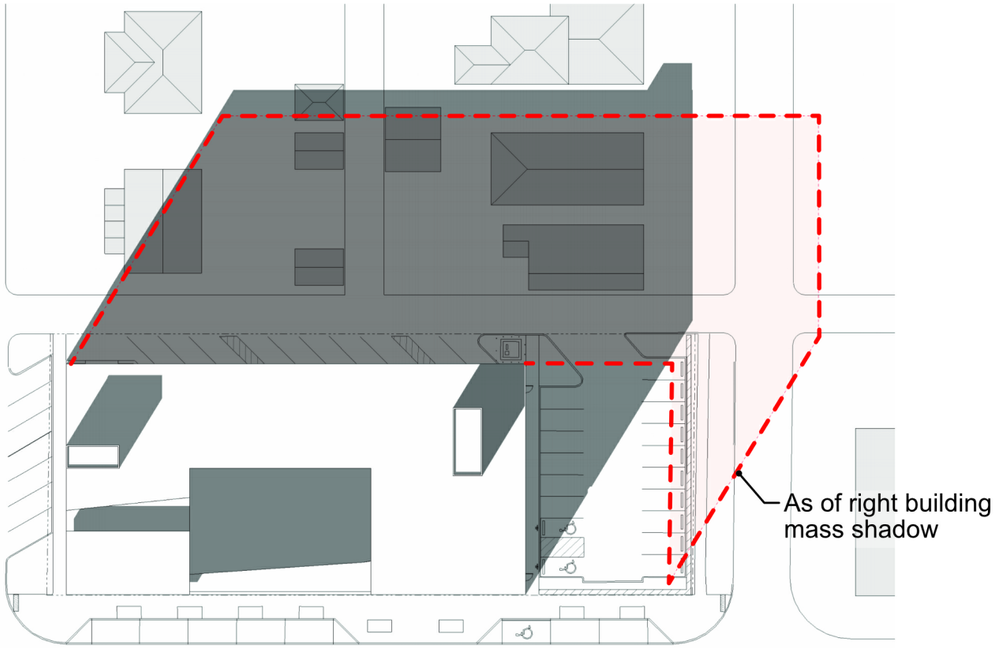

Winter Solstice : 2PM

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SHADOW STUDY
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712

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06/06/2024

A0.10

ATTACHMENT NO. 4
UPDATED CIVIL PLAN SET

PRELIMINARY ENGINEERING PLANS

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO

NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

Call Before You Dig
JULIE
1-800-892-0123

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT
VILLAGE OF LINCOLNWOOD
PUBLIC WORKS
7001 N LAWNDALE AVENUE
LINCOLNWOOD, IL 60712
TEL: (847) 675-08888

PLANNING & ECONOMIC DEPARTMENT
VILLAGE OF LINCOLNWOOD
6900 N LINCOLN AVENUE
LINCOLNWOOD, IL 60712
TEL: (847) 745-4796
CONTACT: DOUG HAMMEL

SANITARY SEWER SERVICE
METROPOLITAN WATER RECLAMATION
DISTRICT OF GREATER CHICAGO (MWRD)
100 E ERIE STREET
CHICAGO, IL 60611
TEL: (312) 751-4449

STORM SEWER SERVICE
METROPOLITAN WATER RECLAMATION
DISTRICT OF GREATER CHICAGO (MWRD)
100 E ERIE STREET
CHICAGO, IL 60611
TEL: (312) 751-4449

WATER SERVICE
VILLAGE OF LINCOLNWOOD
PUBLIC WORKS
7001 N LAWNDALE AVENUE
LINCOLNWOOD, IL 60712
TEL: (847) 675-08888

ROADWAY AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION (CDOT)
121 N LASALLE STREET
CHICAGO, IL 60602
TEL: (312) 744-5000

POWER COMPANY
COMMONWEALTH EDISON
TEL: (630) 890-0883

NATURAL GAS COMPANY
NICOR GAS COMPANY
TEL: (224) 239-3341
CONTACT: ZACK JARLING

TELEPHONE
AT&T
TEL: (630) 779-5160

PROJECT TEAM

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HEBREW THEOLOGICAL COLLEGE
7135 CARPENTER ROAD
SKOKIE, IL 60077
TEL: (847) 982-2500
CONTACT: SID SINGER, M.A.

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111 W JACKSON BLVD, SUITE 1320
CHICAGO, IL 60604
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ENVIRONMENTAL ENGINEER
ADVANCED ENVIRONMENTAL CORPORATION
P.O. BOX 8292
BARTLETT, IL 60103
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CONTACT: RAYMOND H. DEYNE

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320
CHICAGO, IL 60604
TEL: (630) 216-4972
EMAIL: ALEXA.FALBO@KIMLEY-HORN.COM
CONTACT: ALEXA FALBO, P.E.

LANDSCAPE ARCHITECT
DANIEL WEINBACH & PARTNERS, LTD.
1142 W MADISON ST, SUITE 206
CHICAGO, IL 60607
TEL: (312) 427-2888
CONTACT: WENDY SCHULENBERG

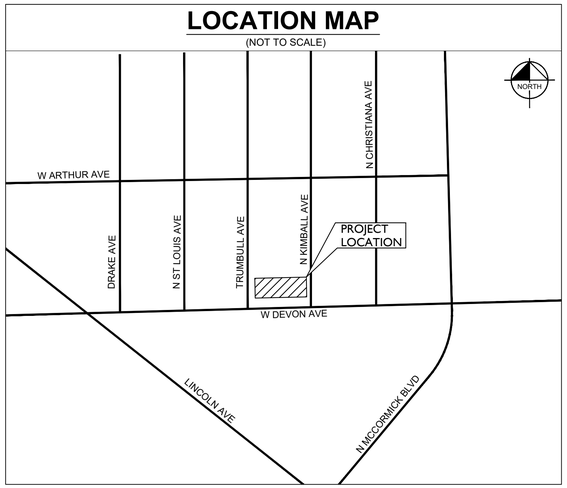
SURVEYOR
PROFESSIONALS ASSOCIATED
7100 N TRIPP AVE.
LINCOLNWOOD, IL 60712
TEL: (847) 675-3000
CONTACT: PAUL JANOS, P.L.S.

LEGAL DESCRIPTION

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST 1/2 OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOCATION MAP

(NOT TO SCALE)



Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER SHEET
V0.0	BOUNDARY & TOPOGRAPHIC SURVEY
C1.0	SITE PLAN
C2.0	GRADING & DRAINAGE PLAN
C3.0	UTILITY PLAN
E1.0	PHOTOMETRIC PLAN
E1.1	PHOTOMETRIC DETAILS

BENCHMARKS

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER

REFERENCE STATION NETWORK: KARA COMPANY
(MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINOUSLY OPERATING REFERENCE STATION)

DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ALEXANDRA FALBO, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF SOLOMON CORDWELL BUENZ BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 9TH DAY OF MAY, A.D., 2024.

Alexandra Falbo

IL LICENSED PROFESSIONAL ENGINEER 062-073907
MY LICENSE EXPIRES ON NOVEMBER 30, 2025
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

LICENSED PROFESSIONAL ENGINEER
ALEXANDRA FALBO
062.073907
OF ILLINOIS

No.	REVISIONS	DATE	BY

Kimley»Horn

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111 WEST JACKSON BOULEVARD, STE 1320
CHICAGO, IL 60604
PHONE: 312-924-9445
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

COVER SHEET

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C0.0

Drawing name: K:\CHI_LDE\V\168200005_SWCT_Lincolnwood_JLV Design\CAD\PlanSheets\Preliminary Engineering\C0.0 COVER SHEET.dwg C0.0 Jun 06, 2024 - 3:48pm by: lauren.deangelis
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

PROFESSIONALS ASSOCIATED
PHONE: (847) 675-3000
FAX: (847) 675-2167
E-MAIL: pa@professionalsassociated.com
www.professionalsassociated.com

NORTH

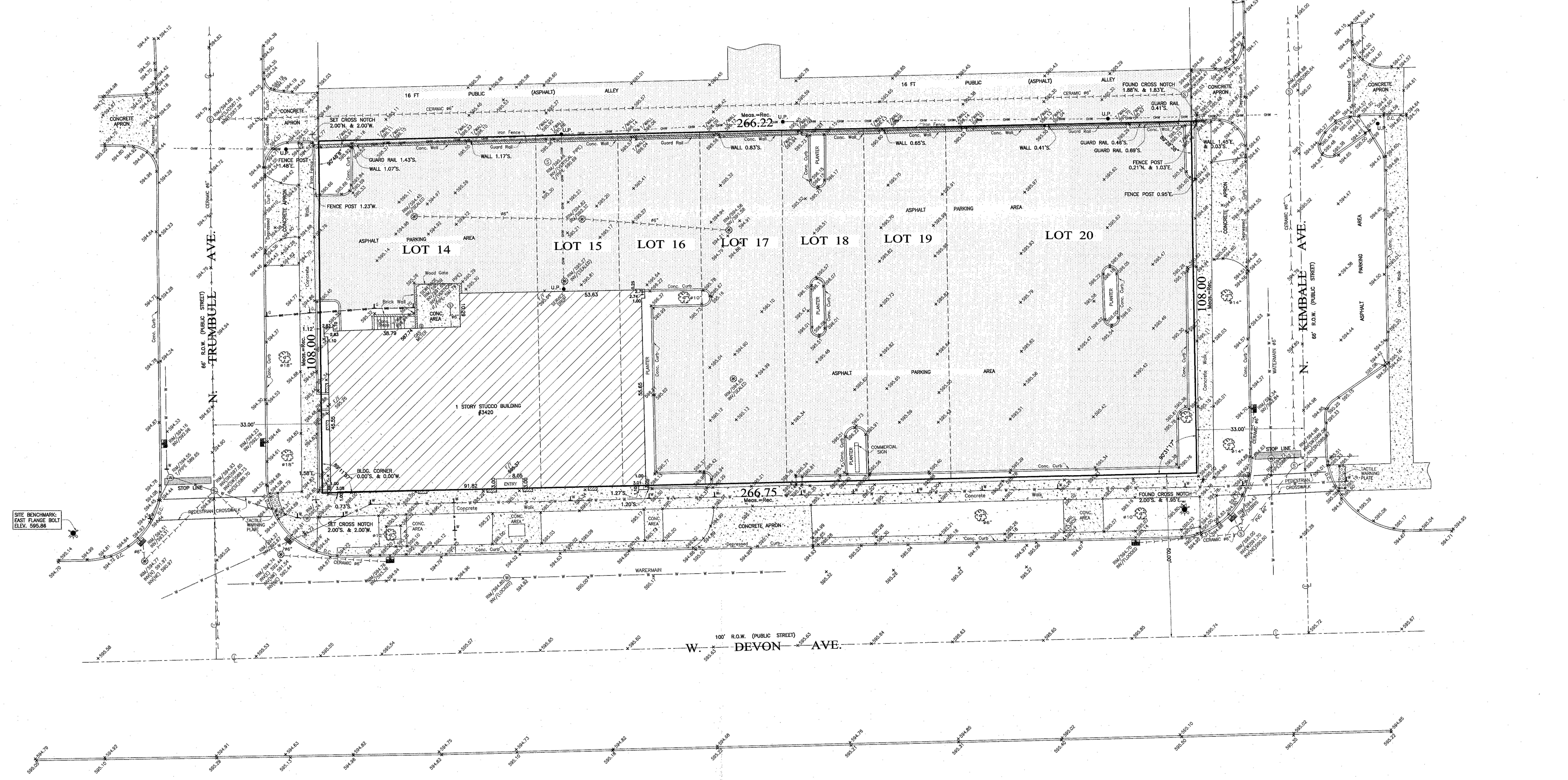
PROFESSIONALS ASSOCIATED - MM SURVEY CO.
BOUNDARY * ALTA * TOPOGRAPHIC * CONDOMINIUM SURVEYS
7100 NORTH TRIPP AVENUE, LINCOLNWOOD, ILLINOIS
PROFESSIONAL DESIGN FIRM NO. 184-003023

MM SURVEY
PHONE: (773) 282-5900
FAX: (773) 282-9424
E-MAIL: info@MMSurveyingChicago.com
www.mmsurveyingchicago.com

BOUNDARY & TOPOGRAPHIC SURVEY
OF

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST ½ OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOTAL LAND AREA = 28,778 sq.ft. (0.66 acres)
COMMONLY KNOWN AS: 3420 W. DEVON AVE., CHICAGO, IL 60712



LEGEND:

SANITARY LINE	SEWER MANHOLE
STORM LINE	CATCH BASIN
WATER LINE	WATER MANHOLE
GAS LINE	CHICAGO WATER WORKS
	COMM. MANHOLE
CONCRETE PAVEMENT	GAS MANHOLE
B-B – BACK OF CURB	ELECTRIC MANHOLE
R.O.W. – RIGHT OF WAY	INLET
ELECTRIC PAINT MARK	FIRE HYDRANT
WATER PAINT MARK	
GAS PAINT MARK	GAS VALVE
COMM. PAINT MARK	WATER VALVE
F/F – FINISHED FLOOR ELEV.	DECIDUOUS TREE w/DIA.
D.C. – DEPRESSED CURB	
M.G. – METAL GUARD	POWER POLE W/WIRES
U.P. – UTILITY POLE	OVERHEAD WIRES

THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE ORDER, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS, OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

Order No. 108416
Scale: 1 inch = 16 feet.
Date of Field Work: MARCH 28, 2024
Ordered by: HEBREW THEOLOGICAL COLLEGE

BENCHMARK REFERENCE:

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER
REFERENCE STATION NETWORK: KARA COMPANY (MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINUOUSLY OPERATING REFERENCE STATION)
DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

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

THIS SURVEY HAS BEEN ORDERED FOR SURFACE DIMENSIONS ONLY, NOT FOR ELEVATIONS.
THIS IS NOT AN ALTA SURVEY.

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE.

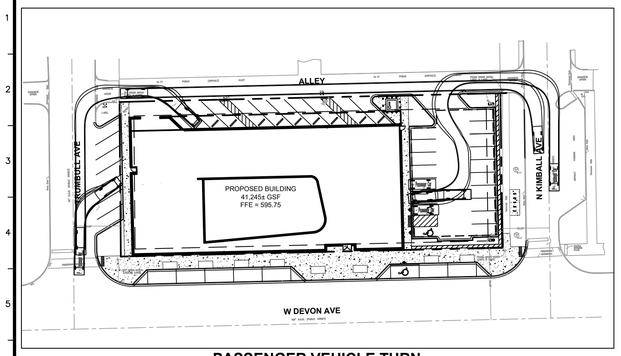
State of Illinois
County of Cook s.s.

We, PROFESSIONALS ASSOCIATED - MM SURVEY CO, do hereby certify that we have surveyed the above described property and that, to the best of our knowledge, the plat hereon drawn is an accurate representation of said survey.

Date: APRIL 10, 2024

Paul Jaros
IL. PROF. LAND SURVEYOR - LIC. NO. 035-3937 - LICENSE EXP. DATE NOV. 30, 2024
DRAWN BY: A.B.

V0.0

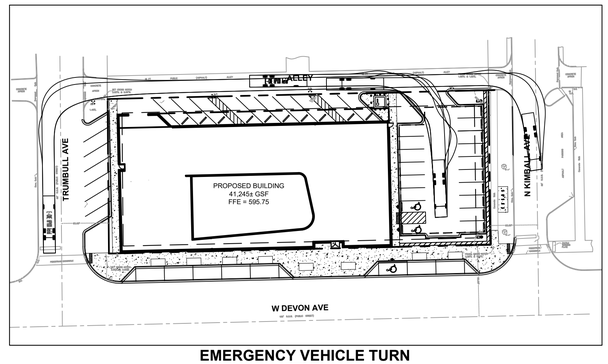


PASSENGER VEHICLE TURN

SCALE: 1" = 50'

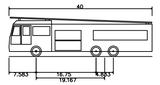
P – Passenger Car

Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°



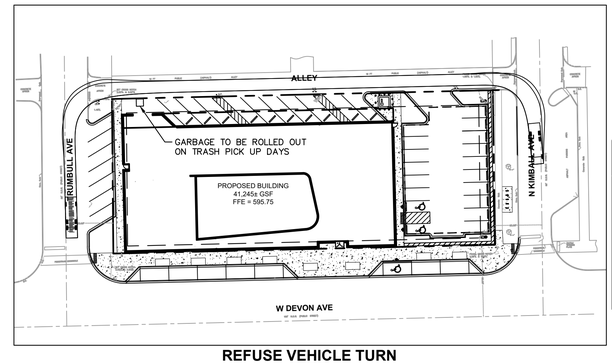
EMERGENCY VEHICLE TURN

SCALE: 1" = 50'



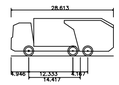
E-ONE HP100 Aerial

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



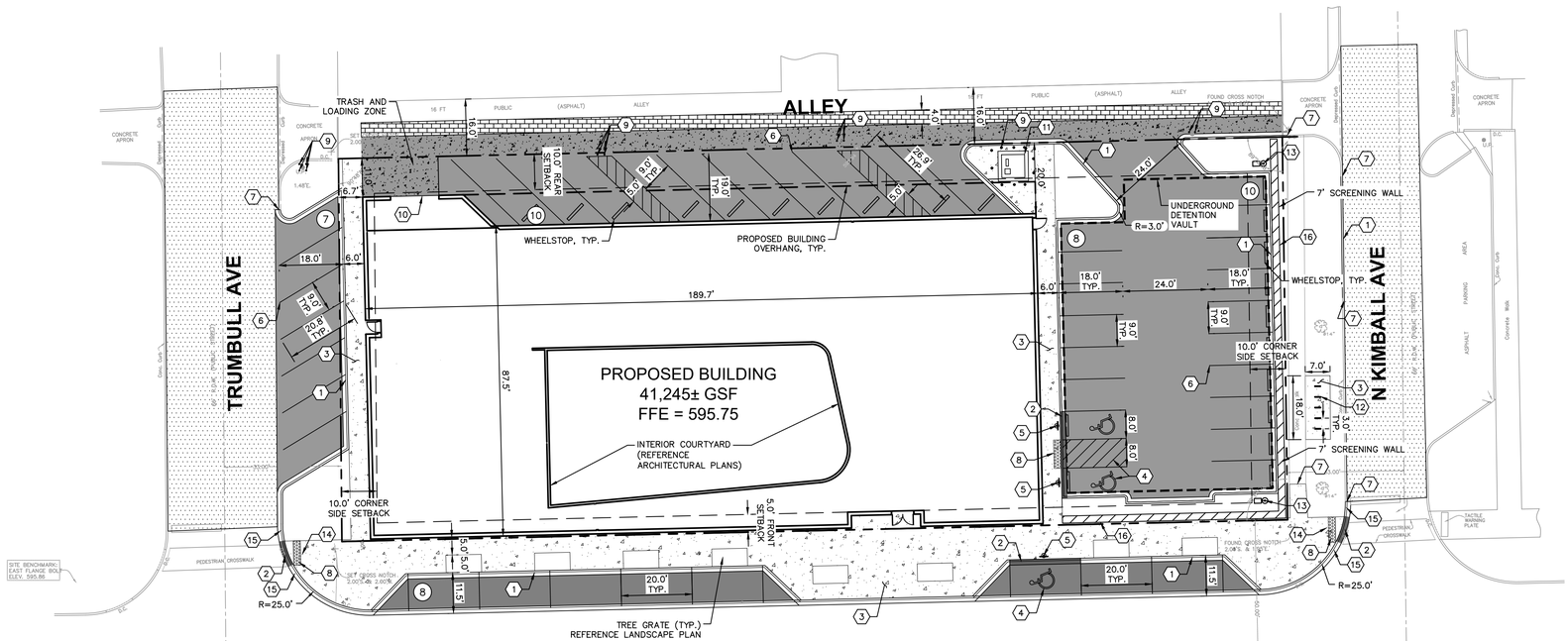
REFUSE VEHICLE TURN

SCALE: 1" = 50'



Mack TerraPro Cabover 6x4 MRU613 + Wayne Curbtender 31cu yd

Overall Length	28.613ft
Overall Width	8.000ft
Overall Body Height	10.481ft
Min Body Ground Clearance	1.311ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	33.500ft



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GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3–FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON–SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

TOTAL PARKING SPACES REQUIRED*	= 37 SPACES
RESIDENTS (1 SPACE/4 RESIDENTS) (15 RESIDENTS)	= 4 SPACES
FULL–TIME RESIDENT EMPLOYEE (1 SPACE/FULL TIME)	= 2 SPACES
STUDENTS (1 SPACE/5 STUDENTS) (60 COMMUTER STUDENTS)	= 12 SPACES
EMPLOYEES (2 SPACES/3 EMPLOYEES) (28 COMMUTER EMP.)	= 19 SPACES
TOTAL ON–SITE PARKING SPACES PROVIDED	= 28 SPACES
ON–SITE PARKING SPACES PROVIDED	= 18 SPACES
ON–SITE ALLEY PARKING SPACES PROVIDED	= 10 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TOTAL OFF–SITE STREET PARKING	= 15 SPACES
W DEVON AVE STANDARD PARKING SPACES	= 7 SPACES
W DEVON AVE ADA PARKING SPACES	= 1 SPACE
TRUMBULL AVE PARKING SPACES	= 7 SPACES

*PARKING REQUIREMENTS BASED ON CURRENT ENROLLMENT

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- PERMEABLE PAVERS — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- ASPHALT MILL & OVERLAY — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7–8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. 2' WIDE TACTILE WARNING STRIP
9. BOLLARD, TYP. (SEE DETAILS)
10. TRASH COMPACTOR AND ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
11. TRANSFORMER PAD (FOR REFERENCE ONLY)
12. BIKE RACK (SEE LANDSCAPE PLAN FOR DETAILS)
13. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
14. ACCESSIBLE RAMP (SEE DETAILS)
15. 3' TRANSITION CURB
16. 7' SCREENING WALL (3' MASONRY WALL + 4' PERFORATED METAL SCREENING FENCE, SEE LANDSCAPE PLAN FOR DETAILS)

SITE DATA TABLE

SITE ADDRESS: 3420 W DEVON AVE, LINCOLNWOOD, IL 60712			
JURISDICTION: VILLAGE OF LINCOLNWOOD			
PARCEL AREA: 0.66 ACRES			
DISTURBANCE AREA: 0.72 ACRES			
ZONING: B2 – GENERAL BUSINESS			
EXISTING USE: RESTAURANT			
PROPOSED SPECIAL USE: COLLEGE WITH DORMITORIES			
PROPOSED PERVIOUS AREA:		3,659± SF (12.7%)	
PROPOSED IMPERVIOUS AREA:		25,134± SF (87.3%)	
TOTAL BUILDING GSF AREA:		41,245± SF	
ZONING REQUIREMENTS	EXISTING:	PROPOSED:	REQUIREMENT:
OPEN GREEN SPACE %	4.4%	12.7%	N/A
BUILDING COVERAGE %	18.7%	58.4%	N/A
MINIMUM FRONT YARD SETBACK:	0'	0.5'	5' MIN
MINIMUM FRONT/SIDE PARKING SETBACK:	1.6'	0'	0' MIN
MINIMUM CORNER SIDE BUILDING SETBACK:	1.1'	6.7'	10' MIN
MINIMUM REAR YARD SETBACK:	47.7'	21.4'	10' MIN
MAXIMUM HEIGHT OF BUILDING:	1–STORY	47'	38' MAX

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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SITE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C1.0

Drawing name: K:\CHI_LIDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C1.0 SITE PLAN.dwg C1.0 Jun 06, 2024 3:49pm by: lauren.deangelis
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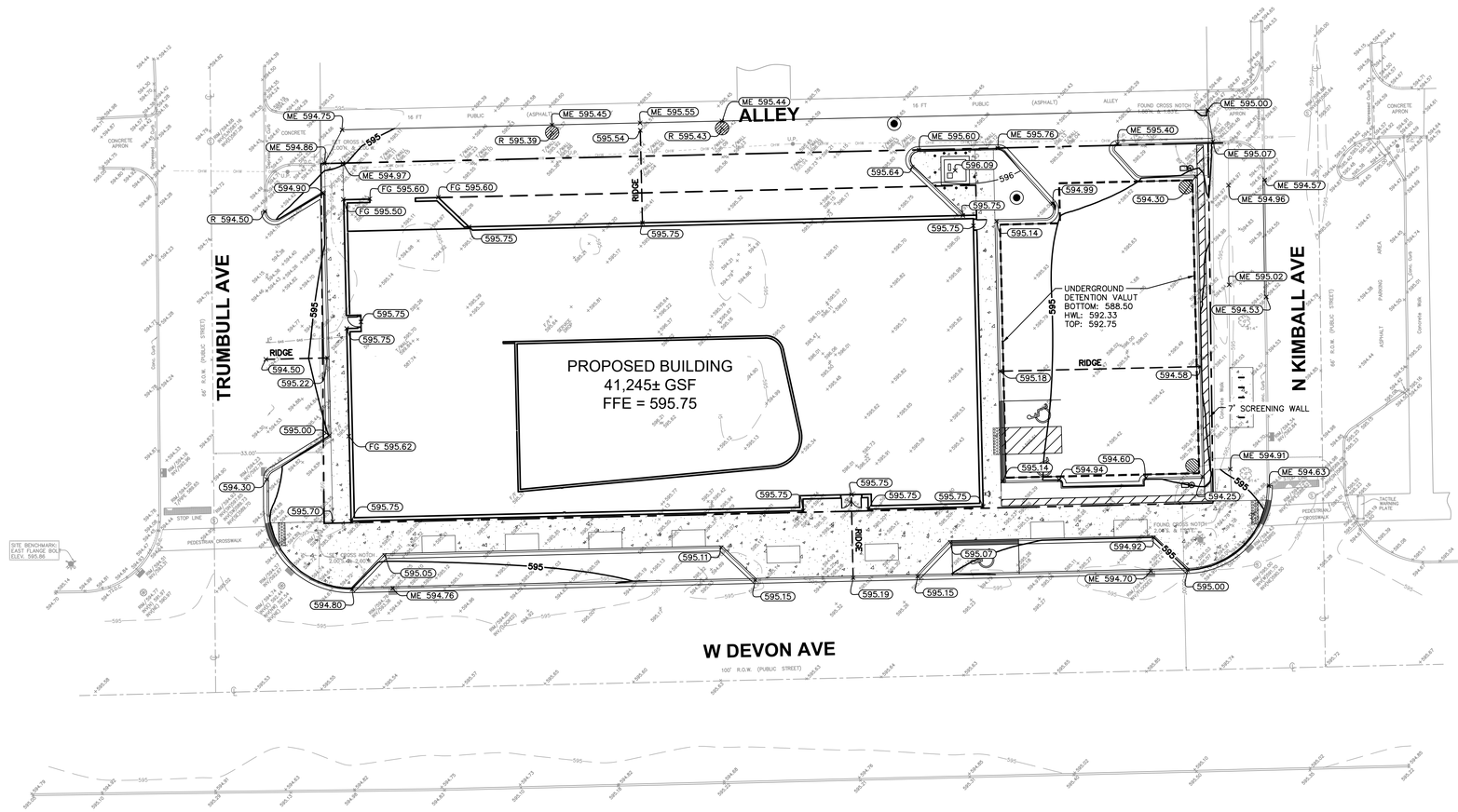

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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
R = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS

XXX — PROPOSED CONTOUR
XXX — EXISTING CONTOUR
RIDGE — RIDGE LINE
X.XX% — SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
AR — ACCESSIBLE ROUTE

STORMWATER SUMMARY

TOTAL SITE AREA	= 0.66 AC
TOTAL PROPOSED IMPERVIOUS AREA (DEVELOPMENT)	= 0.58 AC
TOTAL PROPOSED PERVIOUS AREA	= 0.08 AC

DETENTION

THIS PROJECT IS SUBJECT TO THE VILLAGE OF LINCOLNWOOD STORMWATER ORDINANCE. PER SECTION 12-6-6-5, STORMWATER DETENTION MUST BE SIZED IN ACCORDANCE WITH MWRD REQUIREMENTS, USING THE PARAMETERS NOTED IN VILLAGE OR LINCOLNWOOD STORMWATER ORDINANCE SECTION 12-6-6-5. THE PARAMETERS ARE AS FOLLOWS:

2-YEAR STORM REQUIRED (0.04 CFS/ACRE)	= 0.03 CFS
2-YEAR STORM PROVIDED	= 0.00 CFS
100-YEAR STORM REQUIRED (0.15 CFS/ACRE)	= 0.10 CFS
100-YEAR STORM PROVIDED	= 0.09 CFS

VOLUME CONTROL

THIS PROJECT IS SUBJECT TO THE MWRD WATERSHED MANAGEMENT ORDINANCE (WMO). PER SECTION 503, VOLUME CONTROL PRACTICES ARE REQUIRED TO CAPTURE THE VOLUME CONTROL STORAGE, WHICH IS EQUAL TO THE FIRST INCH OF RUNOFF FROM THE IMPERVIOUS AREA.

TOTAL VOLUME CONTROL REQUIRED	= 0.048 AC-FT
TOTAL VOLUME CONTROL PROVIDED	= 0.217 AC-FT
GREEN ROOF VOLUME PROVIDED	= 0.008 AC-FT
UNDERGROUND DETENTION VOLUME PROVIDED	= 0.209 AC-FT

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CHECKED BY: ANF

GRADING & DRAINAGE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
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Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C4.0 GRADING PLAN.dwg C2.0 Jun 06, 2024 3:49pm by lauren.deangelis
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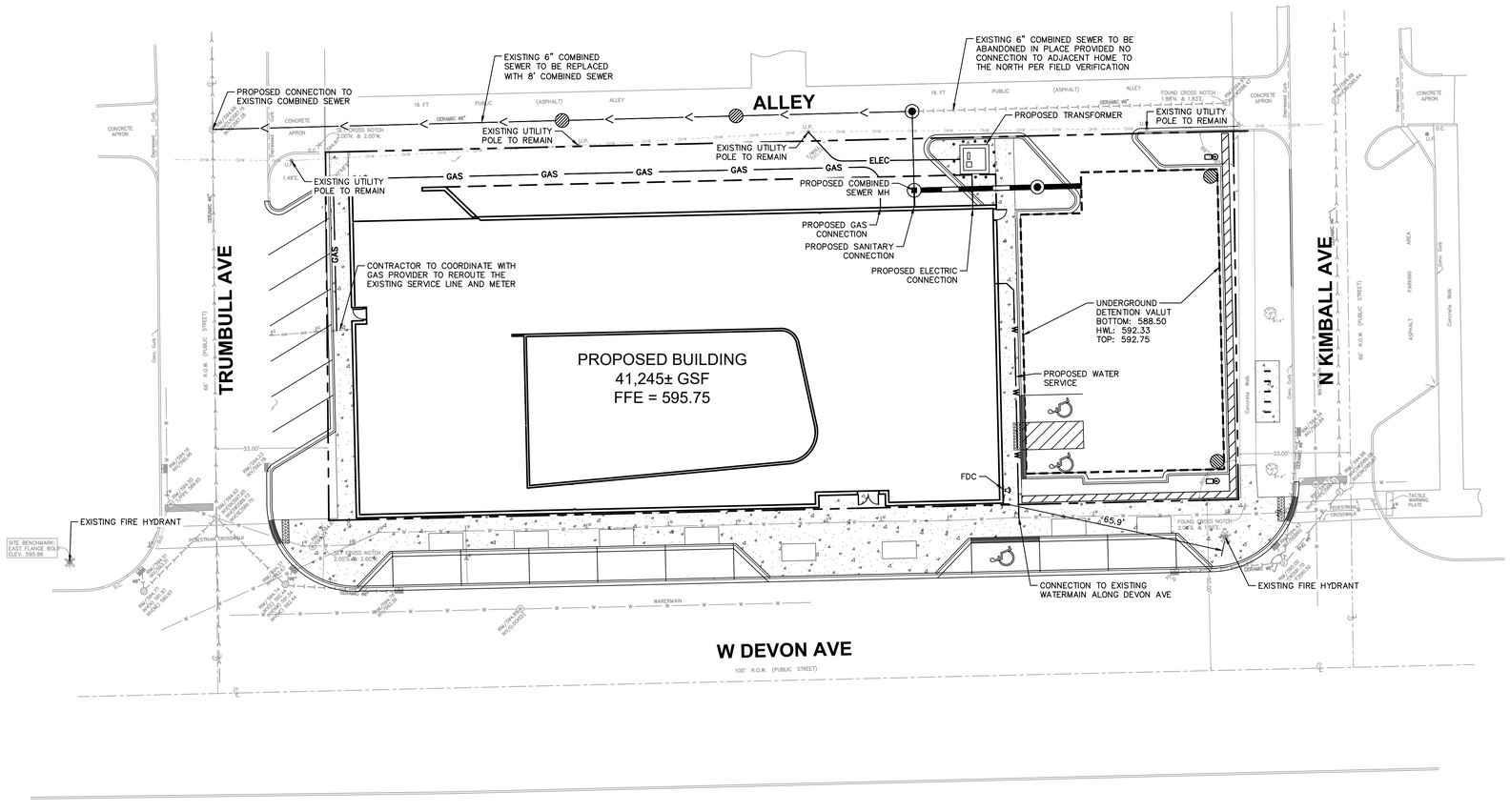

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UTILITY NOTES

1. ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SEWER MANHOLE
- EX. STORM DRAIN LINE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. UTILITY POLE
- EX. OVERHEAD WIRES
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1713) (GRASS USE NEENAH R-1786)
- PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3281-A)
- PROPOSED COMBINED SEWER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)

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UTILITY PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
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Drawing name: K:\CHI_LDEV\168200005_SHWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C3.0 UTILITY PLAN.dwg C3.0 Jun 06, 2024 - 3:49pm by: lauren.deangelis
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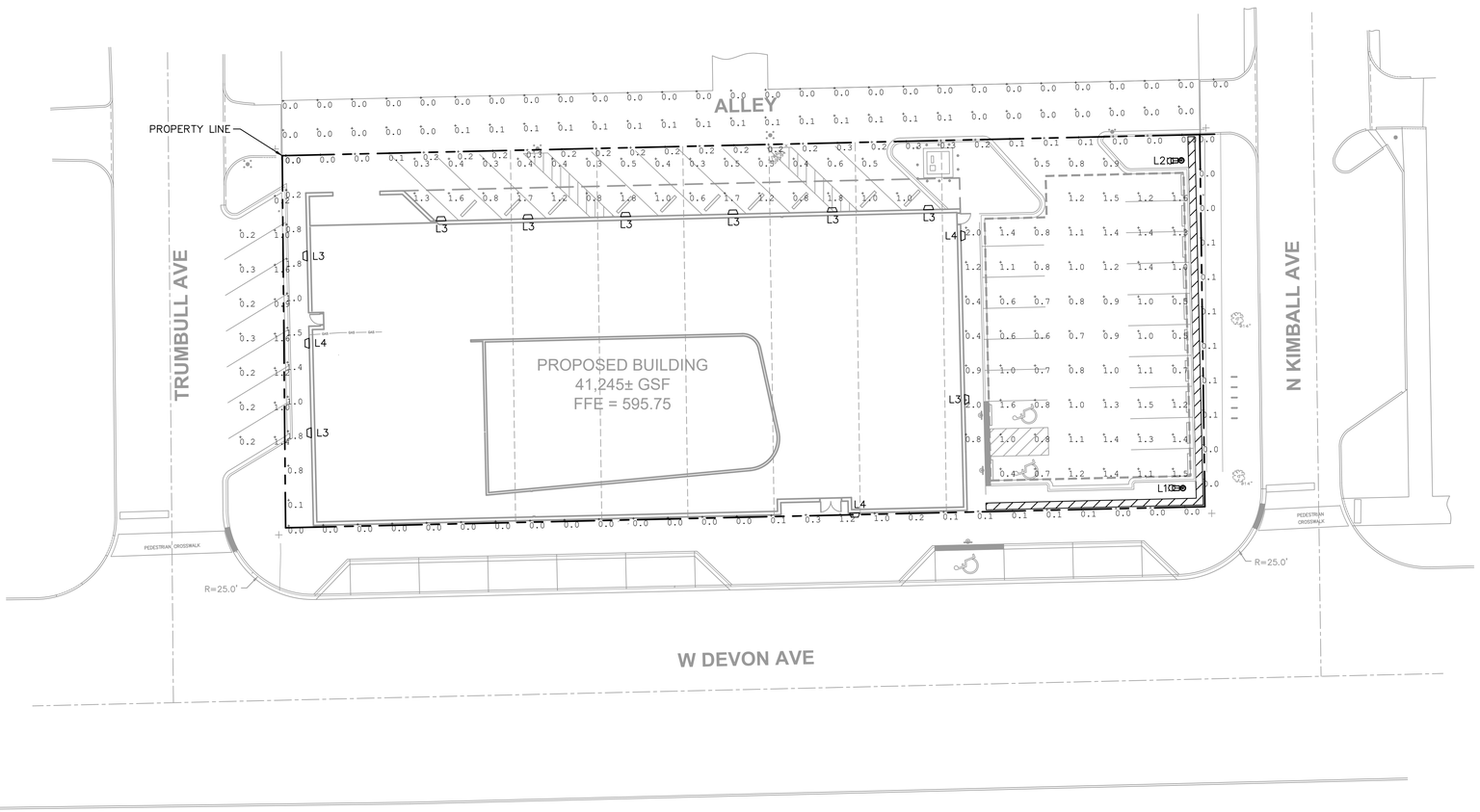

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PHOTOMETRICS NOTES

1. ILLUMINANCE VALUES LISTED IN THE TABLES ARE IN FOOTCANDLES (1FC = 10.7639 LUX).
2. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURERS THROUGH IES FILES.
3. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS PLAN WILL DISCOUNT THE VALIDITY OF THE CALCULATIONS.
4. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL EXISTING AND PROPOSED OFF SITE STREET LIGHTING AND LANDSCAPE LIGHTING.
5. PHOTOMETRICS ARE CALCULATED BASED ON 3000K COLOR OUTPUT. CONTRACTOR SHALL CONFIRM EXACT OUTPUT COLOR WITH OWNER PRIOR TO PURCHASING.
6. CONTRACTOR TO FIELD COORDINATE EXACT LOCATIONS OF POLES WITH UNDERGROUND UTILITY AND OTHER OBSTRUCTIONS.
7. CONTRACTOR SHALL CONFIRM POLE AND FIXTURE FINISHES WITH OWNER PRIOR TO PURCHASE. ALL PROPOSED LUMINAIRE STYLES AND COLORS SHALL BE SUBMITTED AND APPROVED BY OWNER.
8. ALL LUMINAIRE SYMBOLS ARE DIAGRAMMATIC ONLY. EXACT LOCATION AND SETBACKS SHALL BE FIELD COORDINATED.
9. FINAL ELECTRICAL DESIGN AND POLE FOUNDATION DETAILS ON ELECTRICAL PLANS, BY OTHERS. ALL LUMINAIRE ACCESSORIES AND CONTROL PROVISIONS SHALL BE COORDINATED WITH ELECTRICAL PLANS AND SHALL BE ORDERED WITH LUMINAIRES.
10. LIGHTING DESIGN BASED ON THE VILLAGE OF LINCOLNWOOD, IL, OUTDOOR LIGHTING STANDARDS (SEC. 6.07).

PHOTOMETRICS LEGEND

	SINGLE LUMINAIRE MOUNTED AT 22' AFG INCLUDING CONVENTIONAL POLE AND FOUNDATION. SEE LIGHT FIXTURE SCHEDULE FOR DETAILS.
	WALL MOUNTED LUMINAIRE AT 12.5' AFG. SEE LIGHT FIXTURE SCHEDULE FOR DETAILS.
+X.X	CALCULATION POINT

TARGET ILLUMINANCE VALUES

CALC TYPE	CALC REQUIREMENT	AVG	MAX	MIN	MAX/MIN	MAX/AVG
INSTITUTIONAL PARKING LOT	LINCOLNWOOD	–	2.1	0.2	10.5	3.0
PROPERTY LINE	LINCOLNWOOD	–	0.5	–	–	–

TARGET ILLUMINANCE LEVELS BASED ON THE VILLAGE OF LINCOLNWOOD, IL, OUTDOOR LIGHTING STANDARDS (SEC. 6.07).

ILLUMINANCE SUMMARY

CALC TYPE	AVG	MAX	MIN	MAX/MIN	MAX/AVG
INSTITUTIONAL PARKING LOT	0.97	2.0	0.3	6.67	2.06
NORTH PROPERTY LINE	0.16	0.3	0.0	–	1.88
EAST PROPERTY LINE	0.05	0.1	0.0	–	2.0
SOUTH PROPERTY LINE	0.12	1.2	0.0	–	10.00
WEST PROPERTY LINE	0.95	1.8	0.0	–	1.89

LUMINAIRE SCHEDULE

SYMBOL	TAG	DESCRIPTION	MODEL	MFR.	MOUNTING	LAMP	LUM. PER FIXTURE	WATTS PER FIXTURE	COLOR TEMPERATURE	NOTES
	L1	POLE MOUNTED LED AREA LUMINAIRE WITH LEFT CORNER CUTOFF	DSX0 LED P1 30K 70 CRI LCCO MVOLT EGSR	LITHONIA	POLE	LED	3374	33W	3000K	MOUNT ON 20' POLE ATOP 2' CONCRETE BASE. POLE: LITHONIA # SSS-20-5G-DM19AS. COORDINATE FIXTURE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L2	POLE MOUNTED LED AREA LUMINAIRE WITH RIGHT CORNER CUTOFF	DSX0 LED P1 30K 70 CRI RCCO MVOLT EGSR	LITHONIA	POLE	LED	3374	33W	3000K	MOUNT ON 20' POLE ATOP 2' CONCRETE BASE. POLE: LITHONIA # SSS-20-5G-DM19AS. COORDINATE FIXTURE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L3	LED ARCHITECTURAL WALL SCONCE	WDGE1 LED P0 30K 80CRI VW MVOLT	LITHONIA	SURFACE	LED	720	7W	3000K	MOUNT AT 12.5' AFG. COORDINATE FIXTURE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L4	LED ARCHITECTURAL WALL SCONCE WITH DUAL DRIVER	WDGE1 LED P0 30K 80CRI VW MVOLT DS	LITHONIA	SURFACE	LED	720	7W	3000K	MOUNT AT 12.5' AFG. FIXTURE WITH DUAL DRIVER OPTION SHALL BE USED AT ALL EGRESS POINTS. COORDINATE FIXTURE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.

No.	REVISIONS	DATE	BY

Kimley»Horn

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SCALE: AS NOTED
DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: JEK

PHOTOMETRIC PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 04/25/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
E1.0

Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\E1.0 PHOTOMETRIC PLAN.dwg E1.0 Jun 06, 2024 - 3:49pm by: laurendeangelis
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

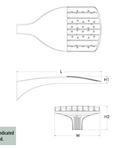
LITHONIA LIGHTING DSX0 (L1, L2)

D-Series Size 0
LED Area Luminaire

d*series

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



ds design select

Design Select options indicated by this color background.

Catalog Number

Notes

Type

Not for sale. Any changes at time of purchase.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

ds design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED							
Series	**LEDs**	**Color temperature**[1]	**Color Rendering Index**[1]	**Distribution**	**Voltage**	**Mounting**	
DSX0 LED	**Forward optics**	30ks (section 70CRI only)		AFR Automotive front row	T5M Type V medium	MVOLT (120V-277V)[2]	**Shipped included**
	P1 P5	30K 3000K	70CRI	T1S Type I short	T6S Type V low glare	SVOLT (347V-480V)[2,3]	SPA Square pole mounting (fits drilling 3.5" min. SQ pole)
	P2 P6	40K 4000K	80CRI	T2M Type II medium	T5W Type V wide	XVOLT (277V-480V)[3,4]	RPA Round pole mounting (fit drilling 3" min. RND pole)
	P3 P7	50K 5000K	90CRI	T3M Type III medium	BLC3 Type III backlight control	120[5,6,7]	SPA5 Square pole mounting (fit drilling 5" min. SQ pole)
	P4	30ks section 80CRI only, extended lead times		T4M Type IV medium	BLC4 Type IV backlight control	208[5,6,7]	RPA5 Round pole mounting (fit drilling 5" min. RND pole)
	Rotated optics	**Shipped separately**		T4LG Type IV low glare	LCCO Left corner cutoff	240[5,6,7]	SPAIN Square narrow pole mounting (fit drilling 3" min. SQ pole)
	P10[1] P12[1]	27K 2700K	80CRI	TFTM Forward throw medium	RCCO Right corner cutoff	277[5,6,7]	NBA Wall bracket[8]
	P11[1] P13[1]	30K 3000K	80CRI			347[5,6,7]	MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)
		35K 3500K	80CRI			480[5,6,7]	
		40K 4000K	80CRI				
		50K 5000K	80CRI				

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD Dark Bronze	
NLTAIR2 PIRHN	nLight AIR generation 2 enabled with bi-level motion + ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,13]	PE	Photocontrol, Button Type[9]	DBLXD Black	
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,13]	DS	Dual-switching (requires with 2 drivers and 2 high engines; see page 3 for details)	DNAXD Natural Aluminum	
PER	NEMA twist-lock receptacle only (controls ordered separately)[14]	DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[10]	DWHXD White	
PER5	Five-pin receptacle only (controls ordered separately)[14,15]	BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSTD Textured dark bronze	
		BAA	Buy American Act Compliant	DBLBTD Textured black	
		DSLE	Dual-Switching (1 Driver, 2 Light Engines)	DNATXD Textured natural aluminum	
		CCE	Coastal Construction[9]	DWHGXD Textured white	
		PERW	Seven-pin receptacle only (controls ordered separately)[14,15]	DSSTD Textured dark bronze	
		FAO	Field adjustable output[11,16]	DBLBTD Textured black	
		BL30	Bi-level switched dimming, 30%[16,17]	DNATXD Textured natural aluminum	
		BL50	Bi-level switched dimming, 50%[16,17]	DWHXD Textured white	
		DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[10]	DSDTXD Textured sandstone	
		HA	50°C ambient operation[9]		
		BAA	Buy American(n) Act Compliant		
		SF	Single fuse (120, 277, 347V)[16]		
		DF	Double fuse (208, 240, 480V)[16]		
		Shipped separately			
		EGSR	External Glare Shield (reversible, field install required, matches housing finish)		
		BSSR	Bird Spikes (field install required)		

NOTES
1. Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2. 50K 40K, and 50K available in 10CRI and 80CRI. 277V and 347V only available with 80CRI. Contact Technical Support for other possible combinations.
3. T4LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4. Not available with emergency battery backup, PE, DS, DMG, BCE, BAA.
5. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6. XVOLT operates with any voltage between 277V and 480V (50/60 Hz). Includes integral surge protection and is suitable for use on 480Y/277V systems with option NLTAIR2 PIRHN or option PIR.
7. XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
8. XVOLT not available in packages P1, P2 or P10. XVOLT not available with Styling (SF or DF).
9. Not available with nLight AIR generation 2 or PIR or PIRH.
10. MRA cannot be combined with Type 5 distributions plus photocell (PER5).
11. NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR 2, see the nLight AIR 2 Networked Sensor Control Guide. Not available with T1S, T2M, T3M, T4M, T4LG, BLC3, BLC4, LCCO, RCCO, P1, P2, P3, P4, P5, P6, P7 using HVOLT. NLTAIR2 PIRHN not available with P1, P2 and P10 using XVOLT. NLTAIR2 PIRHN not available with P3 using MVOLT.
12. PIR not available with NLTAIR2, PER, PER5, PERT, FAO, BL30, BL50 and DMG. PIR not available with P1, P2 and P10 using HVOLT. PIR not available with P3, P4, P5, P6 or P7 using MVOLT or XVOLT.
13. PIRHN/PIRHNT/PIRT not available with NLTAIR2, PIR, BL30, BL50. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
14. PER, PER5, PERW, PERT not available with incoming control options NLTAIR2 PIRHN, PIR, PIRH, PIRHT, PERT, BL30, BL50, or DMG.
15. BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PIRH, PIRHT, PERT, FAO and DMG. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for other voltage options.
16. DMG not available with NLTAIR2 PIRHN, PIR, PIRH, PIRHT, BL30, BL50 and FAO.
17. Reference Controls Options table on page 4 for more information.
18. Reference Controls Options table on page 4 for more functionality.
19. Option HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
20. Option HA not available with emergency battery backup, PE, DS, DMG, BCE, BAA or DSLE. Consult factory for availability.
21. Option HA not available with performance package P6, P7, P12 and P13.
22. Requires luminaire to be specified with PER, PERT or PER7 option. See Controls Table on page 4.
23. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Ordering Information

Accessories
Ordered and shipped separately.

DLL127 1.5 JU	Photocell - SSL twist-lock (120-277V)[1]
DLL347 1.5 CUL JU	Photocell - SSL twist-lock (347V)[1]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[1]
DSHORT SBK	Shorting cap[2]
DSX0HS PX	House-side shield (one package number P1, P2, P3 or P4)[3]
DSSRA 25MSQ	Round pole adapter (fit drilling 2.5" min. SQ pole)
DSSRA2 25MSQ	Round pole adapter (fit drilling 3 pole)
DSSFA1 3MSQ	Square pole adapter (fit drilling 3 pole)
DSSRSQA 3MSQ	External glare shield (specify finish)
DSSBSQA 3MSQ	Bird spike element bracket (specify finish)

NOTES
1. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
2. Option HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
3. Option HA not available with emergency battery backup, PE, DS, DMG, BCE, BAA or DSLE. Consult factory for availability.
4. Option HA not available with performance package P6, P7, P12 and P13.
5. Requires luminaire to be specified with PER, PERT or PER7 option. See Controls Table on page 4.
6. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

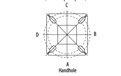
Shield Accessories

External Glare Shield (EGSR)

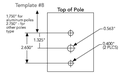
House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION
(from top of pole)



Template #8



Tenon Mounting Slipfitter

Tenon O.D.	Mounting Hole	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2-3/8"	81%	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	80%	AS725-190	AS725-280	AS725-290	AS725-390	AS725-320	AS725-490
4"	69%	AS725-280	AS725-280	AS725-290	AS725-390	AS725-320	AS725-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
		Blossom Decorative Outside Pole Dimension					
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	5"	5"	5"	5"	5"	5"
RPA5	#5	5"	5"	5"	5"	5"	5"
SPAIN	#8	3"	3"	3"	3"		3"

DSX0 Area Luminaire - EPA
This table is intended to aid in selecting a pole for a luminaire. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX0 with SPA	0.44	0.88	0.96	1.78	—	1.16
DSX0 with SPA5, SPAIN	0.51	1.02	1.06	1.26	—	1.29
DSX0 with RPA, RPA5	0.51	1.02	1.06	1.26	1.24	1.29
DSX0 with NBA	0.64	1.28	1.24	1.67	1.78	1.93

LITHONIA LIGHTING WDGE1 (L3, L4)

WDGE1 LED
Architectural Wall Sconce

Catalog Number

Notes

Type

Not for sale. Any changes at time of purchase or submittal.

Specifications

Depth (D1):	5.5"
Depth (D2):	1.5"
Height:	8"
Width:	9"
Weight: (without options)	9 lbs

Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Luminaire	Optics	Standard 4.0K, 4°C	Cold 0.5K, -25°C	Sensor	Approximate Lumens (4000K, 80CRI)					
					P10	P11	P12	P13	P14	P15
WDGE1 LED	Visual Comfort	4W		—	750	1,200	2,000	—	—	—
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	—	1,200	2,000	3,000	4,500	6,000
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	—
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	—
WDGE4 LED	Precision Refractive			Standalone / nLight	—	12,000	16,000	18,000	20,000	22,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P0	27K 2700K	80CRI	VF Visual comfort forward throw	MVOLT	**Shipped included**
	P1	30K 3000K	90CRI	VW Visual comfort wide	347[1]	SRM Surface mounting bracket
	P2	35K 3500K				ICW Indoor/Canopy/Ceiling Mount bracket (dry/damp locations only)[2]
		40K 4000K				**Shipped separately**
		50K[3] 5000K				AWS 3.18inch Architectural wall spacer[4]
						PBBW Surface-mounted back box (top, left, right conduit entry) Use when there is no junction box available.[5]

Options		Finish	
E4WH Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min)[6]		DDBXD Dark bronze	DSSTXD Textured dark bronze
PE Photocell, Button Type[7]		DBLXD Black	DBLBTXD Textured black
DS Dual-switching (requires with 2 drivers and 2 high engines; see page 3 for details)		DNAXD Natural aluminum	DNATXD Textured natural aluminum
DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)		DWHXD White	DWHGXD Textured white
BCE Bottom conduit entry for back box (PBBW). Total of 4 entry points.		DSSTD Sandstone	DSSTXD Textured sandstone
BAA Buy American(n) Act Compliant			
DSLE Dual-Switching (1 Driver, 2 Light Engines)			
CCE Coastal Construction[7]			

LITHONIA LIGHTING SSS

LITHONIA LIGHTING®

Catalog Number

Notes

Type

FEATURES & SPECIFICATIONS

INTENDED USE — **These specifications are for USA standards only.** Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, 0.120"), or 50 KS (7-gauge, 0.179"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square & cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: Options include 4" tenon top, drilled for side mount fixture, tenon with drilling (includes extra handhole) and open top. Side-drilled and open top poles include a removable top cap.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, 55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Extra durable painted finish is coated with TGIC (Triglycidyl Isocyanurate) Polyester powder that meets SAE 58 classifications of ASTM D3359. Powder-coat finishes include Dark Bronze, White, Black, and Natural Aluminum colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes.

GOVERNEMENT PROCUREMENT —
BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-america/bae for additional information.

INSTALLATION — Do not erect poles without having fixtures installed. Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application.
Specifications subject to change without notice.

Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

BAA BABA

SSS Square Straight Steel Poles

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** SSS 20 5C DM19 DDBXD

SSS						
Series	**Nominal fixture mounting height**	**Nominal shaft base size/wall thickness**[1]	**Mounting**[2]	**Options**		**Finish**
SSS	10'-39' (for 1/2 ft increments, add -6 to the pole height. **Ex:** 20-8 equals 20ft 6in.)	4C 4" (1g (0.120") 4G 4" (1g (0.179") 5C 5" (1g (0.120") 5G 5" (1g (0.179") 6G 6" (1g (0.179") (See technical information table for complete ordering information.)	Tenon mounting PT Open top (includes NDP-DM) T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS) T35 4" O.D. (3-1/2" NPS) KAC/KASD/KSF/KSP/KWW/KWF, Drill mounting[3] DM19 1 at 90° DM28 2 at 180° DM28 PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° CAS/SSA/RSA/RBS/*QMERIC*/ KAA Drill mounting[3] DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° RAD drill mounting[3] DM19RAD 1 at 90° DM28RAD 2 at 180° DM29RAD 2 at 90° DM39RAD 3 at 90° DM49RAD 4 at 90° ESA Drill mounting[3] DM19ESA 1 at 90° DM28ESA 2 at 180° DM29ESA 2 at 90° DM39ESA 3 at 90° DM49ESA 4 at 90°	**Shipped installed** VD Vibration damper[4] HAxy Horizontal arm bracket (1 fixture)[5,6] FOLxy Festoon outlet less electrical[7,8] CPL12xy 1/2" coupling[9] CPL34xy 3/4" coupling[9] CPL1xy 1" coupling[9] NPL12xy 1/2" threaded nipple[9] NPL34xy 3/4" threaded nipple[9] NPL1xy 1" threaded nipple[9] EHboy Extra handhole[5,9] STLHHC Steel handhole cover (standard is plastic, finish is smooth)[9] FBCST12PC 2 Piece steel base cover (standard is plastic)[9] IC Interior coating[10] L/AB Less anchor bolts (Include when anchor bolts are not needed) TP Tamper resistant handhole cover fasteners NCC NEC 410.30 compliant gasketed handhole (Not UL Labeled) UL UL listed with label (Includes NEC compliant cover) BAA VAA (original order#) Buy America(n) Act Compliant[11] Match pole to prior order or project[12]	Super durable paint colors DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSTD Sandstone DGCXD Charcoal gray DTCXD Tennis green DRBXD Bright red DSBXD Steel blue DDBTXD Textured dark bronze DBLBTD Textured black DNATXD Textured natural aluminum DWHGXD Textured white Other finishes GALV Galvanized finish Architectural colors and special finishes[13] [PAINT] GALV Paint over galvanizing YP30 3 year warranty extension YP55 5 year warranty extension RAL#### Use designated Lithonia Lighting nomenclature in brochure Custom color Nomenclature assigned thorough Customer Care "Custom Color Process"

NOTES:
1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7 Gauge) in nomenclature. "C" - 0.120" | "G" - 0.179".
2. 7" open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, specify a drilling option/tenon option. The combination includes a required extra handhole.
3. Specify Pole Height x Drill.
Refer to the fixture spec sheet for the correct drilling template pattern and orientation compatibility.
4. On 4" and 5" poles, VD cannot be installed if provisions (EHH, FOL, NPL, CPL) are located higher than 2/3 of the pole's total height.
Example: Pole Height is 25ft, if provision cannot be placed above 16ft.
5. Specify the height above the base of pole in feet as feet and inches; separate feet and inches with a "-".
Example: 3ft = 3 and 20ft 3in = 20-3
For "A", Specify orientation from handhole (A,B,C,D) Refer to the Handhole Orientation diagram below.
Example: 1/2" coupling at 3'10", orientated C = CPL12-3-10-C
6. Specify 1/2", 3/4" or 1" for CPL, NPL, HA. Specify handhole cover preceding 12" riser and 2-3/8" O.D. If ordering two horizontal arms at the same height, specify with HA+yy.
Example: HA38BD

7. FOL does not come with GFCI outlet or handhole cover. These must be supplied by contractor or electrician.
8. Combination of tenon top and drill mount includes extra handhole. EHH includes cover.
9. Plastic hand hole cover and base covers come standard with all poles. Items ship separately. Additional parts can be ordered as replacements.
10. Provides enhanced corrosion resistance, 626 with GALV.
11. Our where mill certifications are required.
12. Must add original order number. Not for replacement parts or part sales issues, contact tech support or post sales teams. VAA is used to ensure poles match in appearance exactly from order to order, use a single project site. A common use case would be a parking lot project with multiple orders.
Example: VAA DSSS-26 ftp
13. Must be quoted through ADD. Finishes do not require RFA. RAL colors available are shown in "Architectural Colors brochure". Lead times may be extended up to 2 weeks due to paint procurement.

Accessories: *Order as separate catalog number.*	
PL DT2E	Plugs for ESX drillings
PL DT8	Plugs for DMaxG drillings
PVD wHT	Field installed vibration damper (snake style)

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Drawing name: K:\DH_LDEV\168200005_SHWCT_Lincolnwood_IL\2 Design\CAD\FloorSheets\Preliminary Engineering\E1.0 PHOTOMETRIC PLAN.dwg E1.1 Jun 06, 2024 3:49pm by: laurendeangelis
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

No.	REVISIONS	DATE	BY

Kimley»Horn

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111 WEST JACKSON BOULEVARD, STE 1320
CHICAGO, IL 60604
PHONE: 312-862-2445
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: JEK

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

PHOTOMETRIC DETAILS

ORIGINAL ISSUE: 04/25/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
E1.1

ATTACHMENT NO. 5
UPDATED SITE PLAN

PERMEABLE PAVERS

PUBLIC ALLEY

OVERHEAD POWER LINES

TRANSFORMER

10' - 0"

11' - 0" REAR SETBACK

10' - 0"

6' - 9" SIDE SETBACK

PROPOSED NEW CONSTRUCTION
3 STORIES
12,500 GSF GROUND FLOOR
BUILDING ADDRESS: 3420 W DEVON AVENUE, LINCOLNWOOD, IL

COURTYARD

BUILDING PARKING

N TRUMBULL AVE

N KIMBALL AVE

5' - 6"

1' - 11"

5' - 0"

3' FRONT SETBACK

10' - 0"

6" SIDE SETBACK

PEDESTRIAN CROSSWALK

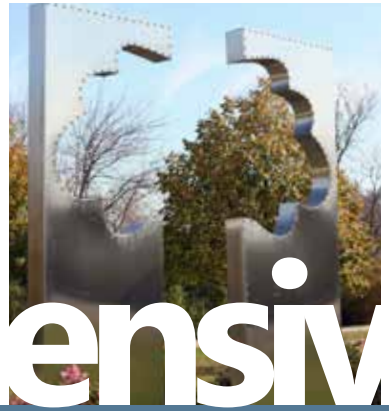
W DEVON AVE

SCB
Architecture, Planning,
Interior and Urban Design

SITE PLAN
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712
©2024 SCB

06/06/2024

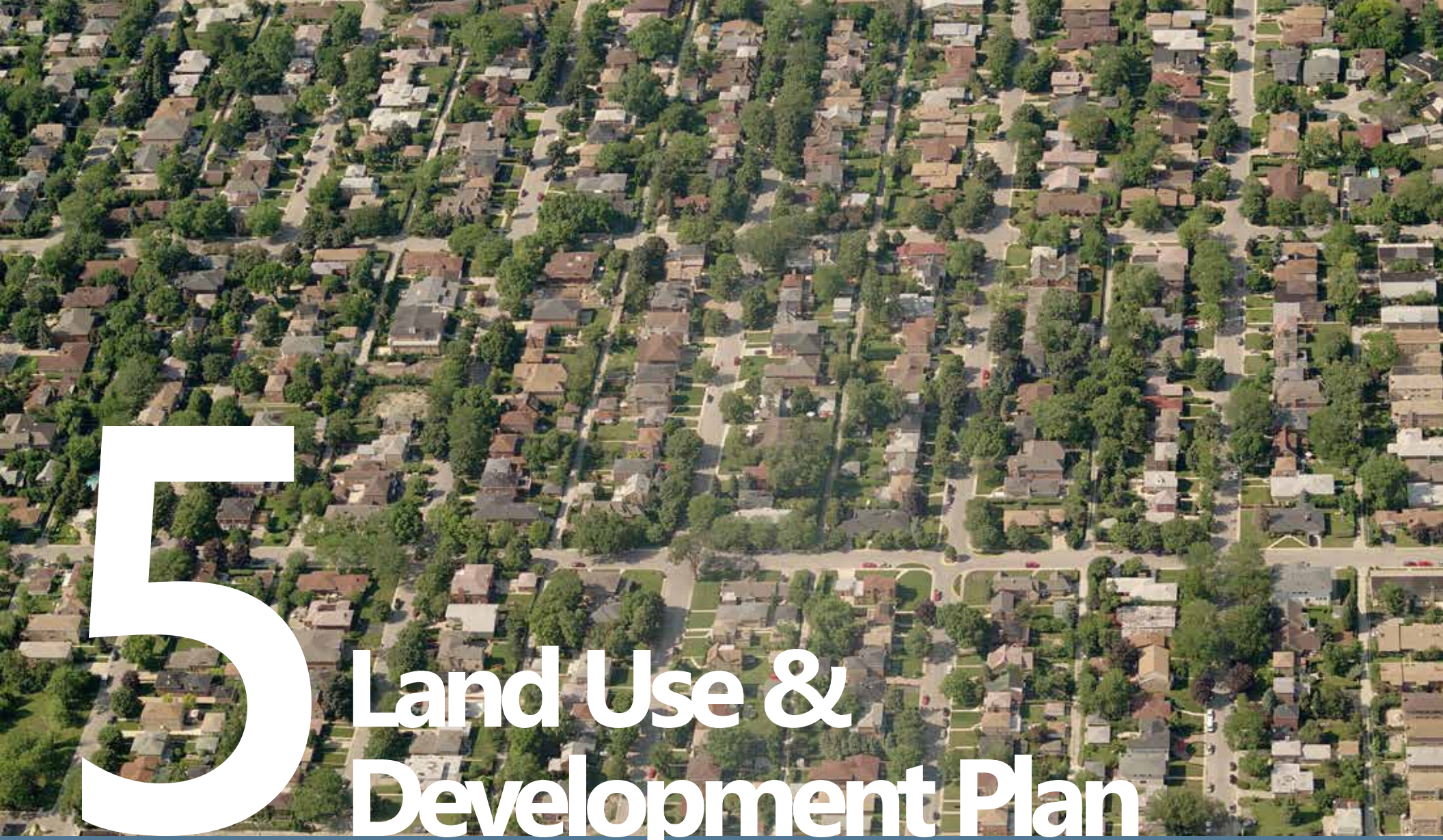
A1.01



Comprehensive Plan

Village of Lincolnwood, IL
Adopted October 2016

HOUSEAL LAVIGNE ASSOCIATES



5 Land Use & Development Plan

28 Land Use Plan

31 Goals, Objectives & Policies

The Land Use recommendations of the Comprehensive Plan are driven significantly by the established land use pattern and the context of existing development, along with the Village's zoning and development regulations. The existing land use pattern of the Village of Lincolnwood reflects a mature, established community with relatively few vacant parcels within Lincolnwood's corporate limits.

Land Use Plan

The Land Use Plan builds upon the existing land uses and development patterns within the Village and is intended to promote and accommodate investment, development, and redevelopment that protects and enhances Lincolnwood's existing neighborhoods, strengthens its commercial areas, protects industrial areas and employment centers, and enhances the Village's network of community amenities. Where appropriate, the Land Use Plan suggests land use transitions and changes to address existing land use conflicts that have arisen as the community has matured.

It should be emphasized that the Land Use Plan is a general guide for growth and development within the Village and provides a foundation for further decision-making. The Land Use Plan is NOT a site development plan with rigid and finite recommendations. While it is sufficiently detailed to provide specific guidance on land use decisions, it is also intended to be flexible to accommodate unique circumstances and the consideration of creative approaches to development that are consistent with the overall policies and guidelines in the Comprehensive Plan.

Residential

Single-Family Detached: The single-family detached residential homes and neighborhoods are a defining characteristic of Lincolnwood and, while two flats are scattered throughout single-family detached areas, detached dwellings should continue to predominate.

Single-Family Attached: Single-family attached areas include duplexes and townhomes. These are primarily located along Pratt Avenue east of the vacated rail corridor. In addition to areas designated as single-family attached, the Village should consider appropriate redevelopment in some locations, allowing new attached single-family homes to help transition between single-family detached areas and commercial and industrial uses.

Multi-Family: Multi-family uses are found along the Village's busier corridors, where they help transition between commercial uses and higher volumes of traffic, to quieter traditional neighborhoods. In addition to those identified on the Land Use Plan, the Village should consider, on a case-by-case basis, opportunities for transitional multi-family development to help diversify the community's housing stock and separate single-family areas from more intense uses. This could include traditional apartments or condominiums, senior housing, or multi-family residences as a component of mixed-use development.

Commercial

General/Corridor Commercial: Most of these uses are found along Lincoln Avenue, Devon Avenue, and Touhy Avenue. These corridors offer the visibility and access desired by office and commercial businesses, including banks, restaurants, professional offices, convenience retail, salons, cleaners and service stations. General/corridor commercial uses in the Village are located in both multi-tenant and standalone buildings, and generally provide parking onsite. In all of these areas, the Village should consider, on a case-by-case basis, the inclusion of traditional mixed-use development with commercial services on the ground floor and office or residential uses above, where such a program can adequately accommodate parking, screening, and other important site design components. The Village should also consider allowing transition of some of these areas to multi-family or townhouse development, as site constraints and market potential may not warrant some blocks being sustained for commercial uses.

Regional Commercial: These uses are primarily situated in two locations given proximity to the Edens Expressway and the City of Chicago: around the Lincolnwood Town Center, an enclosed regional shopping mall in the northeast corner of the Village, and the area near the Touhy Avenue/ Edens Expressway interchange, including the former "Purple Hotel" property. These areas consist of large shopping centers, hotels, big box development, auto dealers, and higher-intensity office. A key site for Lincolnwood is the former Dominick's grocery store on McCormick Boulevard, which was approved in 2015 for use as a multi-tenant commercial shopping center.

Light Industrial/ Business Park

There are three large general areas of industrial land uses in the Village, each located adjacent to a vacated rail corridor. The largest concentration of light industrial uses is the Lincolnwood Business Park, located south and west of Lincolnwood Town Center. The Village adopted the Lincolnwood Business Park Retail Analysis & Feasibility Report in 2010, which called for the preservation of the employment centers located immediately west of the Town Center, and it still carries relevant recommendations going forward.

Public/ Semi-Public

Public/Semi-Public land uses include publicly and privately owned facilities such as Village-owned facilities, schools and religious institutions. These uses are found throughout the Village and are typically located based on their need to serve their constituents, members, or targeted population. Goals, objective and policies relating to public and semi-public land uses will be discussed in a subsequent chapter of the Comprehensive Plan.

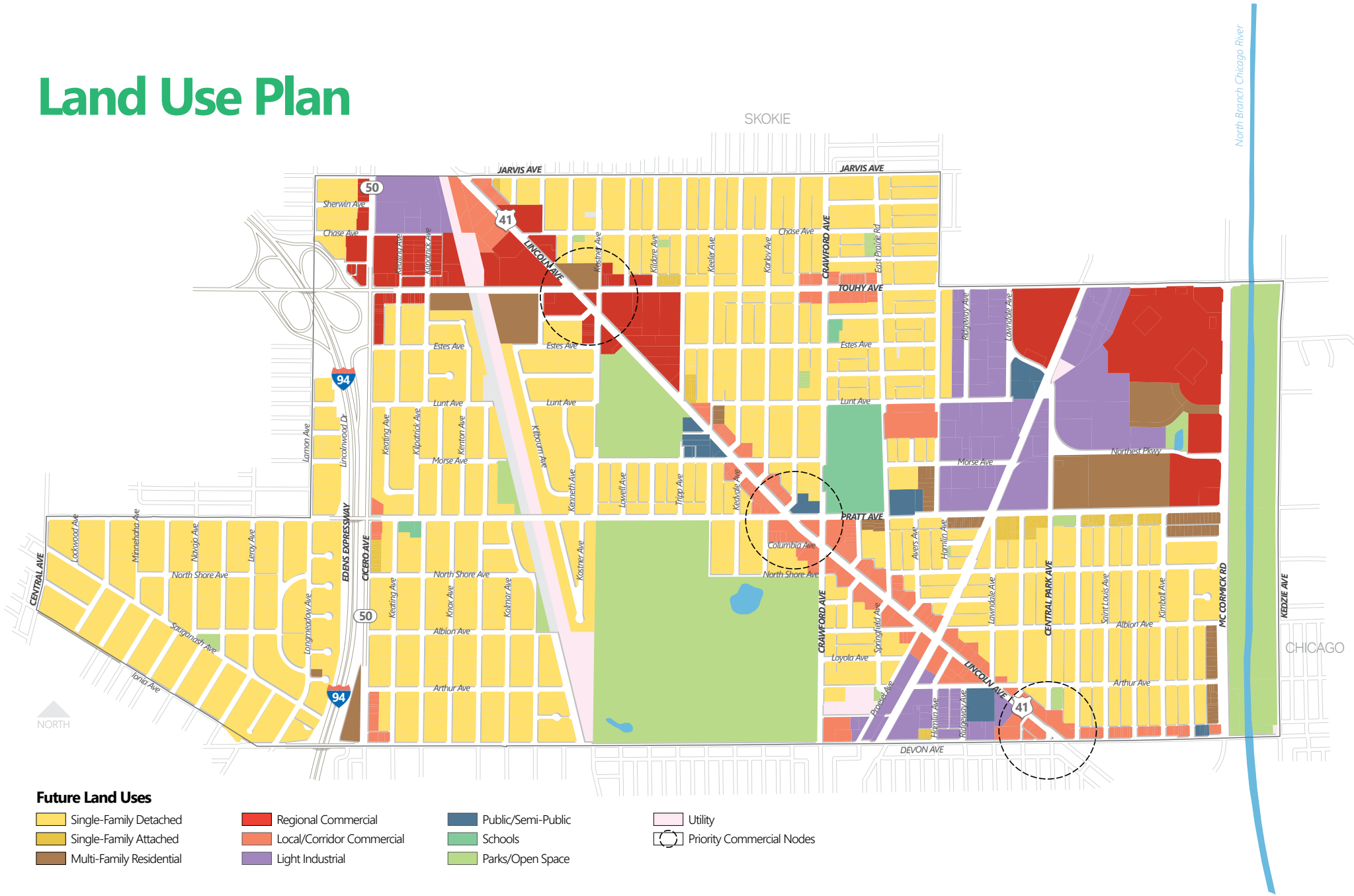
Parks/ Open Spaces

Parks/Open Spaces as a land use are public or privately owned areas used for parks and recreational uses, or lands intentionally preserved in a natural state. These land uses are located throughout the Village and range in size and purpose, from small tot-lots, to Henry A. Proesel Park. The Bryn Mawr Country Club is also classified as parks and open space. Goals, objective and policies relating to parks and open space will be discussed in a subsequent chapter of the Comprehensive Plan.

Utilities

Utilities are the structures, facilities, parcels, and corridors that accommodate necessary infrastructure. Utilities may be publicly or privately owned and are located throughout the Village based on service needs. Utilities are identified as a separate land use in the Land Use Plan, and it is anticipated they will remain active.

Land Use Plan



Future Land Uses

- Single-Family Detached
- Single-Family Attached
- Multi-Family Residential
- Regional Commercial
- Local/Corridor Commercial
- Light Industrial
- Public/Semi-Public
- Schools
- Parks/Open Space
- Utility
- Priority Commercial Nodes

15 Attachment 1

Village of Lincolnwood

Table 4.01.1
Permitted and Special Uses in All Zoning Districts
[Amended 12-3-2009 by Ord. No. 2009-2867; 5-5-2011 by Ord. No. 2011-2948; 3-20-2012 by Ord. No. 2012-2993; 2-5-2013 by Ord. No. 2013-3038; 5-7-2013 by Ord. No. 2013-3051; 5-20-2014 by Ord. No. 2014-3096; 1-20-2015 by Ord. No. 2015-3140; 9-2-2014 by Ord. No. 2014-3128; 2-16-2016 by Ord. No. 2016-3192; 4-19-2016 by Ord. No. 2016-3202; 8-16-2016 by Ord. No. 2016-3225; 12-6-2016 by Ord. No. 2016-3242; 2-6-2018 by Ord. No. 2018-3316; 3-5-2019 by Ord. No. 2019-3381; 7-16-2019 by Ord. No. 2019-3411; 9-3-2019 by Ord. No. 2019-3418; 4-7-2020 by Ord. No. 2020-3461; 9-9-2021 by Ord. No. 2021-3554; 6-21-2022 by Ord. No. 2022-3621; 12-20-2022 by Ord. No. 2022-3656; 6-6-2023 by Ord. No. 2023-3698]

Procedure for determining permitted and special uses in each district: Below is a use table for all zoning districts. For a property located in an Overlay District additional restrictions and standards may apply.

Step 1) Check the Lincoln Avenue Overlay District (§ 8.2 of this Zoning Ordinance), See the Boundary Map § 8.02.

Step 2) If your property falls within the Lincoln Avenue Overlay District, see Table 4.01.1 below for permitted or special uses and § 8.03-8.08 for additional design standards.

Step 3) If your property does not fall within the designated Overlay Boundary, refer to Table 4.01.1 below for permitted and special uses in each district.

	Zoning Districts											
	Residential				**Business**			**Office**	**Manufacturing/ Business**	**Public**	**Schools**	**Standard**
Use Category	**R-1**	**R-2**	**R-3**	**R-4**	**B-1**	**B-2**	**B-3 PD**	**O-1**	**M-B (Note 8)**	**P**	**S**	
RESIDENTIAL												
Household living												
Single-family dwelling	P	P	P	P	—	—	—	—	—	—	—	
Duplex (sf semi-attached)	—	—	—	P	—	—	—	—	—	—	—	
Townhouse	—	—	—	P	S (Note 1)	—	—	—	—	—	—	§ 4.07(12)
Multi-family dwelling	—	—	—	P	S (Note 1)	—	P	—	—	—	—	§ 4.07(12)

Use Category	Zoning Districts											
	Residential				Business			Office	Manufacturing/ Business	Public	Schools	Standard
	R-1	R-2	R-3	R-4	B-1	B-2	B-3 PD	O-1	M-B (Note 8)	P	S	
Community facilities												
Community center	S	S	S	S	—	—	—	—	S	P	—	
Library	P	P	P	P	P	P	P	—	S	—	—	
Lodge, fraternal and civic assembly	—	—	—	—	—	S	—	—	S	—	—	
Municipal facility	P	P	P	P	P	P	P	P	S	—	—	
Parks and playground	P	P	P	P	P	P	P	P	S	P	—	§ 4.09
Postal services	—	—	—	—	S	S	P	P	S	—	—	
Educational facility												
College and university	—	—	—	—	—	—	—	S	S	—	—	
School, pre-K — 8	P	—	—	—	—	—	—	—	—	—	P	
Trade, music or dance school, for-profit	—	—	—	—	P	P	P	S	S	—	—	
Health services												
Hospital	—	—	—	S	—	S	—	S	S	—	—	
Massage therapy	—	—	—	—	S	S	P	—	—	—	—	
Medical clinic	—	—	—	—	—	S	—	P	P	—	—	
Office, medical, outpatient only	—	—	—	—	P	P	P	P	P	—	—	
Planned development	S	S	S	S	S	S	P	S	S	—	—	
Religious use												
Cemetery	S	S	S	S	—	—	—	—	—	—	—	
Religious institution, on a lot less than 1/2 acre	S	S	S	S	—	P	—	—	S	—	—	
Religious institution, on a lot 1/2 acre or greater	P	P	P	P	—	P	—	—	S	—	—	
Utilities	S	S	S	S	S	S	P	S	S	S	—	

Note 1: Ground floor residential uses (multifamily or townhomes) are only permitted within the Business/Residential Transition Area of the Lincoln Avenue Overlay District, and only upon issuance of a special use permit therefor. See Section 8.13 of this Zoning Ordinance.
Note 2: Restrictions on commercial uses within the Business/Residential Transition Area may apply. (See Section 4.07(2) and 8.06 of this Zoning Ordinance for additional standards.)
Note 3: Upper floor residential uses are only permitted within the Lincoln-Pratt-Crawford Mixed Use hub, Devon-Lincoln Mixed Use hub and the Business/Residential Transition Area of the Lincoln Avenue Overlay District, and only upon issuance of a special use permit therefor. See Sections 8.12 and 8.13 of this Zoning Ordinance.
Note 4: An Assisted Living Facility use cannot be established on a lot not less than 100 feet in width and one acre in area.
Note 5: A Nursing and Personal Care Facility use cannot be established on a lot of less than five acres in area.
Note 6: A Catering business or activity may hold on-premise "open house" or special event tasting which do not exceed 12 per year. If such "open house" or special event tasting (or any other activity of the Caterer, Catering Establishment or Catering Service) involve the serving of alcoholic beverages, the business or activity must be licensed by the Village as an alcoholic liquor retailer and must comply with all state statutes, state regulations. Village Ordinances and regulations, and the rules and regulations established by the Local Liquor Control Commissioner governing the dispensation of alcoholic beverages.
Note 7: Community Residences are allowed in all Residential Zoning Districts only in compliance with, and pursuant to, the reasonable accommodation provisions and procedures set forth in Section 4.06(3) of this Zoning Ordinance.
Note 8: For properties located within the MBROZ Overlay Zone, uses shall be permitted, restricted, or prohibited as provided in this Table 4.01.1 for the B-2 Zoning District; provided, however, that in the event of a conflict between the regulations set forth in this Table 4.01.1 for the B-2 Zoning District and for the M-B Zoning District, the less restrictive regulation shall control.
Note 9: Medical cannabis dispensaries are only permitted within that portion of the M-B District located within the MBROZ Overlay Zone, and only upon issuance of a special use permit therefor.
Note 10: Short-term rental properties are permitted only to the extent set forth in Sections 4.06(4) and 4.07(17) of this Zoning Ordinance.
Note 11: Auto/light truck sales and service uses are only permitted within that portion of the O-1 District located within the AUOZ Overlay Zone, and only upon issuance of a special use permit therefor. No such special use permit may be issued unless: (i) the subject property is not less than two acres in size; and (ii) auto service uses are a secondary use, and not the primary use, of the subject property.
Note 12: Live/work spaces are not permitted for uses for which the Cook Country Assessor has assigned a residential classification for property tax purposes.

Attachment #4. Relevant Regulations

2.02 Definitions.

COLLEGE or UNIVERSITY: An educational institution either authorized by the State of Illinois to award associate, baccalaureate, or higher degrees, or operated by a local school district to provide post-high school training related to employment and life skills.

DWELLING: A building or portion thereof designed or used exclusively for nontransient residential purposes, including single-family, two-family and multiple-family dwellings, but not including lodging rooms in hotels, motels, rooming houses, or short-term rental properties.

7.10 Off-street parking schedule.

Table 7.10.01

Use Category	Required Parking Spaces
(Abridged for brevity)	
Educational facilities	
College or university	1 space for each 5 students, based on maximum occupancy, plus 2 spaces per 3 employees
Commercial, trade school, private	1 space per 4 students, based on maximum occupancy, plus 1 space for 2 employees
School, pre-K — 8	0.08 space for each faculty member and 0.08 space for each other full-time employee, plus 1 space per 60 students
School, senior high school	1 space for each 6 students, based on maximum number/building design capacity and 1 space per each employee

Plan Commission Staff Report
Case # PC-07-24
September 4, 2024

Subject Property:
3420 West Devon Avenue

Zoning District:
B-2, General Business

Petitioner:
Hebrew Theological College, on behalf of 3420 Devon Building LLC, property owner

Nature of Request:
Approval of Special Uses, Zoning Variations, and Parkway Parking related to the development of a college

Notification: Notice was published in the Lincolnwood Review on July 18, 2024, Public Hearing Signs were installed at the subject property, and mailed legal notices dated July 15, 2024, were sent to properties within 250 Feet.

Background
The Hebrew Theological College, Petitioner, on behalf of 3420 Devon Building, LLC, property owner, is seeking approval for the redevelopment of a vacant structure at the property commonly known as 3420 West Devon Avenue. Full approval for this development requires two actions by the Village:

- Approval of a Zoning Text Amendment that would accommodate the proposed use at the subject property; and
- Approval of Special Uses, Zoning Variations, and parkway parking to accommodate the specific development proposal.

The information included in this staff report relates to the requested approvals of Special Uses, Zoning Variations, and parkway parking. Ultimately, final approval of these requests will be dependent upon the approval of Zoning Text Amendments being considered separately.

Site Information
The subject property occupies the entire block frontage along the north side of Devon Avenue between Trumball Avenue to the west and Kimball Avenue to the east. The site includes a total of 28,778 square feet, or .66 acres. It currently hosts a building that previously served as a restaurant but has been vacant for several years. The property is located in the B-2 General Business zoning district. Adjacent properties to the east and west are also in the B-2 zoning district, while properties to the northwest, north, and northeast are the in R-4 Residential zoning district.

Nearby properties south of Devon Avenue are located in the City of Chicago. Immediately across Devon Avenue from the subject property is a branch of the U.S. Post Office. To the west of that is an auto parts store and fast-food restaurants. To the east of the Post Office is a big-box home hardware store.

The current owner of the subject property has submitted to the Village a Demolition Permit application. They hope to demolish the existing building in anticipation of redevelopment with the Petitioner's use, but have indicated their plans to remove the existing building regardless of the outcome of the Village's public hearing process regarding that proposed redevelopment.

Aerial map showing the subject property and its context

Proposed Development
The proposed development would host the Sarah Hartman Women's College of Touro at the Hebrew Theological College (HTC). The college, which currently operates in Chicago's West Rogers Park neighborhood, offers a faith-based education environment with accompanying majors in 11 practice areas as well as a partnership with North Park University's School of Nursing, a pathway program to Loyola University's Quinlan School of Business, and preferred acceptance into Touro University's graduate programs.

Development Program

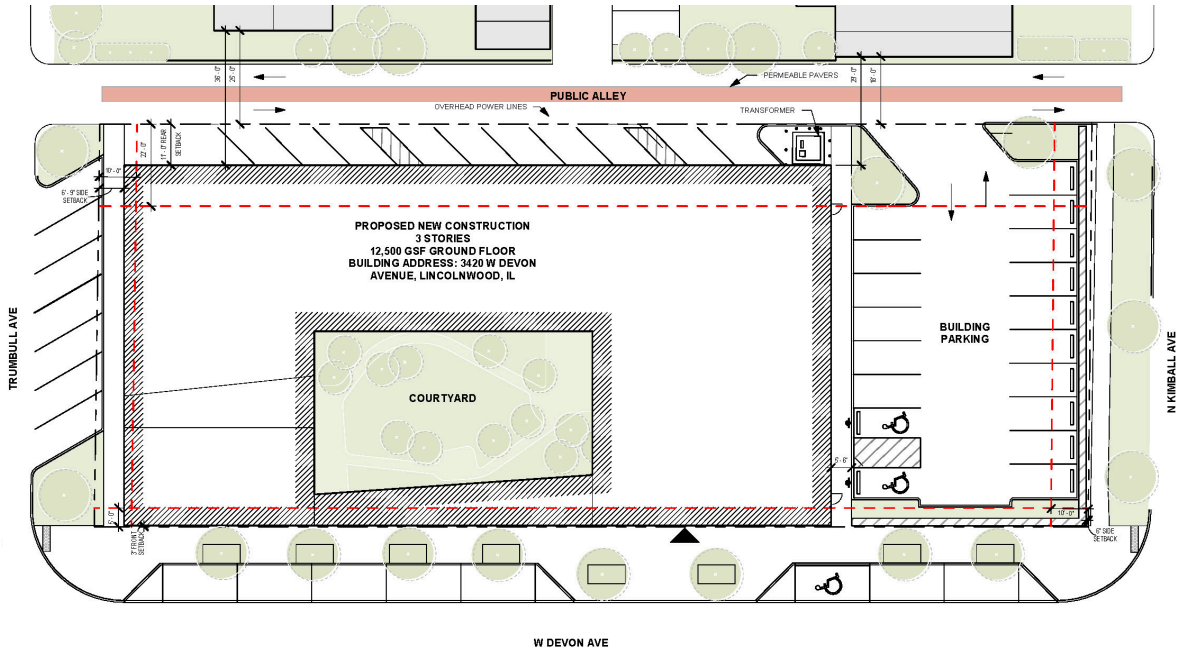
The proposed 35,000 square-foot building would include the following program elements:

- Ten classrooms;
- Two science labs;
- One library;
- Social and study spaces for use by students and faculty;
- One commercial kitchen;
- One private courtyard;
- Screened second floor terrace; and
- Eight lodging "pods" accommodating up to 42 beds.

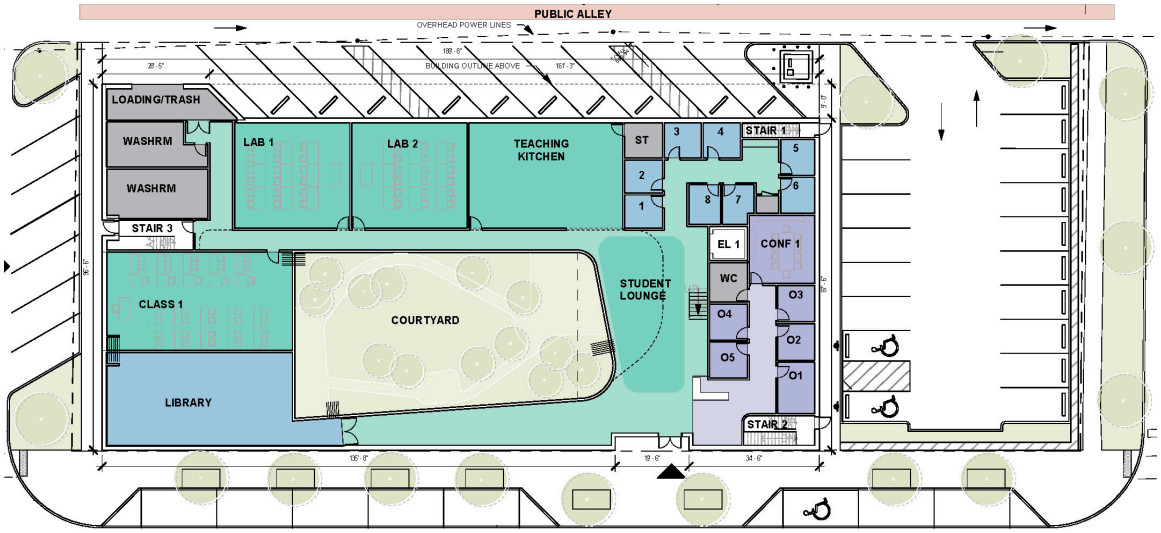
Generally, one large classroom, the library, science labs, lounge, and offices would be located on the ground floor. The second floor would include the remainder of the classrooms, one lab, a lounge, and access to a screened terrace overlooking the interior courtyard. The third floor would include the lodging spaces, a resident lounge and a fitness room. The lodging would accommodate 42 beds and is generally arranged in pods of six beds that share two bathrooms and kitchenette/dinette area. Two counselors would share one unit.

The exterior portion of the site would include two on-site parking areas. The parking lot along the east lot line would include 18 spaces enclosed in a decorative wall and fence. Ten additional spaces would be lined along the north side of the building and would be individually accessed directly from the public alley separating the development from residences to the north. The Petitioner is also seeking approval to install seven parkway parking spaces west of the development on the east side of Trumbull Avenue, though these spaces would not be reserved for use by only this development. (This parkway parking would represent a net increase of five spaces since two curbside spaces currently exist.) Lastly, the Petitioner's plans show eight on-street parking spaces on Devon Avenue, though these are intended to reflect the proposed streetscape plan currently being designed with the expectation that they will be installed through an improvement programmed by the Village in partnership with the City of Chicago.

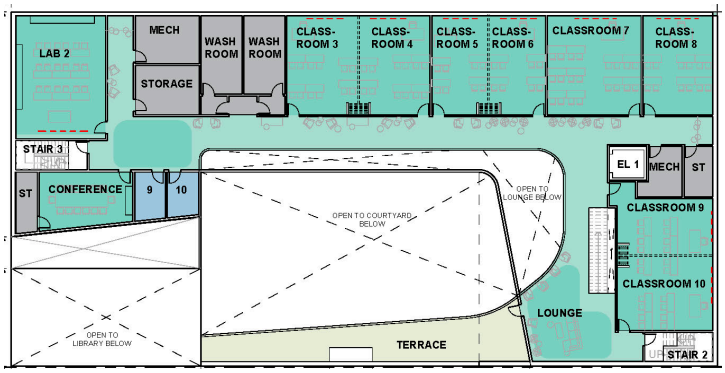
Images on the subsequent pages show the proposed site plan and floor plans for the facility.



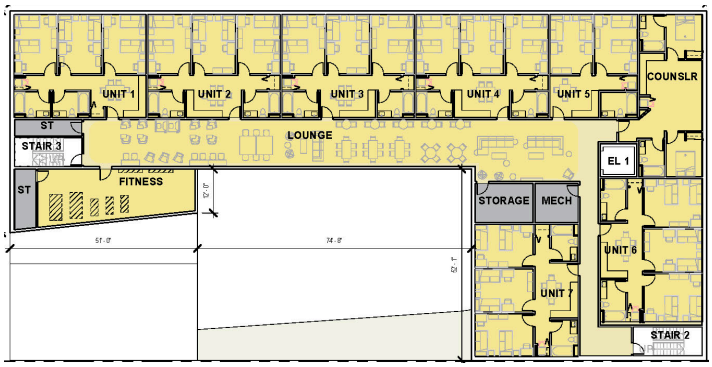
Proposed Site Plan



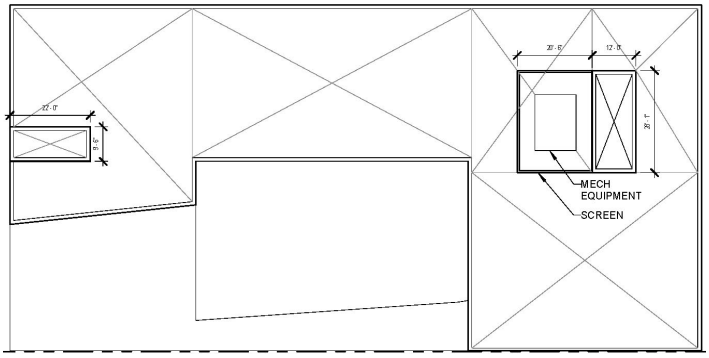
Proposed First Floor Plan



Proposed Second Floor Plan



Proposed Third Floor Plan



Proposed Roof Plan

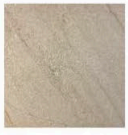
Physical Characteristics

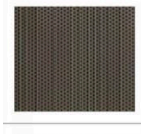
Relevant physical characteristics of the proposed development are as follows:

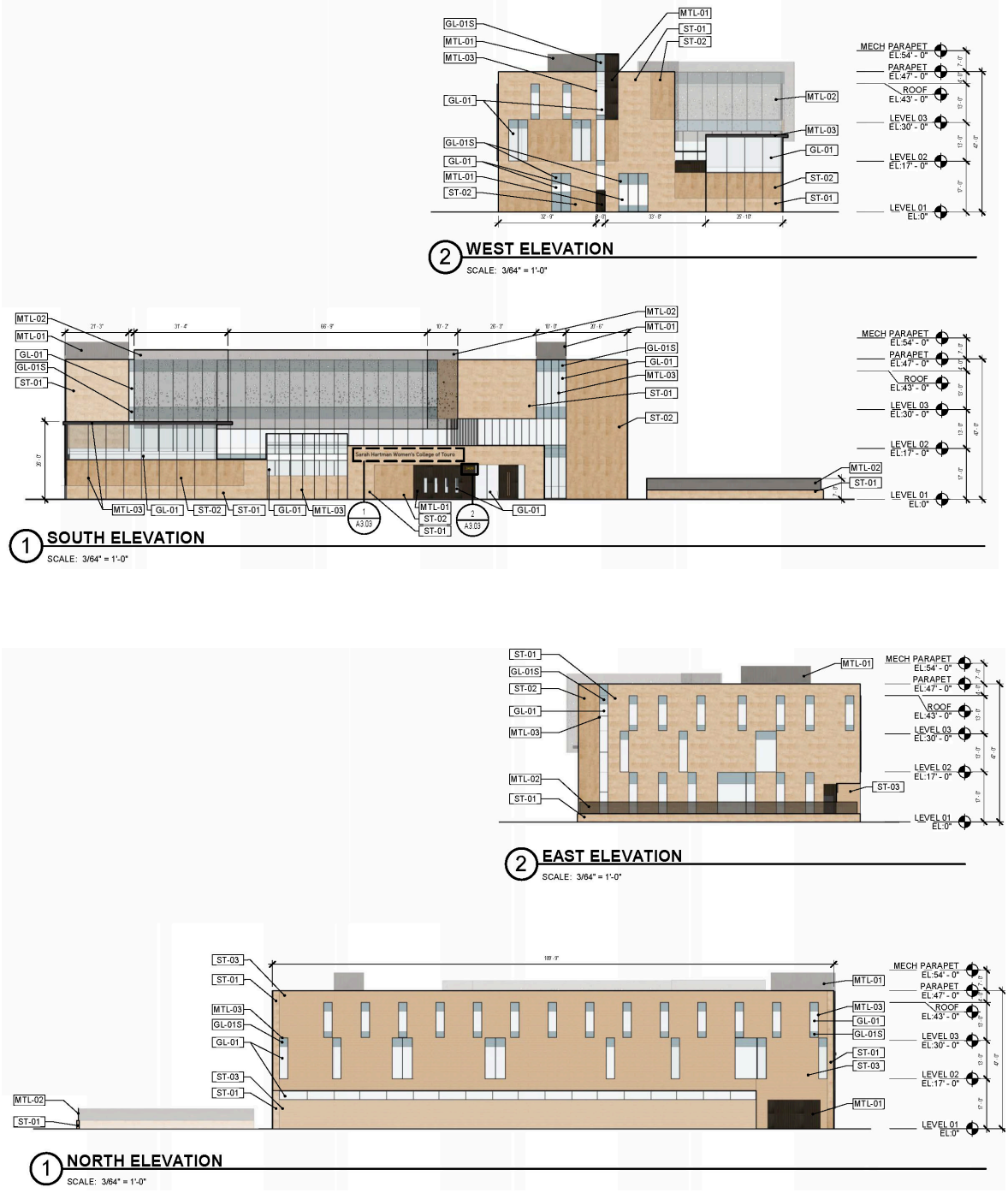
- The exterior envelope of the ground floor footprint occupies approximately 16,600 square feet, though some of that is occupied by an interior courtyard. The second and third floors would occupy a smaller building envelope based on the roof of certain portions of the first floor being exposed.

- The primary mass of the building would have a height of 47 feet, though potions of a decorative façade material would extend to a height of approximately 51 feet and mechanical and elevator towers would extend to a height of 54 feet.
- The building would be located immediately adjacent to the front lot line along Devon Avenue. The majority of the structure would be set back 19 feet from the north lot line along the alley, with only a small loading/trash area being approximately 11 feet from that lot line. The west façade would be set back 6.7 feet from the Trumbull Avenue lot line. A new sidewalk, accessible to the public, would be located between the building and the proposed parkway parking on the east side of Trumbull Avenue.
- A decorative masonry wall and perforated metal panel would enclose the parking lot on the east end of the site.
- The predominant façade materials would be honed finished stone veneer, textured finish stone veneer, and glass. Masonry block, insulated metal panels, and perforated metal panels would serve as complementary façade materials.
- The mass of the building is most concentrated along the north lot line, with the exception of where the parking lot is located at the east end of the site, its full height of 47 feet is set back 19 feet from the alley. Along the west lot line, the building steps down as it approaches Devon Avenue.
- Along Devon Avenue, the building mass varies from an extended one-story space for the library near Trumbull Avenue, to a tall one-story front façade that serves as a screen for the terrace atop the entrance area, to a full three-story height adjacent to the parking lot at the east end of the site.
- Three existing curb cuts (one each on Devon Avenue, Trumball Avenue, and Kimball Avenue) would be removed, and vehicular access to the site would be provided exclusively through the alley north of the property.

The images below show the materials palette for the proposed building, while subsequent pages include elevations and renderings illustrating the design characteristics of the proposed building.

MATERIAL IMAGE	MATERIAL CODE	MATERIAL DESCRIPTION
	ST-01	HONED FINISHED STONE VENEER
	ST-02	TEXTURED FINISH STONE VENEER
	ST-03	BURNISHED MASONRY BLOCK

MATERIAL IMAGE	MATERIAL CODE	MATERIAL DESCRIPTION
	MTL-01	INSULATED METAL PANEL
	MTL-02	PERFORATED METAL PANEL
	MTL-03	ALUMINUM MULLION
	GL-01	INSULATING LOW-E VISION GLASS
	GL-01S	INSULATING LOW-E VISION GLASS SPANDREL

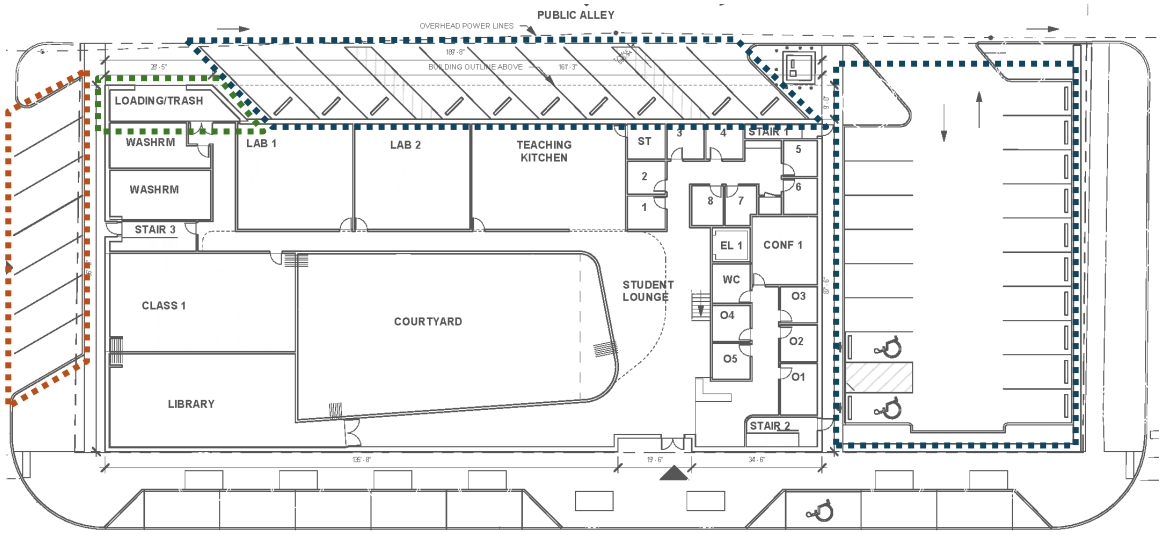


Elevations of the Proposed Building

Operational Characteristics

Relevant operational characteristics of the proposed development are as follows based on a Statement of Operations and supporting information submitted by the Petitioner:

- Despite having a capacity to lodge up to 42 occupants, the Petitioner expects the number of on-site lodgers to be 25-30 people during most school years.
- The majority of the 117 students attending the college are graduates of local faith-based high schools who commute to the college from West Rogers Park, Peterson Park, Skokie and Lincolnwood.
- Classes are held Sunday through Thursday, typically from afternoon through early evening. The college offers fall, spring, and summer semesters.
- The college employs about 30 administration, staff and faculty (mostly adjunct) who are on-site on various days and at various times of the day.
- Access to parking areas would be provided from Trumbull Avenue for any available parkway parking spaces, or the alley north of the building for spaces lining the alley or in the on-site parking lot.
- A loading/trash area would be located at the northwest corner of the building and accessed from the alley north of the building. The Petitioner plans to house a 10-yard dumpster that would be serviced two to three times per week. Service vehicles would idle in the alley while servicing the proposed loading/trash area.



First Floor Plan highlighting on-site parking areas (blue dashed line), parkway parking area (orange dashed line) and loading/trash area (green dashed line)

Requested Approvals

This section of the report provides information regarding the various approvals that are necessary in order to accommodate the proposed development. The approvals are categorized into three primary types: Special Uses, Zoning Variations, and Parkway Parking. It is worth noting that parkway parking requests are typically heard by the Traffic Commission and not the Plan Commission. However, in order to minimize the procedural

burden and allow the parkway parking to be considered within the context of the overall development proposal, the Village Board (at staff's request) designated the Plan Commission as the appropriate recommending body for this Petitioner's parkway parking request.

The Site Plan on the following page indicates the locations of various zoning approvals. The numbers on that plan correspond to the numbering of the approvals listed below.

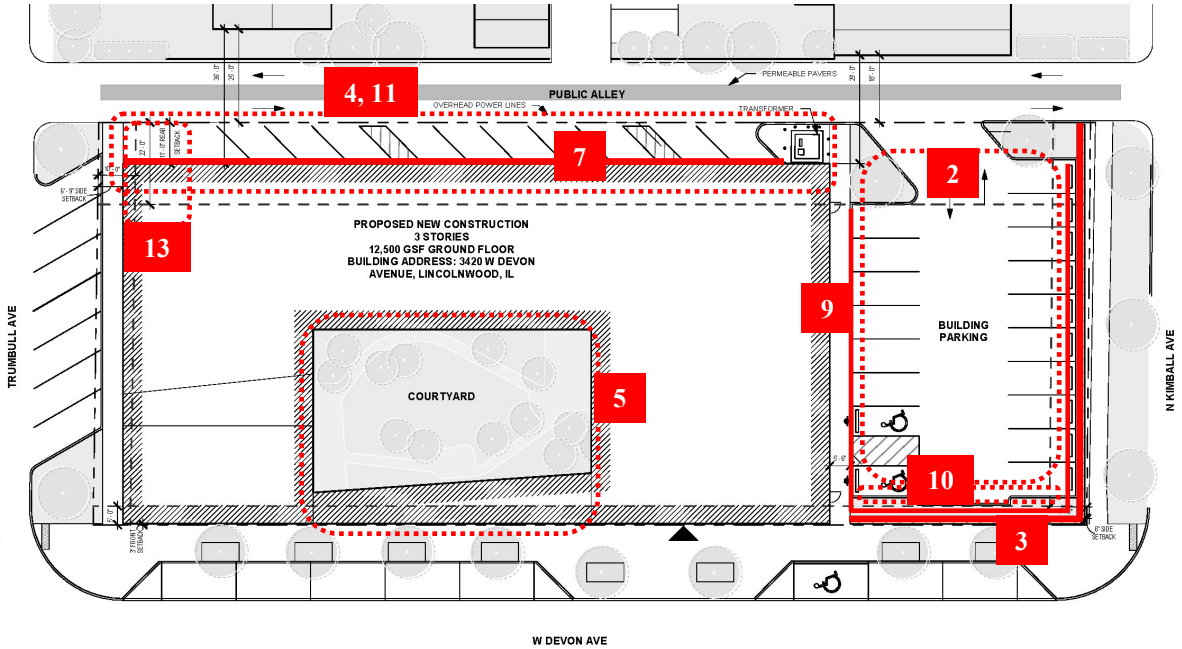
Requested Special Use Approvals

The proposed development requires Special Use approvals pursuant to the following:

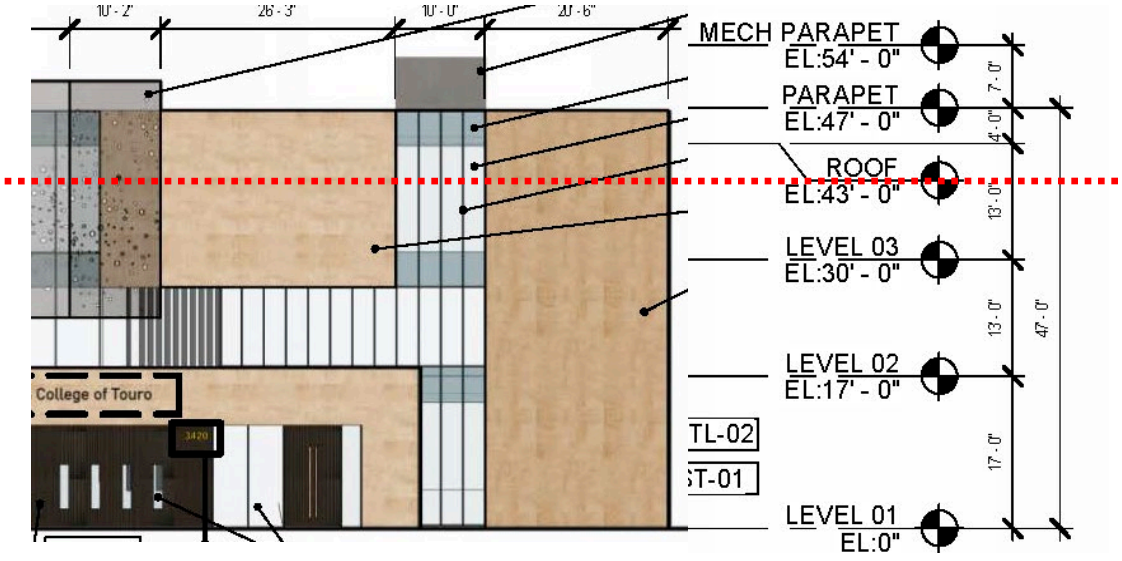
1. Table 4.01.1, if amended to allow colleges or universities in the B-2 district with Special Use approval, would require such an approval for this proposed development.
2. Section 7.06(5) states that *"open-air, off-street parking spaces may be located in…in a front yard or a side yard abutting a street, but only within the B-1, B-2, B-3, O-1, M-B, and P Districts, and only upon the issuance of a special use permit…."* The proposed development includes on-site parking spaces in the parking lot at the east end of the property and along the north lot line. The interpretation of yards is ambiguous for this property, but based on the orientation of the lot along Devon Avenue and adjacency to two side streets, staff feels it is appropriate to consider the Kimball Avenue frontage a corner side yard. Based on that interpretation, a Special Use pursuant to this provision is required.

The proposed development requires the following Zoning Variations:

3. Section 3.13(13)e allows for semiprivate fences with a height up to four feet in the corner side yard, but only to a line that is perpendicular to the façade of the building. Based on staff's previously noted interpretation of yards, the masonry wall enclosing the parking lot encroaches into the corner side yard of the property, is less than 33% transparent, and is taller than four feet in height. Therefore, a Variation is required to allow a masonry fence that encroaches into the corner side yard, meets the zoning definition of a "solid fence", and has a height of seven feet.
4. Section 4.07(3) establishes requirements for transition yards along commercial property lines that abut a residential use or zoning district. For this development, these requirements include a 30-foot setback from the north lot line, an eight-foot-wide landscape buffer along the north lot line, a prohibition of parking or vehicular circulation within the required buffer, and a double row of screening due to the north façade having windows more than 20 feet above grade. The proposed development plan shows a building setback of 11 feet for the upper stories, includes diagonal parking within the required buffer yard and does not provide any of the required screening. Therefore, a Variation from Section 4.07(3) is necessary to waive the requirements of that section.
5. Section 4.07(5) prohibits outdoor operations for uses in the B-2 district, with some exceptions not applicable to this project. The development plan includes two outdoor spaces – the interior courtyard and second-story terrace – that include outdoor amenities related to this use. Therefore, a Variation from this provision is required.



6. Section 4.13 establishes bulk requirements for projects in the B-2 zoning district. More specifically, it establishes a maximum permitted building height of 38 feet or three stories. The predominant parapet of the proposed structure has a height of 47 feet. However, portions of the decorative metal façade material extend to a height of 51 feet. (Some mechanical equipment extends to a height of 54 feet, but those appurtenances are explicitly not included in the zoning definition of "building height".) Based on the proposed building height of 51 feet, a Variation from this provision is required.



Excerpt of proposed elevation illustrating the approximate permitted building height (red dashed line) and proposed building height

7. Section 6.03(1)c requires the installation of a five-foot wide sidewalk along certain building facades, including the north façade because of the presence of parking spaces. However, the proposed spaces along the north façade of the building result in no space for a sidewalk. As a result, pedestrians would have to walk through the alley to go from the parking spaces to the nearest public building entrance. Therefore, a Variation from this provision is necessary to waive the requirement for a sidewalk along the north façade of the building.
8. Section 6.04(3)b states that at least 75% of each elevation must be covered by certain "high-quality" materials as established in that section. Also, Section 6.04(4) states that concrete block, among certain other materials, are permitted as a minor or accent material, but cannot be used as a predominant material. The north elevation of the structure includes concrete blocks that comprise 78% of that elevation. Therefore, Variations from both Section 6.04(3)b and 6.04(4) are necessary.
9. Section 6.14(1) requires an eight-foot-wide landscape area around parking lots and certain landscape elements within that landscape area. The proposed parking lot at the east end of the site does not provide landscaping along the east or west sides of the parking lot. Along the south side of the parking lot, a narrow strip of landscaping is provided, but it is located on the interior of the proposed masonry wall enclosing the parking area. Therefore, a Variation from this section is necessary to waive the requirement for the landscape area.
10. Section 6.14(2) requires landscape islands at each end of a row of parking spaces, and that each island be equal in area to a legal parking space and include certain landscape elements. The islands at the north end of the parking lot provide the required area and landscape elements. However, the islands at the south end of the parking lot do not comply with the required minimum area, and there are no landscape islands proposed at either end of the parking spaces along the north side of the building. A Variation from this section is required to reduce the area of the islands at the south end of the parking lot and waive the requirement for islands at either end of the parking spaces along the north end of the building.
11. Section 6.16(1) establishes a required landscape buffer and screening requirements for commercial properties when abutting a residential property. Due to the proposed building setback and parking spaces along the north lot line, no landscape buffer or screening is proposed. Therefore, a Variation is necessary to waive compliance with this requirement.
12. Section 7.10 establishes ratios for the purposes of calculating minimum off-street parking requirements. The calculation for required parking for a college or university is based on one space for every five students, plus two spaces for every three employees at maximum capacity. Based on the floor plans submitted by the Petitioner, staff estimates the maximum capacity to be 183 students and 13 faculty at peak capacity. (This assumes that the full use of the classrooms implies that the lodging units will be empty, so those lodging units are not included in the calculation.) That assumed maximum capacity results in a total required parking capacity of 45 spaces. The proposed site plan includes a total of 28 parking spaces. Therefore, a Variation is necessary to reduce the amount of required parking by 17 spaces. (Please note that there is more context regarding projected parking in the

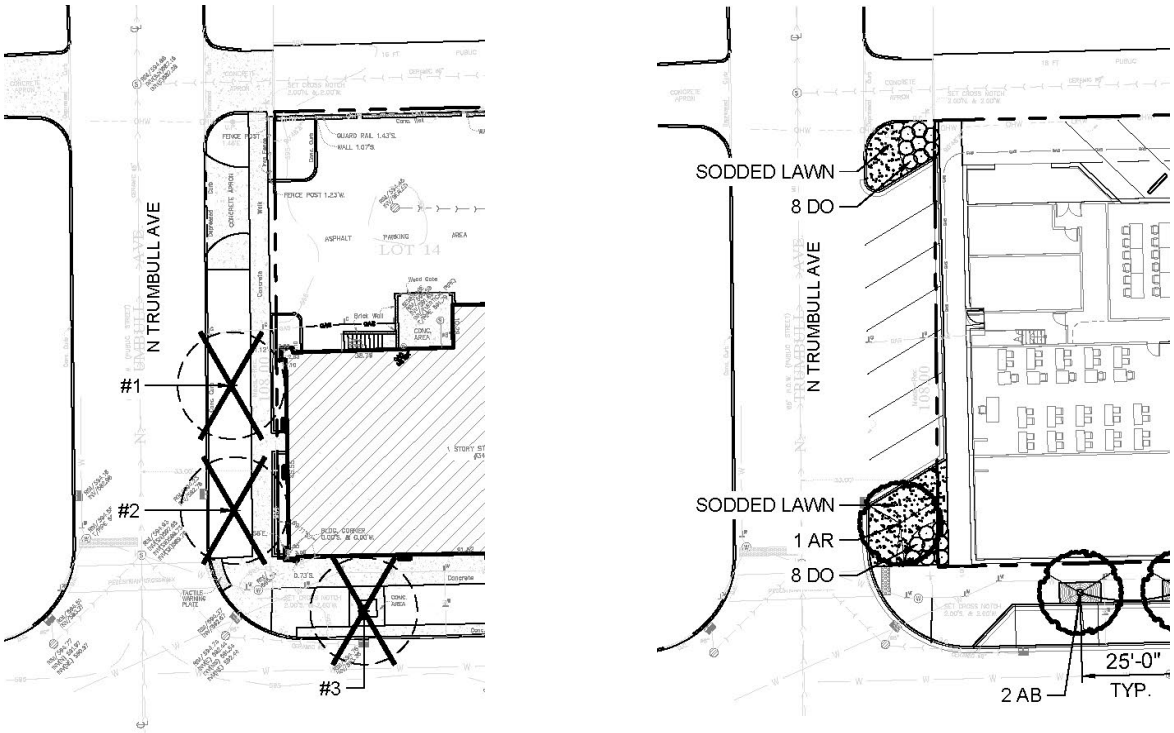
"Considerations" section of this report. That section discusses expected operational parking demand, as well as the presence of adjacent on-site spaces that do not qualify for the purposes of meeting the off-street parking requirement.)

13. Section 7.08(2) establishes minimum standards for the dimensions of loading spaces. The proposed 35,000-square foot building requires one loading space, as per Section 7.10 (Table 7.10.02) with a minimum width of ten feet and a minimum depth of 55 feet. The proposed loading/trash area in the northwest corner of the building is substantially smaller than these dimensions and would be obstructed by dumpsters and possibly other elements. Because the Petitioner's proposal shows service vehicles not pulling into this space, a Variation from Section 7.10 is necessary to waive the requirement of one off-street loading space.

Parkway Parking Approval

In addition to the redevelopment of the subject property, the Petitioner is proposing several improvements within the public right-of-way. Most of those improvements fall under the normal purview of a redevelopment project. However, the proposed parkway parking on the east side of Trumbull Avenue requires special approval. Provisions related to the design and approval of parkway parking are found in Sections 6-5-17 through 6-5-23 of the Village Code. This section of the report will provide the most relevant considerations for discussion by the Plan Commission.

The proposed parkway parking plan would eliminate two existing curbside parking spaces, resulting in a net gain of five spaces. Two mature trees would be removed, and one new tree would be planted at the south end of the row of proposed parking spaces.



Existing (left) and proposed (right) parkway parking configurations and tree plantings

Parkway Parking Standards
Section 6-5-18 of the Village Code establishes the following design standards for parkway parking:

A. The location, design and layout of parkway parking areas and spaces shall not encroach upon, obstruct or interfere with pedestrian sidewalks or access, street traffic flow, off-street loading operations, drainage, fire hydrants, streetlighting, trees or any utilities that may exist in the public way.
B. Parkway parking areas shall include areas for installation of parkway trees to be installed at the sole cost and expense of the permittee that shall be located no less than every 50 feet apart. Such areas for trees shall be sufficient in size for long-term tree survival as determined by the Village Arborist.
C. A continuous nonmountable six-inch concrete curb shall separate parkway tree areas from parkway parking spaces.
D. A continuous nonmountable six-inch curb shall be installed between any adjoining sidewalk and any parking space. The use of concrete wheel stops for this purpose is prohibited.
E. No parkway parking space shall be located in any sight triangle of any street or driveway intersection or within 10 feet of any street or driveway apron, whichever is greater. Such sight triangle areas shall be installed and maintained with vegetative ground cover, grass, or sod.
F. Parking stall size shall be no less than nine feet by 18 feet, or as may be approved by the Village Engineer.

Parkway Parking Variation
The proposed parkway parking design requires one Variation from the provisions listed above. Parkway parking Variations may be granted pursuant to Section 6-5-22 of the Village Code.

The proposed design would eliminate an existing public sidewalk on Trumball Avenue, which would be a violation of subsection A. However, the Petitioner is proposing to build a new sidewalk on their property and is prepared to enter into an agreement ensuring that sidewalk would be made available to the public. Staff recommends approval of a Variation from subsection A with the condition that prior to the issuance of a Building Permit the Petitioner enters into an agreement with the Village that the portion of the sidewalk on the subject property, located between the proposed parkway parking and building, remain available for public use.

Section 6-5-18-22 establishes the following that are to be taken into consideration when determining the appropriateness of a requested parkway parking variation:

1. Whether failure to grant a permit will render the adjoining property obsolete and unusable due to the required removal of current parking from the Village parkway or the adjoining property.
2. Due to unique circumstances, including, but not limited to, the small size of the tract of land comprising the adjoining property, topographical, or other conditions peculiar to the site, street traffic, or surrounding conditions, it is not feasible or

impractical to conform to the design standards of a designated parkway parking area.
3. The extent to which strict compliance with this Article 5 will shift parking onto nearby residential streets.
4. The requested variation does not violate the intent and purpose of the Parkway Landscaping Ordinance.
5. The granting of the variation will not be detrimental to the public health, safety and welfare or injurious to other property in the area in which the adjoining property in question is located.

Parkway Parking Considerations
Section 6-5-19 of the Village Code establishes the following considerations for approval of parkway parking:

A. Existing area parking demand and off-street parking availability.
B. On-street parking demand and availability.
C. Existing or prior use of the parkway for parking.
D. Compliance of the applicant with the Village's Landscape Ordinance.
E. Compliance of the parking proposal with the parking design standards of Section 6-5-18 of this Code.
F. The effect of compliance by the applicant with Section 6-5-13 of this Code and the elimination of continuous curb cuts and continuous driveway aprons on the parkway.
G. The comments of citizens and property owners, particularly those in close proximity to the proposed parking area.
H. The effect of the proposal on street traffic flow, pedestrian access, and public safety; drainage and utilities; and fire, police, and emergency response.

A formal parking study for on-street parking usage was not conducted as part of the Petitioner's application. However, throughout discussions with staff the petitioner has expressed an interest in installing the parkway spaces as a way of alleviating concerns about the parking demand that would be created by the proposed development.

In terms of staff review of the proposed parkway parking configuration, staff is not aware of any non-compliance with the considerations noted above. Additionally, the proposed parkway parking was included in plans reviewed in 2023 by the Village's staff-led Development Review Team (DRT). At that time, no concerns were voiced regarding emergency response and the presence of the parkway parking.

Recommended Parkway Parking Conditions
Based on staff's review of the proposed parkway parking configuration, the following conditions are recommended if the Plan Commission is inclined to recommend approval of the Petitioner's request:

- That prior to the issuance of a Building Permit the Petitioner enters into an agreement with the Village that the portion of the sidewalk on the subject property, located between the proposed parkway parking and building, remain available for

public use (in conjunction with the approval of a parkway parking variation from Section 6-5-18-A as noted earlier in this section of the report); and

- That prior to the issuance of a Certificate of Occupancy the Petitioner install wheel stops for each parkway parking space in order to prevent vehicle overhang onto the proposed sidewalk located between the parking spaces and west façade of the proposed building.

Considerations

The Plan Commission may consider the following when discussing the various requested approvals.

Traffic Impacts

As part of its application, the Petitioner submitted a Traffic Impact Study. The conclusion of that study is that the proposed development is not expected to substantially impact the capacity or traffic operation at intersections adjacent to the subject property. The study does not recommend any off-site improvements that are necessary to mitigate impacts from the proposed use.

In terms of site-specific traffic impacts, staff has a concern about vehicles related to the proposed use utilizing local streets to navigate to areas north and northwest of the subject property. It may be appropriate to consider signage at either end of the alley directing non-resident motorists to turn south toward Devon Avenue. This could be supplemented by signage indicating that motorists exiting the parkway parking spaces must turn into the alley, which would in turn direct them south to Devon Avenue when approaching Kimball Avenue.

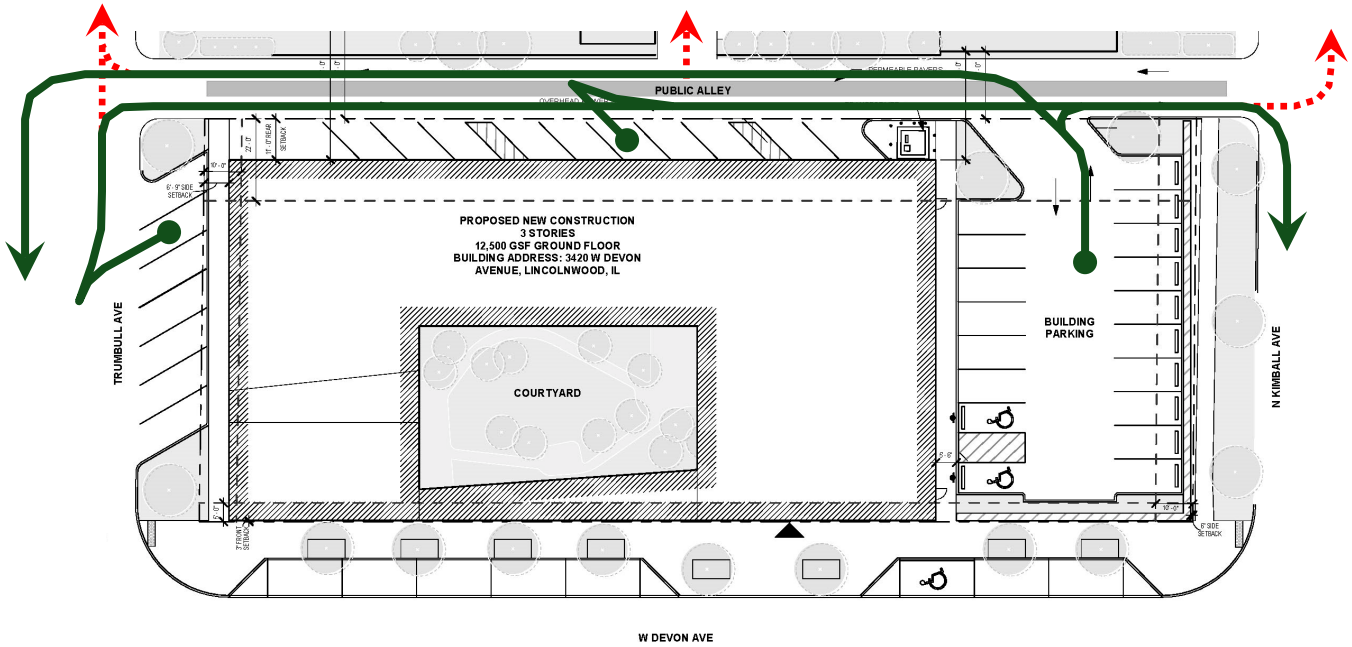


Diagram illustrating the preferred vehicular site egress (green solid line) and egress that may have impacts on adjacent residential uses (red dashed line)

Parking Capacity
As noted earlier in this report, the Petitioner is seeking a Variation to reduce the required amount of off-street parking from 45 spaces to 28 spaces. As part of its application, the Petitioner submitted a Parking Evaluation Memorandum. That memorandum argues the following:

- Parking ratios recommended by the Institute of Transportation Engineers (ITE) for university/college campuses or junior/community colleges are difficult to apply to this project because of the relatively small student enrollment at the proposed development.
- Analyzing the parking behavior at the Petitioner's existing campus may provide a more direct analogy for what might be expected at the proposed development.
- Based on the Petitioner's existing facility and assumptions applied to the proposed development, it is estimated that 27 spaces will be needed to accommodate the average peak demand during the regular operation of the proposed use.
- The proposed development includes 28 spaces under the full control of the Petitioner, plus seven parkway spaces that may be available for users of the facility.

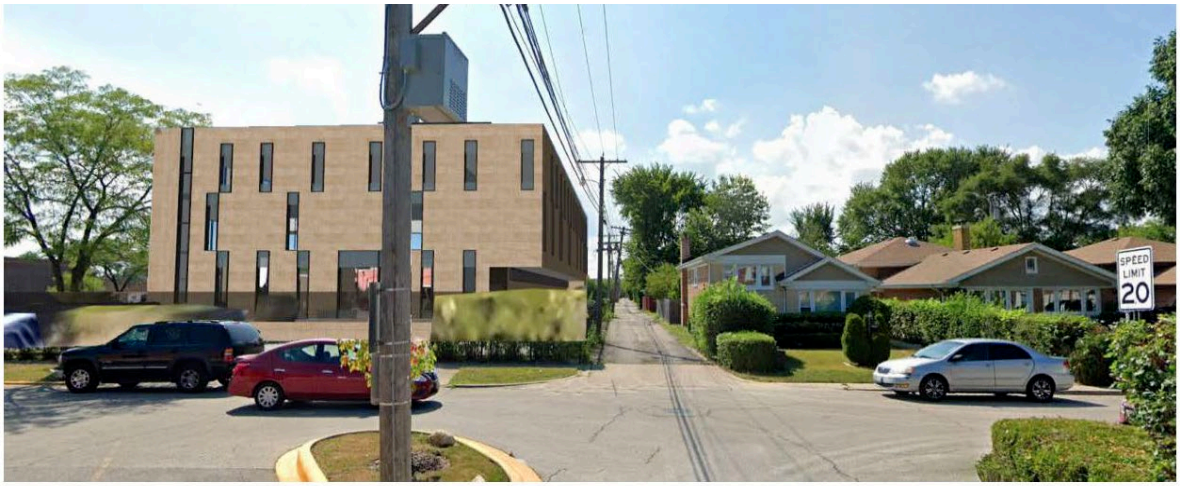
The Village Engineer performed a peer review of that memorandum and concurred that ITE metrics are difficult to apply to this proposed project due to its relative size. However, the Village Engineer notes that the memorandum represents an average peak parking demand, but does not specify what parking demand would be needed for maximum peak parking events. The Village Engineer also notes that the seven parkway parking spaces will not be reserved for the exclusive use of the proposed use, and that it is unclear how snow management will impact on-site parking capacity during winter months.

Based on the concurrence that industry standards and assumptions are not directly applicable to the proposed, staff recommends the following as potential conditions to an approval of this development:

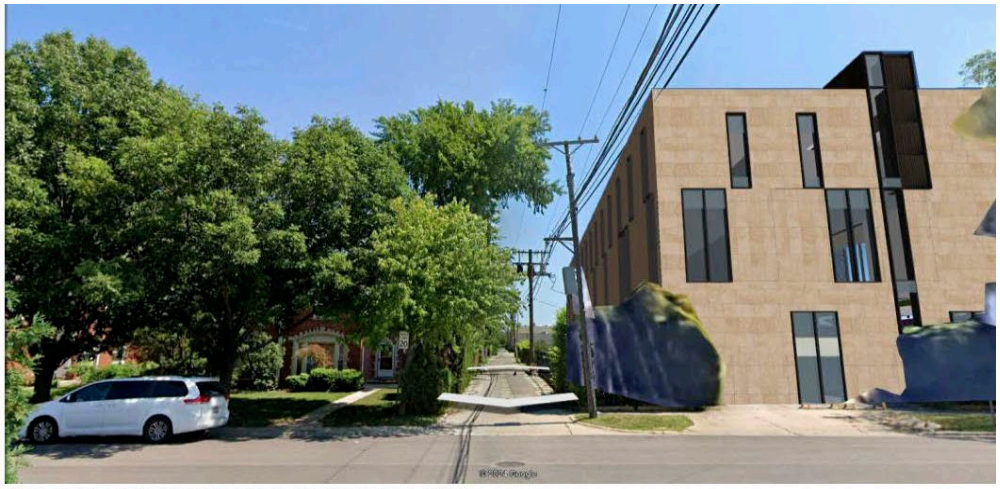
- That at any point within 12 months of the initiation of the active operation of the proposed use, the Village may request with 30 days' notice that the Petitioner contract with a third-party consultant and deliver to the Village the results of a survey of on-street parking on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village, with the intent of gathering data to determine whether the standards related to resident-only parking restrictions are being met;
- That the Petitioner cannot object to any resident-only parking restrictions that may be applied for (by either adjacent residents or the Village) on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village; and
- That the Petitioner provide a minimum of 15 days' advance notice of any special events at the subject property that exceed the capacity of the normal day-to-day operation of the use for educational instruction, and present to the Director of Community Development a parking plan for the event that may include valet parking in accordance with Chapter 9, Article 18 of the Village Code, agreements with nearby properties for remote parking, or other strategies as deemed appropriate by the Village.

Adjacency to Residential Properties

As noted earlier in this report, the Petitioner is seeking a Variation to reduce the required rear setback of the structure from 30 feet to 11 feet. This reduced setback, in addition to the requested Variation to allow a maximum building height of 47 feet along the rear elevation parapet, introduces the possibility of greater impacts to residential properties north of the proposed development. The residences would be separated by the 47-foot-tall elevation by the proposed 11-foot setback, the 16-foot alley right-of-way, and an existing residential setback of approximately two feet. In total, the proposed rear wall would be approximately 29 feet from the existing residences. The renderings below illustrate the relationship between the proposed development and residential properties to the north resulting from the requested Variations related to a reduced rear yard setback and increased maximum building height.



BUILDING CONTEXT VIEW FROM KIMBALL AVE



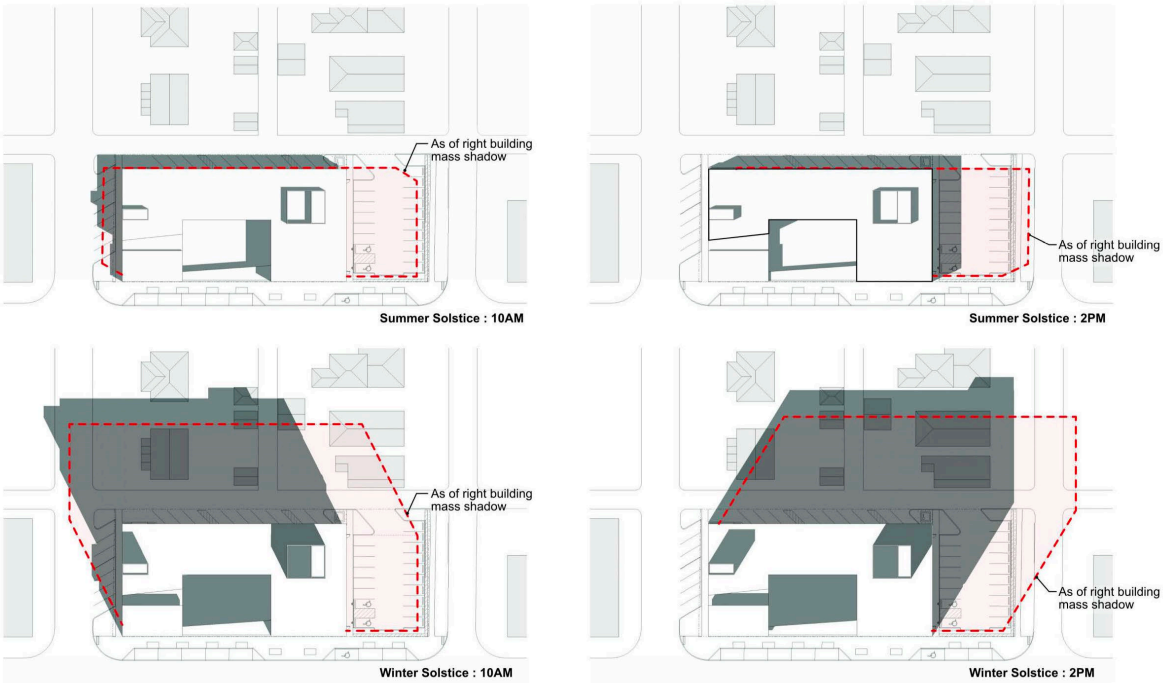
BUILDING CONTEXT VIEW FROM TRUMBULL AVE

Renderings illustrating the relationship between the proposed building and residential properties to the north

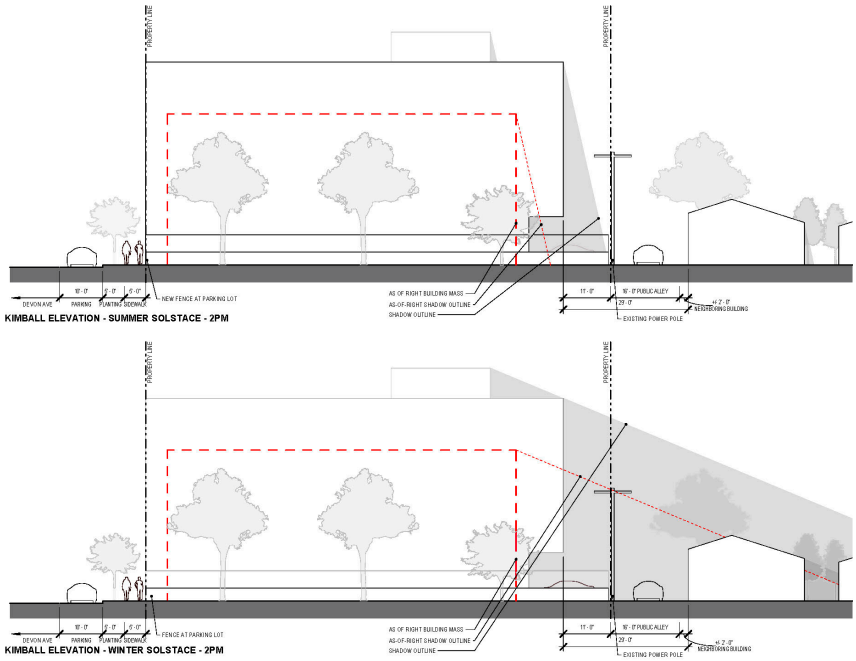
Shadow Impacts

In addition to the physical presence of the proposed building as described above, it will have tangible impacts regarding access to sunlight. As part of their application, the Petitioner submitted a shadow study that shows the impact of the proposed structure. That study illustrates the difference between shadows created by a development that could be built by right in compliance with relevant bulk regulations and the proposed building that requires Variation from rear yards setbacks and building height, for the times of 10:00 AM and 2:00 PM on both the summer and winter solstices. The illustrations included in the shadow study demonstrate the following for the time periods analyzed:

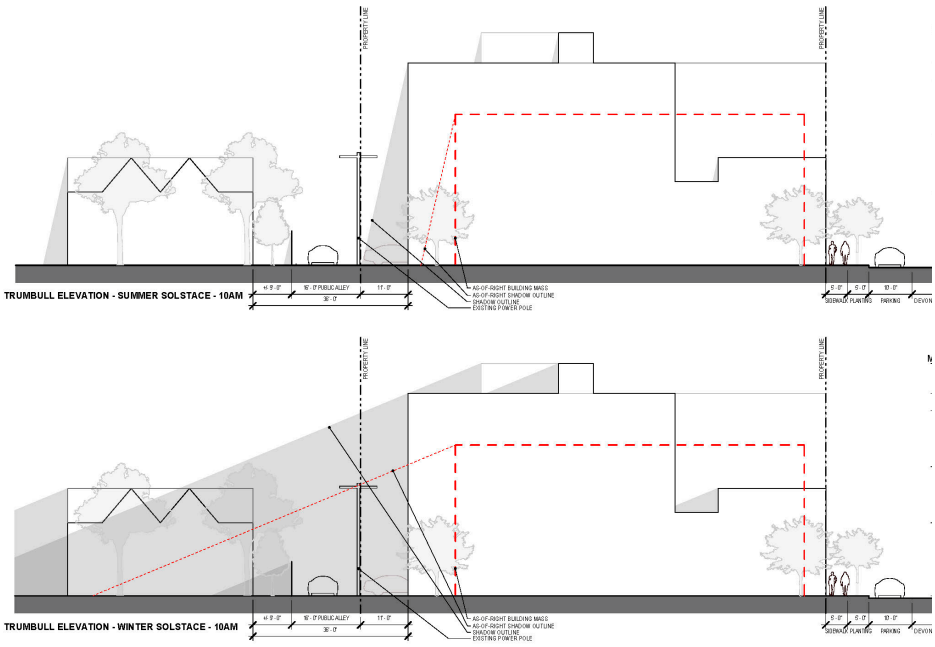
- Around the time of the summer solstice, when the sun is at its highest peak angle, there will be little to no new shadows cast by the existing building onto residential properties.
- During the winter solstice, when the sun is at its lowest peak angle, shadows resulting from the proposed development will extend two to three residential lots north of the subject property. This is 20-25% further than the shadows that would be cast by a building built to the maximum permitted height and minimum required setback.
- Presumably, the lengths of shadows would vary between these extremes throughout the year. The residential lots immediately north of the alley would experience the greatest duration of impact throughout the year, while those further north would experience a shorter duration of impact.



Plan diagrams showing the shadow impacts of the proposed building during the summer solstice (top row) and winter solstice (bottom row)



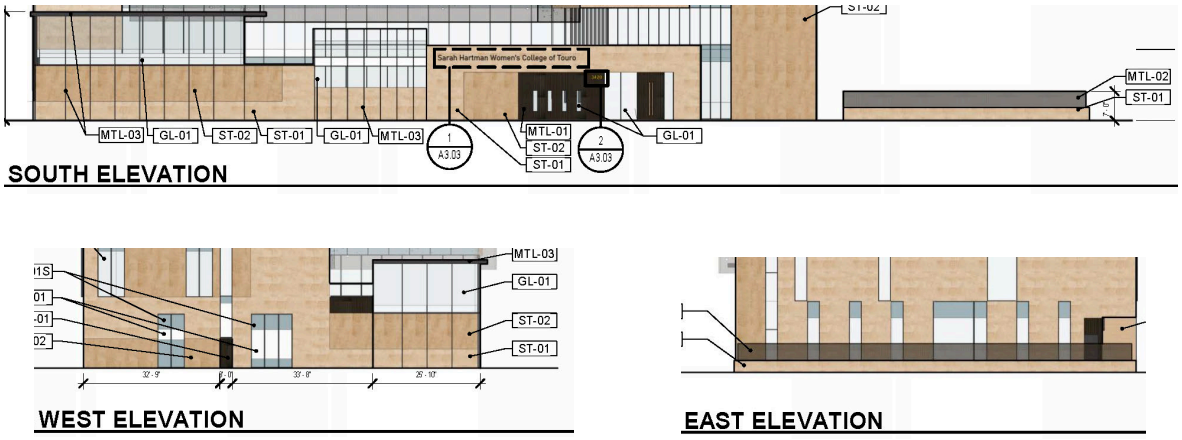
Kimball Avenue elevations showing the shadow impacts of the proposed building during the summer solstice (top) and winter solstice (bottom)



Trumbull Avenue elevations showing the shadow impacts of the proposed building during the summer solstice (top) and winter solstice (bottom)

Façade Design

Throughout preliminary review of the proposed development plan, staff has noted that proposed elevations along Devon Avenue, Trumbull Avenue and Kimball Avenue comply with the requirement of the Zoning ordinance related to façade design but lack transparency or pedestrian-scale design elements that could enhance the streetscape and public environment. The petitioner has been encouraged to consider revisions. Staff acknowledges the Petitioner's concerns regarding safety and security of the facility and the impact that façade design may have on those objectives. Staff recommends that the Plan Commission discuss whether it is appropriate to seek revisions to accomplish a typical goal of the type of project that in many other ways characterizes a pedestrian-oriented development plan.



Excerpts from building elevations showing the proposed design characteristics of the ground floor for Devon Avenue (top), Trumbull Avenue (bottom left) and Kimball Avenue (bottom right)

Reliance on Alley Access

The proposed development plan relies on access from the north alley in the following ways:

- Direct access into and out of the ten parking spaces lining the north wall of the proposed building;
- Drive aisle access into and out of the proposed 18-vehicle parking lot at the east end of the development site; and
- Access to and standing adjacent to the proposed loading/trash space at the northwest corner of the proposed building.

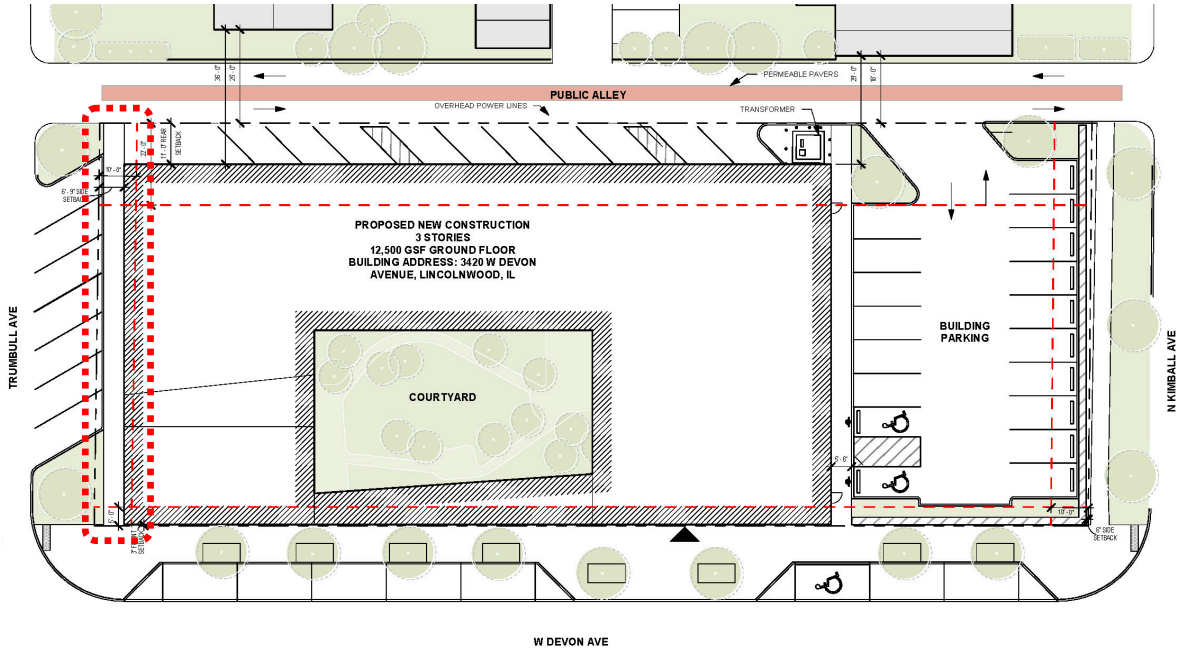
Based on the project's reliance on the use of this alley, as well as the impacts it could experience during construction of the proposed project, staff recommends as a condition of approval that the Petitioner be responsible for the improvement of the alley in a manner deemed appropriate by the Director of Public Works. Satisfaction of this condition could include one of the following to be determined by the Village:

- Reconstruction of the alley, with the scope of needed improvement to be determined y the Director of Public Works, as a component of the Building Permit relating to the development of the subject property with the proposed facility; or

- Prior to the issuance of a Building Permit, a payment in lieu of reconstructing the alley as part of the development of the proposed facility. The Village is preparing to install green alleys in some portions of the Village, including possibly in the alley in question. If that public investment is to take place in the relatively near future, it would be impractical to rebuild the alley as a part of the proposed development only to rebuild it again with an alley that would require substantial excavation and installation of underground infrastructure. This option, if preferred by the Village, would allow the Petitioner to provide a payment to be put toward the installation of a green alley. The amount of the payment would be based on the improvement of a standard alley, and the Village's capital improvement program would cover the remaining cost associated with the green alley infrastructure systems.

Location of Sidewalk Along Trumbull

As noted earlier in this report, the Petitioner's development plan includes the installation of parkway parking along the east side of Trumbull Avenue. In order to accommodate the required depth of the parking stalls without encroaching into the northbound Trumball Avenue travel lane, the proposed sidewalk on Trumbull Avenue (between the parkway parking and west façade of the proposed building) would have to be located on the petitioner's private property. As a condition of approval, staff recommends that prior to issuance of a Building Permit, the Petitioner enter into an agreement ensuring that the portion of that sidewalk located on the Petitioner's property will remain available to the public and providing direct connections to adjacent segments of the public sidewalk network.



Site Plan showing the location of a proposed sidewalk serving the public but built on the subject property

Public Use of Parkway Parking
The proposed parkway parking, as presented by the Petitioner's parking memorandum, is an effort to ensure that adequate parking will be provided in the event that more vehicles than expected are accessing the property during its operation. However, it is worth noting that it is not the Village's practice to allow parkway parking to be reserved for a specific use or property owner. While these seven spaces may be available for the petitioner's use, it should be noted that they would be available to the general public, including other commercial uses in the same vicinity as the subject property.

Proposed Bike Parking in the Public Right-of-Way
The landscape plans included in the Petitioner's submittal show a series of five bike racks in the public right-of-way. The racks would be located in the Kimball Avenue parkway adjacent to the public sidewalk along the east side of the development site. The Village has recently held discussions regarding the permissibility of certain private improvements in the public right-of-way. However, bike racks serving commercial properties have not specifically been discussed. Staff recognizes the potential benefits of providing bike racks, as they enable alternate modes of mobility and could help offset any perceived parking shortages. However, for the purposes of this Petitioner's requested approvals, it should be assumed that they may not be permitted. This will be explored further based on the Village Board's final determination regarding this development.

Special Use and Variation Standards
Sections 5.15 and 5.17 establish standards to be considered when determining the appropriateness of requested Variations and Special Uses, respectively. Those standards are included in the "relevant regulations" attachment of this report. Additionally, a Special Use Standards Checklist and Variations Standards Checklist are provided as attachments for us by Commissioners when reviewing the information included in this report.

Public Comment
At the time of the drafting of this report, staff had comments from six residents in the vicinity of the subject property. Those comments are provided in their entirety as an attachment to this report. In summary, the comments raise concerns regarding the following:

- Concerns regarding alignment with the Village's policies and regulations
    - Does not align with the Comprehensive Plan recommendations for this portion of Devon Avenue
    - The number of required Variations should raise questions about the viability on this site
- Objections to parkway parking on Trumbull Avenue
    - Removal of grass and trees and creation of traffic and safety concerns
- Concerns related to a reduction in required on-site parking
    - Could lead to traffic overflow into residential areas, noise, traffic on local streets and reduced property values
    - Special events could attract larger audiences that could further complicate issues on residential streets
- Concerns regarding the scale of the proposed building

- Development is being "shoe-horned" onto a site that is too small
- Reduction in required setbacks would enhance negative impacts on residences to the north

Any additional comments received after the public posting of this report will be provided to the Plan Commission during the public hearing.

Summary of Required Approvals and Recommended Conditions

The following lists summarize the full scope of required approvals and recommended conditions discussed throughout this report.

Required Approvals

Required Special Uses include those pursuant to:

1. Section 4.01.1 to allow a college or university in the B-2 General Business zoning district (assuming the Plan Commission recommends approval of a Text Amendment as a result of case #PC-06-24); and
2. Section 7.06(5) to allow parking in the corner side yard abutting the east lot line of the subject property.

Required Variations include relief pursuant to:

3. Section 3.13(13)e to allow a masonry fence in the corner side yard abutting the south and east lot lines of the subject property;
4. Section 4.07(3) to waive the requirement for a setback of thirty feet when abutting the rear yard of a residential property, allow the required buffer yard to be used for parking, and waive the required landscape screening when windows exist more than 20 feet above grade;
5. Section 4.07(5) to allow for outdoor operations to accommodate an open-air courtyard toward the center of the site;
6. Section 4.13 to allow a building with a height greater than 35 feet to accommodate a building with a height of 47' to predominant parapet, 51' to the secondary parapet;
7. Section 6.03(c) to waive the requirement for a 5'-foot wide sidewalk along the rear façade of the building to accommodate on-site parking;
8. Section 6.04(3)b to allow a building that does not incorporate specified high-quality materials into at least 75% of each elevation;
9. Section 6.14(1) to waive or reduce the width of landscape screening along the west, east and north sides of the parking lot;
10. Section 6.14(2) to waive or reduce the width of required landscape islands at each end of parking aisles in the parking lot and rear parking area;
11. Section 6.16(1) to waive the required transition yard setback and landscape screening requirements;
12. Section 7.10 to reduce the amount of required off-street parking; and
13. Section 7.08(2) to waive the required loading space.

Required parkway parking approvals include:

14. Approval of parkway parking, pursuant to Sections 6-5-17 through 6-5-23 of the Village Code, to allow for the installation of seven spaces on the east side of Trumbull Avenue; and
15. Approval of a Parkway Parking Variation from Section 6-5-18-A to allow the removal of a sidewalk in the public right-of-way as part of a parkway parking improvement.

Recommended Conditions

The following conditions of approval are recommended by staff for consideration by the Plan Commission:

A. That prior to the issuance of a Building Permit the Petitioner either a) agree to reconstruct the entire footprint of the east-west alley north of the subject property as part of the permitted scope of work, or b) provide a payment in lieu of improving the alley, equivalent to the cost for the Village to reconstruct the alley, with the scope of work or payment amount to be determined by the Director of Public Works;
B. That prior to the issuance of a Building Permit the Petitioner enter into an agreement with the Village ensuring that the sidewalk located on the west side of the development site between the proposed parkway parking and west building façade be made available for use by the public and provide reasonable connections to other segments of the sidewalk network;
C. That the provision of bike racks in the public right-of-way be contingent upon separate approval from the Village, along with any appropriate agreements, indemnification, or other provisions deemed appropriate by the Village Attorney;
D. That the installation and maintenance of the proposed parkway parking be subject to the standards and considerations in Sections 6-5-17 through 6-5-23 of the Village Code, and that the Petitioner recognize that those parking spaces cannot be reserved for the exclusive use by the proposed development;
E. That at any point within 12 months of the initiation of the active operation of the proposed use, the Village may request with 30 days' notice that the Petitioner contract with a third-party consultant and deliver to the Village the results of a survey of on-street parking on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village, with the intent of gathering data to determine whether the standards related to resident-only parking restrictions are being met;
F. That the Petitioner cannot object to any resident-only parking restrictions that may be applied for (by either adjacent residents or the Village) on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village; and
G. That the Petitioner provide a minimum of 15 days' advance notice of any special events at the subject property that exceed the capacity of the normal day-to-day operation of the use for educational instruction, and present to the Director of Community Development a parking plan for the event that may include valet parking in accordance with Chapter 9, Article 18 of the Village Code, agreements

with nearby properties for remote parking, or other strategies as deemed appropriate by the Village.

H. That prior to the issuance of a Certificate of Occupancy signage be installed in the alley to the satisfaction of the Director of Public Works directing non-resident motorists south toward Devon Avenue when existing the on-site parking areas on the proposed development site; and

I. That prior to the issuance of a Certificate of Occupancy signage be installed near the parkway parking spaces on Trumbull Avenue to the satisfaction of the Director of Public Works directing non-resident motorists into the alley north of the proposed development site and subsequently south to Devon Avenue.

J. That prior to the issuance of a Certificate of Occupancy the Petitioner install wheel stops for each parkway parking space in order to prevent vehicle overhang onto the proposed sidewalk located between the parking spaces and west façade of the proposed building.

Requested Action

The Petitioner seeks approval of Special Uses, Zoning Variations, and Parkway Parking as summarized in the previous section of this report. Staff requests that the conditions set forth in that same section be considered as conditions of approval.

Documents Attached

The Petitioner's Plan Commission Review Packet Binder (Attachment #1 to this report) serves as an attachment to both this case and Case #PC-06-24 (requested Zoning Text Amendment). For hard copies of this packet delivered to Plan Commissioners, please see the bound Attachment #1 provided separately from Attachments #2-4 immediately following this page. For electronic versions of this packet, please click on the items below for links to each document.

1. Petitioner's Plan Commission Review Packet Binder
    a. Project Narrative
    b. Public Hearing Application-Text Amendment
        i. Exhibit A-Proposed Amendments to Text of Zoning Ordinance
    c. Public Hearing Application-Special Uses
    d. Public Hearing Application-Variations
        i. Exhibit A-Requested variations
    e. Owner Authorization Letter
    f. Aerial of the Subject Property
    g. Streetview Photos of the Subject Property
    h. Survey
    i. Preliminary Architectural Drawings and Renderings
    j. Floor Plans
    k. Shadow Study
    l. Landscape Drawings, Details and Tree Survey
    m. Preliminary Civil Plan Set
    n. Parking Evaluation Memorandum (dated June 28, 2024)
    o. Traffic Impact Study (dated as of July 2024)

    p. Response to memo of Comments from All Departments
2. Special Use Standards Checklist
3. Public Comment
4. Zoning Variations Standards Checklist
5. Relevant Regulations

SARAH HARTMAN
WOMEN'S COLLEGE OF TOURO AT HTC
A MEMBER OF TOURO UNIVERSITY

3420 W. DEVON AVENUE
LINCOLNWOOD, ILLINOIS

PROJECT NARRATIVE
Updated July 5, 2024

INTRODUCTION

Hebrew Theological College (HTC) is the Midwest division of Touro University, a national higher education provider with 19,000 students across 36 schools and spanning four countries. At its main campus in Skokie, HTC operates a small men's college and rabbinical school, a boys' high school, and an overnight camp. HTC also operates a small women's college, which currently resides in Chicago's West Rogers Park neighborhood. HTC is accredited by HLC, the Higher Learning Commission.

THE PLAN

HTC has executed a Letter of Intent to purchase the building and lot located at 3420 West Devon Avenue in Lincolnwood (formerly Whistler's Restaurant) to serve as the new home of HTC's undergraduate division for women--the **Sarah Hartman Women's College of Touro at HTC.** The property is located in the Village's B-2 General Business Zoning District.

HTC's plan is to demolish the building which presently exists on the property and construct a new, state-of-the-art 35,000-square foot facility to house its women's college. Conceptual plans for the proposed three-story building contemplate 10 classrooms, two science labs, a library, social and study spaces, a commercial kitchen, a private courtyard, and a rooftop plaza. At this time, HTC is also contemplating providing on-site residential housing for up to 42 students (though closer to 25-30 residential students are expected most years). The project, as planned, will include significant landscaping and streetscape improvements which will beautify both the campus and the neighborhood.

There are several key reasons why HTC wishes to move its women's college to this prime Lincolnwood property:

- It will allow for the construction of the new beautiful, state-of-the-art facility that our students deserve.
- It will bring our academic and residential spaces under one roof, enhancing efficiency and security.
- Lincolnwood is home to a growing residential and commercial Jewish community which will enhance student life for our students.
- The Lincolnwood site will provide a safer location for our students.

BACKGROUND ON SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC

Originally founded in 1926, the Sarah Hartman Women's College of Touro at HTC—recently renamed in recognition of a major lead gift provided by Lincolnwood residents Robert and Debra Hartman, David and Chaya Tova Hartman, and Mark and Penina Hartman — is the only Orthodox Jewish women's college between the east and west coast. Launched originally on the west side of Chicago, the college currently operates out of two converted office buildings located at 2600-2606 W. Touhy Ave. in West Rogers Park, but these limited facilities no longer meet the needs of today's college students. As part of its historic Centennial campaign, HTC has embarked on an ambitious effort to provide the women of HTC a modern, spacious campus.

The college operates as follows:

- **Demographics:** The majority of our students are graduates of local Jewish high schools who commute from their home neighborhoods of Chicago's West Rogers Park, Peterson Park, Lincolnwood and Skokie. Currently, a small number of students (typically 15-20) reside in our student housing.
- **Schedule:** Classes are held Sunday through Thursday, typically from early afternoon through early evening. The college offers a fall, spring, and summer semester.
- **Staff:** The college employes about 25 administration, staff and (mostly adjunct) faculty members who are on campus on various days and at various times of the day.
- **Academics:** The college offers an affordable, accredited B.A. program with rigorous academics in a Jewish environment. Our students major in Judaic studies and often choose a second major from eleven major areas of study, including accounting, business, computer and Information Sciences, E-Commerce and Web-based business, education, English, graphic arts & design, health sciences, marketing, psychology, and speech and communication disorders. The college also offers a partnership program with North Park University's School of Nursing, a pathway program into Loyola University's Quinlan School of Business, and preferred acceptance into Touro University graduate schools.
- **Post-College:** Our students are accepted into prestigious graduate schools, with recent graduates accepted into schools including Northwestern University, Rush University, Loyola University Chicago, University of Illinois, NYU, Columbia University, Yeshiva University, and Touro's own graduate schools. Our graduates are also sought-after by area businesses who know them to be driven, highly intelligent, and ethical individuals.

PROJECT BENEFITS

Relocating the college to the Devon Avenue property will significantly benefit the college, its students, the Village of Lincolnwood and the surrounding neighborhood. Village and public benefits will include the following:

- **The removal of a vacant building and permanently-closed restaurant from Devon Avenue,** which may be deterring prospective businesses and homeowners from locating to or in the area.
- The removal of a currently vacant commercial structure and the construction of a beautiful new state-of-the-art facility on the property **will reduce the likelihood of any diminishment in the value of surrounding properties** which might attain from current conditions**.**
- Adding a beautiful new state-of-the-art facility **will help beautify historic Devon Avenue.**
- Establishing the new college on the property will bring to Lincolnwood the **prestige of a nationally recognized leader in higher education, medicine, and the health sciences**.
- **Security benefits:** This campus will include the presence of security staff and surveillance cameras on all sides of the building, which should also benefit the village and nearby businesses and neighbors when issues arise near the campus. As we have done with our current local law enforcement partners both in Skokie and Chicago, our security team stands ready to support local law enforcement to utilize our resources in investigation of any crimes and/or safety concerns that arise near our campus.
- **Financial benefits:** With approximately 80 students and 20-25 staff and faculty coming to the campus on a daily basis and a number of students residing at the college, establishing the new college on the property **will produce several financial benefits** to the Village and its businesses, including:
    - New permit fees;
    - Additional food and beverage and sales tax revenues;
    - Support of **four existing kosher food establishments in the Village** (Nuovo Chicago on Devon Avenue, Dairy Star Ice Cream on Devon Avenue, Lincoln Café on Lincoln Avenue, Candy Squared on Devon Avenue, and Oberweis Ice Cream on Lincoln Avenue); and
    - Support of **other nearby local businesses**, including clothing and gift stores, dry cleaners, florists, hair salons and more.

- **Employment Benefits:** Our students, particularly those living on campus, will be **looking to serve in internships and part-time jobs** for area businesses, and to providing area families with part-time childcare.

HTC'S REQUEST

In order to establish the college on the property, HTC will require, and it is proposing to apply to the Village, for the following zoning approvals:

1. the approval of amendments to the text of the Village's Zoning Ordinance to: (a) establish a "college or university" as an authorized special use in the B-2 General Business District, and (b) authorize the establishment of residential units above the first floor of a college or university in the B-2 District;
2. the approval of a special use to establish a college containing residential units above the first floor on the subject property; and
3. variations from a number of otherwise applicable use and site development standards.

These elements of relief are described in greater detail in other materials being submitted to the Village concurrently with the submission of this Project Narrative.

CONCLUSION

HTC students are **driven, motivated, responsible students**. Many of our students work part-time while in school, and our graduates have an **exemplary record of graduate school acceptance and employment**. The young women who attend classes on this campus will bring positive energy, warmth, and kindness to the sidewalks, stores, and parks of Lincolnwood. They will be an asset to the community.

Accordingly, it is no wonder that our women's college attracts students from across the Jewish community, locally, nationally and from around the world. Our students are eager to be inspired by the exciting, beautiful, new Sarah Hartman Women's College of Touro at HTC and bring their inspiration to the wonderful Village of Lincolnwood.

We thank you for your consideration of this request.

VILLAGE OF LINCOLNWOOD

6900 Lincoln Ave. | Lincolnwood, IL 60712 | Phone: 847-673-7402
www.lincolnwoodil.org | commdev@lwd.org

Public Hearing Application – Text Amendment

PETITIONER INFORMATION

Name: Hebrew Theological College

Address: 7135 Carpenter Road, Skokie, Illinois

Telephone: (847) 982-2500 Fax: (___) _____ E-mail: ssinger8@htc.touro.edu

Property Owner(s): *(if different from Petitioner)*

Name: *(List all Beneficiaries if Trust)* 3420 Devon Building LLC

Address: 6401 Lincoln Avenue, 2nd Floor, Lincolnwood, Illinois

Telephone: (___) _____ Fax: (___) _____ E-mail: _____

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the petitioner and the property owner shall be jointly and severely liable for the payment of such out-of-pocket costs. Out-of pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name: Hebrew Theological College c/o Sid Singer

Address: 7135 Carpenter Road,

City, State, Zip: Skokie, Illinois 60077

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge, and that I have vested in me the authority to execute this application.

PROPERTY OWNER:

_____
Signature

_____
Print Name

_____
Date

PETITIONER: *(if Different than Property Owner)*

Shmuel L. Schuman
Signature

Shmuel L. Schuman, CEO
Print Name

7/2/24
Date

REQUIRED ATTACHMENTS *

Proposed Text Amendment Language ☑

The above document is required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.

TEXT AMENDMENT STANDARDS

To be approved, the requested Text Amendment must meet certain specific standards. These standards are listed below. After each listed standard, explain how the Text Amendment satisfies the listed standard. Use additional paper if necessary.

1. Nature of Request. Explain below why you are seeking a Text Amendment to the Zoning Code. What is it that you would like to do that requires a change in the text of the Zoning Code?

The Petitioner is seeking to amend the text of the Village's Zoning Ordinance to construct a new college on the Subject Property to include student dormitories as an accessory use.

2. What Zoning District(s) would be affected by the proposed Text Amendment? Categorize the type of properties or areas of the Village that likely would be affected by the proposed change.

The B-2 General Business District.

3. Cite the specific Section(s) of the Zoning Code proposed to be amended.

Section 2.2 and Table 4.01.1. Permitted and Special Uses in all Zoning Districts.

TEXT AMENDMENT STANDARDS (Continued)

4. Provide the proposed Text Amendment language. Provide below or attach the exact Section Code language as it is currently written, then use strikeouts for proposed deletion(s) of existing language and insert/add the proposed new language using highlighting (bolding) so that the language is shown exactly as you propose (with all deletions and additions indicated).

See attached Exhibit A.

5. Indicate why you believe this text change is needed and why it would benefit the Village.

The proposed amendment to the text of the Village's Zoning Ordinance is required to allow the Petitioner's proposed college use in the B-2 District along Devon Avenue and to allow the college to provide dormitories for students as an accessory use. If approved, this project will bring to the Village a prestigious collegiate institution and allow the Petitioner to revitalize the existing vacant and dilapidated property with a new state-of-the-art building, designed to beautify and enhance the Devon Avenue streetscape.

VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

PUBLIC HEARING FEES AND DEPOSIT SCHEDULE

Plan Commission

Hearing Type	Hearing Fee*	Hearing Deposit**
Special Use – Non Residential Property	$500	$2,000
Special Use – Residential Property	$250	NA
Reasonable Accommodation	$250	$2,000
Text Amendment	$500	$2,000
Map Amendment	$500	$2,000
Planned Unit Development (PUD) 0 to 5 acres	$1,250	$10,000
Planned Unit Development (PUD) 5 to 10 acres	$2,500	$10,000
Planned Unit Development (PUD) Over 10 acres	$3,000	$10,000
Minor Subdivision	$250	NA
Major Subdivision	$500	$2,000

Zoning Board of Appeals

Hearing Type	Hearing Fee*	Hearing Deposit**
Major Variation – Non Residential Property	$500	NA
Major Variation – Residential Property	$250	NA
Variation – Off-Street Parking	$500	NA
Variation – Design Standards	$250	NA
Minor Variation	$125	NA
Sign Variation/Special Signs	$500	NA

** Hearing fees are non-refundable.*

*** Hearing deposits shall be applied to out-of-pocket expenses incurred by the Village as the result of the Public Hearing process. If additional costs are incurred, or if no deposit is provided, such out-of-pocket expenses will be billed directly to the applicant.*

EXHIBIT A
PROPOSED AMENDMENTS TO TEXT OF ZONING ORDINANCE

1) Amend Section 2.02 Definitions as follows (**proposed amendatory language is bolded and underlined**):

   a. To amend definition of "College or University" to read as follows:

      "An educational institution either authorized by the State of Illinois to award associate, baccalaureate, or higher degrees, or operated by a local school district to provide post-high school training related to employment and life skills. **A college or university may include a dormitory as an accessory use**."

   b. To add a new definition of "Dormitory" to read as follows:

      "**A rooming or boarding establishment or group of rooms that serves a specific group or membership and provides temporary accommodations. A dormitory may, but need not, offer housekeeping, meals, and laundry services. A dormitory shall be an accessory use to a college or university and not a stand-alone use in any zoning district**".

   c. To amend Table 4.01.1 (Table of Permitted and Special Uses) in the manner indicated on the following page.

PROPOSED AMENDMENTS TO LINCOLNWOOD CODE, TABLE 4.01.1

	Zoning Districts											
	Residential				Business			Office	Manufacturing/ Business	Public	Schools	Standard
Use Category	**R-1**	**R-2**	**R-3**	**R-4**	**B-1**	**B-2**	**B-3 PD**	**O-1**	**M-B (Note 8)**	**P**	**S**	
Community facilities												
Community center	S	S	S	S	—	—	—	—	S	P	—	
Library	P	P	P	P	P	P	P	—	S	—	—	
Lodge, fraternal and civic assembly	—	—	—	—	—	S	—	—	S	—	—	
Municipal facility	P	P	P	P	P	P	P	P	S	—	—	
Parks and playground	P	P	P	P	P	P	P	P	S	P	—	§ 4.09
Postal services	—	—	—	—	S	S	P	P	S	—	—	
Educational facility												
College and university	—	—	—	—	—	**S (see Note 13)**	—	S	S	—	—	
School, pre-K — 8	P	—	—	—	—	—	—	—	—	—	P	
Trade, music or dance school, for-profit	—	—	—	—	P	P	P	S	S	—	—	
Health services												
Hospital	—	—	—	S	—	S	—	S	S	—	—	
Massage therapy	—	—	—	—	S	S	P	—	—	—	—	
Medical clinic	—	—	—	—	—	S	—	P	P	—	—	
Office, medical, outpatient only	—	—	—	—	P	P	P	P	P	—	—	
Planned development	S	S	S	S	S	S	P	S	S	—	—	
Religious use												
Cemetery	S	S	S	S	—	—	—	—	—	—	—	
Religious institution, on a lot less than 1/2 acre	S	S	S	S	—	P	—	—	S	—	—	
Religious institution, on a lot 1/2 acre or greater	P	P	P	P	—	P	—	—	S	—	—	
Utilities	S	S	S	S	S	S	P	S	S	S	—	

Proposed Note 13: Colleges and universities are only permitted within that portion of the B-2 District extending east to west along Devon Avenue and upon issuance of a special use permit.

VILLAGE OF LINCOLNWOOD

6900 Lincoln Ave. | Lincolnwood, IL 60712 | Phone: 847-673-7402
www.lincolnwoodil.org | commdev@lwd.org

Public Hearing Application – Special Use and PUD

SUBJECT PROPERTY

Property Address: 3420 W. Devon Avenue, Linolnwood, Illinois 60712

Permanent Real Estate Index Number(s): 10-35-421-027/-028/-029/-030/-031/-032/-033-0000

Zoning District: B-2 Lot Area: 28,778

List all existing structures on the property. Include fencing, sheds, garages, pools, etc.
Vacant 1 story commercial building.

Are there existing development restrictions affecting the property? ☑ Yes ☐ No
(*Examples: previous Variations, conditions, easements, covenants*) If yes, describe:
Covenants and restrictions recorded on February 29, 1932 as Document No. 11052476 and on August 20, 1936 as Document No. 11868617.

REQUESTED ACTION

- ☐ Special Use – Residential
- ☑ Special Use – Non-Residential
- ☐ Planned Unit Development (PUD)
- ☐ Other

PROJECT DESCRIPTION

Describe the Request and Project: Please see attached Project Narrative.

PROPERTY OWNER/PETITIONER INFORMATION

Property Owner(s): (*List all Beneficiaries if Trust*)
Name: 3420 Devon Building LLC
Address: 3401 Lincoln Avenue, 2nd Floor, Lincolnwood, Illinois
Telephone: (____) _____ Fax: (____) _____ E-mail: _____

Petitioner: (*if Different from Owner*)
Name: Hebrew Theological College Relationship to Property: Contract Purchaser
Address: 7135 Carpenter Road, Skokie, Illinois 60077
Telephone: (847) 982-2500 Fax: (____) _____ E-mail: ssinger8@htc.touro.edu

*REQUIRED ATTACHMENTS **

Check Applicable Documents Attached:

Plat of Survey	✓	Applicable Zoning Worksheet	✓
Site Plan	✓	Photos of the Property	✓
Proof of Ownership	✓	PDF Files of all Drawings	✓
Floor Plans	✓	Elevations	✓

**The above documents are required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the Petitioner and the Property Owner shall be jointly and severely liable for the payment of such out-of-pocket costs. Out-of pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

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PROPERTY OWNER:

_____
Signature

_____
Print Name

_____
Date

PETITIONER: ***(if Different than Property Owner)***

Shmuel L. Schuman
Signature

Shmuel L. Schuman, CEO
Print Name

7/2/24
Date

SPECIAL USE STANDARDS

To be approved, each Special Use request must meet certain specific standards. These standards are listed below. After each listed standard, explain how the Special Use request satisfies the listed standard. Use additional paper if necessary.

1. Please explain how the Special Use is necessary for the public convenience at this location and the subject property is deemed suitable for the use. (Please explain in detail)

The proposed college will enhance the area surrounding the Subject Property by removing the existing vacant and dilapidated commercial building and replacing the same with a new state-of-the-art building which will enhance the Devon Avenue streetscape. The Subject Property is suitable for the proposed use given both the size of the lot and its location along Devon Avenue. Lincolnwood was selected by the Petitioner for its new facility because of the safety of the Village and the growing Jewish community within its residential and commercial areas.

2. Please explain how the Special Use is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected.

The use is designed to provide educational services as well as housing for select students which will reduce the traffic impact experienced by Devon Avenue and will reduce the parking needs of thesite. The building is designed to be efficient and attractive to reduce any negative impact to the values of surrounding properties.

3. Please explain how this Special Use would not cause substantial injury to the value of other property in the neighborhood in which it is located.

The proposed Special Use will provide housing on site for a portion of the intended students which will reduce vehicular traffic to the site and the parking needs of the university, both of which will reduce the impact to Devon Avenue. The proposed building will replace the existing vacant and dilapidated building and replace it with an attractive new state-of-the-art building that will beautify and enhance the area.

SPECIAL USE STANDARDS (Continued)

4. The Special Use is consistent with the goals and policies of the Comprehensive Plan.

Admittedly, the proposed use does not fit neatly within the stated goals for the commercial corridor along Devon Avenue as set forth in the Comprehensive Plan. However, the redevelopment of the existing vacant building does further the Village's broader goals for community development which include improved standards for new buildings, building maintenance and streetscape maintenance. Furthermore, the proposed use will bring increased foot traffic to surrounding businesses, which will contribute to their success and provide the Village with additional sales tax revenue.

5. The Special Use would not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the underlying Zoning District.

The proposed Special Use will not impede the normal and orderly development or improvement of the surrounding properties for uses permitted in the underlying Zoning District. The Subject Property is surrounded by public rights of way on all four sides. The Applicant is not proposing alterations to those roadways and the proposed building will not impact surrounding properties.

6. Please explain how the Special Use is so designed to provide adequate utilities, access roads, drainage, or necessary facilities.

The proposed building is designed to improve utility access on site, as well as conform to current standards for drainage. The alley to the north of the Subject Property will be utilized as the sole point of ingress and egress to the site, which is sufficient to support the anticipated parking needs of the college.

7. Please explain how the Special Use is so designed to provide ingress and egress to minimize traffic congestion on public streets.

The alley to the north of the Subject Property will be utilized as the sole point of ingress and egress to the site, which is sufficient to support the anticipated parking needs of the college. This is intended to significantly decrease the impact of the development on traffic traveling along Devon Avenue.

VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

PUBLIC HEARING FEES AND DEPOSIT SCHEDULE

Plan Commission

Hearing Type	Hearing Fee*	Hearing Deposit**
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Special Use – Residential Property	$250	NA
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Zoning Board of Appeals

Hearing Type	Hearing Fee*	Hearing Deposit**
Major Variation – Non Residential Property	$500	NA
Major Variation – Residential Property	$250	NA
Variation – Off-Street Parking	$500	NA
Variation – Design Standards	$250	NA
Minor Variation	$125	NA
Sign Variation/Special Signs	$500	NA

** Hearing fees are non-refundable.*

*** Hearing deposits shall be applied to out-of-pocket expenses incurred by the Village as the result of the Public Hearing process. If additional costs are incurred, or if no deposit is provided, such out-of-pocket expenses will be billed directly to the applicant.*

VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

PUBLIC HEARING FEES AND DEPOSIT SCHEDULE

Plan Commission

Hearing Type	Hearing Fee*	Hearing Deposit**
Special Use – Non Residential Property	$500	$2,000
Special Use – Residential Property	$250	NA
Reasonable Accommodation	$250	$2,000
Text Amendment	$500	$2,000
Map Amendment	$500	$2,000
Planned Unit Development (PUD) 0 to 5 Acres	$1,250	$10,000
Planned Unit Development (PUD) 5 to 10 Acres	$2,500	$10,000
Planned Unit Development (PUD) Over 10 Acres	$3,000	$10,000
Minor Subdivision	$250	NA
Major Subdivision	$500	$2,000

Zoning Board of Appeals

Hearing Type	Hearing Fee*	Hearing Deposit**
Major Variation – Non Residential Property	$500	NA
Major Variation – Residential Property	$250	NA
Variation – Off-Street Parking	$500	NA
Variation – Design Standards	$250	NA
Minor Variation	$125	NA
Sign Variation/Special Signs	$500	NA

** Hearing fees are non-refundable.*

*** Hearing deposits shall be applied to out-of-pocket expenses incurred by the Village as the result of the Public Hearing process. If additional costs are incurred, or if no deposit is provided, such out-of-pocket expenses will be billed directly to the applicant.*

VILLAGE OF LINCOLNWOOD

6900 Lincoln Ave. | Lincolnwood, IL 60712 | Phone: 847-673-7402
www.lincolnwoodil.org | commdev@lwd.org

Public Hearing Application – Variations

SUBJECT PROPERTY

Property Address: 3420 W. Devon Avenue, Linolnwood, Illinois 60712

Permanent Real Estate Index Number(s): 10-35-421-027/-028/-029/-030/-031/-032/-033-0000

Zoning District: B-2 Lot Area: 28,778

List all existing structures on the property. Include fencing, sheds, garages, pools, etc.
Vacant 1 story commercial building.

Are there existing development restrictions affecting the property? Yes ___ No___
(*Examples: previous Variations, conditions, easements, covenants*) If yes, describe: Covenants and Restrictions recorded on February 29, 1932 as Document No. 11052476 and on August 20, 1936 as Document No. 11868617.

REQUESTED ACTION

- ☐ Variation – Residential
- ☑ Variation – Non-Residential
- ☑ Variation – Off-Street Parking
- ☑ Variation – Design Standards
- ☐ Variation – Signs/Special Signs
- ☐ Minor Variation
- ☐ Other

PROJECT DESCRIPTION

Describe the Request and Project: Please see attached project narrative and the summary of requested Variations attached as Exhibit A.

PROPERTY OWNER/PETITIONER INFORMATION

Property Owner(s): *(List all Beneficiaries if Trust)*

Name: 3420 Devon Building LLC

Address: 3401 Lincoln Avenue, 2nd Floor, Lincolnwood, Illinois

Telephone: (____) _____ Fax: (____) _____ E-mail: _____

Petitioner: *(if Different from Owner)*

Name: Hebrew Theological College Relationship to Property: Contract Purchaser

Address: 7135 Carpenter Road, Skokie, Illinois 60077

Telephone: (847) 982-2500 Fax: (____) _____ E-mail: ssinger8@htc.touro.edu

NOTICE OF REASONABLE ACCOMMODATION PROCESS

An alternate process is provided by the Village for persons with disabilities or handicaps who seek a Reasonable Accommodation from the Zoning Code regulations in order to gain equal access to housing. If you seek a Reasonable Accommodation from the Zoning Code based on disability or handicap, do not complete this application form, but rather a separate application for Reasonable Accommodation. For more information on this process, consult Section 4.06(3) of the Zoning Code, or contact the Community Development Department at 847.673.7402.

*REQUIRED ATTACHMENTS **

Check all Applicable Documents:

Plat of Survey	✓	Applicable Zoning Worksheet	✓
Site Plan	✓	Photos of the Property	✓
Proof of Ownership	✓	PDF Files of all Drawings	✓
Floor Plans	✓	Elevations	✓

**The above documents are required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the Petitioner and the Property Owner shall be jointly and severely liable for the payment of such out-of-pocket costs. Out-of pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name:	Hebrew Theological College c/o Sid Singer
Address:	7135 Carpenter Road,
City, State, Zip:	Skokie, Illinois 60077

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I also understand that if I desire a Reasonable Accommodation from the Zoning Code based on disability or handicap, that I must complete and submit a different application for consideration and by submitting this application for a Variation, I am attesting that I am not seeking a Reasonable Accommodation. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge and that I have vested in me the authority to execute this application.

PROPERTY OWNER:	*PETITIONER: (if Different than Property Owner)*
	Shmuel L Schuman
Signature	*Signature*
	Shmuel L. Schuman, CEO
Print Name	*Print Name*
	7/2/24
Date	*Date*

VARIATION STANDARDS

To be approved, each Variation request must meet certain specific standards. These standards are listed below. After each listed standard, explain how your Variation request satisfies the listed standard. Use additional paper if necessary.

1. The requested Variation is consistent with the stated intent and purposes of the Zoning Ordinance and the Comprehensive Plan.

The proposed variations will allow the Petitioner to revitalize the property by constructing a new state-of-the-art building. The proposed development will further the Village's development and beautification goals, while providing off-street parking with exclusive access from the alley on the north side of the site, which is consistent with the Village's parking goals for the commercial corridor.

2. The particular physical surroundings, shape or topographical conditions of the subject property would bring a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of this Zoning Ordinance is enforced.

The particular physical surroundings, shape or topographical conditions of the Subject Property would bring a particular hardship upon the owner, as distinguished from mere inconvenience, if the strict letter of this Zoning Ordinance is enforced. The shape of the Subject Property and its position relative to Devon Avenue to the south and residential properties to the north makes the site uniquely challenging to develop, specifically with regard to meeting the landscape buffer and setback requirements of the Zoning Ordinance.

3. The conditions upon which the petition for the Variation is based would not be applicable generally to other property within the same Zoning District.

The conditions upon which this application for Variations is based would not be applicable generally to all properties within the zoning district because of the Subject Property's location along Devon Avenue to the south and its proximity to residential uses to the north.

4. The Variation is not solely and exclusively for the purpose of enhancing the value of or increasing the revenue from the property.

The Variation is not solely or exclusively for the purpose of enhancing the value of or increasing the revenue from the property.

VARIATION STANDARDS (Continued)

5. The alleged difficulty or hardship has not been created by any person presently having an interest in the property.

The alleged difficulty or hardship has not been created by any person presently having an interest in the Subject Property.

6. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.

The granting of the Variations will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located. The Petitioner has taken great care to put forth a plan that minimizes the risk of any negative impact to surrounding properties as a result of the proposed use and development.

7. The Variation granted is the minimum change to the Zoning Ordinance standards necessary to alleviate the practical hardship on the subject property.

The Variations requested are the minimum change to the Zoning Ordinance standards necessary to alleviate the practical hardship on the Subject Property.

8. The proposed Variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.

The proposed Variations will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood. The Petitioner has taken great care to put forth a plan that minimizes the risk of any negative impact to surrounding properties as a result of the proposed use and development.

SIGN VARIATION STANDARDS

For all Sign Variation and/or Special Sign requests, the Applicant shall also complete Questions 9 through 12.

9. The proposed Variation is consistent with the statement of purpose set forth in Section 11.01 of the Zoning Ordinance.

N/A

10. The proposed sign complies with any additional standards or conditions set forth in Article XI of the Zoning Ordinance.

N/A

11. The proposed sign will substantially enhance the architectural integrity of the building or other structure to which it will be attached, if any.

N/A

12. The proposed sign conforms with the design and appearance of nearby structures and signs.

N/A

EXHIBIT A
REQUESTED VARIATIONS

	Requested Variations
ARTICLE 3: GENERAL PROVISIONS AND REGULATIONS	
3.13(13): Fence types and height in business districts. a. : Fences not more than **six feet in height** are allowed in rear yards.	Relief requested : Variation to allow a fence with a height of more than six feet in rear yard
3.13(13): Fence types and height in business districts. e. : On a Corner lot semiprivate fences not more than four feet in height may be erected in a corner side yard or wrought iron fences not more than **six feet in height** but only to a line which is perpendicular to the rear face of the building and shall align with the front facing facade.	Relief requested : Variation to allow a fence with a height of more than six feet when not abutting a property in a residential district.
ARTICLE 4: ZONING DISTRICTS; MAPS	
4.07: Additional use standards for business and office districts: (3)a Building setback buffer : **All structures on a B-2 zoned lot that adjoins a residential district must be set back a distance that is equal to or great than the side or rear yard setback requirement for the adjacent R-zoned lot, but not less than 10 feet.**	Relief requested : Variation to not provide a 30ft setback when abutting a residential property's rear yard.
4.07: Additional use standards for business and office districts: (3)b Landscape buffer : **Landscape buffer along rear property abutting R-zoned property Zoning District.**	Relief requested : Variation to provide masonry screen wall at eastern parking lot only. (i.e. no landscape buffer).
4.07: Additional use standards for business and office districts: (3)c Buffer restrictions: **Parking & loading use not permitted in landscape buffer.**	Relief requested: Variation to permit parking & loading use in landscape buffer.
4.07: Additional use standards for business and office districts: (3)d.iv. Screening: **For buildings on a B-zoned property that include windows located more than 10 feet above grade, the screening must include double rows of plantings, and evergreen or deciduous tree species designed to reach a mature height of not less than 25 feet.**	Relief requested : Variation to no provide landscape screening
4.07: Additional use standards for business and office districts: (5)Outdoor operations. **All business, service and commercial activities must be conducted within completely enclosed buildings** unless otherwise expressly allowed in Section 4.07(7) of this section of the ordinance.	Relief requested : Variation to allow outdoor operations for the proposed courtyard
4.07: Additional use standards for business and office districts: (12)d. : Any form of residential **parking is prohibited in any portion of the corner side yard**.	Relief requested : Variation to allow parking in the corner side yard.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Maximum building height of 38 feet.**	Relief requested : Variation to allow for maximum building height of 47 feet to top of coping, 51 feet to secondary parapet, & 54 feet to mechanical appurtenances.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Minimum front setback of five-foot minimum.**	Relief requested: Variation to allow for minimum required setback at primary entrance only.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Minimum corner side setback of 10-feet.**	Relief requested: Variation to allow for minimum required setback at primary entrance only.

EXHIBIT A
REQUESTED VARIATIONS

	Requested Variations
ARTICLE 6: SITE DEVELOPMENT STANDARDS	
6.03: General development standards (1)c. Sidewalks. Pedestrian sidewalks, **not less than five feet in width**, shall be incorporated into the site plan and are required: 1) along all sides of a lot that abut a public street and 2) along all sides of a building visible from a public right-of-way or accessible from an off-street parking area.	Relief requested: Variation to omit the 5 foot wide sidewalk along the building along the row of parking to the rear of the building.
6.14: Minimum landscape requirements for off-street parking lots: (1) Perimeter screening required: **Minimum landscape buffer of five feet with a 30 inch minimum and 36 inch maximum high masonry wall .**	Relief requested: Variation to allow for construction 48 inch high metal screen wall on top of 36 inch masonry wall, creating a wall of 84 inch high wall without five foot landscape buffer.
6.14: Minimum landscape requirements for off-street parking lots: (2) a. **A planting island equal in area to a parking space shall be located at each end of a parking row** and after each 20 parking spaces within a parking row.	Relief requested : Variation to reduce the required width of landscape islands at each end of parking aisles.
6.15: Minimum landscape requirements for foundation plantings: (1): **Minimum setback and landscape area of six feet in width shall be located immediately along the front and sides of all building.**	Relief requested: Variation to eliminate the requirement for a landscape buffer setback on front and sides.
6.15: Minimum landscape requirements for foundation plantings: (2): Except for building entryway areas and sidewalks as may be permitted, **the surface of the required foundation landscape area shall be free of paving or other impervious surfaces and shall be landscaped.**	Relief requested : Variation to allow for the encroachment of parking spaces into the required foundation landscape area along the rear of the building
6.16: Landscape buffer and screening requirements between zoning districts (1) a-f: **Eight foot wide fully planted landscape buffer required, or continuously screened by masonry wall required, impervious materials prohibited, setback not to be used for parking or loading.**	Relief requested: Variation to eliminate requirement to provide a landscape buffer and continuous screen, to allow for use of impervious materials between zoning districts, and to allow setback area to be used for parking and loading.
ARTICLE 7: OFF-STREET PARKING AND LOADING	
7.10: Off-street parking schedule, College or University (with dormitories as an accessory use): (1) 1 space per five students, (2) 2 spaces per 3 employees and (3) 1 loading space;	Relief requested: Variation to reduce required parking to 28 off-street parking spaces and 1 loading space.
7.08: Off-street loading facilities (2) Area. An off-street loading space shall not be less than 10 feet in width and 55 feet in length, exclusive of aisle and maneuvering space; except, when a loading space having a length greater than 55 feet, exclusive of aisle and maneuvering space is required herein, it shall be not less than 12 feet in width. Enclosed off-street loading spaces shall have a vertical clearance of at least 14 feet.	Relief requested: Variation to provide a loading space with a depth of less than 55 feet

3420 Devon Building LLC
6401 N. Lincoln Avenue, 2nd Floor
Lincolnwood, Illinois 60712
847-679-7500

May 9, 2024

Douglas Hammel
Manager - Department of Planning and Economic Development
Village of Lincolnwood
6900 N Lincoln Avenue
Lincolnwood, IL 60712

RE: Hebrew Theological College – 3420 W. Devon Ave., Lincolnwood, IL 60712
Owner Authorization Letter for Applications requesting a Text Amendment, Special Use Permit and Related Variations

Dear Mr. Hammel,

This letter is respectfully submitted on behalf of 3420 Devon Building LLC, the owner of the property legally described as follows (the "Property"):

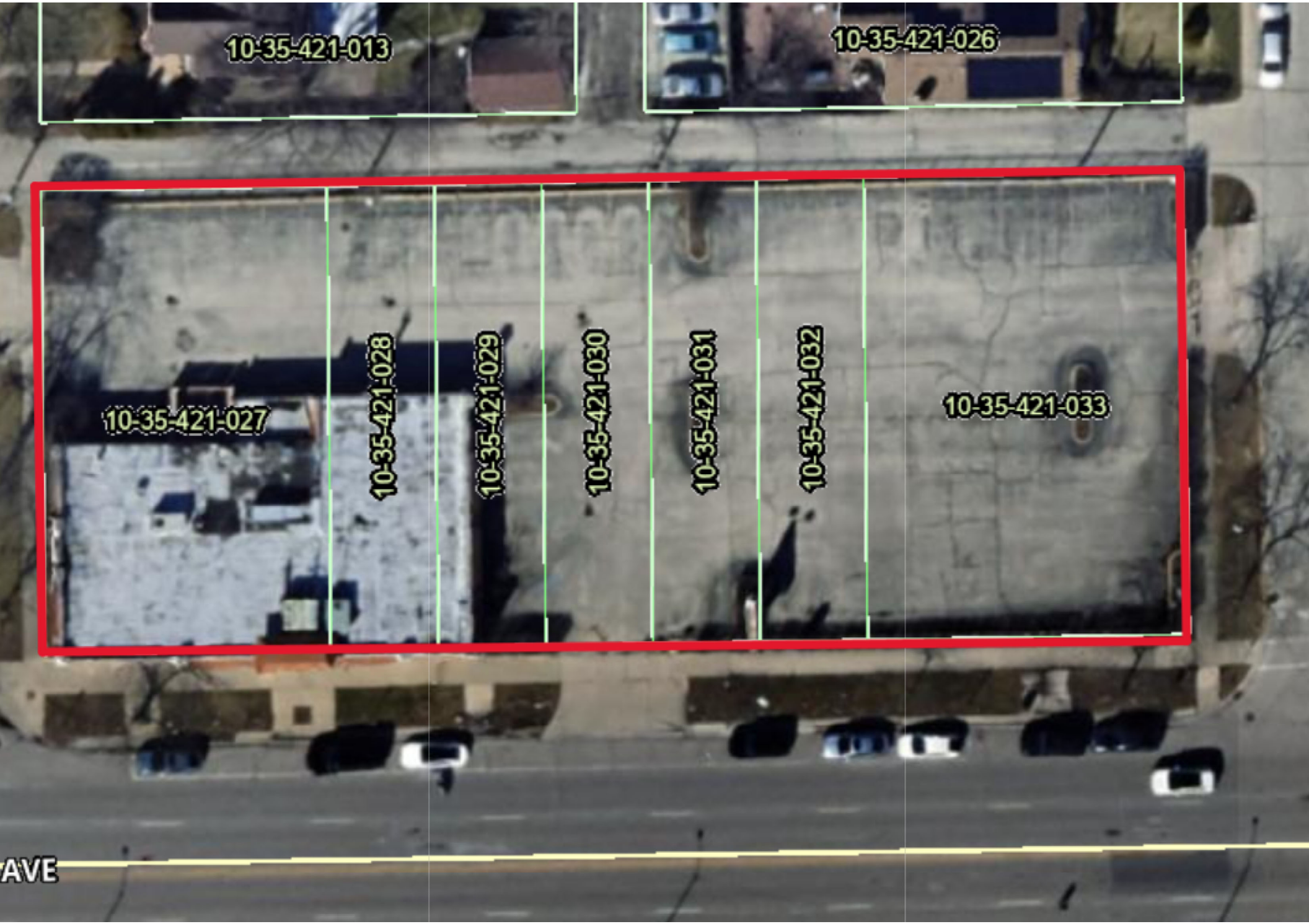
LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST ½ OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PERMANENT INDEX NUMBERS: 10-35-421-027-0000
10-35-421-028-0000
10-35-421-029-0000
10-35-421-030-0000
10-35-421-031-0000
10-35-421-032-0000
10-35-421-033-0000

This will confirm that Hebrew Theological College (the "Applicant"), and its representatives and attorneys, are authorized to prepare, process and file applications for development approvals related to the proposed project on the Property. Such approvals shall include, without limitation, rezoning, amendments to the text of the Village's zoning ordinance, special use permits, subdivision or consolidation approvals, variations, planned development approvals, site plan, engineering, landscaping, signage approvals and all other approvals necessary pursuant to their request, as well as any construction and building permits related thereto.

3420 Devon Building LLC,
an Illinois limited liability company

By: _____
Name: David M. Friedman, Manager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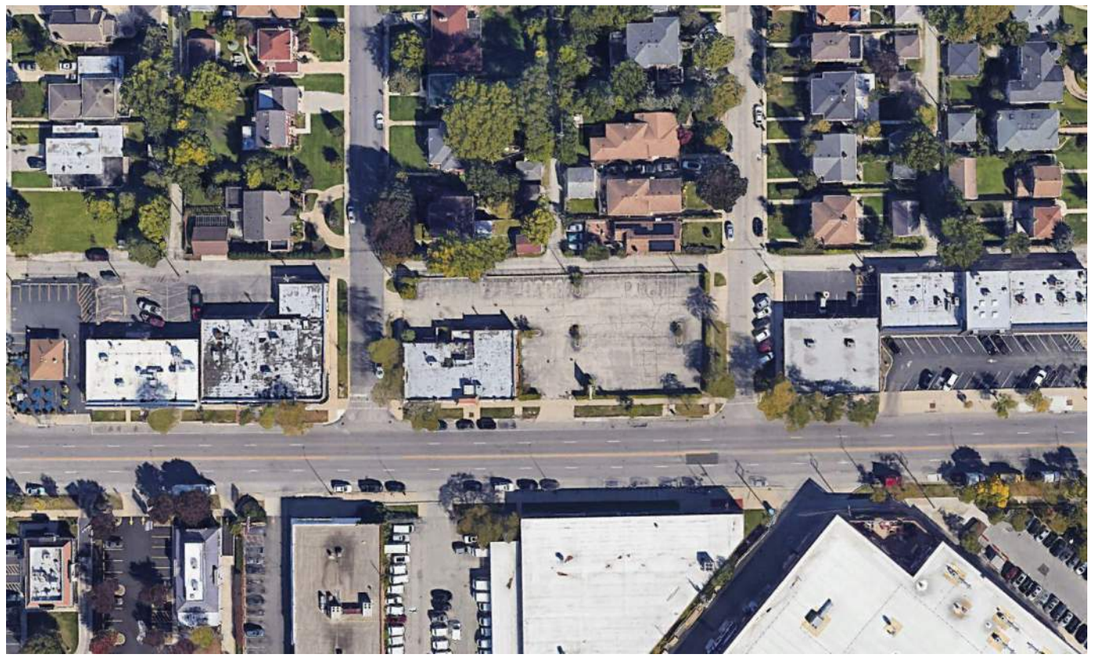
10-35-421-027
10-35-421-028
10-35-421-029
10-35-421-030
10-35-421-031
10-35-421-032
10-35-421-033
AVE

DEVON AVE EXISTING PHOTOS

TRUMBULL AVE EXISTING PHOTOS

KIMBALL AVE EXISTING PHOTOS



EXISTING AERIAL PHOTO

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PHOTOS OF PROPERTY
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712

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07/05/2024

A0.01

PROFESSIONALS ASSOCIATED
PHONE: (847) 675-3000
FAX: (847) 675-2167
E-MAIL: pa@professionalsassociated.com
www.professionalsassociated.com

MM SURVEY
PHONE: (773) 282-5900
FAX: (773) 282-9424
E-MAIL: info@MMSurveyingChicago.com
www.mmsurveyingchicago.com

PROFESSIONALS ASSOCIATED - MM SURVEY CO.

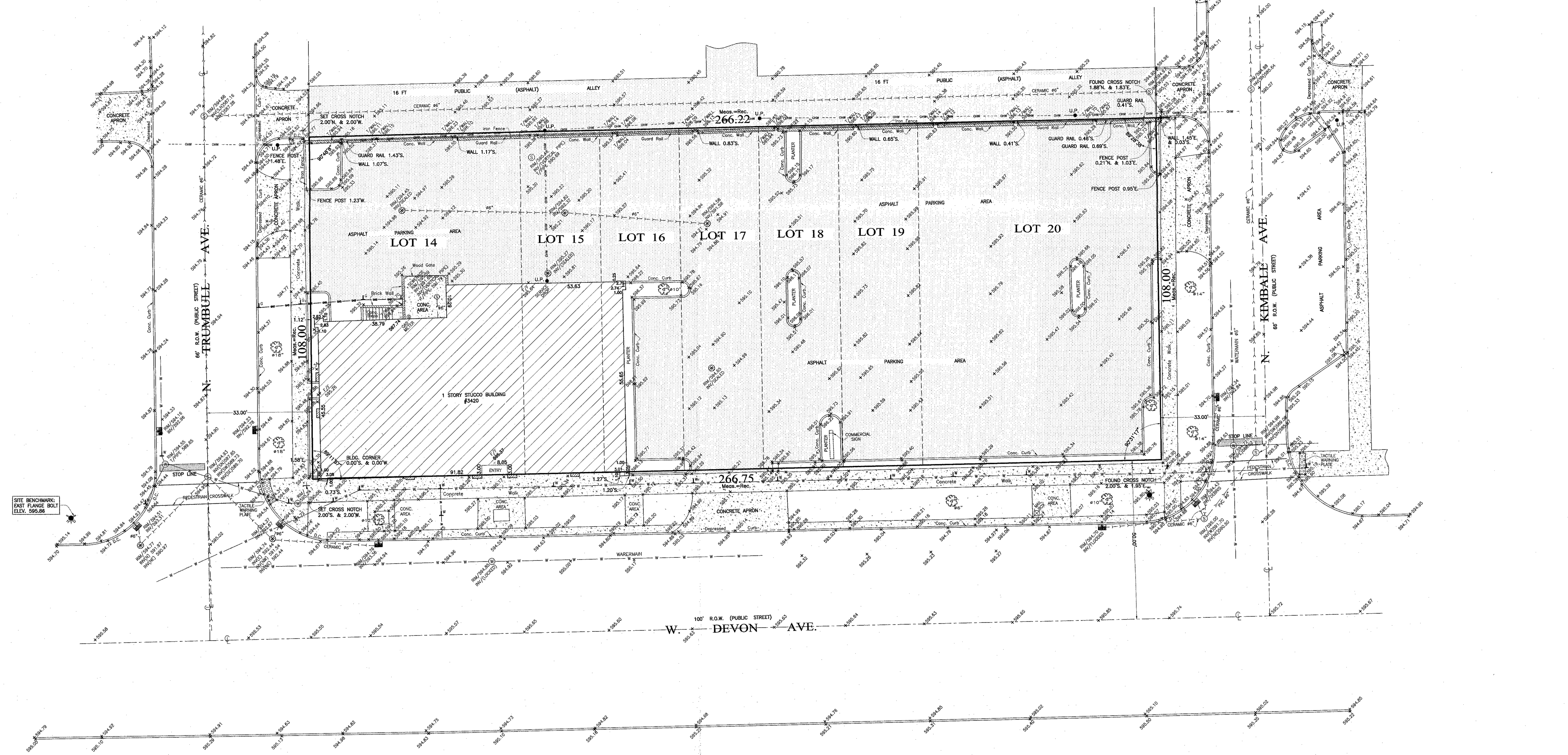
BOUNDARY * ALTA * TOPOGRAPHIC * CONDOMINIUM SURVEYS
7100 NORTH TRIPP AVENUE, LINCOLNWOOD, ILLINOIS
PROFESSIONAL DESIGN FIRM NO. 184-003023

BOUNDARY & TOPOGRAPHIC SURVEY

OF

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST ½ OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOTAL LAND AREA = 28,778 sq.ft. (0.66 acres)
COMMONLY KNOWN AS: 3420 W. DEVON AVE., CHICAGO, IL 60712



L E G E N D :

- SANITARY LINE
- STORM LINE
- WATER LINE
- GAS LINE
- CONCRETE PAVEMENT
- B-B – BACK OF CURB
- R.O.W. – RIGHT OF WAY
- ELECTRIC PAINT MARK
- WATER PAINT MARK
- GAS PAINT MARK
- COMM. PAINT MARK
- F/F – FINISHED FLOOR ELEV.
- D.C. – DEPRESSED CURB
- M.G. – METAL GUARD
- U.P. – UTILITY POLE
- SEWER MANHOLE
- CATCH BASIN
- WATER MANHOLE
- CHICAGO WATER WORKS
- COMM. MANHOLE
- GAS MANHOLE
- ELECTRIC MANHOLE
- INLET
- FIRE HYDRANT
- GAS VALVE
- WATER VALVE
- DECIDUOUS TREE w/DIA.
- POWER POLE W/WIRES
- OVERHEAD WIRES

THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE ORDER, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.
DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.
BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS, OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

Order No. 108416
Scale: 1 inch = 16 feet.
Date of Field Work: MARCH 28, 2024
Ordered by: HEBREW THEOLOGICAL COLLEGE

BENCHMARK REFERENCE:

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER
REFERENCE STATION NETWORK: KARA COMPANY (MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINUOUSLY OPERATING REFERENCE STATION)
DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
THIS SURVEY HAS BEEN ORDERED FOR SURFACE DIMENSIONS ONLY, NOT FOR ELEVATIONS.
THIS IS NOT AN ALTA SURVEY.
COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE.

State of Illinois
County of Cook s.s.

We, PROFESSIONALS ASSOCIATED - MM SURVEY CO, do hereby certify that we have surveyed the above described property and that, to the best of our knowledge, the plat hereon drawn is an accurate representation of said survey.

Date: APRIL 10, 2024

Paul Jaros
LIC. NO. 035-3937
IL. PROF. LAND SURVEYOR - LICENSE EXP. DATE NOV. 30, 2024
DRAWN BY: A.B.

V0.0

MATERIAL IMAGE	MATERIAL CODE	MATERIAL DESCRIPTION
	ST-01	HONED FINISHED STONE VENEER
	ST-02	TEXTURED FINISH STONE VENEER
	ST-03	BURNISHED MASONRY BLOCK
	MTL-01	INSULATED METAL PANEL
	MTL-02	PERFORATED METAL PANEL
	MTL-03	ALUMINUM MULLION
	GL-01	INSULATING LOW-E VISION GLASS
	GL-01S	INSULATING LOW-E VISION GLASS SPANDREL

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BUILDING MATERIALS
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712

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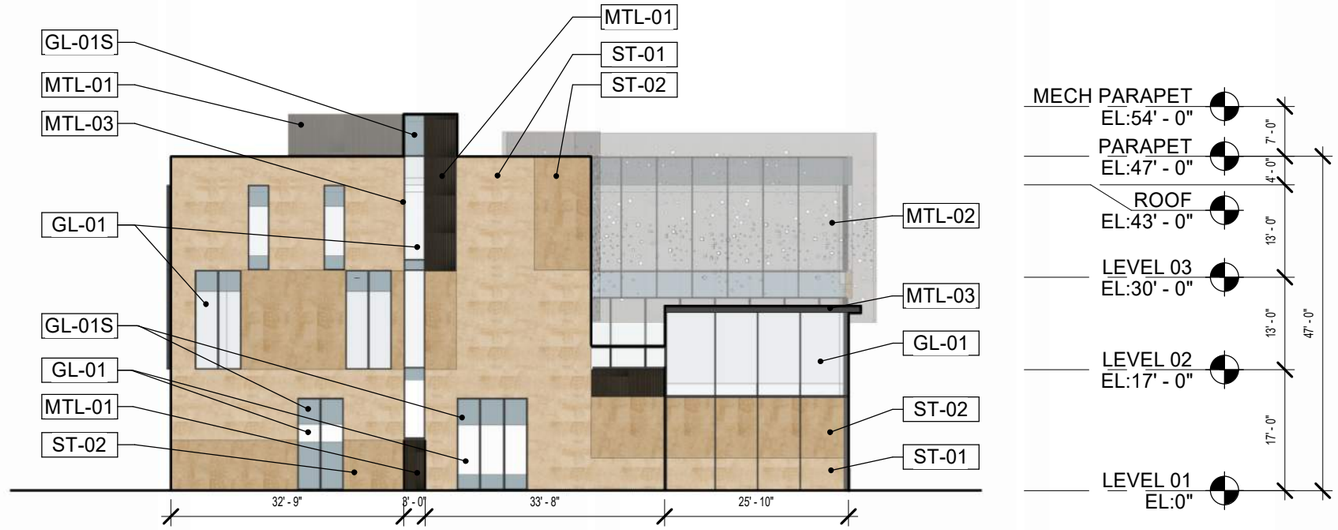
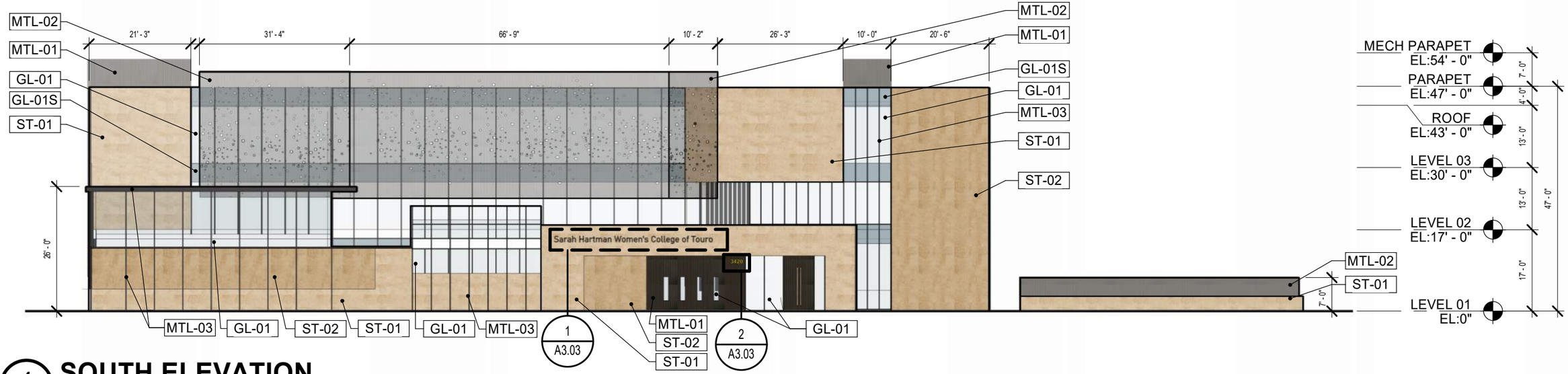
05/07/2024

A3.00



2 WEST ELEVATION

SCALE: 3/64" = 1'-0"



1 SOUTH ELEVATION

SCALE: 3/64" = 1'-0"

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BUILDING ELEVATIONS
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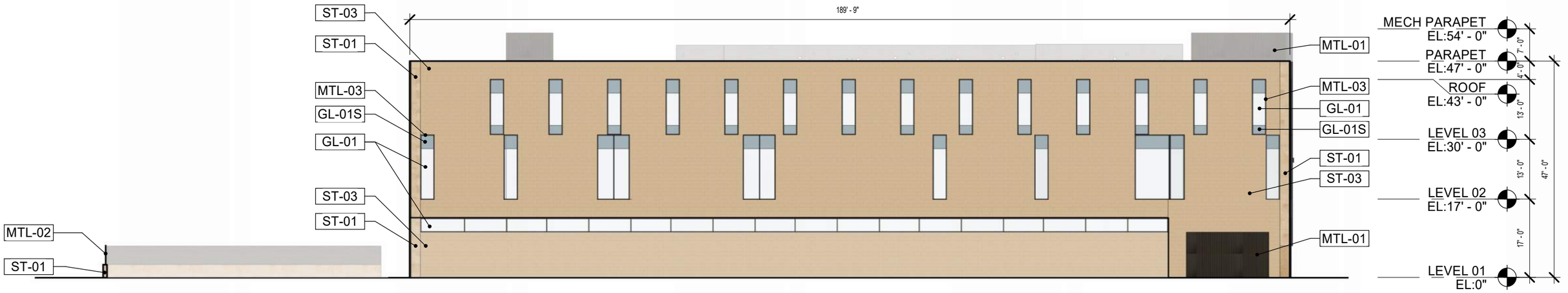
0 32 64

SCALE: 3/64" = 1'-0"
05/07/2024

A3.01

2 EAST ELEVATION

SCALE: 3/64" = 1'-0"



1 NORTH ELEVATION

SCALE: 3/64" = 1'-0"

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0 32 64

BUILDING ELEVATIONS
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
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SCALE: 3/64" = 1'-0"
05/07/2024

A3.02

2 BUILDING SIGNAGE - PROJECT ADDRESS

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

1 BUILDING SIGNAGE - SOUTH ELEVATION

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

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BUILDING SIGNAGE PLAN
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712

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0 4 8

SCALE: 1/8" - 1'-0"
05/07/2024

A3.03

BUILDING CONTEXT VIEW FROM KIMBALL AVE

BUILDING CONTEXT VIEW FROM TRUMBULL AVE

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BUILDING CONTEXT VIEWS
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
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BUILDING AXONOMETRIC
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A4.01

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BUILDING RENDER FROM DEVON AVE
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
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A4.02

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BUILDING RENDER FROM DEVON AVE
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712

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A4.03

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Interior and Urban Design

BUILDING RENDER FROM DEVON AVE
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
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A4.04

VIEW ALONG TRUMBULL

VIEW OF ENTRY

VIEW ALONG DEVON AT LIBRARY

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BUILDING RENDERS
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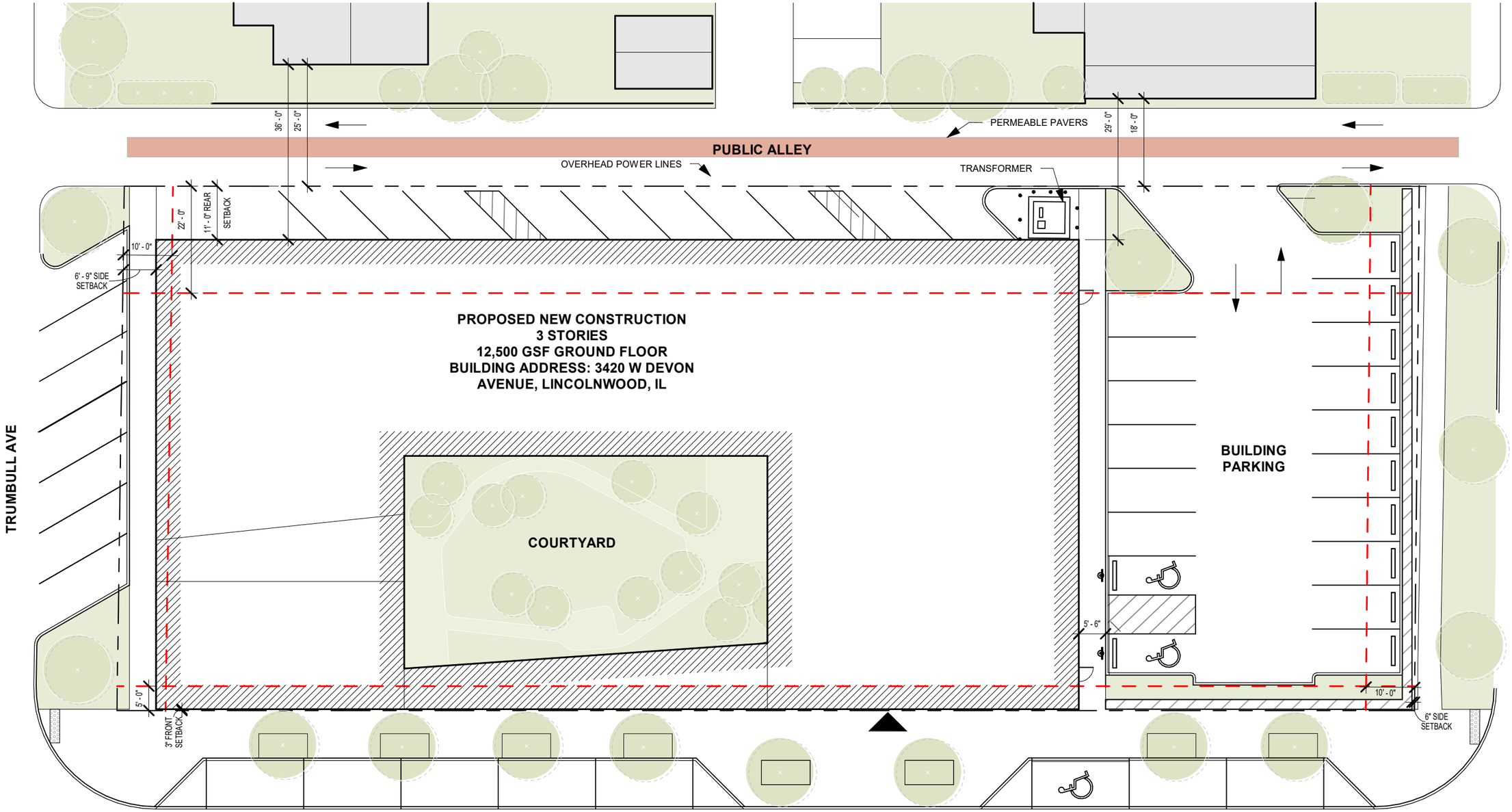

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SITE PLAN
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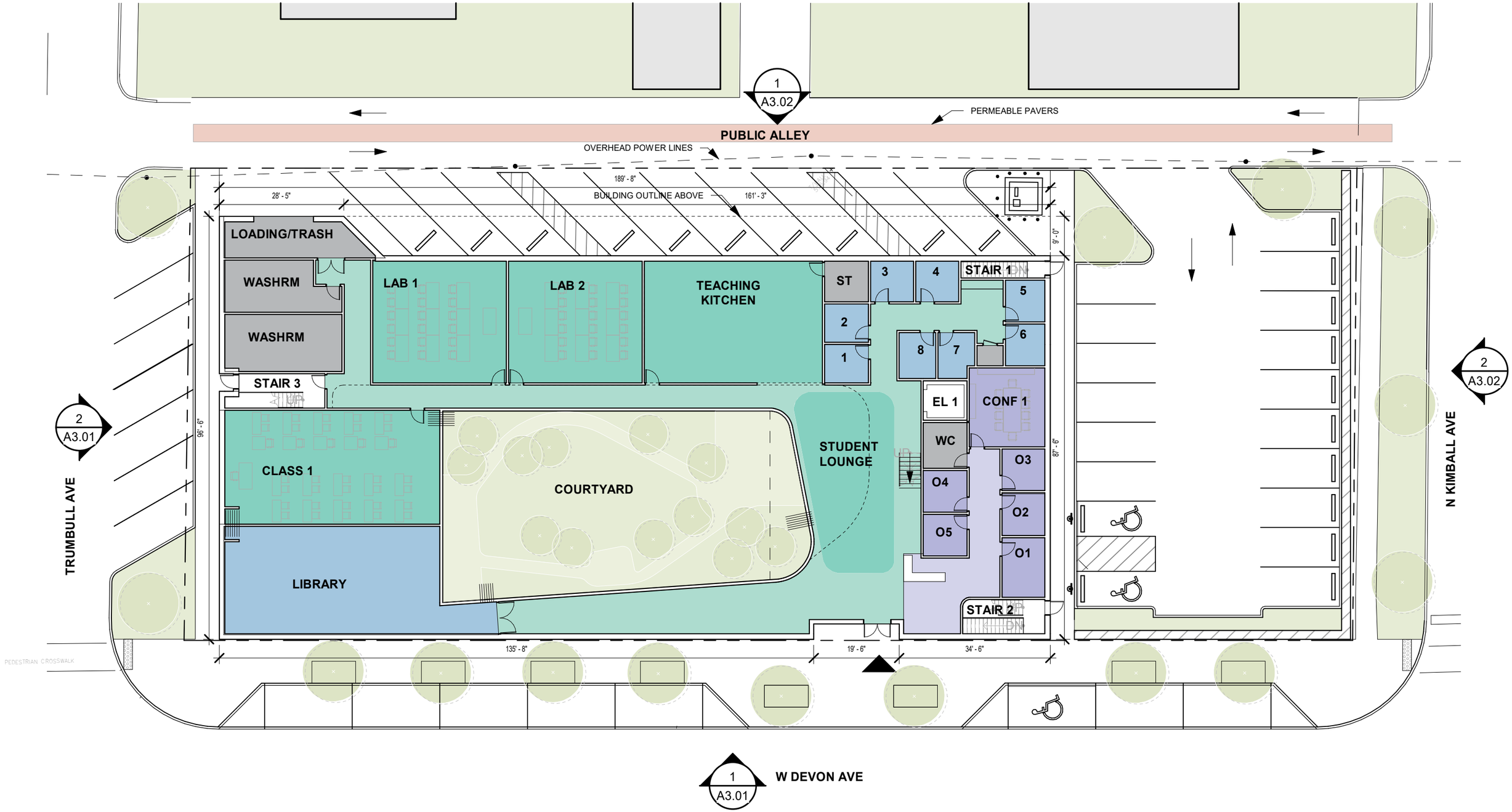
0 32 64

SCALE: 3/64" = 1'-0"
07/05/2024

A1.01



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GROUND LEVEL FLOOR PLAN
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0 32 64

SCALE: 3/64" = 1'-0"
07/05/2024

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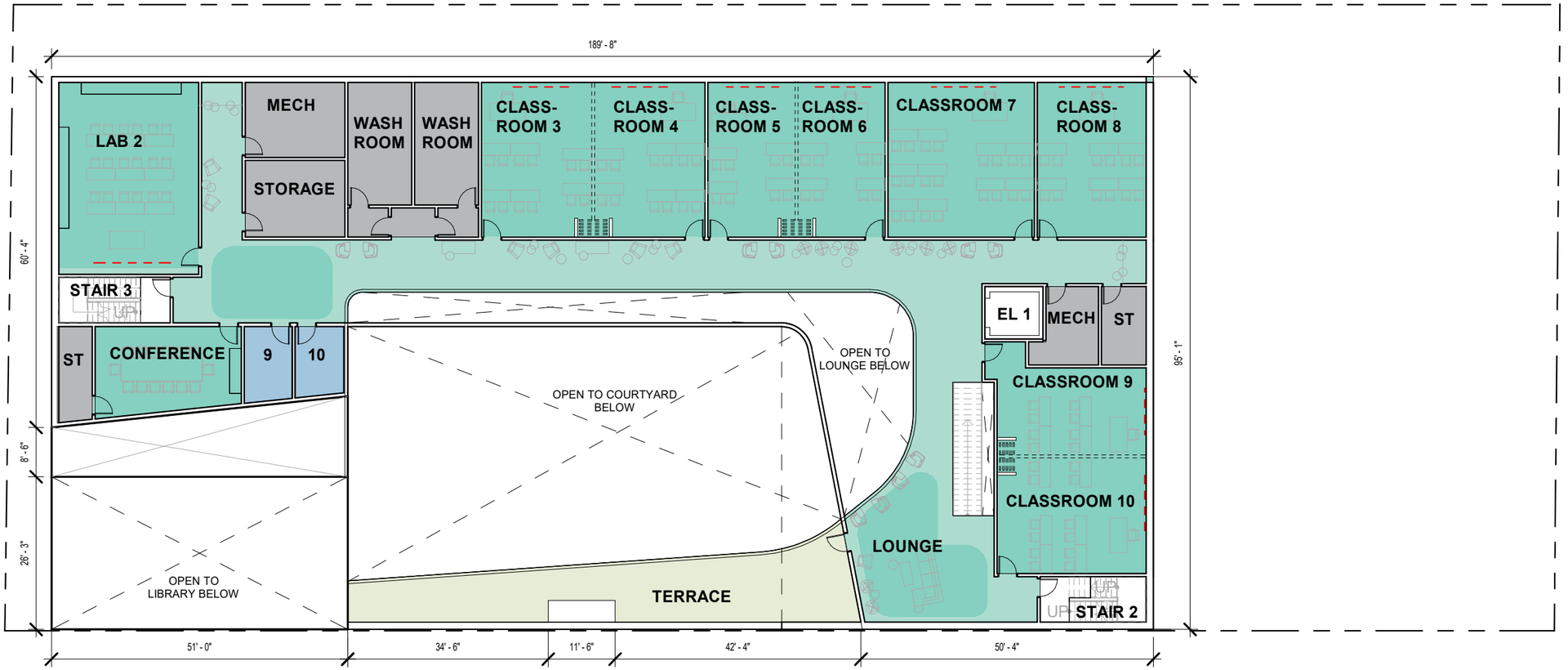
A3.02



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SECOND LEVEL FLOOR PLAN
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SCALE: 3/64" = 1'-0"
05/07/2024

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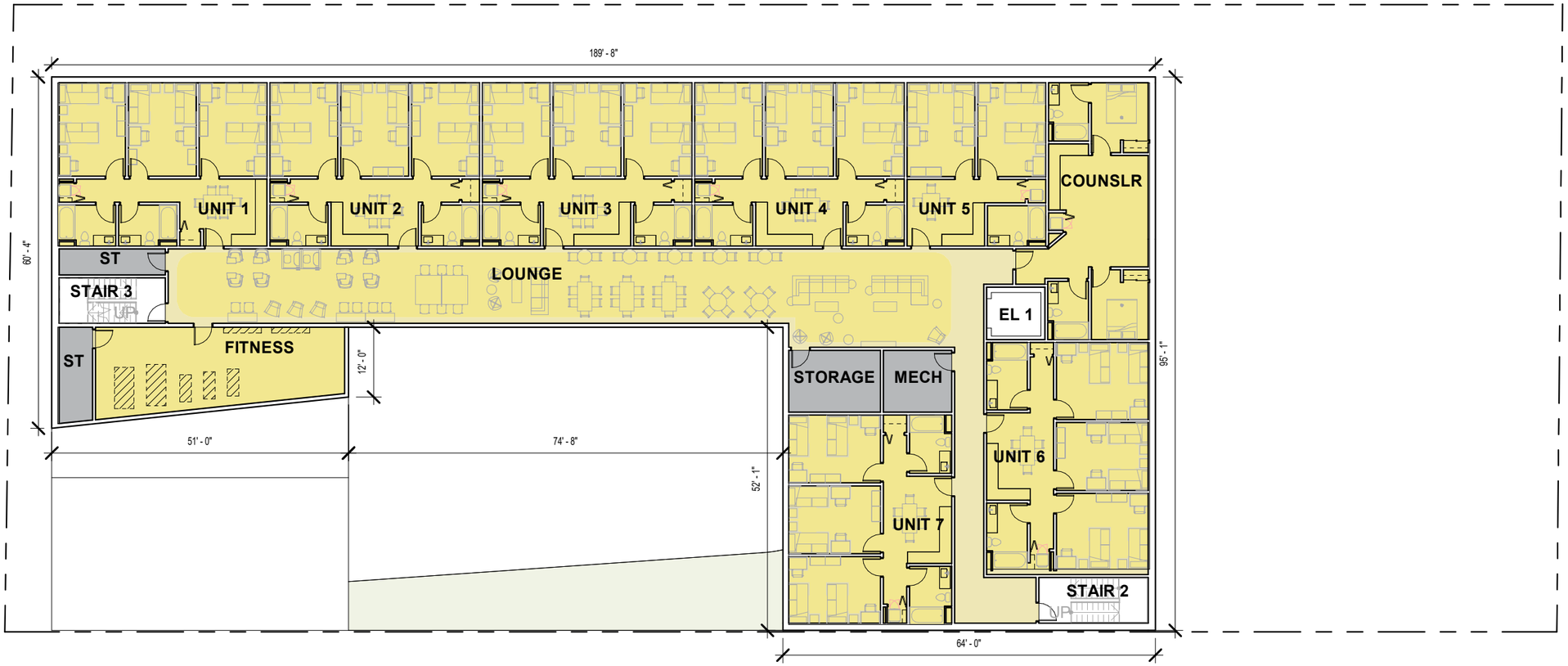

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THIRD LEVEL FLOOR PLAN
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SCALE: 3/64" = 1'-0"
05/07/2024

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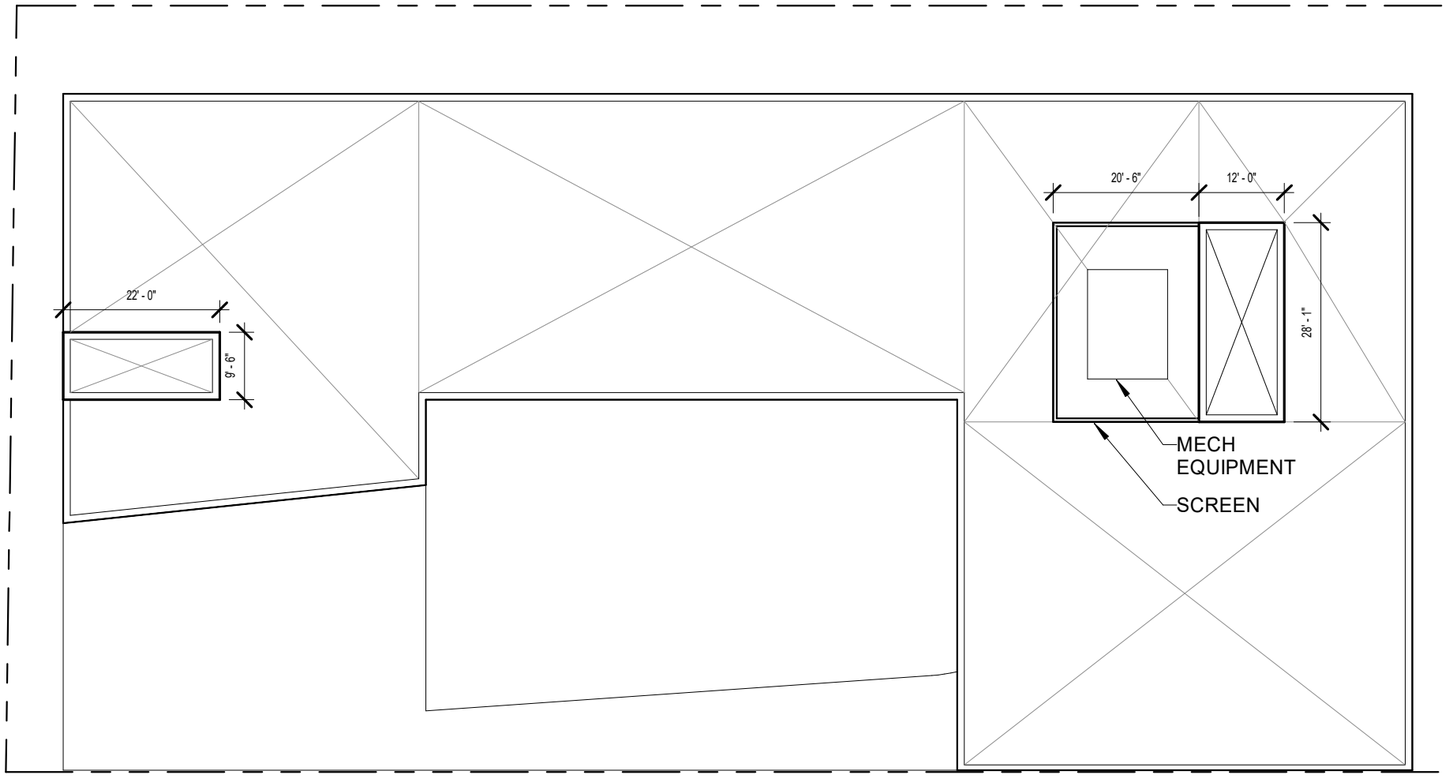

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ROOF LEVEL FLOOR PLAN
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SCALE: 3/64" = 1'-0"
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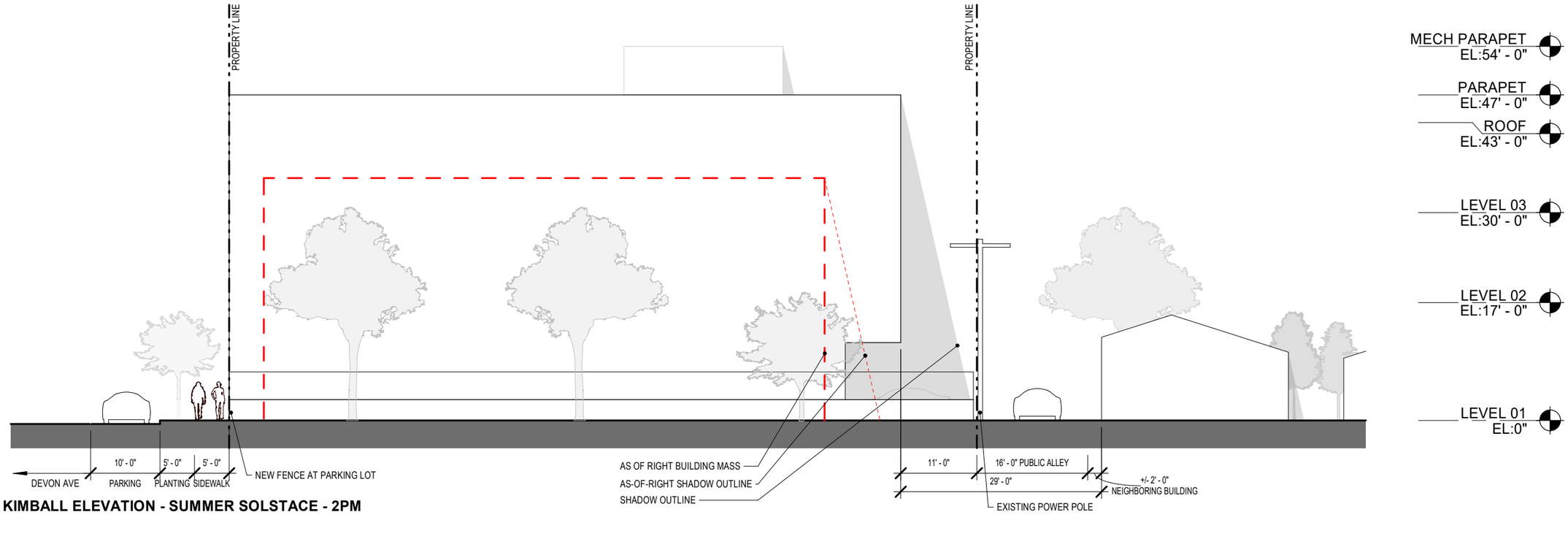
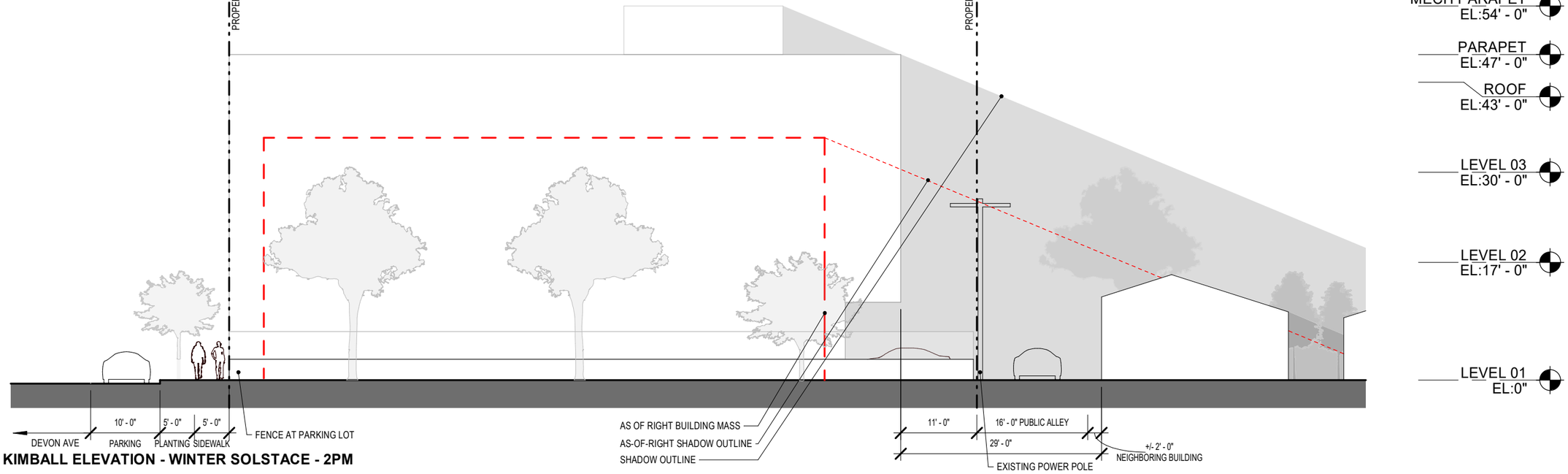
0 32 64

A2.04



KIMBALL ELEVATION - SUMMER SOLSTACE - 2PM



KIMBALL ELEVATION - WINTER SOLSTACE - 2PM

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SHADOW STUDY & CONTEXT ELEVATIONS - KIMBALL
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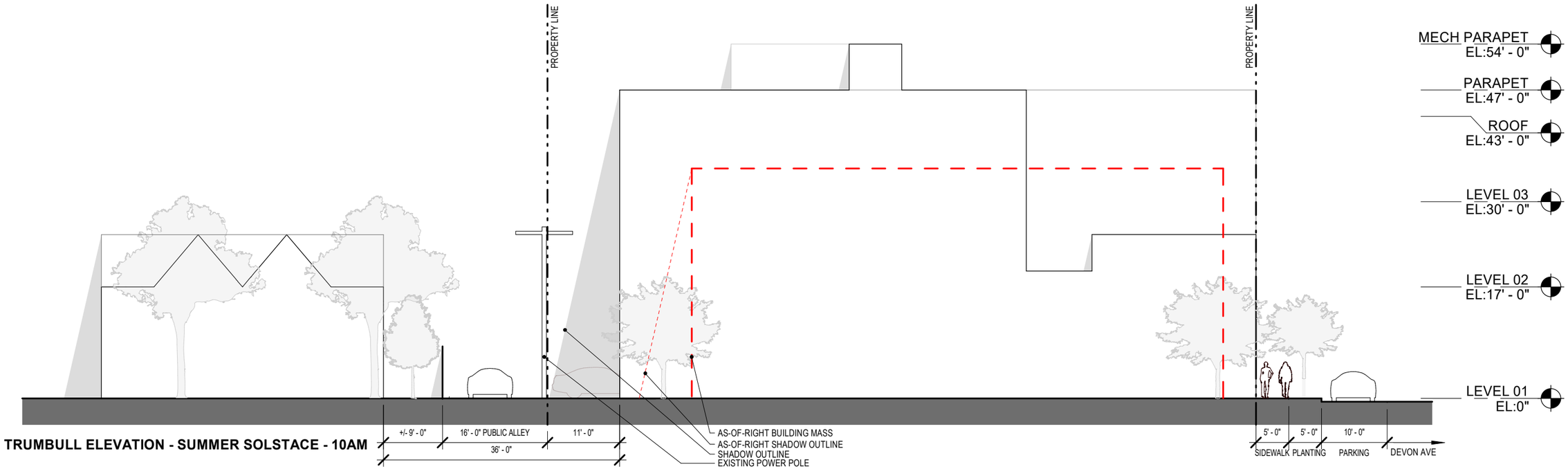
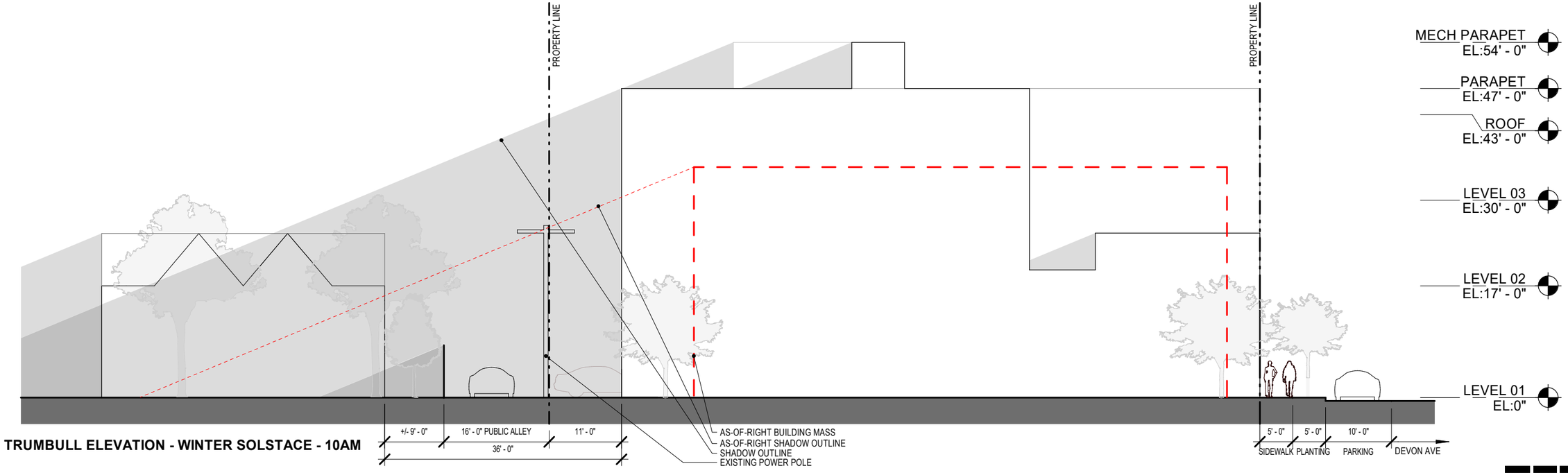
0 8 16

SCALE: 1/16" = 1'-0"
07/05/2024

A0.11



TRUMBULL ELEVATION - SUMMER SOLSTACE - 10AM



TRUMBULL ELEVATION - WINTER SOLSTACE - 10AM

0 8 16

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SHADOW STUDY & CONTEXT ELEVATIONS - TRUMBULL
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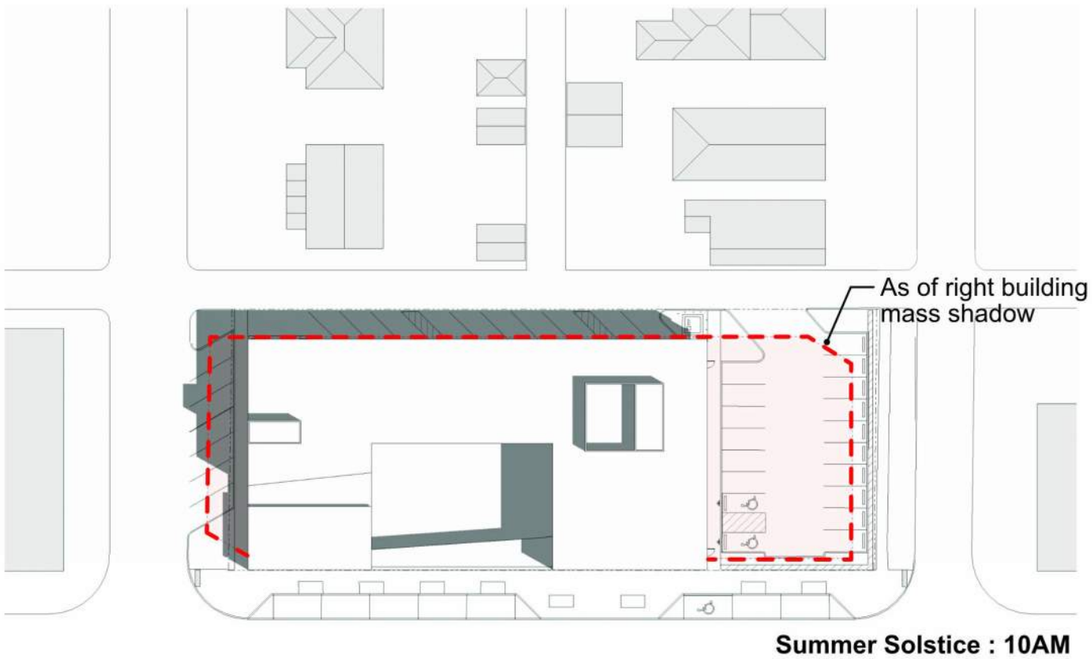
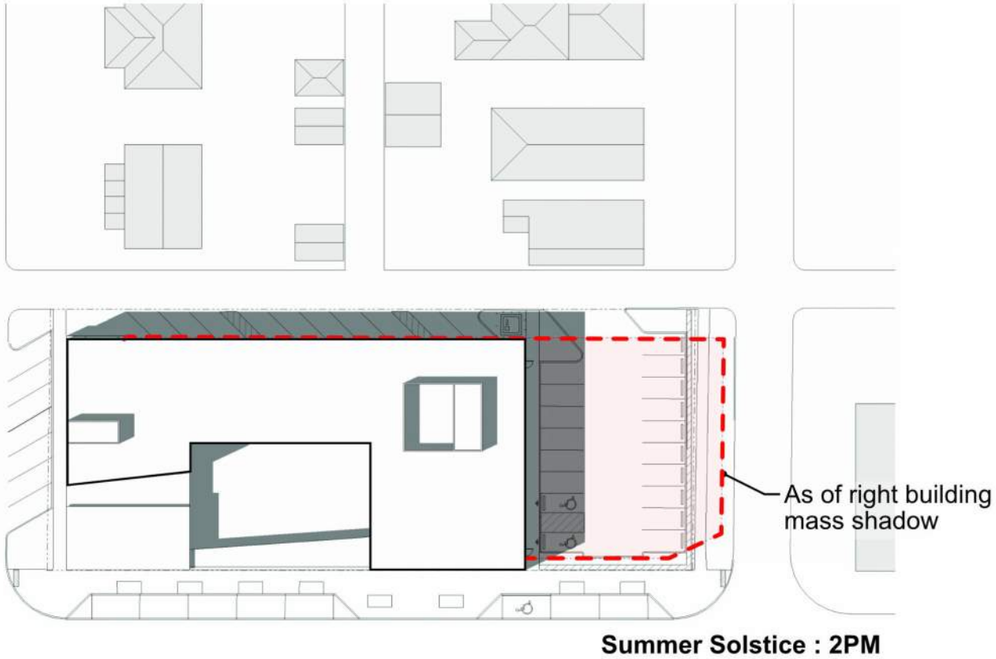
SCALE: 1/16" = 1'-0"
07/05/2024

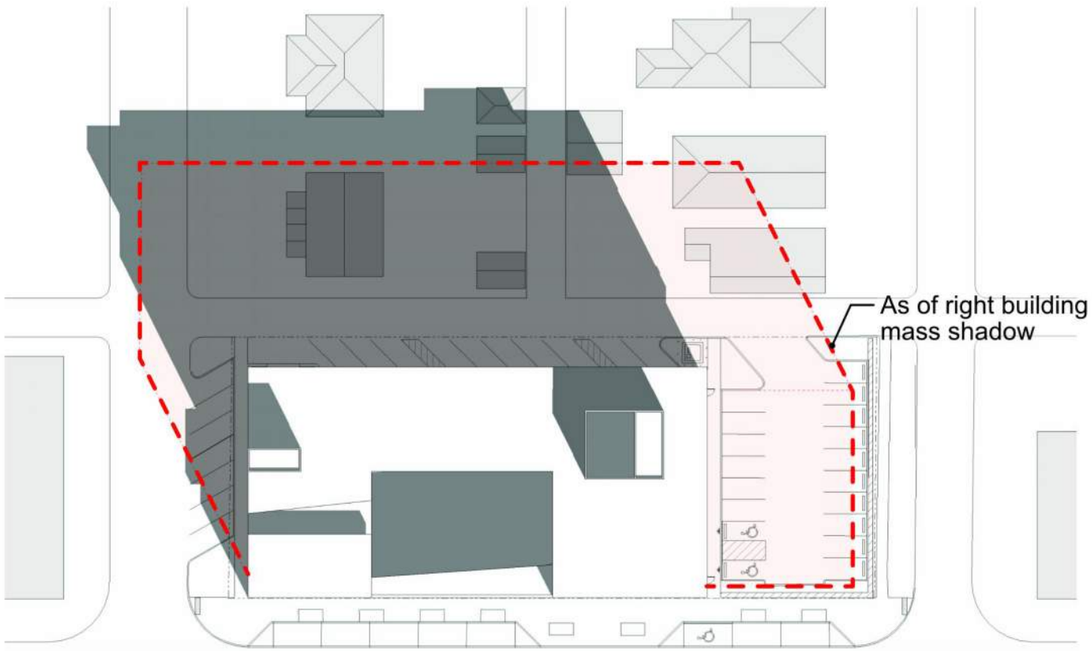
A0.12



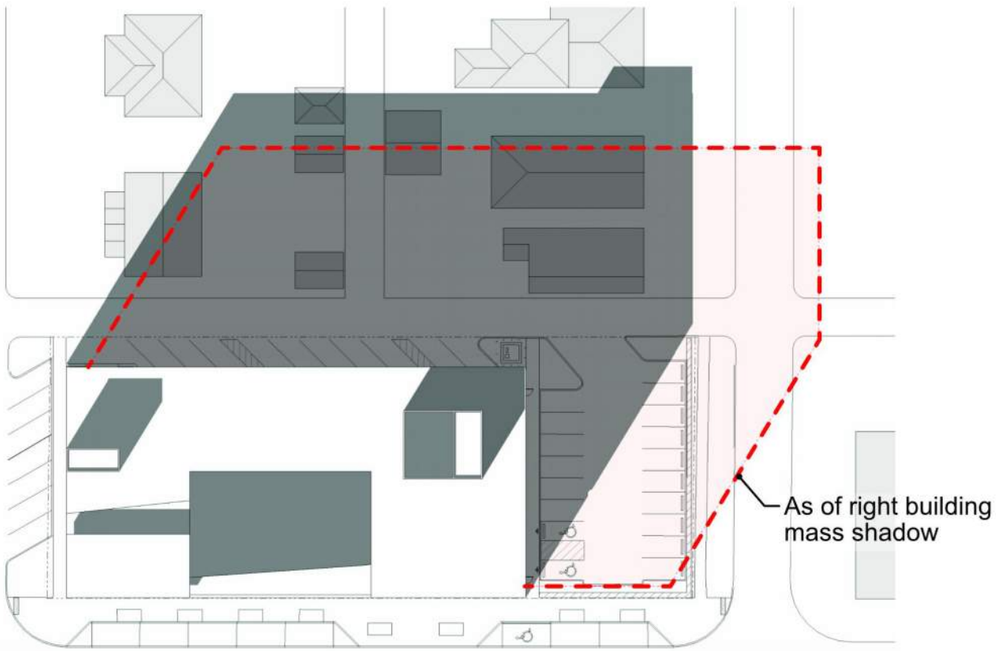
Summer Solstice : 10AM



Summer Solstice : 2PM



Winter Solstice : 10AM



Winter Solstice : 2PM

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A0.10

BUILDING CONTEXT VIEW FROM KIMBALL AVE

BUILDING CONTEXT VIEW FROM TRUMBULL AVE

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BUILDING CONTEXT VIEWS
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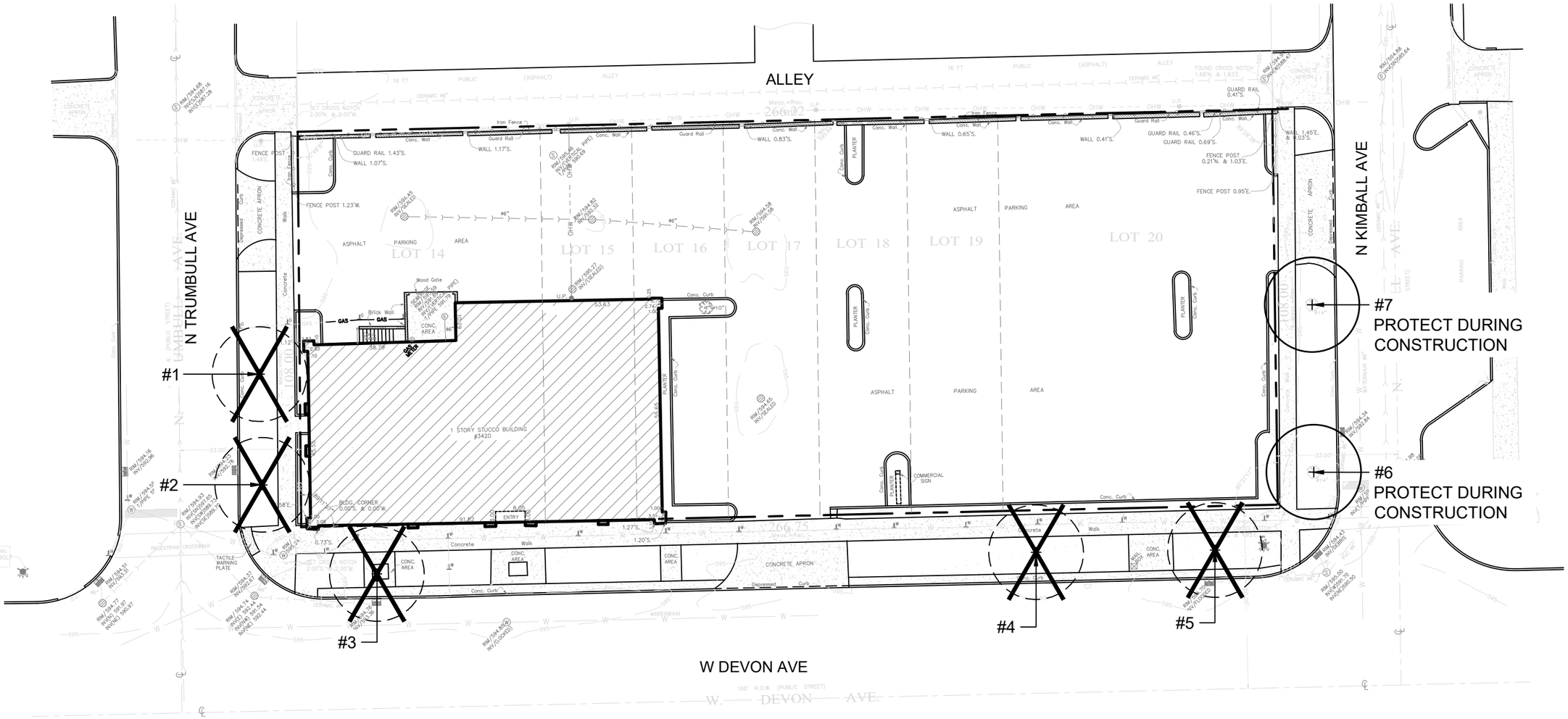
A0.15



TREE SURVEY

TREE ID #	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	SAVE / REMOVE
1	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	18"	GOOD	REMOVE
2	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	18"	GOOD	REMOVE
3	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	12"	GOOD	REMOVE
4	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	6"	GOOD	REMOVE
5	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	10"	GOOD	REMOVE
6	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	14"	GOOD	SAVE
7	GLEDITSIA TRIACANTHOS INERMIS	HONEYLOCUST	14"	GOOD	SAVE

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Tree Survey

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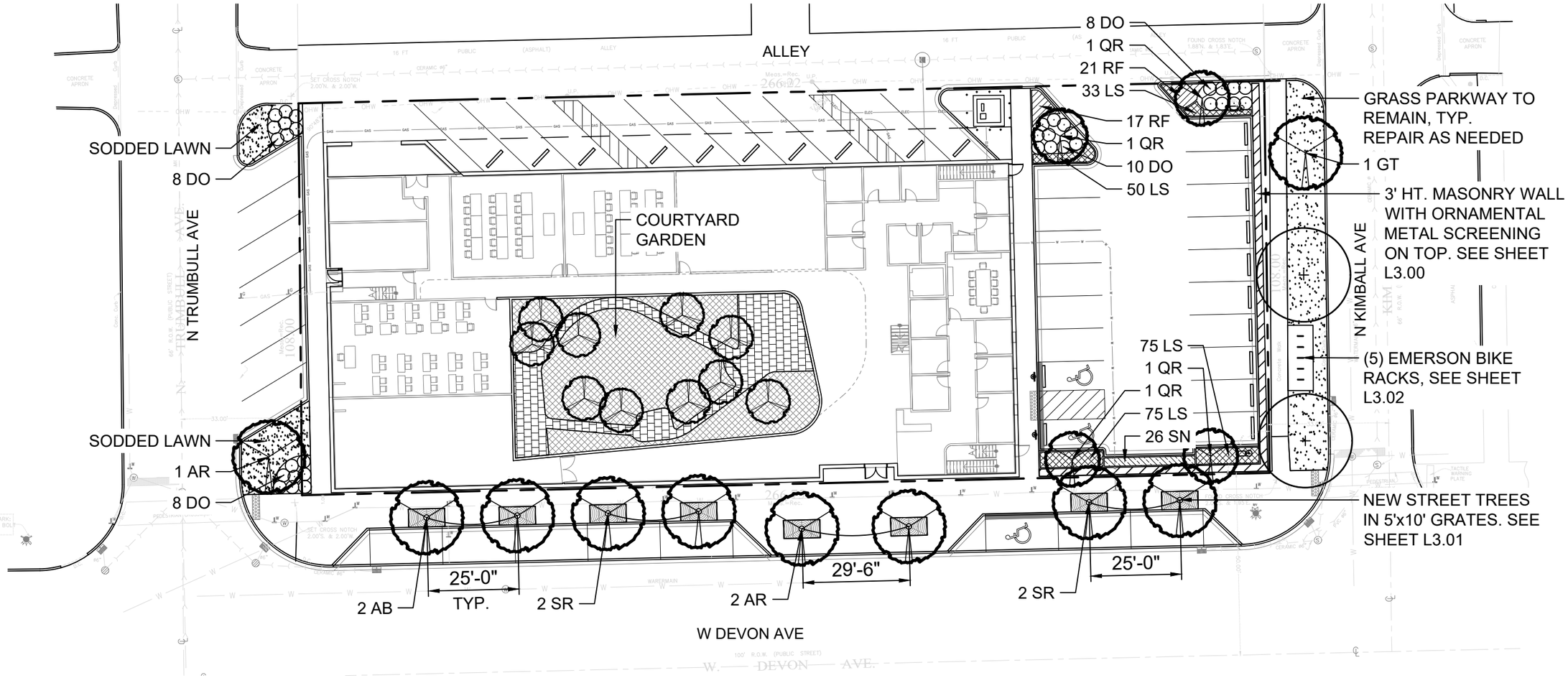
0 7 15 30

L1.00



PLANT LIST

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	ADDITIONAL NOTES
	DECIDUOUS TREES				
AB	AESCULUS X BUSHII 'AARON1'	MYSTIC RUBY BUCKEYE	2.5" CALIPER	2	BRANCHED UP 6'
AR	ACER RUBRUM 'REDPOINTE'	REDPOINTE MAPLE	2.5" CALIPER	3	BRANCHED UP 6'
GT	GLEDITSIA T. VAR. INERMIS 'SKYCOLE'	SKYLINE HONEYLOCUST	2.5" CALIPER	1	BRANCHED UP 6'
QR	QUERCUS X ROBUR BICOLOR 'LONG'	REGAL PRINCE ENGLISH OAK	2.5" CALIPER	4	BRANCHED UP 3'
SR	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	2.5" CALIPER	4	BRANCHED UP 6'
	DECIDUOUS SHRUBS				
DK	DIERVILLA 'KODIAK ORANGE'	KODIAK ORANGE BUSH HONEYSUCKLE	30" HT x 30" W	34	
	PERENNIALS & GROUNDCOVER				
LS	LIRIOPE SPICATA	CREEPING LILYTURF	1 QUART	233	SPACED 12" O.C.
RF	RUDBECKIA FULGIDA 'VIETTE'S LITTLE SUZY'	VIETTE'S LITTLE SUZY BLACK-EYED SUSAN	1 GALLON	38	SPACED 18" O.C.
SN	SALVIA NEMOROSA 'MAY NIGHT'	MAY NIGHT SALVIA	1 GALLON	26	SPACED 18" O.C.

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Ground Floor Landscape Plan

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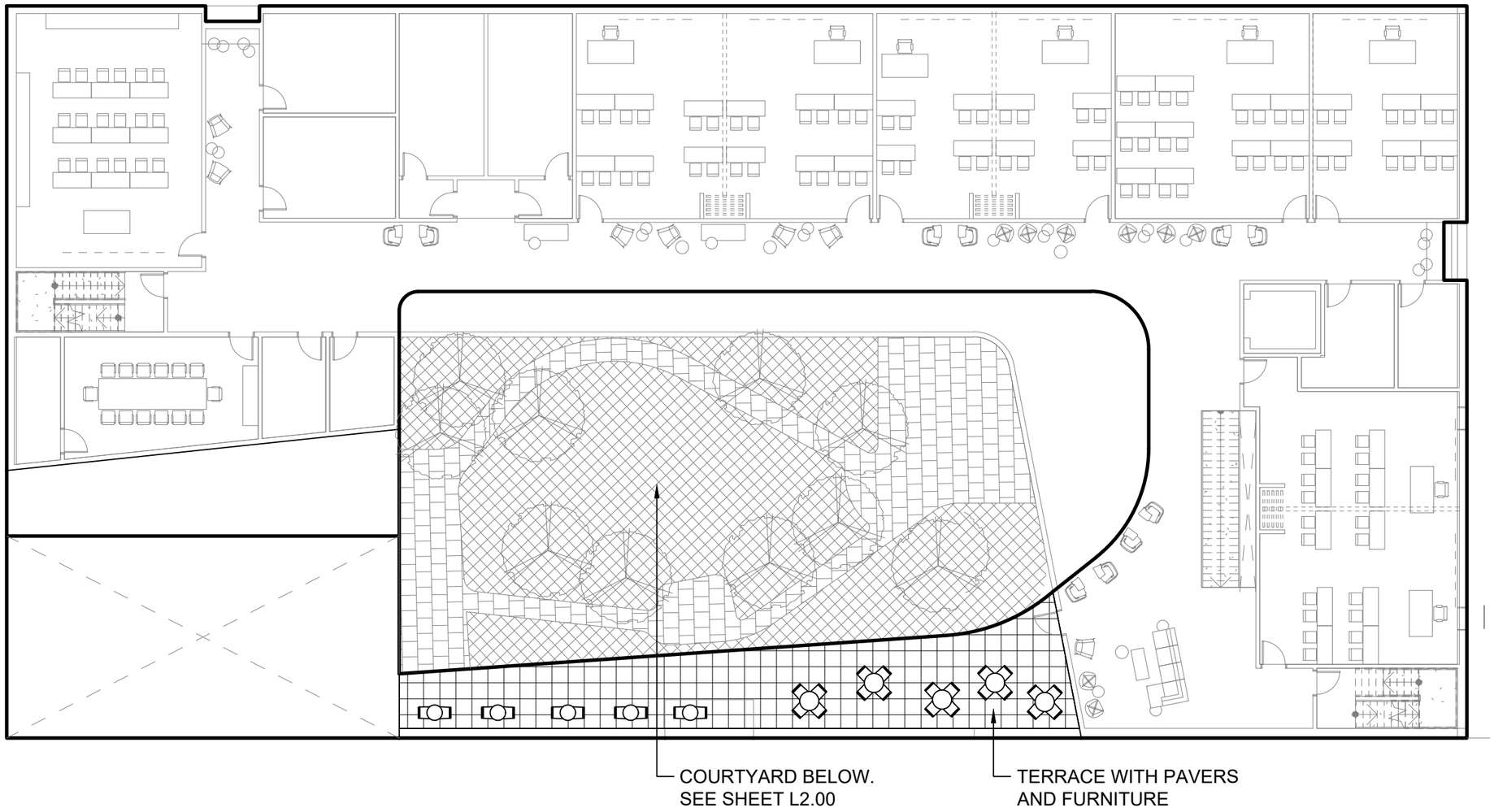
0 7 15 30

L2.00



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Terrace Plan - Second Floor

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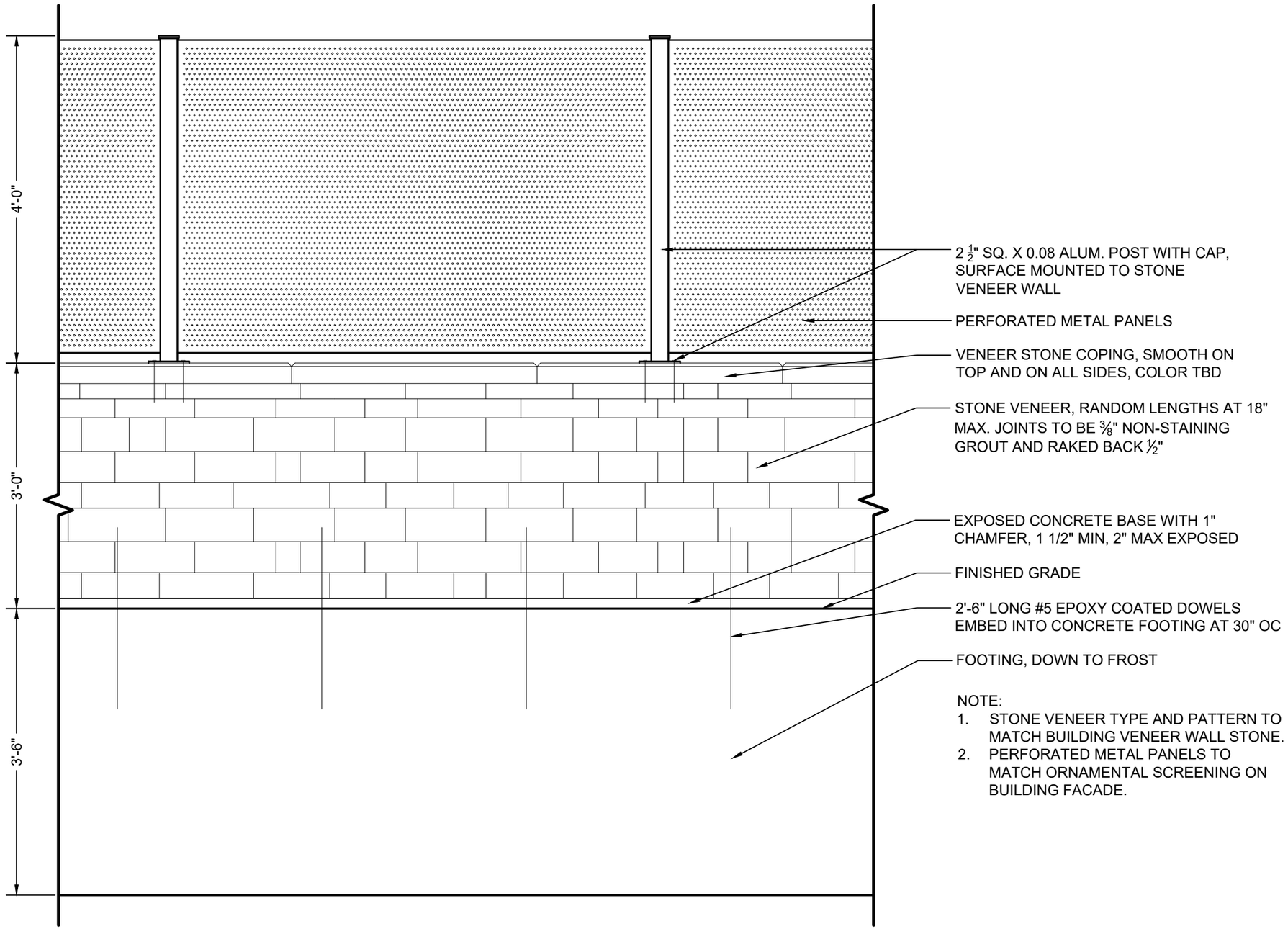
0 7 15 30

L2.01



NOTE:

1. STONE VENEER TYPE AND PATTERN TO MATCH BUILDING VENEER WALL STONE.
2. PERFORATED METAL PANELS TO MATCH ORNAMENTAL SCREENING ON BUILDING FACADE.

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Screen Wall Detail

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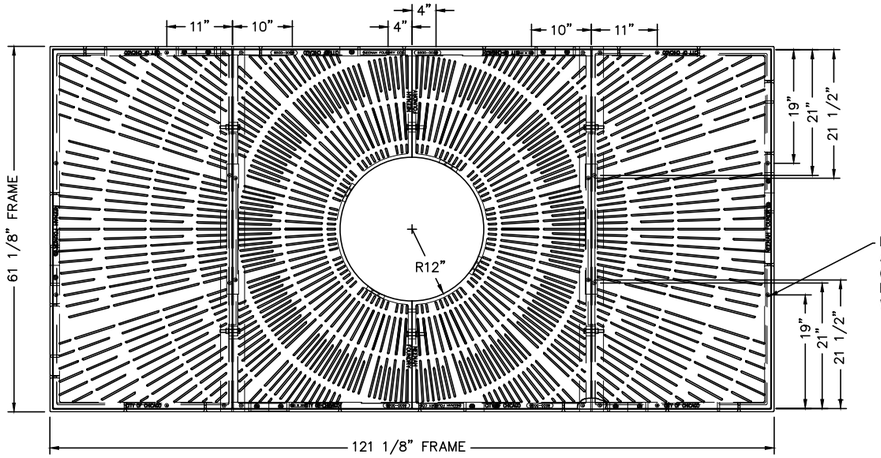
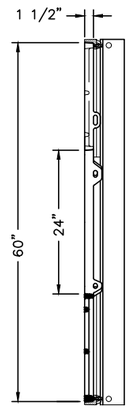
L3.00

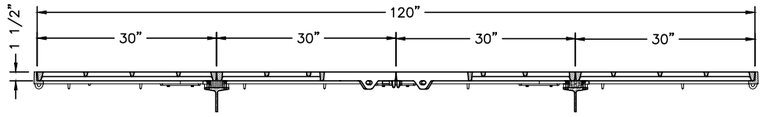


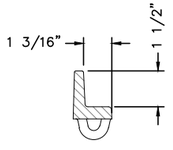
DRILL, TAP, C'SINK
AND ASSEMBLE FOR
(24) 3/8–16 X 2" FLAT
HD. STNLS. STL. SCREW
WITH PIN. (KIT NO. 90357)



5/8" ENGRAVED LETTERS
"CITY OF CHICAGO"
TYP 2 PLCS/GRATE

5/8" ENGRAVED LETTERS
"CITY OF CHICAGO"
TYP 2 PLCS/GRATE





TYPICAL FRAME SECTION
SCALE 1:4

COMPONENT NOS.: (2 PCS) TREE GRATE 8707–0011,
(2 PCS) TREE GRATE EXT. PC. 8823–0002,
(2 PCS) FRAME 8500–0024 MACHINED PER NF–8500T52,
(2 PCS) FRAME 8500–6060 MACHINED PER NF–8500T53,
(2 PCS) FRAME 8500–6060,
(2 PCS) FRAME 8500–0036,
(2 PCS) SUPPORT BEAM 9992–0157

MATERIAL: TREE GRATES AND FRAMES–CAST GRAY IRON ASTM A–48, CLASS 35B
SUPPORT BEAM – FABRICATED STEEL

FINISH: NOT PAINTED, UNLESS SPECIFIED ON PURCHASE ORDER

WEIGHT: TREE GRATE AND FRAMES 1274#

NOTE: INSTALL AND REF. DWG. 8823120PG2 WAS NF–8823T03PG1

09–14–2016	RELOCATED BOLT HOLES	RKB	JDB	SPT
DATE	REVISION	DR	CH	APP

CAD DWG. REF: 2

DR.		SCALE	TITLE:
CH.	RKB	3/4"=1'-0"	
APP.	SPT	NEENAH FOUNDRY	NF-
DATE		NEENAH WISCONSIN 54956 PHONE 800–558–5075	8823120 1 OF 2 B
www.nfco.com		LINCOLN, NEBRASKA 68529 PHONE 800–234–7466	

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Tree Grate Detail

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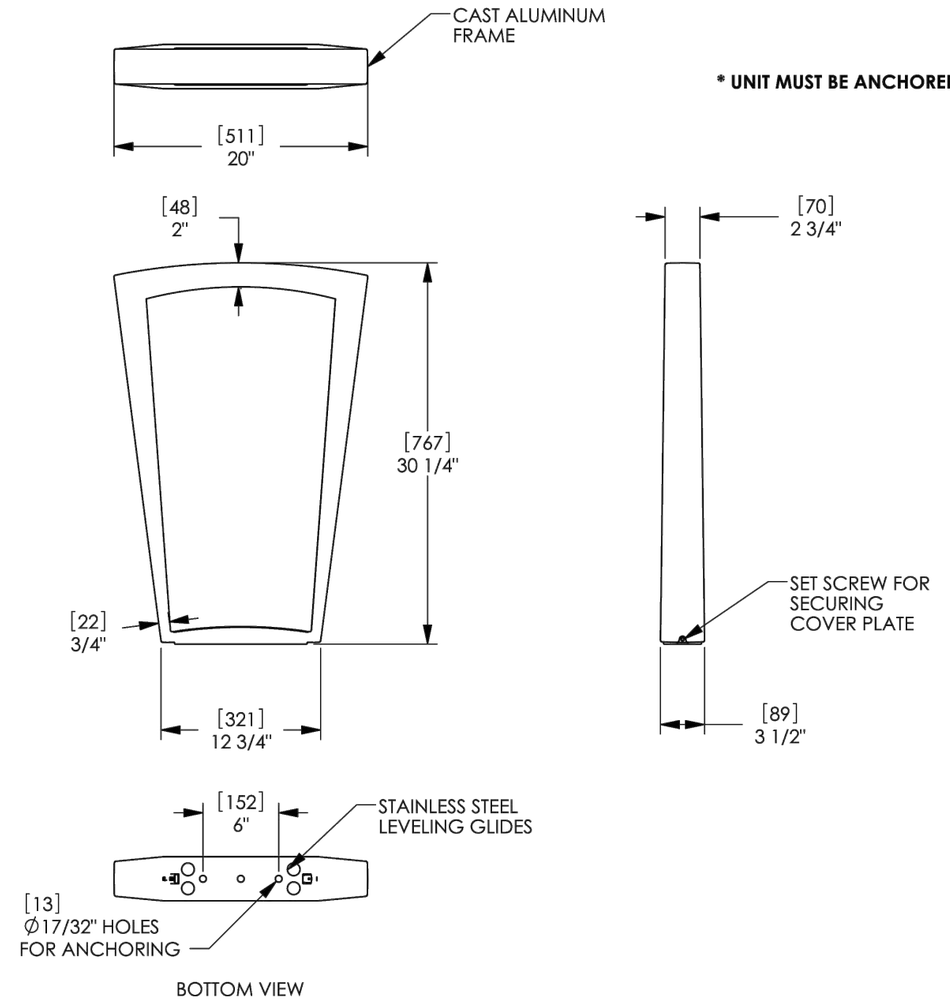
L3.01



*** UNIT MUST BE ANCHORED ***

landscapeforms

Drawing: EM0001
Dimensions are in inches [mm]
U.S. Patent No. D648,658

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Bike Rack Detail

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PRELIMINARY ENGINEERING PLANS

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO

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UTILITY AND GOVERNING AGENCY CONTACTS

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LINCOLNWOOD, IL 60712
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SANITARY SEWER SERVICE
METROPOLITAN WATER RECLAMATION
DISTRICT OF GREATER CHICAGO (MWRD)
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STORM SEWER SERVICE
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ROADWAY AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION (CDOT)
121 N LASALLE STREET
CHICAGO, IL 60602
TEL: (312) 744-5000

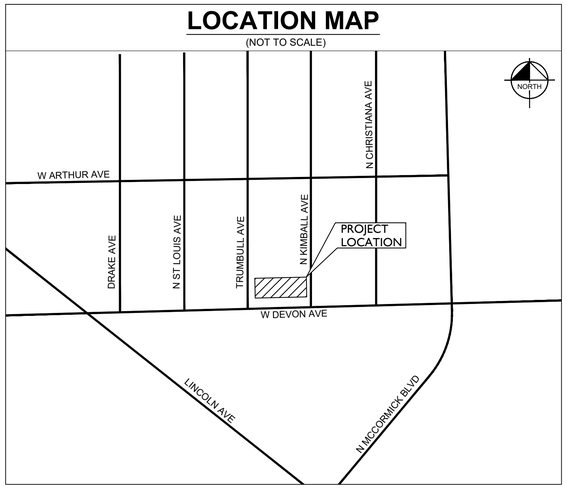
POWER COMPANY
COMMONWEALTH EDISON
TEL: (630) 890-0883

NATURAL GAS COMPANY
NICOR GAS COMPANY
TEL: (224) 239-3341
CONTACT: ZACK JARLING

TELEPHONE
AT&T
TEL: (630) 779-5160

LOCATION MAP

(NOT TO SCALE)



Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
V0.0	BOUNDARY & TOPOGRAPHIC SURVEY
C1.0	SITE PLAN
C2.0	GRADING & DRAINAGE PLAN
C3.0	UTILITY PLAN
E1.0	PHOTOMETRIC PLAN
E1.1	PHOTOMETRIC DETAILS

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ADVANCED ENVIRONMENTAL CORPORATION
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111 W JACKSON BLVD, SUITE 1320
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CONTACT: ALEXA FALBO, P.E.

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TEL: (847) 675-3000
CONTACT: PAUL JANOS, P.L.S.

BENCHMARKS

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER

REFERENCE STATION NETWORK: KARA COMPANY
(MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINOUSLY OPERATING REFERENCE STATION)

DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

LEGAL DESCRIPTION

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST 1/2 OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ALEXANDRA FALBO, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF SOLOMON CORDWELL BUENZ BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 9TH DAY OF MAY, A.D., 2024.

Alexandra Falbo

IL LICENSED PROFESSIONAL ENGINEER 062-073907
MY LICENSE EXPIRES ON NOVEMBER 30, 2025
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

LICENSED PROFESSIONAL ENGINEER
ALEXANDRA FALBO
062.073907
OF ILLINOIS

No.	REVISIONS	DATE	BY

Kimley»Horn

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111 WEST JACKSON BOULEVARD, STE 1320
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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

COVER SHEET

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C0.0

Drawing name: K:\CHI_LDE\V\168200005_SWCT_Lincolnwood_JL\2 Design\CAD\PlanSheets\Preliminary Engineering\C0.0 COVER SHEET.dwg C0.0 Jul 03, 2024 - 11:03pm by: jenna.anderson
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NORTH

PROFESSIONALS ASSOCIATED - MM SURVEY CO.
BOUNDARY * ALTA * TOPOGRAPHIC * CONDOMINIUM SURVEYS
7100 NORTH TRIPP AVENUE, LINCOLNWOOD, ILLINOIS
PROFESSIONAL DESIGN FIRM NO. 184-003023

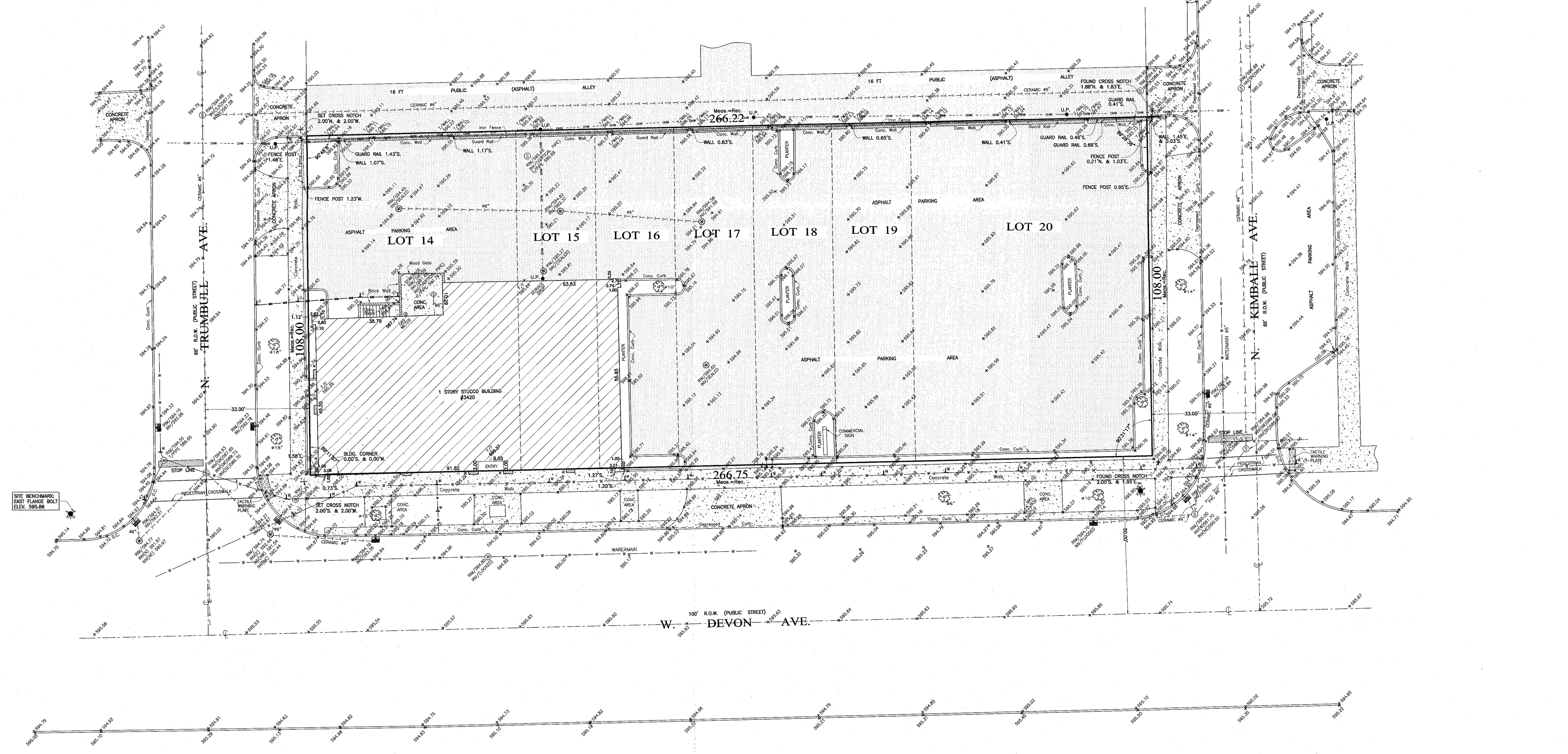
MM SURVEY
PHONE: (773) 282-5900
FAX: (773) 282-9424
E-MAIL: info@MMSurveyingChicago.com
www.mmsurveyingchicago.com

BOUNDARY & TOPOGRAPHIC SURVEY

OF

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST ½ OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOTAL LAND AREA = 28,778 sq.ft. (0.66 acres)
COMMONLY KNOWN AS: 3420 W. DEVON AVE., CHICAGO, IL 60712



LEGEND:

- SANITARY LINE
- STORM LINE
- W — WATER LINE
- GAS — GAS LINE
- CONCRETE PAVEMENT
- B–B — BACK OF CURB
- R.O.W. — RIGHT OF WAY
- ⊥E — ELECTRIC PAINT MARK
- ⊥W — WATER PAINT MARK
- ⊥G — GAS PAINT MARK
- ⊥C — COMM. PAINT MARK
- F/F — FINISHED FLOOR ELEV.
- D.C. — DEPRESSED CURB
- M.G. — METAL GUARD
- U.P. — UTILITY POLE
- Ⓢ — SEWER MANHOLE
- CATCH BASIN
- Ⓦ — WATER MANHOLE
- CHICAGO WATER WORKS
- Ⓣ — COMM. MANHOLE
- Ⓖ — GAS MANHOLE
- Ⓔ — ELECTRIC MANHOLE
- INLET
- FIRE HYDRANT
- GV — GAS VALVE
- WV — WATER VALVE
- DECIDUOUS TREE w/DIA.
- POWER POLE W/WIRES
- OHW — OVERHEAD WIRES

THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE ORDER, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS, OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

Order No. 108416
Scale: 1 inch = 16 feet.
Date of Field Work: MARCH 28, 2024
Ordered by: HEBREW THEOLOGICAL COLLEGE

BENCHMARK REFERENCE:

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER
REFERENCE STATION NETWORK: KARA COMPANY (MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINUOUSLY OPERATING REFERENCE STATION)
DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

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

THIS SURVEY HAS BEEN ORDERED FOR SURFACE DIMENSIONS ONLY, NOT FOR ELEVATIONS.
THIS IS NOT AN ALTA SURVEY.

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE.

State of Illinois
County of Cook s.s.

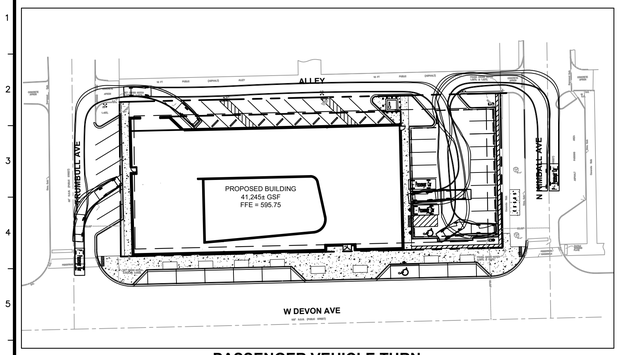
We, PROFESSIONALS ASSOCIATED - MM SURVEY CO, do hereby certify that we have surveyed the above described property and that, to the best of our knowledge, the plat hereon drawn is an accurate representation of said survey.

Date: APRIL 10, 2024

Paul Jarosz

IL. PROF. LAND SURVEYOR - LIC. NO. 035-3937 - LICENSE EXP. DATE NOV. 30, 2024
DRAWN BY: A.B.

V0.0

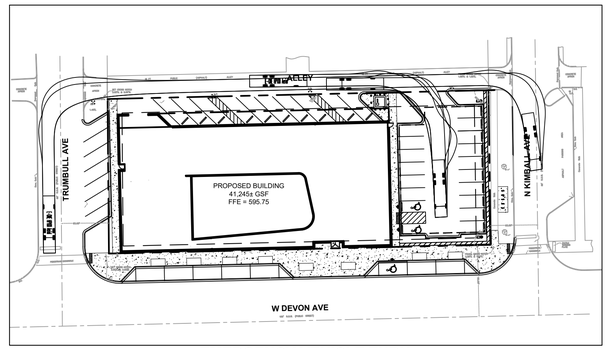


PASSENGER VEHICLE TURN

SCALE: 1" = 50'

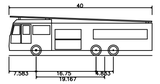
P – Passenger Car

Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°



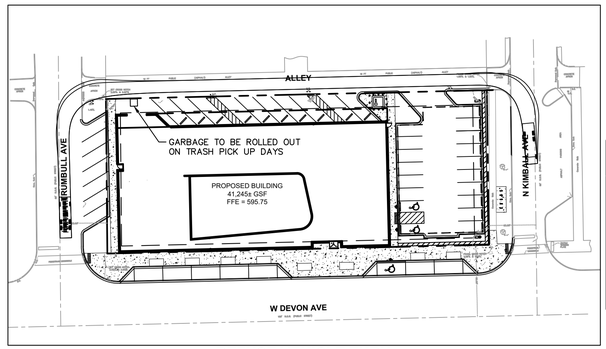
EMERGENCY VEHICLE TURN

SCALE: 1" = 50'



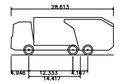
F-ONE HP100 Aerial

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



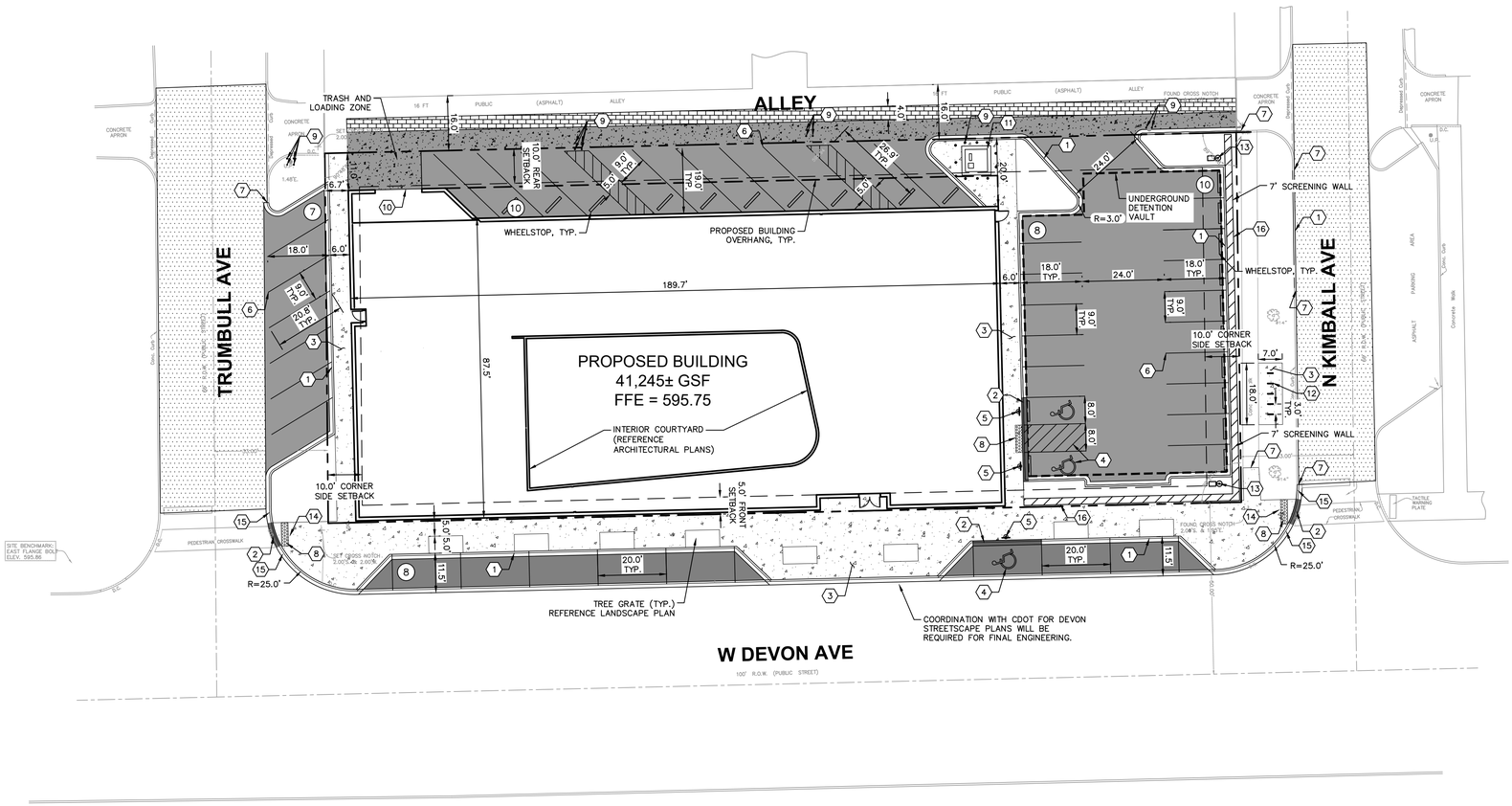
REFUSE VEHICLE TURN

SCALE: 1" = 50'



Mack TerraPro Cabover 6x4 MRU613 + Wayne Curbtender 31cu yd

Overall Length	28.613ft
Overall Width	8.000ft
Overall Body Height	10.481ft
Min Body Ground Clearance	1.311ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	33.500ft



GRAPHIC SCALE IN FEET
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GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3–FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON–SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

TOTAL PARKING SPACES REQUIRED*	= 37 SPACES
RESIDENTS (1 SPACE/4 RESIDENTS) (15 RESIDENTS)	= 4 SPACES
FULL–TIME RESIDENT EMPLOYEE (1 SPACE/FULL TIME)	= 2 SPACES
STUDENTS (1 SPACE/5 STUDENTS) (60 COMMUTER STUDENTS)	= 12 SPACES
EMPLOYEES (2 SPACES/3 EMPLOYEES) (28 COMMUTER EMP.)	= 19 SPACES
TOTAL ON–SITE PARKING SPACES PROVIDED	= 28 SPACES
ON–SITE PARKING SPACES PROVIDED	= 18 SPACES
ON–SITE ALLEY PARKING SPACES PROVIDED	= 10 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TOTAL OFF–SITE STREET PARKING	= 15 SPACES
W DEVON AVE STANDARD PARKING SPACES	= 7 SPACES
W DEVON AVE ADA PARKING SPACES	= 1 SPACE
TRUMBULL AVE PARKING SPACES	= 7 SPACES

*PARKING REQUIREMENTS BASED ON CURRENT ENROLLMENT

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- CONCRETE SIDEWALK — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- HEAVY DUTY CONCRETE PAVEMENT — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- PERMEABLE PAVERS — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- ASPHALT MILL & OVERLAY — CONSTRUCTION DETAILS FOR PAVEMENT SECTION TO BE PROVIDED IN FINAL ENGINEERING
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7–8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. 2' WIDE TACTILE WARNING STRIP
9. BOLLARD, TYP. (SEE DETAILS)
10. TRASH COMPACTOR AND ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
11. TRANSFORMER PAD (FOR REFERENCE ONLY)
12. BIKE RACK (SEE LANDSCAPE PLAN FOR DETAILS)
13. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
14. ACCESSIBLE RAMP (SEE DETAILS)
15. 3' TRANSITION CURB
16. 7' SCREENING WALL (3' MASONRY WALL + 4' PERFORATED METAL SCREENING FENCE, SEE LANDSCAPE PLAN FOR DETAILS)

SITE DATA TABLE

SITE ADDRESS: 3420 W DEVON AVE, LINCOLNWOOD, IL 60712			
JURISDICTION: VILLAGE OF LINCOLNWOOD			
PARCEL AREA: 0.66 ACRES			
DISTURBANCE AREA: 0.72 ACRES			
ZONING: B2 – GENERAL BUSINESS			
EXISTING USE: RESTAURANT			
PROPOSED SPECIAL USE: COLLEGE WITH DORMITORIES			
PROPOSED PERVIOUS AREA:		3,659± SF (12.7%)	
PROPOSED IMPERVIOUS AREA:		25,134± SF (87.3%)	
TOTAL BUILDING GSF AREA:		41,245± SF	
ZONING REQUIREMENTS	EXISTING:	PROPOSED:	REQUIREMENT:
OPEN GREEN SPACE %	4.4%	12.7%	N/A
BUILDING COVERAGE %	18.7%	58.4%	N/A
MINIMUM FRONT YARD SETBACK:	0'	0.5'	5' MIN
MINIMUM FRONT/SIDE PARKING SETBACK:	1.6'	0'	0' MIN
MINIMUM CORNER SIDE BUILDING SETBACK:	1.1'	6.7'	10' MIN
MINIMUM REAR YARD SETBACK:	47.7'	21.4'	10' MIN
MAXIMUM HEIGHT OF BUILDING:	1–STORY	47'	38' MAX

No.	REVISIONS	DATE	BY

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CHICAGO, IL 60604
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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SITE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C1.0

Drawing name: K:\CHI_LIDEV\168200005_SHWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C1.0 SITE PLAN.dwg C1.0 Jul 03, 2024 1:04pm by: jenna.anderson
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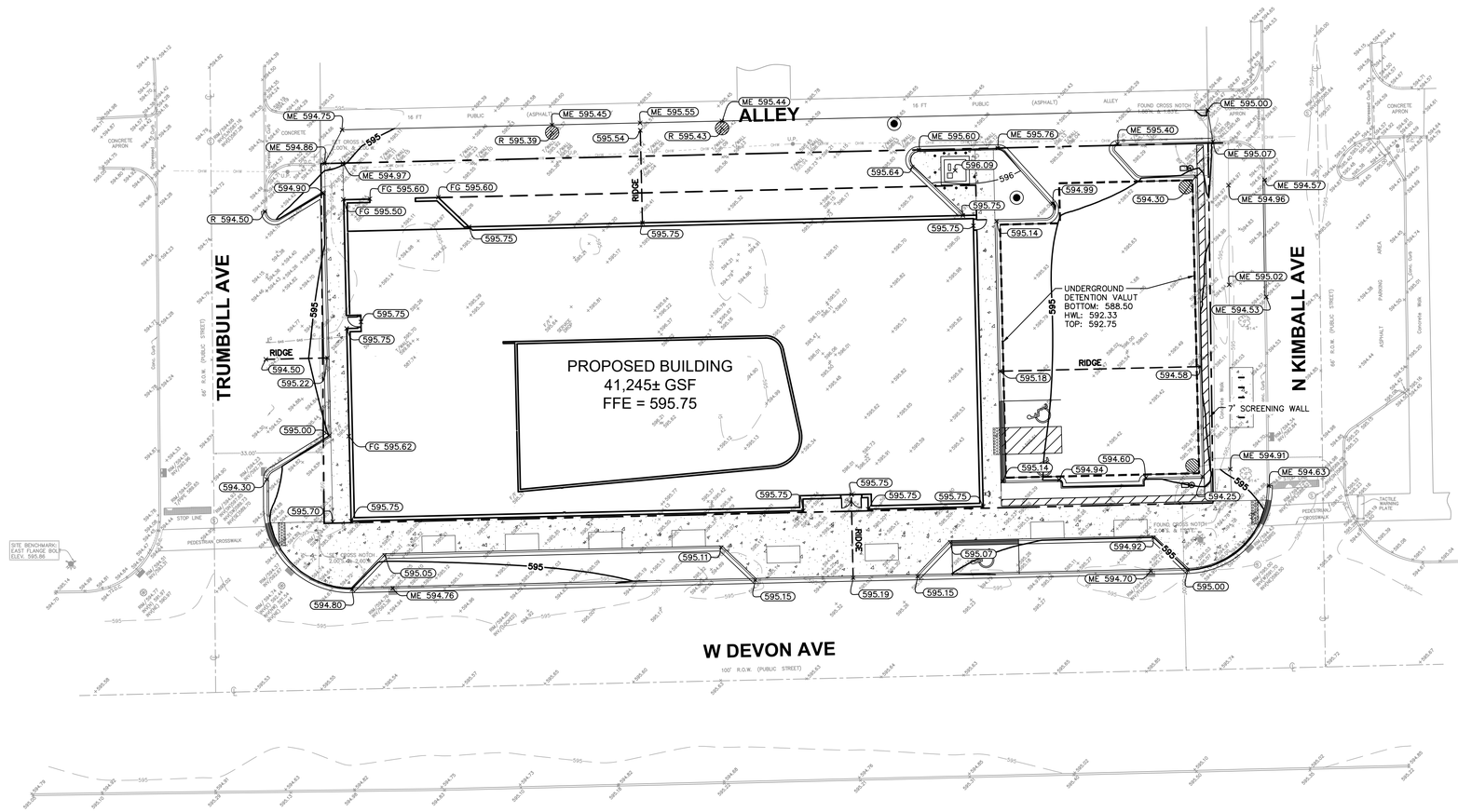

GRAPHIC SCALE IN FEET
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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
R = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS

XXX — PROPOSED CONTOUR
XXX — EXISTING CONTOUR
RIDGE — RIDGE LINE
X.XX% — SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
AR — ACCESSIBLE ROUTE

STORMWATER SUMMARY

TOTAL SITE AREA	= 0.66 AC
TOTAL PROPOSED IMPERVIOUS AREA (DEVELOPMENT)	= 0.58 AC
TOTAL PROPOSED PERVIOUS AREA	= 0.08 AC

DETENTION

THIS PROJECT IS SUBJECT TO THE VILLAGE OF LINCOLNWOOD STORMWATER ORDINANCE. PER SECTION 12-6-6-5, STORMWATER DETENTION MUST BE SIZED IN ACCORDANCE WITH MWRD REQUIREMENTS, USING THE PARAMETERS NOTED IN VILLAGE OR LINCOLNWOOD STORMWATER ORDINANCE SECTION 12-6-6-5. THE PARAMETERS ARE AS FOLLOWS:

2-YEAR STORM REQUIRED (0.04 CFS/ACRE)	= 0.03 CFS
2-YEAR STORM PROVIDED	= 0.00 CFS
100-YEAR STORM REQUIRED (0.15 CFS/ACRE)	= 0.10 CFS
100-YEAR STORM PROVIDED	= 0.09 CFS

VOLUME CONTROL

THIS PROJECT IS SUBJECT TO THE MWRD WATERSHED MANAGEMENT ORDINANCE (WMO). PER SECTION 503, VOLUME CONTROL PRACTICES ARE REQUIRED TO CAPTURE THE VOLUME CONTROL STORAGE, WHICH IS EQUAL TO THE FIRST INCH OF RUNOFF FROM THE IMPERVIOUS AREA.

TOTAL VOLUME CONTROL REQUIRED	= 0.048 AC-FT
TOTAL VOLUME CONTROL PROVIDED	= 0.217 AC-FT
GREEN ROOF VOLUME PROVIDED	= 0.008 AC-FT
UNDERGROUND DETENTION VOLUME PROVIDED	= 0.209 AC-FT

NO.	REVISIONS	DATE	BY

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CHICAGO, IL 60604
PHONE: 312-862-2445
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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

GRADING & DRAINAGE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER C2.0

Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C4.0 GRADING PLAN.dwg C2.0 JUl 03, 2024 1:04pm by, jenna.anderson
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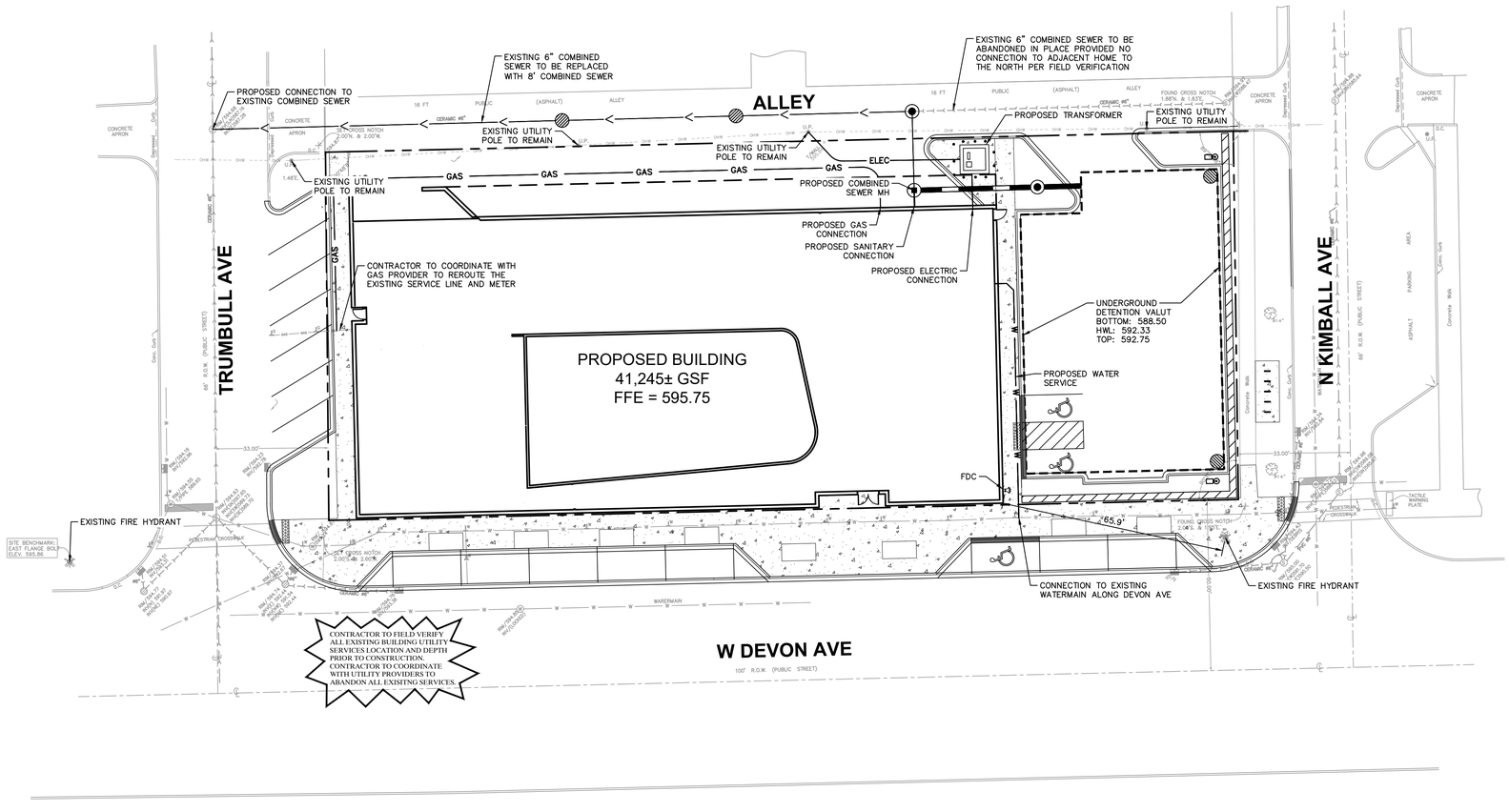

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UTILITY NOTES

1. ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SEWER MANHOLE
- EX. STORM DRAIN LINE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. UTILITY POLE
- EX. OVERHEAD WIRES
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1713) (GRASS USE NEENAH R-1786)
- PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3281-A)
- PROPOSED COMBINED SEWER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)

No.	REVISIONS	DATE	BY

Kimley»Horn

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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

UTILITY PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER C3.0

Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C3.0 UTILITY PLAN.dwg C3.0 Jul 03, 2024 - 1:04pm by jenna.anderson
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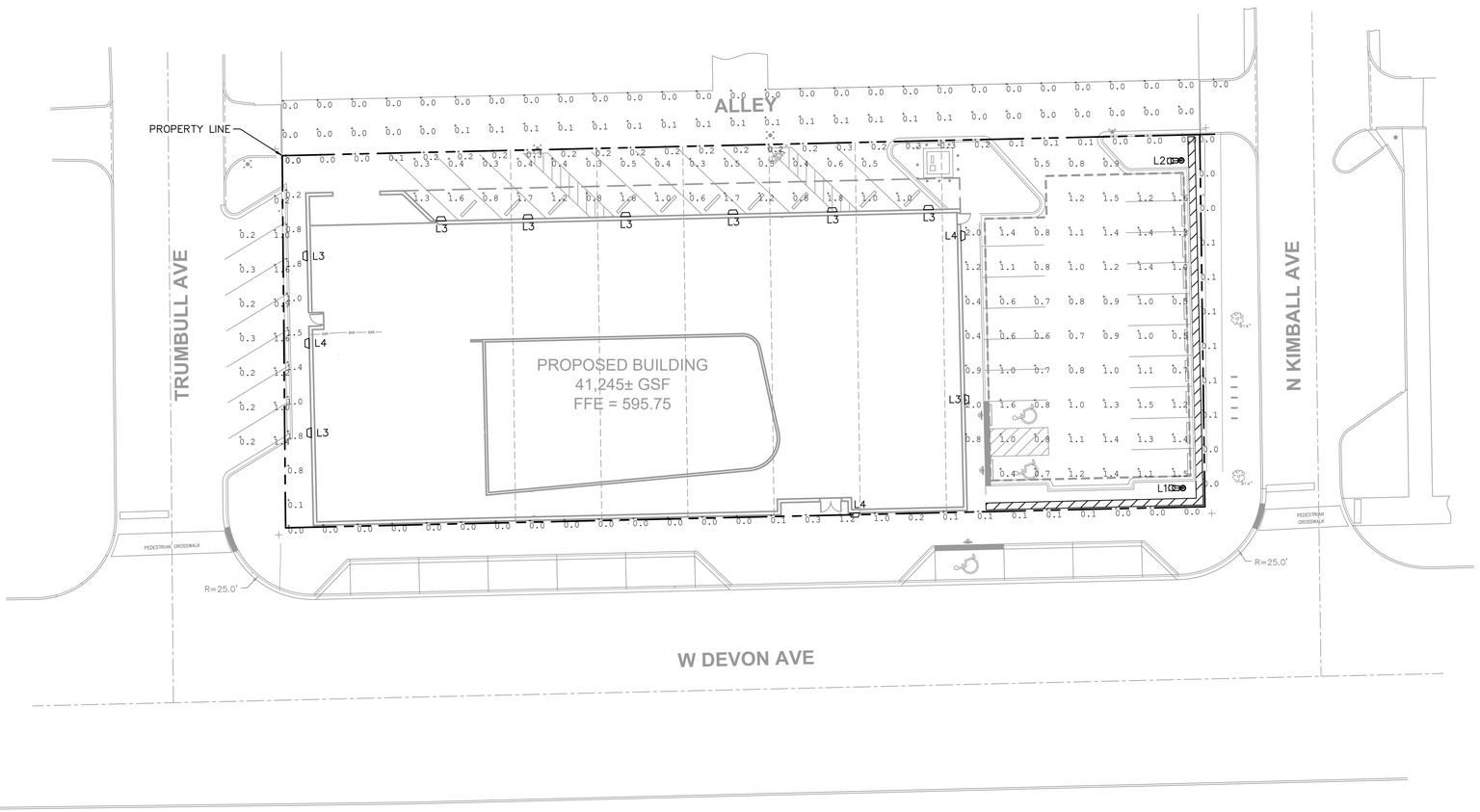

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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PHOTOMETRICS NOTES

1. ILLUMINANCE VALUES LISTED IN THE TABLES ARE IN FOOTCANDLES (1FC = 10.7639 LUX).
2. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURERS THROUGH IES FILES.
3. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS PLAN WILL DISCOUNT THE VALIDITY OF THE CALCULATIONS.
4. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL EXISTING AND PROPOSED OFF SITE STREET LIGHTING AND LANDSCAPE LIGHTING.
5. PHOTOMETRICS ARE CALCULATED BASED ON 3000K COLOR OUTPUT. CONTRACTOR SHALL CONFIRM EXACT OUTPUT COLOR WITH OWNER PRIOR TO PURCHASING.
6. CONTRACTOR TO FIELD COORDINATE EXACT LOCATIONS OF POLES WITH UNDERGROUND UTILITY AND OTHER OBSTRUCTIONS.
7. CONTRACTOR SHALL CONFIRM POLE AND FIXTURE FINISHES WITH OWNER PRIOR TO PURCHASE. ALL PROPOSED LUMINAIRE STYLES AND COLORS SHALL BE SUBMITTED AND APPROVED BY OWNER.
8. ALL LUMINAIRE SYMBOLS ARE DIAGRAMMATIC ONLY. EXACT LOCATION AND SETBACKS SHALL BE FIELD COORDINATED.
9. FINAL ELECTRICAL DESIGN AND POLE FOUNDATION DETAILS ON ELECTRICAL PLANS, BY OTHERS. ALL LUMINAIRE ACCESSORIES AND CONTROL PROVISIONS SHALL BE COORDINATED WITH ELECTRICAL PLANS AND SHALL BE ORDERED WITH LUMINAIRES.
10. LIGHTING DESIGN BASED ON THE VILLAGE OF LINCOLNWOOD, IL, OUTDOOR LIGHTING STANDARDS (SEC. 6.07).

PHOTOMETRICS LEGEND

	SINGLE LUMINAIRE MOUNTED AT 22' AFG INCLUDING CONVENTIONAL POLE AND FOUNDATION. SEE LIGHT FIXTURE SCHEDULE FOR DETAILS.
	WALL MOUNTED LUMINAIRE AT 12.5' AFG. SEE LIGHT FIXTURE SCHEDULE FOR DETAILS.
+	X.X CALCULATION POINT

TARGET ILLUMINANCE VALUES

CALC TYPE	CALC REQUIREMENT	AVG	MAX	MIN	MAX/MIN	MAX/AVG
INSTITUTIONAL PARKING LOT	LINCOLNWOOD	–	2.1	0.2	10.5	3.0
PROPERTY LINE	LINCOLNWOOD	–	0.5	–	–	–

TARGET ILLUMINANCE LEVELS BASED ON THE VILLAGE OF LINCOLNWOOD, IL, OUTDOOR LIGHTING STANDARDS (SEC. 6.07).

ILLUMINANCE SUMMARY

CALC TYPE	AVG	MAX	MIN	MAX/MIN	MAX/AVG
INSTITUTIONAL PARKING LOT	0.97	2.0	0.3	6.67	2.06
NORTH PROPERTY LINE	0.16	0.3	0.0	–	1.88
EAST PROPERTY LINE	0.05	0.1	0.0	–	2.0
SOUTH PROPERTY LINE	0.12	1.2	0.0	–	10.00
WEST PROPERTY LINE	0.95	1.8	0.0	–	1.89

LUMINAIRE SCHEDULE

SYMBOL	TAG	DESCRIPTION	MODEL	MFR.	MOUNTING	LAMP	LUM. PER FIXTURE	WATTS PER FIXTURE	COLOR TEMPERATURE	NOTES
	L1	POLE MOUNTED LED AREA LUMINAIRE WITH LEFT CORNER CUTOFF	DSX0 LED P1 30K 70 CRI LCCO MVOLT EGSR	LITHONIA	POLE	LED	3374	33W	3000K	MOUNT ON 20' POLE ATOP 2' CONCRETE BASE. POLE: LITHONIA # SSS-20-5G-DM19AS. COORDINATE FIXTURE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L2	POLE MOUNTED LED AREA LUMINAIRE WITH RIGHT CORNER CUTOFF	DSX0 LED P1 30K 70 CRI RCCO MVOLT EGSR	LITHONIA	POLE	LED	3374	33W	3000K	MOUNT ON 20' POLE ATOP 2' CONCRETE BASE. POLE: LITHONIA # SSS-20-5G-DM19AS. COORDINATE FIXTURE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L3	LED ARCHITECTURAL WALL SCONCE	WDGE1 LED P0 30K 80CRI VW MVOLT	LITHONIA	SURFACE	LED	720	7W	3000K	MOUNT AT 12.5' AFG. COORDINATE FIXTURE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L4	LED ARCHITECTURAL WALL SCONCE WITH DUAL DRIVER	WDGE1 LED P0 30K 80CRI VW MVOLT DS	LITHONIA	SURFACE	LED	720	7W	3000K	MOUNT AT 12.5' AFG. FIXTURE WITH DUAL DRIVER OPTION SHALL BE USED AT ALL EGRESS POINTS. COORDINATE FIXTURE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.

No.	REVISIONS	DATE	BY

Kimley»Horn

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SCALE: AS NOTED
DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: JEK

PHOTOMETRIC PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 04/25/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
E1.0

Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\E1.0 PHOTOMETRIC PLAN.dwg E1.0 Jul 03, 2024 1:04pm by: jenna.anderson
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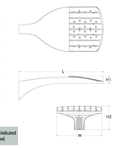
LITHONIA LIGHTING DSX0 (L1, L2)

D-Series Size 0
LED Area Luminaire

d*series

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



Design Select options indicated by this color background.

Catalog Number
Notes
Type

*Not for final use. Drawings are not to scale.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

design select

Items marked by a **shaded background** qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED							
Series	**LEDs**	**Color temperature**[1]	**Color Rendering Index**[1]	**Distribution**	**Voltage**	**Mounting**
DSX0 LED	**Forward optics**	30ks (section 70CRI only)		AFR Automotive front row	T5M Type V medium	MVOLT (120V-277V)[2]	**Shipped included**
	P1 P5	30K 3000K	70CRI	T1S Type I short	T6S Type V low glare	HVOLT (347V-480V)[2,3]	SPA Square pole mounting (fits drilling 3.5" min. SQ pole)
	P2 P6	40K 4000K	80CRI	T2M Type II medium	T5W Type V wide	XVOLT (277V-480V)[3,4]	RPA Round pole mounting (fits drilling 3" min. RND pole)
	P3 P7	50K 5000K	90CRI	T3M Type III medium	BLC3 Type III backlight control	120 [1,5,6]	SPA5 Square pole mounting (fits drilling 5" min. SQ pole)
	P4	30ks section 80CRI only, extended lead times		T4M Type IV medium	BLC4 Type IV backlight control	208 [1,5,6]	RPA5 Round pole mounting (fits drilling 5" min. RND pole)
	Rotated optics	**Shipped separately**		T4LG Type IV low glare	LCCO Left corner cutoff	240 [1,5,6]	SPAIN Square narrow pole mounting (fits drilling 3" min. SQ pole)
	P10[7] P12[7]	27K 2700K	80CRI	T4FTM Forward throw medium	RCCO Right corner cutoff	277 [1,5,6]	NBA Wall bracket [8]
	P11[7] P13[7]	30K 3000K	80CRI			347 [1,5,6]	MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)
		35K 3500K	80CRI			480 [1,5,6]	
		40K 4000K	80CRI				
		50K 5000K	80CRI				

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD	Dark Bronze
NLTAIR2 PIRHN	nLight AIR generation 2 enabled with bi-level motion + ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,13]	PE	Photocontrol, Button Type[9]	DBLXD	Black
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 5fc.[11,12,13]	DS	Dual-switching (requires with 2 drivers and 2 high engines; see page 3 for details)	DNAXD	Natural Aluminum
PER	NEMA twist-lock receptacle only (controls ordered separately)[14]	DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD	White
PER5	Five-pin receptacle only (controls ordered separately)[11,15]	BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSTD	Textured dark bronze
PER7	Seven-pin receptacle only (controls ordered separately)[11,15]	BAA	Buy American Act Compliant	DBLBTD	Textured black
FAO	Field adjustable output[11,16]	DSLE	Dual-Switching (1 Driver, 2 Light Engines)	DNATXD	Textured natural aluminum
BL30	Bi-level switched dimming, 30%[11,16]	CCE	Coastal Construction[9]	DWHGXD	Textured white
BL50	Bi-level switched dimming, 50%[11,16]			DSSTDD	Textured sandstone
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[11]				
	For other control options, see Motion Sensor and Accessories tables on page 4				

Other options	
Shipped installed	
HS	Houseside shield (black finish standard)[9]
LNS	Left-oriented optics[17]
RNS	Right-oriented optics[17]
CCE	Coastal Construction[18]
HA	50°C ambient operation[18]
BAA	Buy American Act Compliant
SF	Single fuse (120, 277, 347V)[19]
DF	Double fuse (208, 240, 480V)[19]
Shipped separately	
EGSR	External Glare Shield (reversible, field install required, matches housing finish)
BSSR	Bird Spikes (field install required)

Finish (required)	
DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DSSTD	Textured dark bronze
DBLBTD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

Ordering Information

Accessories
Ordered and shipped separately.

DLL127 1.5 JU	Photocell - SSL twist-lock (120-277V)[1]
DLL347 1.5 CUL JU	Photocell - SSL twist-lock (347V)[1]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[1]
DSHORT SBK	Shorting cap[2]
DSX0HS PX	House-side shield (same package numbers P1, P2, P3 or P4)[3]
DSX0FA (ORD/U)	Round pole adapter kit (drilling, specify finish)
DSX0FA2 (ORD/U)	Round pole adapter kit (drilling, specify finish)
DSX0FA3 (ORD/U)	Square pole adapter kit (drilling, specify finish)
DSX0EGSR (ORD/U)	External glare shield (specify finish)
DSX0EBSR (ORD/U)	Bird spike element bracket (specify finish)

NOTES
1. Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2. 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 30K only available with 80CRI. Contact Technical Support for other possible combinations.
3. T1S, T2M, BLC3, BLC4, LCCO, RCCO not available with option P4.
4. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
5. HVOLT driver operates on any line voltage from 277-480V (50/60 Hz). For multi-voltage option NLTAIR2 PIRHN or option PIR.
6. XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
7. XVOLT not available in packages P1, P2 or P10. XVOLT not available with Styling (SF or DF).
8. Wall bracket is not available with the following options: BL30, BL50.
9. NBA cannot be combined with Type 5 distributions plus photocell (PER5).
10. NLTAIR2 and PIRHN must be ordered together. For more information on nLight Air 2, visit: http://www.acuitybrands.com/products/controls/nlight_air_generation_2.aspx
11. P10 and P11 only available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, BL30 and DMG. NLTAIR2 PIRHN not available with P1, and P12 using HVOLT. NLTAIR2 PIRHN PIR not available with P1, P2 and P10 using XVOLT. NLTAIR2 PIRHN not available with P1 using HVOLT.
12. PIR not available with NLTAIR2, PER, PER5, PER7, FAO, BL30, BL50 and DMG. PIR not available with P1, P2 and P10 using HVOLT. PIR not available with P1, P2 and P10 using XVOLT.
13. PER, PER5, PER7, FAO not available with NLTAIR2, PIR, BL30, BL50. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
14. PER, PER5, PER7 not available with following control options: NLTAIR2 PIRHN, PIR, PIER, PIER7, BL30, BL50, or DMG.
15. BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO and DMG. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for other voltage options.
16. DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50 and FAO.
17. Reference Controls Options table on page 4 for more information.
18. Reference Controls Options table on page 4 for more functionality.
19. Option HS not available with T1LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
20. Option CCE not available with packages P1, P2, P10 and P11. Consult factory for availability.
21. Option HA not available with performance packages P6, P7, P12 and P13.
22. Requires luminaire to be specified with PDR, PDR2 or PDR7 option. See Controls Table on page 4.
23. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

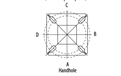
Shield Accessories

External Glare Shield (EGSR)

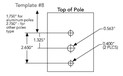
House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION
(from top of pole)



Template #8



Tenon Mounting Slipfitter

Tenon O.D.	Mounting Hole	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2-3/8"	89%	AST-5-190	AST-5-280	AST-5-290	AST-5-390	AST-5-320	AST-5-490
2-7/8"	89%	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	89%	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Blossom Intercept-able Outside Pole Dimension					
		Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	5"	5"	5"	5"	5"	5"
RPA5	#5	5"	5"	5"	5"	5"	5"
SPAIN	#8	3"	3"	3"	3"		3"

DSX0 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX0 with SPA	0.44	0.88	0.96	1.78	—	1.16
DSX0 with SPA5, SPAIN	0.51	1.02	1.06	1.26	—	1.29
DSX0 with RPA, RPA5	0.51	1.02	1.06	1.26	1.24	1.29
DSX0 with NBA	0.64	1.28	1.24	1.67	1.78	1.93

LITHONIA LIGHTING® COMMERCIAL OUTDOOR
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LITHONIA LIGHTING WDGE1 (L3, L4)

WDGE1 LED
Architectural Wall Sconce

Catalog Number
Notes
Type

*Not for final use. Drawings are not to scale.

Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

Specifications

Depth (D1):	5.5"
Depth (D2):	1.5"
Height:	8"
Width:	9"
Weight: (without options)	9 lbs

WDGE LED Family Overview

Luminaire	Optics	Standard 4.0K, 0°C	Cold 5.0K, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)					
					P10	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		–	750	1,200	2,000	–	–	–	–
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	–	1,200	2,000	3,000	4,500	6,000	–
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	–	–
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	–	–
WDGE4 LED	Precision Refractive			Standalone / nLight	–	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P0	27K 2700K	80CRI	VF Visual comfort forward throw	MVOLT	**Shipped included**
	P1	30K 3000K	90CRI	VW Visual comfort wide	347[1]	SRM Surface mounting bracket
	P2	35K 3500K				ICW Indoor/Canopy/Ceiling Mulvoc bracket (dry/damp locations only)[2]
		40K 4000K				**Shipped separately**
		50K[3] 5000K				AWS 3.1Inch Architectural wall spacer[4]
						PBBW Surface-mounted back box (top, left, right conduit entry) Use when there is no junction box available.[5]

Options		Finish	
E4WH	Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min)[6]	DDBXD	Dark bronze
PE	Photocell, Button Type[7]	DBLXD	Black
DS	Dual-switching (comes with 2 drivers and 2 high engines; see page 3 for details)	DNAXD	Natural aluminum
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD	White
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSTD	Textured dark bronze
BAA	Buy American Act Compliant	DBLBTD	Textured black
DSLE	Dual-Switching (1 Driver, 2 Light Engines)	DNATXD	Textured natural aluminum
CCE	Coastal Construction[8]	DWHGXD	Textured white
		DSSTDD	Textured sandstone

LITHONIA LIGHTING SSS

LITHONIA LIGHTING®

Catalog Number
Notes
Type

FEATURES & SPECIFICATIONS

INTENDED USE — **These specifications are for USA standards only.** Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, 0.120"), or 50 KSI (7-gauge, 0.179"). Shaft is one-piece with a full-length butt and high-frequency electric resistance weld. Uniformly square & cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: Options include 4" tenon top, drilled for side mount fixture, tenon with drilling (includes extra handhole) and open top. Side-drilled and open top poles include a removable top cap.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, 55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Extra durable painted finish is coated with TGIC (Triglycidyl Isocyanurate) Polyester powder that meets SAE 58 classifications of ASTM D3359. Powder-coat finishes include Dark Bronze, White, Black, and Natural Aluminum colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes.

GOVERNEMENT PROCUREMENT —

BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

INSTALLATION — Do not erect poles without having fixtures installed. Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

BAA BABA

SSS Square Straight Steel Poles

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** SSS 20 5C DM19 DDBXD

SSS					
Series	**Nominal fixture mounting height**	**Nominal shaft base size/wall thickness**[1]	**Mounting**[2]	**Options**	**Finish**
SSS	10'-39' (for 1/2 ft increments, add -6 to the pole height. **Ex:** 20-8 equals 20ft 6in.)	4C 4" (1g (0.120") 4G 4" (1g (0.179") 5C 5" (1g (0.120") 5G 5" (1g (0.179") 6G 6" (1g (0.179") (See technical information table for complete ordering information.)	Tenon mounting PT Open top (includes NDP-DM) T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS) T35 4" O.D. (3-1/2" NPS) KAC/KADJ/KSF/KSFJ/KWX/KWF, Drill mounting[3] DM19 1 at 90° DM28 2 at 180° DM28.PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° CAI/OSA/RUA/RBS/*OMERO/*RAA Drill mounting[3] DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° RAD drill mounting[3] DM19RAD 1 at 90° DM28RAD 2 at 180° DM29RAD 2 at 90° DM39RAD 3 at 90° DM49RAD 4 at 90° ESA Drill mounting[3] DM19ESA 1 at 90° DM28ESA 2 at 180° DM29ESA 2 at 90° DM39ESA 3 at 90° DM49ESA 4 at 90°	Shipped installed VD Vibration damper[4] HArp Horizontal arm bracket (1 Retained)[4,5] FOLxy Festoon outlet less electrical[6,7] CPL12xy 1/2" coupling[7] CPL34xy 3/4" coupling[7] CPL1xy 1" coupling[7] NPL12xy 1/2" threaded nipple[7] NPL34xy 3/4" threaded nipple[7] NPL1xy 1" threaded nipple[7] EHbxy Extra handhole[7,8] STLHHC Steel handhole cover (standard is plastic, finish is smooth)[9] FBCST12PC 2 Piece steel base cover (standard is plastic)[9] IC Interior coating[10] LHB Less anchor bolts (Include when anchor bolts are not needed) TP Tamper-resistant handhole cover fasteners NCC NEC 410.30 compliant gasketed handhole (Not UL Labeled) UL UL listed with label (includes NEC compliant cover) BAA VAA (original order#) Buy America(n) Act Compliant[11] Match pole to prior order ex project[12]	Super durable paint colors DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSTD Sandstone DGCXD Charcoal gray DTCXD Tennis green DRBXD Bright red DSBXD Steel blue DSSTDD Textured dark bronze DBLBTD Textured black DNATXD Textured natural aluminum DWHGXD Textured white Other finishes GALV Galvanized finish Architectural colors and special finishes[13] [PAINT] GALV Paint over galvanizing YP30 3 year warranty extension YP55 5 year warranty extension RAL#### Use designated Lithonia Lighting nomenclature in brochure Custom color Nomenclature assigned through Customer Care "Custom Color Process"

NOTES:
1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7 Gauge) in nomenclature. "C" - 0.120" | "G" - 0.179".
2. 1" open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, specify a drilling option/tenon option. The combination includes a required extra handhole.
3. Refer to the fixture spec sheet for the correct drilling/template patterns and orientation compatibility.
4. One 4" and 5" poles, VD cannot be installed if provisions (DM4, TDL, NPL, CPL) are located higher than 2/3 of the pole's total height.
   Example: Pole height is 25ft, if provisions cannot be placed above 16ft.
5. Specify the length and orientation of the horizontal arm.
   For "A": Specify the height above the base of pole in feet and inches; separate feet and inches with a "-".
   Example: 5ft-3 and 20ft-3in → 20-3
   For "B": Specify orientation from handhole (A,B,C,D) Refer to the Handhole Orientation diagram below.
   Example: 1/2" coupling at 2'10", orientated C → CPL12-5ft-9C
6. Specify the length of the arm. The arm is a 1" diameter tubular curve preceding 12" rise and 2-3/8" O.D. If ordering two horizontal arms at the same height, specify with HArp.
   Example: HA38BD.
7. FDL does not come with GFCI outlet or handhole cover. These must be supplied by contractor or electrician.
8. Combination of tenon top and drill mount includes extra handhole. DM includes cover.
9. Plastic hand hole cover and base covers come standard with all poles. Items ship separately. Additional parts can be ordered if desired.
10. Provides enhanced corrosion resistance, N/A with GALV.
11. Dot on when mill certifications are required.
12. Must add original order number. Not for replacement parts or part sales issues, contact tech support or post sales teams. VAI is used to ensure poles match in appearance exactly from order to order, use a single project site. A common use case would be a parking lot project with multiple orders.
    Example: VAI DSS5-20-5C8V
13. Must be quoted through ADD. Finishes do not require RFA. RAL colors available are shown in "Architectural Colors brochure". Lead times may be extended up to 2 weeks due to paint procurement.

Accessories: *Order as separate catalog number.*	
PLUG	Plugs for ESX drillings
PLUG	Plugs for DMAxS drillings
PVD wHT	Field installed vibration damper (snake style)

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Drawing name: K:\CHI_LDEV\168200005_SHWCT_Lincolnwood_IL\2 Design\CAD\FloorSheets\Preliminary Engineering\E1.0 PHOTOMETRIC PLAN.dwg E1.1 Jul 03, 2024 1:04pm by: jenna.anderson
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No.	REVISIONS	DATE	BY

Kimley»Horn

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PHOTOMETRIC DETAILS

ORIGINAL ISSUE: 04/25/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
E1.1

Kimley»Horn

MEMORANDUM

To: Sid Singer
Hebrew Theological College

From: Peter Lemmon, PE, PTOE
Nina Zlataric, EIT

Date: June 28, 2024

RE: Parking Needs Evaluation
Sarah Hartman Women's College of Touro at Hebrew Theological College (HTC)
Lincolnwood, Illinois

Introduction

Kimley-Horn is in receipt of comments provided by Doug Hammel in an email dated June 10, 2024, regarding the proposed plans for the Sarah Hartman Women's College of Touro at Hebrew Theological College (HTC) located at 3420 W Devon Avenue in Lincolnwood, Illinois. In the e-mail, the Village requested additional information to evaluate parking needs for the proposed college using the following two methodologies.

1. Institute of Transportation Engineers (ITE) *Parking Generation* Data
2. Actual parking counts observed at a similar use

This memorandum summarizes the evaluation of parking needs for the proposed college based on data referenced in ITE's *Parking Generation, 6th Edition*, outlines parking counts collected from May 7th to May 9th, 2024 at the existing women's college campus located at Touhy Avenue and Rockwell Street in Chicago, Illinois, and reviews future parking projections for the proposed college based on the peak parking characteristics exhibited at the current campus.

Parking Projections

Kimley-Horn prepared parking projections based on two methodologies as requested by the Village – referencing parking data published by the Institute of Transportation Engineers (ITE) and collecting parking data at a similar use. Parking projections following these two methodologies are detailed in this section.

Campus Populations

For each approach to developing estimates of peak parking needs, unit variables need to be defined. In this case, unit variables referenced in ITE are student enrollment and school population (enrollment + faculty/staff). Projections based on counts collected at a similar use can also reference

these variables for the existing campus as well as the proposed campus. Table 1 summarizes the Sarah Hartman Women's College of Touro total student enrollment (residential and commuter students) and the total faculty/staff population during the recent Spring 2024 semester at the existing campus and for the proposed campus in Lincolnwood.

Table 1. Existing and Proposed School Populations

Population	Spring 2024		Projected New Campus	
Students (Residential)	16	76	42	117
Students (Commuter)	60		75	
Faculty/Staff	24		30	
Total School Population	100		147	

The ITE data references total enrollment and school populations, so these values are used in the calculations. However, a couple of points are worth noting for context regarding the populations shown in Table 1 and the practical populations on campus. The actual number of students and faculty/staff on the on campus at any given time is typically much less than the total populations due to class schedules, programming, and other activities. The number of faculty/staff typically on campus at any one time is approximately 8 today and expected to be approximately 10 at the proposed campus. Another key point is that projected residential student enrollment is reported as 42 students, consistent with the number of beds included in the plan. While this reflects the capacity, the actual number of residential students is expected to be closer to 25 students as there is a preference for single-occupancy rooms and flexibility.

For the purpose of the following parking projections, the total campus enrollment and faculty/staff populations are referenced.

ITE Data

Data was referenced from the ITE publication titled *Parking Generation, 6th Edition* to estimate parking demand for the proposed college. The two land uses included in the resource that are most comparable to Sarah Hartman Women's College of Touro are "University/College" (Land Use Code 550) and "Junior/Community College" (LUC 540). It is worth noting that the average enrollment of institutions that comprise the data for the two land uses is 10,176 (University/College) and 11,425 (Junior/Community College) students respectively. The expected enrollment of the proposed women's college including both commuter and residential students is 100 students. Thus, the scale of Sarah Hartman Women's College of Touro is much smaller than the average size of colleges surveyed for the ITE datasets. While ITE data may be used as a reference point, the large difference in scale indicates that caution should be applied and that it may not be an appropriate benchmark for comparison to the proposed campus.

Table 2 displays the average peak parking demand for University/College and Junior/Community College land uses based on ITE data and the total proposed enrollment and school population previously outlined in Table 1.

Table 2. ITE Parking Generation Data

ITE Land Use	Unit	Weekday Rate[1]	Average Peak Parking Demand
University/College (LUC 550)	117 students	0.32(X) + 2.78	40 Spaces
	147 students + staff	0.94 Ln(X) - 0.68	55 Spaces
Junior/Community College (LUC 540)	117 students	0.2(X)	23 Spaces
	147 students + staff	0.98 Ln(X) - 1.58	27 Spaces

[1] Calculations use the fitted curve equation when R^2 value is greater than 0.75. Otherwise, the average rate is referenced.

Based on the above table, the University/College use projects peak parking demand at a higher rate (40-55 spaces, depending on the unit variable) than the Junior/Community College use (23-27 spaces, depending on the unit variable).

Existing HTC Campus

Parking Counts

The existing women's college is located at 2606 W Touhy Avenue in Chicago, Illinois. A surface parking lot located at the rear of the building provides 19 parking spaces. On-street parking is available on Rockwell Street along the site's eastern frontage and on Touhy Avenue along the southern frontage. **Figure 1** below displays an aerial view of parking within the site vicinity.

Figure 1. Existing Campus Parking

Hourly parking counts for the existing campus were documented from video surveillance footage of the surface parking lot and adjacent streets from Tuesday May 7th to Thursday May 9th, 2024, reflecting regular class schedules during the Spring semester. Peak parking demand from the three days occurred on Thursday May 9th. Parking counts for the surface lot and on-street parking along Rockwell Street and Touhy Avenue are summarized in **Table 3** below.

Table 3. Hourly Parking Counts – Occupied Spaces (May 9, 2024)

Location	Occupied Spaces															
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM
Lot	7	7	6	6	9	11	10	13	14	15	13	11	8	6	6	4
On-street[1]	1	1	1	1	1	0	1	1	2	2	3	2	1	2	2	2
Total	8	8	7	7	10	11	11	14	16	17	16	13	9	8	8	6

[1] On-street parking counts reflect the combined demand along Rockwell Street and Touhy Avenue where vehicle occupants were observed entering/exiting the site. Vehicles parked serving other neighborhood uses are not included in the count.

Peak parking demand for the existing parking lot and adjacent streets occurred at 3:00 PM with 15 vehicles parked in the lot and 2 vehicles parked on-street, totaling 17 occupied spaces.

Parking Demand Rate

The proposed college in Lincolnwood is the same use as the existing women's college on Touhy Avenue. As such, the parking counts provide a direct comparison to the proposed campus, proportional to their respective student enrollments and faculty/staff populations.

Based on the Spring 2024 semester total enrollment and school populations (shown in Table 1) and the observed peak parking demand counted at the existing campus (shown in Table 3), the resulting peak parking rates at the existing campus are shown below.

- Parking rate per student = 0.23
- Parking rate per school population = 0.17

Using each rate and the total populations associated with the proposed plan (shown in Table 1), the projected peak parking demand using the two alternative unit variables is summarized in **Table 4**.

Table 4. Peak Parking Projections (based on current campus parking characteristics)

Variable	Unit	Peak Parking Demand Rate[1]	Average Peak Parking Demand
Student Enrollment	117 students	0.23 spaces/student	27 spaces
School Population	147 students + staff	0.17 spaces/person	25 spaces

[1] Based on observed peak parking demand and Spring 2024 semester student enrollment and faculty/staff populations

As shown in Table 4, the projected peak parking demand for the proposed campus based on parking characteristics exhibited at the college's current campus on Touhy Avenue and the proposed student enrollment is 27 spaces. It is worth noting that the calculations in Table 4 include full occupancy of the 42 residential beds included in the plan. As a practical matter, the college expects residential student populations to be lower, reflecting the desire of single-occupancy rooms. Thus, this represents a conservative projection for peak parking demand at the proposed campus.

Conclusion

Reference ITE data is based on University/College campuses with significantly larger student enrollments (greater than 10,000 on average) compared to HTC (up to 117 students) and therefore does not provide a directly comparable application to for the proposed women's college.

Using data collected at the existing HTC provides a direct reference to the expected parking characteristics of the proposed campus. Based on the peak parking rate exhibited during the Spring 2024 semester at the existing campus and the proposed enrollment and staffing at the proposed campus, the expected average peak parking demand is projected at 27 spaces.

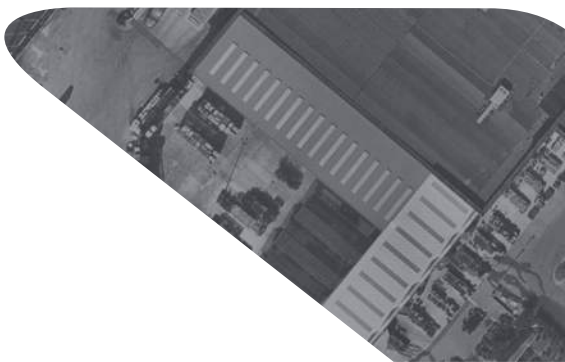
For reference, the proposed plan includes 28 on-site parking spaces. Additionally, seven additional spaces are planned to be constructed along Trumbull Avenue within the public ROW to provide additional parking capacity for the campus and surrounding neighborhood.

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO

Traffic Impact Study

Chicago, Illinois

July 2024



Prepared for:

Hebrew Theological College

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Hebrew Theological College (HTC) to perform a traffic impact study for the Sarah Hartman Women's College of Touro, a proposed educational and residential building, located at 3420 W Devon Avenue in Lincolnwood, Illinois. Building access would be provided on all four sides of the site with parking proposed along the east side of Trumbull Avenue, the south side of the adjacent public alley located immediately north of the building, and a parking lot on the east side of the site (accessed via the public alley).

This traffic impact study evaluates existing and future traffic conditions for area intersections following the development of the property. Based on a review of future traffic conditions, projected traffic associated with the proposed college and student housing is not expected to materially impact the capacity and operating conditions of the study intersections. Based on a comparison of capacity analysis results, the study intersections and approaches are expected to operate at similar levels of service under future conditions with development as compared to existing conditions. Therefore, no off-site improvements are recommended to accommodate development traffic.

These study results and key findings are discussed in more detail in the *Recommendations & Conclusions* section of this report.

1. INTRODUCTION

Kimley-Horn was retained to conduct a traffic impact study for the Sarah Hartman Women's College of Touro, a proposed educational and residential building for Hebrew Theological College. The subject site is located at 3420 W Devon Avenue in Lincolnwood, Illinois. The site is currently a vacant commercial property with a surface parking lot. The proposed development includes construction of a 35,000-square-foot 3-story building with new parking provided along the east side Trumbull Avenue (seven spaces), the south side of the adjacent public alley north of the site (10 spaces), and within an 18-space off-street lot on the east side of the building.

Access to the site is currently provided by one full access drive along Kimball Avenue, one full access drive along Trumbull Avenue and one full access drive along Devon Avenue. The proposed development would eliminate all the three existing access driveways and create one new full access drive via the adjacent public alley along the north side of the site. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1.**

As part of this study, the existing roadway network was analyzed to determine the current operating conditions at the study intersections. Projected traffic associated with the proposed women's college is added to background traffic volumes to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.

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EXHIBIT 1
SITE LOCATION MAP

2. EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions, while **Exhibit 2** graphically displays the existing roadway characteristics of the site area.

Area Land Uses & Connectivity

Located along Devon Avenue between Trumbull Avenue and Kimball Avenue in the Lincolnwood neighborhood of Chicago, Illinois, the subject site is currently a vacant commercial property (formerly occupied by a restaurant). Surrounding properties generally include a mix of residential and commercial properties. The site is immediately bounded by a multi-tenant commercial building to the west, a former Century 21 Real Estate agency to the east, a United States Postal Service Post Office to the south, and a residential neighborhood to the north.

East-west regional connectivity is provided via Peterson Avenue (US 14), located a half mile south of the site, while north-south connectivity is provided via Edens Expressway (I-94), located 2 miles west of the site.

Existing Roadway Characteristics

Devon Avenue is an east-west roadway located immediately south of the site. Through the study area, Devon Avenue provides two travel lanes and an on-street parking lane in each direction with a posted speed limit of 30 miles per hour (MPH). Devon Avenue is under jurisdiction of the Illinois Department of Transportation (IDOT).

Lincoln Avenue (US Route 41) is a north-south roadway located approximately 1,000 feet west of the site. Through the study area, Lincoln Avenue provides two travel lanes in each direction with a posted speed limit of 35 MPH. Lincoln Avenue is under IDOT jurisdiction.

McCormick Boulevard is a north-south roadway located approximately 800 feet east of the site. Through the study area, McCormick Boulevard provides two travel lanes in each direction with a posted speed limit of 40 MPH. McCormick Boulevard is under IDOT jurisdiction.

Trumbull Avenue is a north-south local street along the western boundary of the site. Through the study area, Trumbull Avenue provides one travel lane in each direction with a posted speed limit of 20 MPH. Trumbull Avenue is under Village of Lincolnwood jurisdiction.

Kimball Avenue is a north-south local street on the eastern boundary of the site. Through the study area, Kimball Avenue provides one travel lane in each direction with a posted speed limit of 20 MPH. Kimball Avenue is under Village of Lincolnwood jurisdiction.

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EXHIBIT 2
ROADWAY CHARACTERISTICS

Traffic Count Data

Turning movement count data was collected in April 2024 at the following intersections during the weekday morning (7:00-9:00 AM) and weekday evening (4:00-6:00 PM) peak periods.

- Devon Avenue / Trumbull Avenue-Post Office Access
- Devon Avenue / Kimball Avenue
- Devon Avenue / Lincoln Avenue
- Devon Avenue / McCormick Boulevard

These count periods were selected in order to capture peak travel periods in the area. The traffic count data indicates that weekday peak traffic volumes occur within the study area from 7:30-8:30 AM and 4:45-5:45 PM. The existing peak hour volumes were rounded to the nearest multiple of five and are presented in **Exhibit 3A**, while pedestrian and bicycle count volumes are presented in **Exhibit 3B**. A summary of the count data is provided in the appendix.

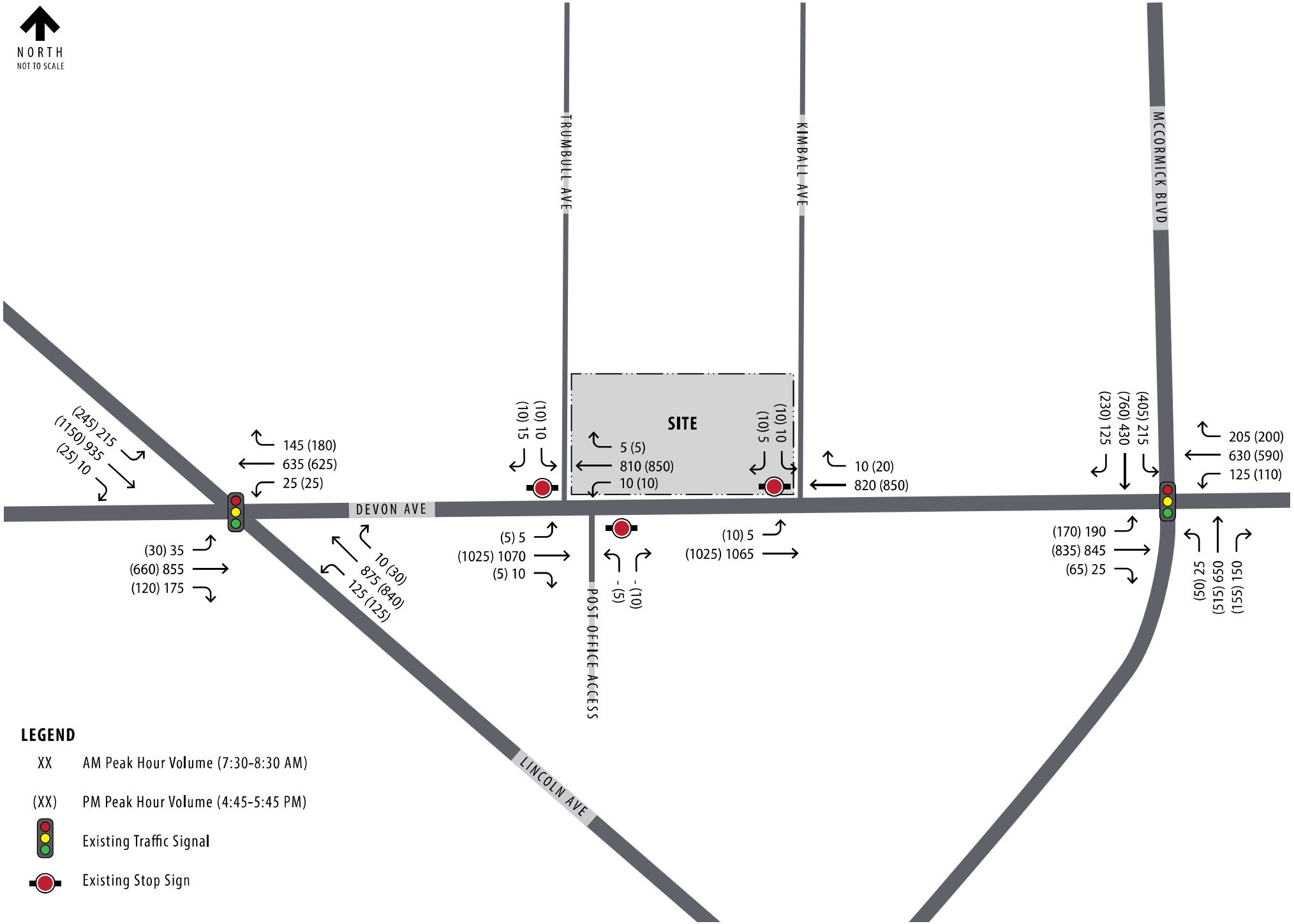

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EXHIBIT 3A

EXISTING YEAR (2024) TRAFFIC VOLUMES

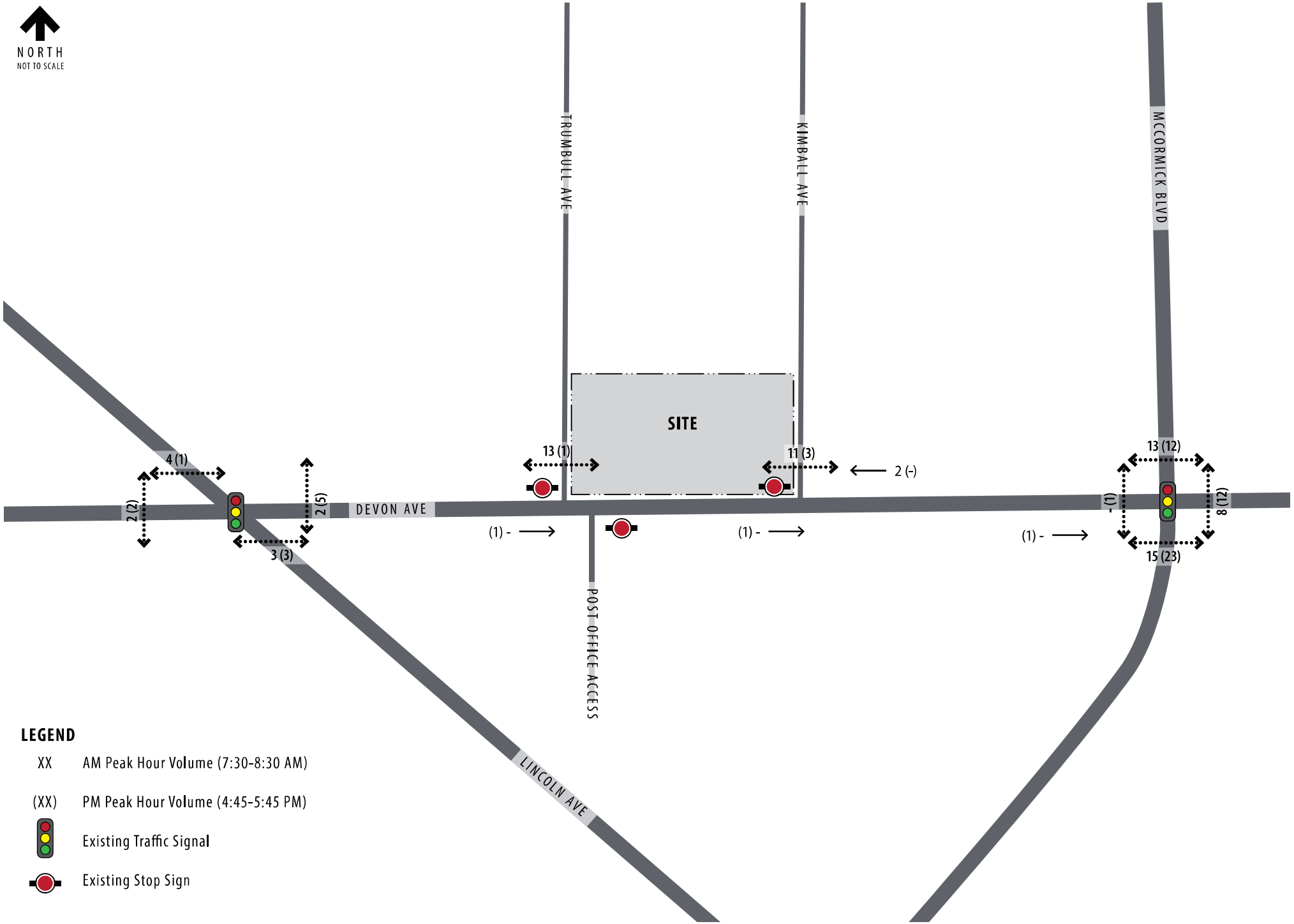

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EXHIBIT 3B

EXISTING YEAR (2024) PEDESTRIAN AND BIKE VOLUMES

Existing Capacity Analysis

Capacity analyses were conducted to assess existing operating conditions at the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions[1]

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

[1]Highway Capacity Manual, 6th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**.

Table 2.2 Level of Service Grading Criteria

Level of Service[1]	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 6th Edition

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

Based on these standards, the results of the capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results are based on Synchro's HCM 6th Edition. Copies of the Synchro reports are provided in the appendix.

Table 2.3 Existing (2024) Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Devon Avenue / Lincoln Avenue ★				
Eastbound	36	D	40	D
Westbound	38	D	45	D
Southeastbound	31	C	27	C
Northwestbound	37	D	29	C
Intersection	35	D	32	C
Devon Avenue / Trumbull Avenue △				
Eastbound Left	10+	B	10+	B
Southbound	29	D	29	D
Devon Avenue / Post Office Access △				
Westbound Left	11	B	11	B
Northbound	30	D	25	D
Devon Avenue / Kimball Avenue △				
Eastbound Left	11	B	10+	B
Southbound	33	D	36	E
Devon Avenue / McCormick Boulevard ★				
Eastbound	43	D	51	D
Westbound	55	D	67	E
Northbound	34	C	36	D
Southbound	27	C	30	C
Intersection	41	D	45	D

★ - Signalized Intersection
△- Minor-Leg Stop-Controlled Intersection

Devon Avenue / Lincoln Avenue

The signalized Devon Avenue/Lincoln Avenue intersection overall operates acceptably at LOS D or better during both peak hours. The 95th percentile queue for the southeastbound left turn movement extends beyond the provided storage in the PM peak hour by approximately two car lengths. This additional queue does not extend past the left-turn lane taper and does not materially impact the southeastbound through movement progression on Lincoln Avenue. All other 95th percentile queues are contained within their provided turn lane storage for both peak hours.

Minor-Leg Stop Controlled Intersections

Left turn movements from Devon Avenue to the minor-leg stop controlled approaches along Devon Avenue operate well at LOS B during both peak hours. Northbound and southbound minor-leg movements largely operate at LOS D or better during both peak periods with the exception of the

southbound approach of Kimball Avenue, which operates at LOS E. This is common for minor street approaches, and particularly for left-turn movements, under stop control at major streets like Devon Avenue that do not stop as they must yield right-of-way in both directions before completing their turn. It should be noted that the capacity analyses do not account for gaps in traffic created by the changing traffic signal phases at the Devon Avenue/Lincoln Avenue and Devon Avenue/McCormick Avenue intersections. Generally, motorists completing such minor-leg left-turn movements wait for gaps in the traffic flow along the major street that are created upstream by changing phases of nearby traffic signals. Observations of peak hour traffic turning from these minor street approaches suggest queues of 1-2 vehicles at peak times.

Devon Avenue / McCormick Boulevard

The signalized Devon Avenue/McCormick Boulevard intersection operates acceptably at LOS D during both peak hours. The westbound approach of Devon Avenue during the evening peak hour is the only individual approach that operates below LOS D while the morning peak hour is right at the threshold of LOS D/E during the morning peak hour. The 95th percentile queues for the eastbound, westbound, and southbound left turn movements exceed the provided storage in both peak hours. For the eastbound and southbound left turn movements, the 95th percentile queues do not extend past the provided taper. The westbound left turn 95th percentile queue extends past the provided storage and taper by approximately one car length during the morning and evening peak hours. The 95th percentile queue for the northbound right turn movement exceeds the provided storage by approximately one car length in the morning and evening peak hours but is contained within the provided taper. The queues extending past the provided storage do not materially impact through movement progression along Devon Avenue and McCormick Boulevard.

3. DEVELOPMENT CHARACTERISTICS

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

Development Characteristics

The proposed redevelopment would include a 35,000 3-story educational and residential building for the Sarah Hartman Women's College of Touro. Proposed access to the site would be provided via a full access driveway along the public alley immediately north of the site. The site will include new parking along Trumbull Avenue, the adjacent public alley, and within an 18-space off-street lot. A copy of the site plan is provided in the appendix.

Trip Generation

Data collected from HTC on site populations and utilization was used to calculate trips generated by the proposed development. Classes are conducted Monday through Thursday, supported by 9 on-site instructors and staff. Students typically come and go throughout the day for their classes, and do not stay on campus for most of the day. There are at most 50 students on campus at once, with 15 residential students living on site (35 commuting students). In addition to driving personal vehicles, commuter students are known to walk, share rides, and get dropped off/picked up from the college. To conservatively estimate site peak hour trips, 35 commuter students are estimated to arrive/depart in the morning and evening peak hours. Of the 35 commuter students, 10 are assumed to be dropped off/picked up. **Table 3.1** displays the site-generated traffic projections.

Table 3.1 Site-Generated Traffic Projections

Population	Size	Weekday[1]					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Instructors / Staff	9 Instructors / Staff	10	-	10	-	10	10
Commuter Students	35 Students	35	10	45	10	35	45
Net New Site Trips		45	10	55	10	45	55

[1]In/Out volumes are rounded to the nearest multiple of five.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distributions estimated for the primary trips and pass-by trips are outlined in **Table 3.2.**

Table 3.2 Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution
East on Devon Avenue	35%
West on Devon Avenue	45%

North on Lincoln Avenue	10%
South on Lincoln Avenue	-
North on McCormick Boulevard	10%
South on McCormick Boulevard	-
Total	100%

Generally, existing traffic counts indicate slightly higher traffic volumes originating to/from the west along Devon Avenue. Trips were assigned based on existing travel patterns at the Devon Avenue/Lincoln Avenue and Devon Avenue/McCormick Boulevard intersections. Students and instructors/staff are expected to be familiar with the site and primarily enter via Trumbull Avenue to search for available parking spaces along Trumbull Avenue and the public alley. Students and instructors/staff are expected to primarily exit the site via Kimball Avenue as spots in the public alley are oriented in the eastbound direction and the parking lot is located on the east end of the site. Based on these assumptions, the site trip assignment is illustrated on **Exhibit 4.**

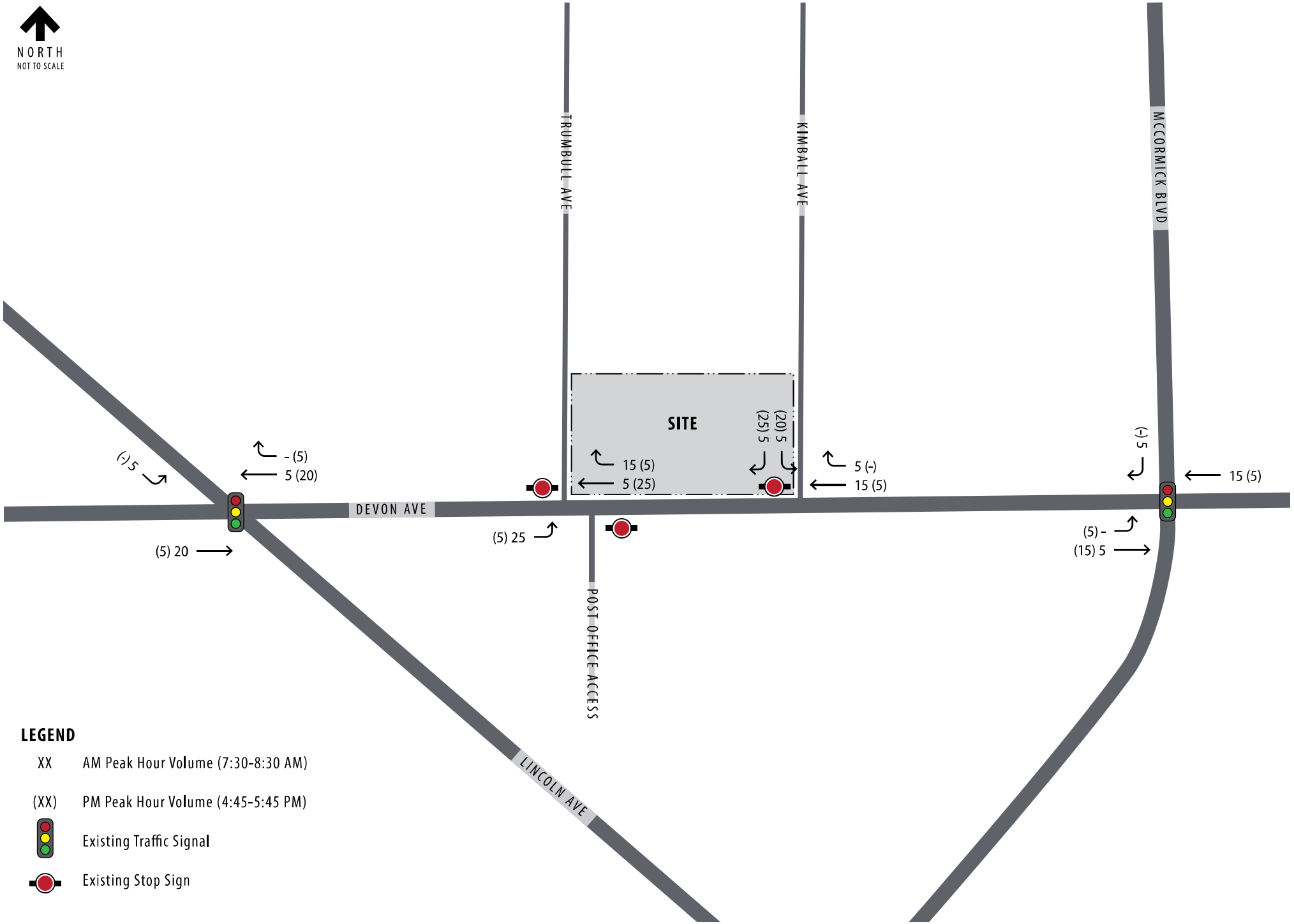

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EXHIBIT 4
SITE TRIP ASSIGNMENT

Parking Evaluation

This section outlines the Village of Lincolnwood parking requirements and the projected parking demand for the proposed college. Parking needs were evaluated for the proposed college based on data referenced from the Institute of Transportation Engineers (ITE) *Parking Generation, 6th Edition* manual and parking counts collected at the existing women's college campus located at Touhy Avenue and Rockwell Street in Chicago, Illinois.

Village Code Requirements

The Village of Lincolnwood zoning code requires parking spaces for a college educational facility based on the number of students and employees. **Table 3.3** below displays the required spaces for the Sarah Hartman Women's College of Touro.

Table 3.3 Village of Lincolnwood Parking Requirement

Variable	Unit	Parking Requirement	Required Spaces
Residential Students	42 students	1 space per 4 students	11
Residential Employes	2 employees	1 space per full-time employee	2
Students	75 students	1 space per 5 students	15
Employees	28 employees	2 spaces per 3 employees	19
Total			47

Based on the development program, the Village of Lincolnwood code requires 47 parking spaces to serve the proposed residential and educational building. However, it is important to note this calculation is based on the maximum number of residential beds, total students enrolled, and staff employed by the college. From a practical perspective, not all students and employees will be on site at the same time due to varying class schedules and programming. In reality, the college expects up to 45-50 students (15 residential students and 30-35 commuter students) and 10 employees to be on site at one time.

ITE Data

Data was referenced from the ITE publication titled *Parking Generation, 6th Edition* to estimate parking demand for the proposed college. The two land uses included in the resource that are most comparable to Sarah Hartman Women's College of Touro are "University/College" (Land Use Code 550) and "Junior/Community College" (LUC 540). It is worth noting that the average enrollment of institutions that comprise the data for the two land uses is 10,176 (University/College) and 11,425 (Junior/Community College) students respectively. The expected enrollment of the proposed women's college including both commuter and residential students is 100 students. Thus, the scale of Sarah Hartman Women's College of Touro is much smaller than the average size of colleges surveyed for the ITE datasets. While ITE data may be used as a reference point, the large difference in scale indicates that caution should be applied and that it may not be an appropriate benchmark for comparison to the proposed campus.

Table 1 displays the average peak parking demand for University/College and Junior/Community College land uses based on ITE data and the proposed enrollment and school population (student enrollment + faculty/staff) for Sarah Hartman Women's College of Touro.

Table 3.4 ITE Parking Generation Data

ITE Land Use	Unit	Weekday Rate[1]	Average Peak Parking Demand
University/College (LUC 550)	100 students	0.32(X) + 2.78	35 Spaces
	130 students + staff	0.94 Ln(X) - 0.68	49 Spaces
Junior/Community College (LUC 540)	100 students	0.2(X)	20 Spaces
	130 students + staff	0.98 Ln(X) - 1.58	25 Spaces

[1] Calculations use the fitted curve equation when R^2 value is greater than 0.75. Otherwise, the average rate is referenced.

Based on the above table, the University/College use projects peak parking demand at a higher rate (35-49 spaces, depending on the unit variable) than the Junior/Community College use (20-25 spaces, depending on the unit variable).

Existing HTC Campus

The existing women's college is located at 2606 W Touhy Avenue in Chicago, Illinois. A surface parking lot located at the rear of the building provides 19 parking spaces. On-street parking is available on Rockwell Street along the site's eastern frontage and on Touhy Avenue along the southern frontage.

Hourly parking counts for the existing campus were documented from video surveillance footage of the surface parking lot and adjacent streets from Tuesday May 7th to Thursday May 9th, 2024, reflecting regular class schedules during the Spring semester. Peak parking demand from the three days occurred on Thursday May 9th. Peak parking demand for the existing parking lot and adjacent streets occurred at 3:00 PM with 15 vehicles parked in the lot and 2 vehicles parked on-street, totaling 17 occupied spaces.

The proposed college along Devon Avenue will be the same use as the existing women's college along Touhy Avenue. As such, the parking counts provide a direct proportional comparison to the proposed campus in Lincolnwood. Population characteristics for the existing campus and proposed campus were obtained from HTC and are summarized in **Table 3** below.

Table 3.5 Existing and Proposed School Populations

Population	Spring 2024	Projected New Campus
Residential Students	16	42
Commuter Students	60	75
Faculty/Staff	24	30
Total Population	**100**	**147**

The resulting parking rates based on the observed counts and existing populations are shown below.

- Parking rate per enrollment = 0.23
- Parking rate per school population = 0.17

Using each rate, the projected peak parking demand by enrollment is 27 spaces (117 x 0.23) and by population is 25 spaces (147 x 0.17). For reference, the proposed plan includes 28 on-site spaces. Additionally, seven additional spaces are planned to be constructed along Trumbull Avenue within the public ROW to provide additional parking capacity for the campus and surrounding neighborhood.

4. FUTURE CONDITIONS

This section of the report summarizes site-specific traffic characteristics and develops future traffic projections for analysis. The project was assumed to be completed and occupied in Year 2026. As such, Year 2031 traffic projections were developed, which reflects a plus-five years analysis horizon per typical IDOT requirements.

Future (2031) Background Traffic Projections without Development

Background traffic growth estimates were reviewed using data from the Chicago Metropolitan Agency for Planning (CMAP). The background annual compounded growth rate based on CMAP year 2050 traffic projections for the study network was 0.22%. The growth rate was applied for a period of 7 years to reflect traffic growth between Year 2024 (existing traffic counts) and future Year 2031. The future background traffic projections for Year 2031 are presented in **Exhibit 5**.

Future (2031) Traffic Projections with Development

Traffic projections for Year 2031 with Development were calculated by adding the site-generated trips (Exhibit 4) to the background traffic projections (Exhibit 5). Traffic projections for the Future (2031) with Development scenario are illustrated in **Exhibit 6**.

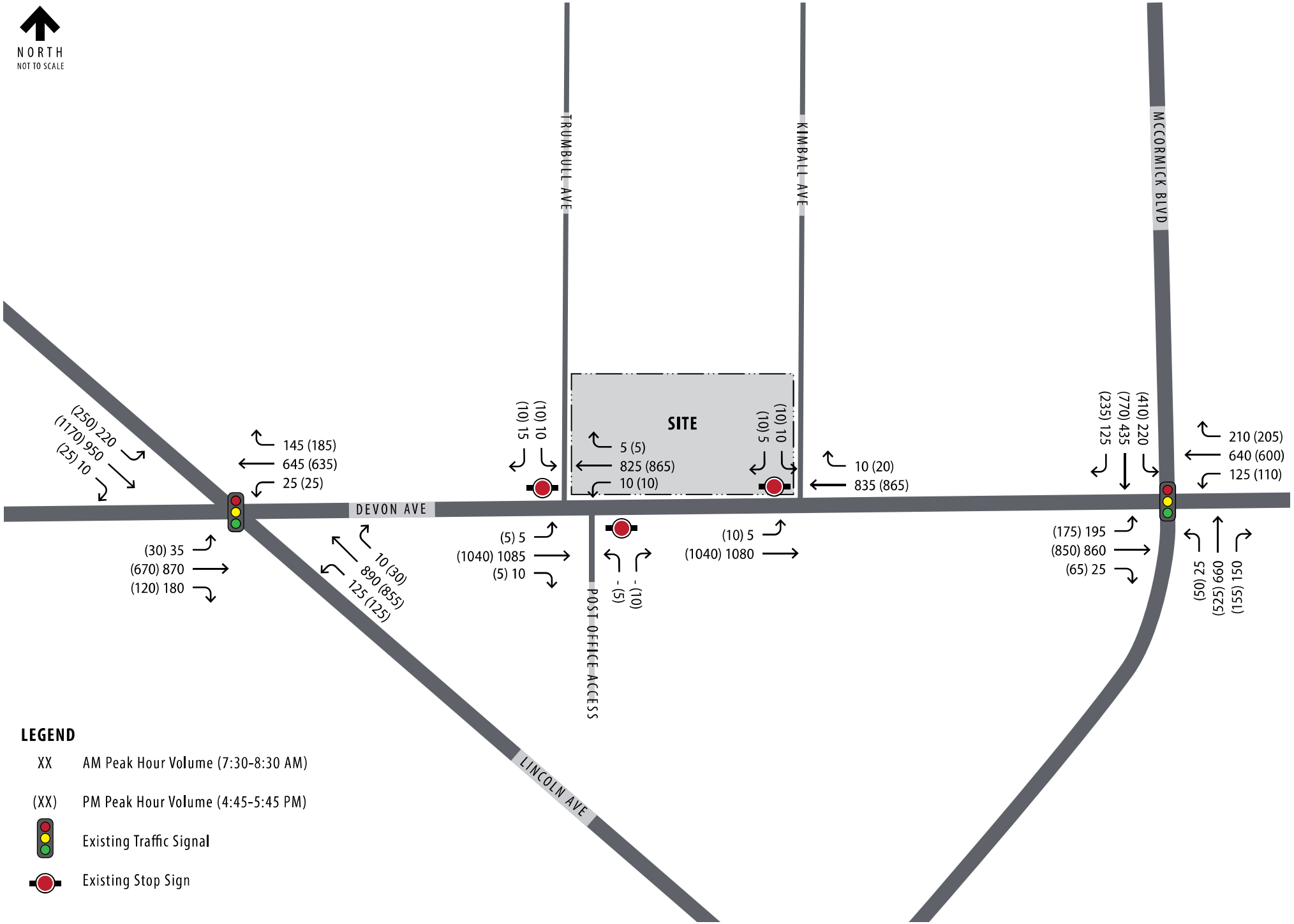

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EXHIBIT 5

FUTURE YEAR (2031) TRAFFIC PROJECTIONS WITHOUT DEVELOPMENT

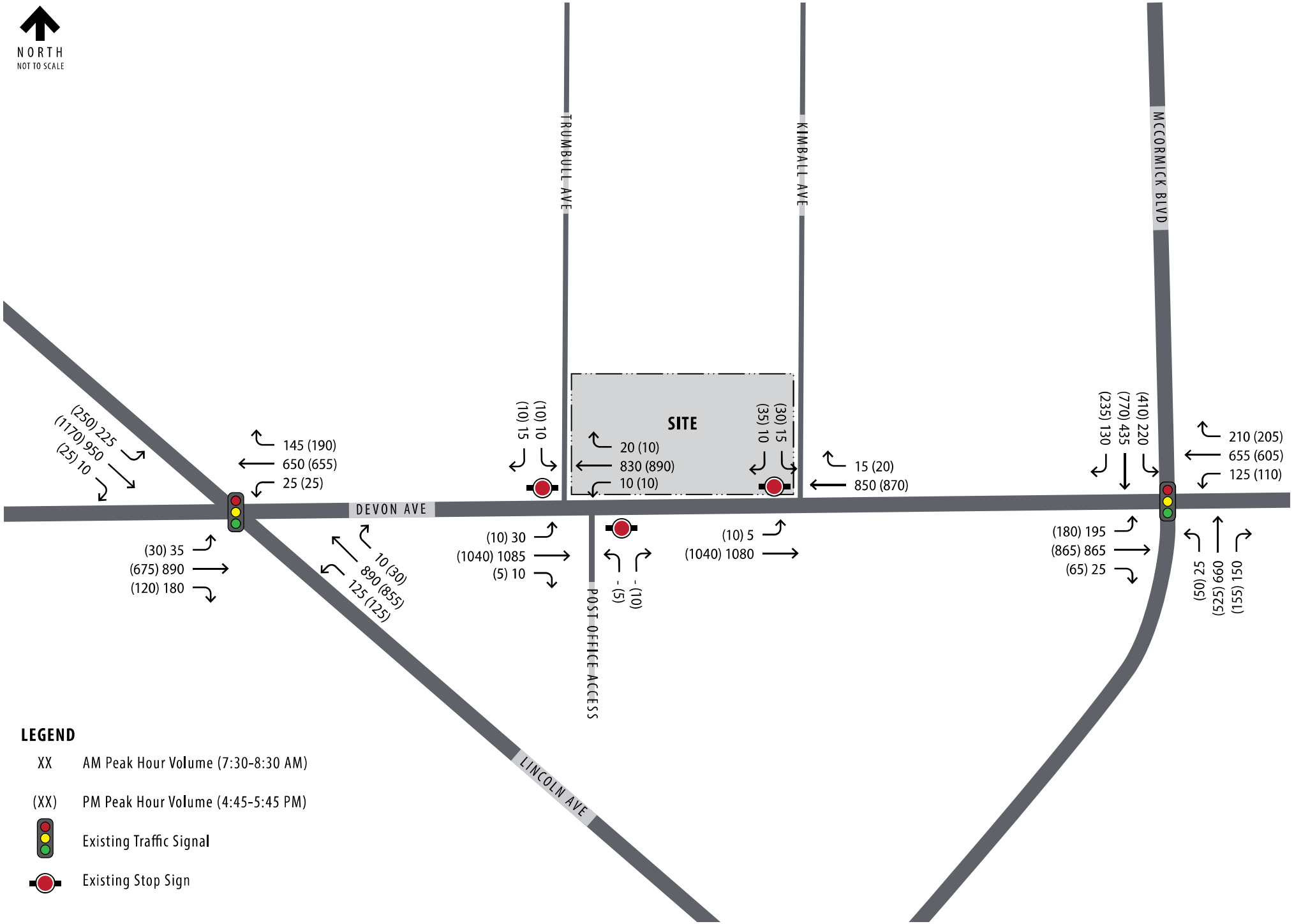

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EXHIBIT 6

FUTURE YEAR (2031) TRAFFIC PROJECTIONS WITH DEVELOPMENT

Future (2031) Capacity Analysis without Development

Based on the traffic projections presented in **Exhibit 5**, capacity results were identified for the study intersections under Future (2031) without Development conditions. The results of the capacity analysis are summarized in **Table 4.1.** Copies of the Synchro reports are provided in the appendix.

Table 4.1 Future (2031) Levels of Service without Development

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Devon Avenue / Lincoln Avenue ★				
Eastbound	37	D	39	D
Westbound	39	D	43	D
Southeastbound	32	C	26	C
Northwestbound	38	D	28	C
Intersection	36	D	33	C
Devon Avenue / Trumbull Avenue △				
Eastbound Left	10-	A	10-	A
Southbound	24	C	26	D
Devon Avenue / Post Office Access △				
Westbound Left	11	B	11	B
Northbound	29	D	24	C
Devon Avenue / Kimball Avenue △				
Eastbound Left	11	B	10+	B
Southbound	31	D	28	D
Devon Avenue / McCormick Boulevard ★				
Eastbound	43	D	51	D
Westbound	56	E	68	E
Northbound	35	D	37	D
Southbound	27	C	32	C
Intersection	41	D	46	D

★ - Signalized Intersection
△- Minor-Leg Stop-Controlled Intersection

Devon Avenue / Lincoln Avenue

The signalized Devon Avenue/Lincoln Avenue intersection continues to operate acceptably at LOS D or better during both peak hours with future Year 2031 traffic growth. The 95th percentile queue for the southeastbound left turn movement continues to extend beyond the provided storage in the PM peak hour by approximately two car lengths. This additional queue does not extend past the left-turn lane taper and is not expected to materially impact the southeastbound through movement progression on Lincoln Avenue. All other 95th percentile queues are projected to be contained within their provided turn lane storage for both peak hours.

Minor-Leg Stop Controlled Intersections

Left turn movements from Devon Avenue to the minor-leg stop controlled approaches along Devon Avenue are expected to continue operating well at LOS B during both peak hours. Northbound and

southbound minor-leg movements are projected to operate at LOS D or better during both peak periods. As noted in the summary of existing conditions, this condition is common for minor street approaches, and particularly for left-turn movements, under stop control at major arterials that do not stop as they must yield right-of-way in both directions before completing their turn.

Devon Avenue / McCormick Boulevard

The signalized Devon Avenue/McCormick Boulevard intersection is expected to continue operating at LOS D during both peak hours. The westbound approach is the only approach expected to operate below LOS (at LOS E) during the peak hours; however, a comparison of existing and projected future conditions without the development reveals that the future volumes result in an increase of 1 second of increased average delay per vehicle, pushing the morning peak hour just across the level-of-service threshold although the impact of ambient traffic growth is limited. The 95th percentile queues for the eastbound, westbound, and southbound left turn movements are projected to exceed the provided storage in both peak hours. The eastbound left turn queue is not expected to extend past the provided storage and taper. The southbound and westbound left turn queues are expected to exceed the provided storage and taper by one vehicle length. This is not expected to impact through movement progression along Devon Avenue and McCormick Boulevard. The 95th percentile queue for the northbound right turn movement is expected to exceed the provided storage by approximately one car length in the morning and evening peak hours but is contained within the provided taper.

Future (2031) Capacity Analysis with Development

Based on the traffic projections presented in Exhibit 6, capacity results were identified for the study intersections under Future (2031) with Development conditions. The results of the capacity analysis are summarized in **Table 4.2**. Copies of the Synchro reports are provided in the appendix.

Table 4.2 Future (2031) Levels of Service with Development

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Devon Avenue / Lincoln Avenue ★				
Eastbound	37	D	39	D
Westbound	39	D	44	D
Southeastbound	32	C	26	C
Northwestbound	38	D	28	C
Intersection	36	D	33	C
Devon Avenue / Trumbull Avenue △				
Eastbound Left	10+	B	10+	B
Southbound	28	D	28	D
Devon Avenue / Post Office Access △				
Westbound Left	11	B	11	B
Northbound	29	D	24	C
Devon Avenue / Kimball Avenue △				
Eastbound Left	11	B	10+	B
Southbound	32	D	35	D
Devon Avenue / McCormick Boulevard ★				
Eastbound	44	D	52	D
Westbound	56	E	68	E
Northbound	35	D	38	D
Southbound	27	C	32	C
Intersection	42	D	46	D

★ - Signalized Intersection
△- Minor-Leg Stop-Controlled Intersection

Devon Avenue / Lincoln Avenue

The signalized Devon Avenue/Lincoln Avenue intersection continues to operate acceptably at LOS D or better during both peak hours with the addition of development traffic. The 95th percentile queue for the southeastbound left turn movement continues to extend beyond the provided storage in the PM peak hour by approximately two car lengths. This additional queue does not extend past the left-turn lane taper and is not expected to materially impact the southeastbound through movement progression on Lincoln Avenue. All other 95th percentile queues are projected to be contained within their provided turn lane storage for both peak hours.

Minor-Leg Stop Controlled Intersections

Left turn movements from Devon Avenue to the minor-leg stop controlled approaches along Devon Avenue are expected to continue operating well at LOS B during both peak hours. Northbound and

southbound minor-leg movements are projected to operate at LOS D or better during both peak periods. As noted in the summary of existing conditions, this condition is common for minor street approaches, and particularly for left-turn movements, under stop control at major arterials that do not stop as they must yield right-of-way in both directions before completing their turn. These levels of service are generally similar to existing conditions and the minor left-turn movements are not expected to experience significant additional traffic as a result of the proposed development.

Devon Avenue / McCormick Boulevard

The signalized Devon Avenue/McCormick Boulevard intersection is expected to continue operating at LOS D during both peak hours. The addition of site-generated traffic result in no increase of average delay at the westbound approach during the peak hours. As such, the impact of the proposed development plan on this condition is minimal. The 95th percentile queues for the eastbound, westbound, and southbound left turn movements are projected to exceed the provided storage in both peak hours. The eastbound left turn 95th percentile queue is not expected to extend past the provided storage and taper.

While the southbound left turn queue is contained within the provided storage and taper in the morning peak hour, the queue extends past the provided storage and taper by approximately one car length in the evening peak hour. Similar to existing conditions, the westbound left turn queue is expected to exceed the provided storage and taper by approximately one car length during the morning and evening peak hours. The 95th percentile queue for the northbound right turn movement is expected to exceed the provided storage by approximately one car length in the morning and evening peak hours but is contained within the provided taper. The 95th percentile queues extending past the provided storage and taper do not materially impact through movement progression along Devon Avenue and McCormick Boulevard and are not projected to significantly increase with the addition of site traffic.

5. RECOMMENDATIONS & CONCLUSIONS

Based on a review of future traffic conditions, site-generated traffic is not expected to materially impact the capacity and traffic operation of the study intersections. The study intersections and approaches are expected to operate at similar levels of service under future conditions with development as compared to existing conditions and future condition without the development. The adjacent roadways are expected to adequately accommodate the proposed Sarah Hartman Women's College of Touro with minor impacts to delay and queueing. No off-site improvements are recommended to accommodate traffic associated the students and employees traveling to and from the subject site.

APPENDIX

Conceptual Site Plan

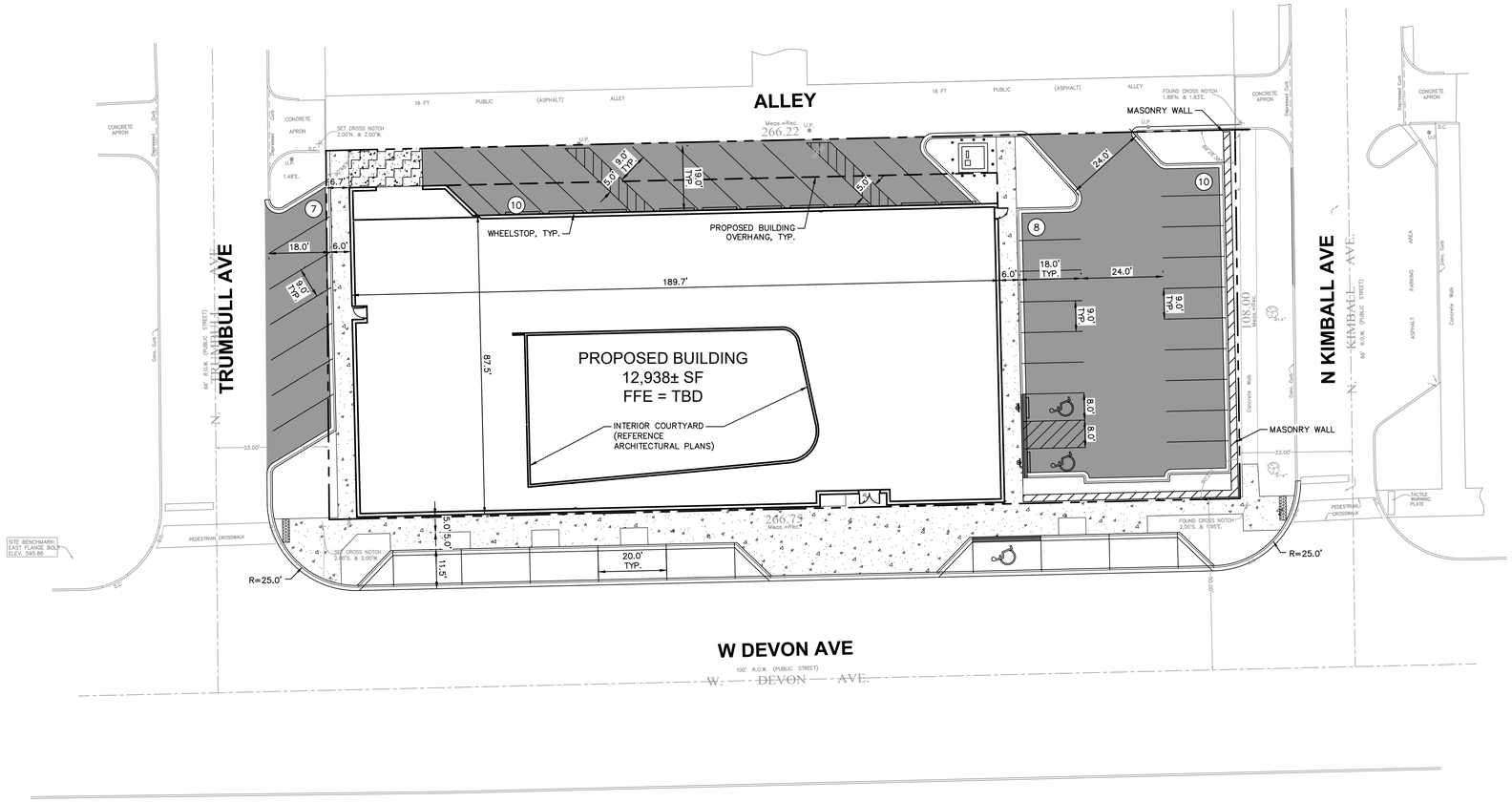
Traffic Count Data

Existing Year (2024) Capacity Reports

Future (2031) Without Development Capacity Reports

Future (2031) With Development Capacity Reports

CONCEPTUAL SITE PLAN



GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

PARKING SPACES PROVIDED	= 33 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 2 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TOTAL PARKING SPACES PROVIDED	= 35 SPACES

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

SITE DATA TABLE

SITE ADDRESS: 3420 W DEVON AVE, LINCOLNWOOD, IL 60712			
JURISDICTION: VILLAGE OF LINCOLNWOOD			
PARCEL AREA: 0.66 ACRES			
DISTURBANCE AREA: 0.66 ACRES			
ZONING: B2 – GENERAL BUSINESS			
EXISTING USE: RESTAURANT			
PROPOSED USE: COLLEGE			
EXISTING BUILDING AREA:		5,372± SF	
PROPOSED BUILDING AREA:		12,938± SF	
TOTAL BUILDING AREA:		± SF	
PROPOSED GREEN SPACE AREA:		0.02 AC	
PROPOSED IMPERVIOUS AREA:		0.64 AC	
ZONING REQUIREMENTS	REQUIRED:	EXISTING:	PROPOSED:
OPEN GREEN SPACE %	MIN XX%	XX.X%	3.03%
BUILDING COVERAGE %	MAX XX%	XX.X%	45.0%
MINIMUM FRONT YARD SETBACK:	5'	0'	0.5'
MINIMUM FRONT/SIDE PARKING SETBACK:	0'	1.6'	0'
MINIMUM CORNER SIDE BUILDING SETBACK:	10'	1.1'	8.8'
MINIMUM REAR YARD SETBACK:	10'	47.7'	21.4'
MAXIMUM HEIGHT OF BUILDING:	38' MAX	1-STORY (XX')	3-STORY (XX')

No.	REVISIONS	DATE	BY

Kimley»Horn

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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SITE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 04/08/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C3.0

Drawing name: K:\CHI_LDEV\168200005_SHWT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C3.0 SITE PLAN.dwg C3.0 Apr 22, 2024 12:15pm by: lauren.deangelis
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TRAFFIC COUNT DATA

Study Name 1_Devon Avenue / Lincoln Avenue
Start Date Wednesday, April 03, 2024

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		Bicycles on Crosswalk	Pedestrians	Total
AM Peak	Lights	0	33	843	171	1047	763	0	24	630	141	795	1059	0	123	871	8	1002	1112	0	208	917	10	1135	1045	3979	W	0	5	5
Specified Period	%	0%	100%	99%	98%	99%	99%	0%	92%	99%	99%	99%	99%	0%	98%	100%	100%	99%	98%	0%	98%	98%	100%	98%	100%	99%		0%	100%	
7:30 AM - 8:30 AM	Mediums	0	0	10	3	13	8	0	2	5	2	9	15	0	3	3	0	6	22	0	5	17	0	22	5	50	E	0	2	2
One Hour Peak	%	0%	0%	1%	2%	1%	1%	0%	8%	1%	1%	1%	1%	0%	2%	0%	0%	1%	2%	0%	2%	2%	0%	2%	0%	1%		0%	100%	
7:30 AM - 8:30 AM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	4	4
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**0**	**33**	**853**	**174**	**1060**	**771**	**0**	**26**	**635**	**143**	**804**	**1074**	**0**	**126**	**874**	**8**	**1008**	**1134**	**0**	**213**	**934**	**10**	**1157**	**1050**	**4029**		**0**	**14**	**14**
	HV %	100%	0%	1%	2%	1%	1%	100%	8%	1%	1%	1%	1%	100%	2%	0%	0%	1%	2%	100%	2%	2%	0%	2%	0%	1%				
PM Peak	Lights	0	29	657	117	803	769	0	26	621	181	828	931	0	123	832	29	984	1292	0	245	1149	25	1419	1042	4034	W	0	2	2
Specified Period	%	0%	100%	99%	99%	99%	99%	0%	96%	99%	99%	99%	100%	0%	100%	99%	100%	99%	100%	0%	100%	100%	100%	100%	99%	99%		0%	100%	
4:45 PM - 5:45 PM	Mediums	0	0	4	1	5	6	0	1	6	1	8	4	0	0	10	0	10	5	0	0	3	0	3	11	26	E	0	2	2
One Hour Peak	%	0%	0%	1%	1%	1%	1%	0%	4%	1%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%	1%		0%	100%	
4:45 PM - 5:45 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**0**	**29**	**661**	**118**	**808**	**775**	**0**	**27**	**627**	**182**	**836**	**935**	**0**	**123**	**842**	**29**	**994**	**1297**	**0**	**245**	**1152**	**25**	**1422**	**1053**	**4060**		**0**	**8**	**8**
	HV %	100%	0%	1%	1%	1%	1%	100%	4%	1%	1%	1%	0%	100%	0%	1%	0%	1%	0%	100%	0%	0%	0%	0%	1%	1%				

Study Name 2_Devon Avenue / Trumbull Avenue
Start Date Wednesday, April 03, 2024

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		Bicycles on Crosswalk	Pedestrians	Total
AM Peak	Lights	1	4	1029	7	1041	798	1	8	784	7	800	1040	0	0	0	0	0	15	0	10	0	13	23	11	1864	W	0	0	0
Specified Period	%	100%	100%	98%	88%	98%	98%	100%	100%	98%	100%	98%	98%	0%	0%	0%	0%	0%	94%	0%	100%	0%	100%	100%	100%	98%		0%	0%	
7:30 AM - 8:30 AM	Mediums	0	0	23	0	23	10	0	0	10	0	10	23	0	0	0	0	0	0	0	0	0	0	0	0	33	E	0	0	0
One Hour Peak	%	0%	0%	2%	0%	2%	1%	0%	0%	1%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%		0%	0%	
7:30 AM - 8:30 AM	Articulated Trucks	0	0	2	1	3	4	0	0	3	0	3	2	0	1	0	0	1	1	0	0	0	0	0	0	7	S	0	0	0
	%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	6%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	13	13
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**1**	**4**	**1054**	**8**	**1067**	**812**	**1**	**8**	**797**	**7**	**813**	**1065**	**0**	**1**	**0**	**0**	**1**	**16**	**0**	**10**	**0**	**13**	**23**	**11**	**1904**		**0**	**13**	**13**
	PHF	0.25	0.5	0.88	0.5	0.89	0.93	0.25	0.67	0.93	0.88	0.93	0.87	0	0.25	0	0	0.25	0.8	0	0.5	0	0.65	0.72	0.69	0.91				
	HV %	0%	0%	2%	13%	2%	2%	0%	0%	2%	0%	2%	2%	100%	100%	100%	100%	100%	6%	100%	0%	100%	0%	0%	0%	2%				
PM Peak	Lights	1	4	1008	4	1017	844	1	8	831	4	844	1031	0	4	0	10	14	12	0	12	0	8	20	8	1895	W	0	0	0
Specified Period	%	100%	100%	99%	80%	99%	98%	100%	100%	98%	100%	98%	99%	0%	100%	0%	100%	100%	92%	0%	100%	0%	100%	100%	100%	99%		0%	0%	
4:45 PM - 5:45 PM	Mediums	0	0	7	1	8	11	0	0	11	0	11	7	0	0	0	0	0	1	0	0	0	0	0	0	19	E	0	5	5
One Hour Peak	%	0%	0%	1%	20%	1%	1%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	1%		0%	100%	
4:45 PM - 5:45 PM	Articulated Trucks	0	0	3	0	3	3	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	S	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
	Bicycles on Road	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	N	0	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**1**	**4**	**1019**	**5**	**1029**	**858**	**1**	**8**	**845**	**4**	**858**	**1042**	**0**	**4**	**0**	**10**	**14**	**13**	**0**	**12**	**0**	**8**	**20**	**8**	**1921**		**0**	**6**	**6**
	PHF	0.25	0.5	0.96	0.62	0.96	0.94	0.25	0.5	0.95	0.33	0.94	0.97	0	0.5	0	0.62	0.7	0.65	0	0.5	0	0.5	0.83	0.5	0.96				
	HV %	0%	0%	1%	20%	1%	2%	0%	0%	2%	0%	2%	1%	100%	0%	100%	0%	0%	8%	100%	0%	100%	0%	0%	0%	1%				

Study Name 3_Devon Avenue / Kimball Avenue
Start Date Wednesday, April 03, 2024

Report Summary

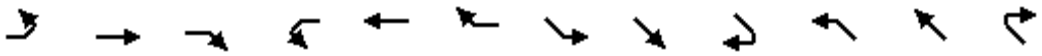
		Eastbound					Westbound					Southbound							Crosswalk		
Time Period	Class.	U	L	T	I	O	U	T	R	I	O	U	L	R	I	O	Total		Bicycles on Crosswalk	Pedestrians	Total
AM Peak	Lights	0	5	1036	1041	806	0	803	8	811	1048	0	12	3	15	13	1867	W	0	0	0
Specified Period	%	0%	71%	97%	97%	98%	0%	98%	89%	98%	97%	0%	100%	100%	100%	81%	98%		0%	0%	
7:30 AM - 8:30 AM	Mediums	0	2	24	26	11	0	11	1	12	24	0	0	0	0	3	38	E	0	0	0
One Hour Peak	%	0%	29%	2%	2%	1%	0%	1%	11%	1%	2%	0%	0%	0%	0%	19%	2%		0%	0%	
7:30 AM - 8:30 AM	Articulated Trucks	0	0	3	3	2	0	2	0	2	3	0	0	0	0	0	5	N	0	11	11
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	0	0	2	0	2	0	2	0	0	0	0	0	0	2		**0**	**11**	**11**
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
	Total	**0**	**7**	**1063**	**1070**	**821**	**0**	**818**	**9**	**827**	**1075**	**0**	**12**	**3**	**15**	**16**	**1912**				
	PHF	0	0.88	0.88	0.88	0.94	0	0.94	0.45	0.93	0.89	0	0.5	0.38	0.47	0.57	0.95				
	HV %	100%	29%	3%	3%	2%	100%	2%	11%	2%	3%	100%	0%	0%	0%	19%	2%				
PM Peak	Lights	3	9	1008	1020	850	0	839	22	861	1020	0	12	8	20	31	1901	W	0	3	3
Specified Period	%	100%	100%	99%	99%	99%	0%	99%	100%	99%	99%	0%	100%	100%	100%	100%	99%		0%	100%	
4:45 PM - 5:45 PM	Mediums	0	0	6	6	10	0	10	0	10	6	0	0	0	0	0	16	E	0	0	0
One Hour Peak	%	0%	0%	1%	1%	1%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	1%		0%	0%	
4:45 PM - 5:45 PM	Articulated Trucks	0	0	3	3	2	0	2	0	2	3	0	0	0	0	0	5	N	0	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	1		**0**	**6**	**6**
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
	Total	**3**	**9**	**1018**	**1030**	**862**	**0**	**851**	**22**	**873**	**1030**	**0**	**12**	**8**	**20**	**31**	**1923**				
	PHF	0.75	0.75	0.96	0.96	0.96	0	0.96	0.61	0.95	0.96	0	0.6	0.67	0.83	0.65	0.95				
	HV %	0%	0%	1%	1%	1%	100%	1%	0%	1%	1%	100%	0%	0%	0%	0%	1%				

Study Name 4_Devon Avenue / McCormick Blvd
Start Date Wednesday, April 03, 2024

Report Summary

		Eastbound						Westbound						Northbound						Southbound							Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		Bicycles on Crosswalk	Pedestrians	Total
AM Peak	Lights	0	187	827	23	1037	766	0	113	620	200	933	1171	0	23	642	138	803	557	0	206	421	123	750	1029	3523	W	0	0	0
Specified Period	%	0%	98%	98%	92%	98%	98%	0%	92%	99%	98%	97%	97%	0%	100%	99%	92%	97%	96%	0%	96%	98%	98%	97%	98%	97%		0%	0%	
7:30 AM - 8:30 AM	Mediums	0	4	17	2	23	10	0	10	7	4	21	37	0	0	9	12	21	22	0	8	10	3	21	17	86	E	0	8	8
One Hour Peak	%	0%	2%	2%	8%	2%	1%	0%	8%	1%	2%	2%	3%	0%	0%	1%	8%	3%	4%	0%	4%	2%	2%	3%	2%	2%		0%	100%	
7:30 AM - 8:30 AM	Articulated Trucks	0	0	3	0	3	2	0	0	2	1	3	4	0	0	0	0	0	0	0	1	0	0	1	1	7	S	0	15	15
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	13	13
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**0**	**191**	**847**	**25**	**1063**	**778**	**0**	**123**	**629**	**205**	**957**	**1212**	**0**	**23**	**651**	**150**	**824**	**579**	**0**	**215**	**431**	**126**	**772**	**1047**	**3616**		**0**	**36**	**36**
	PHF	0	0.92	0.83	0.69	0.86	0.98	0	0.85	0.95	0.93	0.96	0.9	0	0.48	0.84	0.87	0.87	0.94	0	0.88	0.91	0.88	0.92	0.88	0.95				
	HV %	100%	2%	2%	8%	2%	2%	100%	8%	1%	2%	3%	3%	100%	0%	1%	8%	3%	4%	100%	4%	2%	2%	3%	2%	3%				
PM Peak	Lights	1	169	828	64	1062	858	0	105	581	195	881	1374	0	50	497	146	693	911	0	400	742	226	1368	861	4004	W	0	1	1
Specified Period	%	100%	99%	99%	100%	99%	99%	0%	95%	99%	98%	98%	98%	0%	100%	97%	95%	97%	98%	0%	99%	98%	98%	98%	97%	98%		0%	100%	
4:45 PM - 5:45 PM	Mediums	0	1	7	0	8	10	0	4	6	5	15	19	0	0	15	8	23	20	0	4	16	4	24	21	70	E	1	12	13
One Hour Peak	%	0%	1%	1%	0%	1%	1%	0%	4%	1%	3%	2%	1%	0%	0%	3%	5%	3%	2%	0%	1%	2%	2%	2%	2%	2%		8%	92%	
4:45 PM - 5:45 PM	Articulated Trucks	0	1	1	0	2	2	0	1	1	0	2	3	0	0	1	0	1	2	0	2	1	1	4	2	9	S	0	23	23
	%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Bicycles on Road	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	N	0	12	12
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	100%	
	Total	**1**	**171**	**837**	**64**	**1073**	**870**	**0**	**110**	**588**	**200**	**898**	**1397**	**0**	**50**	**513**	**154**	**717**	**933**	**0**	**406**	**759**	**231**	**1396**	**884**	**4084**		**1**	**48**	**49**
	PHF	0.25	0.87	0.84	0.73	0.86	0.98	0	0.92	0.94	0.83	0.91	0.88	0	0.78	0.94	0.9	0.95	0.94	0	0.95	0.93	0.86	0.96	0.96	0.98				
	HV %	0%	1%	1%	0%	1%	1%	100%	5%	1%	3%	2%	2%	100%	0%	3%	5%	3%	2%	100%	1%	2%	2%	2%	3%	2%				

EXISTING (2024) CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	35	855	175	25	635	145	215	935	10	125	875	10
Future Volume (veh/h)	35	855	175	25	635	145	215	935	10	125	875	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	900	184	26	668	153	226	984	0	132	921	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	2	2	2	2	2
Cap, veh/h	225	1239	253	140	1079	247	322	1529		280	1351	16
Arrive On Green	0.03	0.42	0.42	0.36	0.36	0.36	0.09	0.41	0.00	0.06	0.38	0.38
Sat Flow, veh/h	1781	2937	600	496	3021	691	1781	3741	1585	1781	3596	43
Grp Volume(v), veh/h	37	544	540	26	413	408	226	984	0	132	455	477
Grp Sat Flow(s),veh/h/ln	1781	1777	1760	496	1870	1842	1781	1870	1585	1781	1777	1862
Q Serve(g_s), s	1.6	31.9	32.0	5.8	22.8	22.9	9.3	26.4	0.0	5.6	26.9	26.9
Cycle Q Clear(g_c), s	1.6	31.9	32.0	29.6	22.8	22.9	9.3	26.4	0.0	5.6	26.9	26.9
Prop In Lane	1.00		0.34	1.00		0.38	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	225	750	743	140	668	658	322	1529		280	667	700
V/C Ratio(X)	0.16	0.73	0.73	0.19	0.62	0.62	0.70	0.64		0.47	0.68	0.68
Avail Cap(c_a), veh/h	255	838	830	156	729	718	494	1934		353	761	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	30.1	30.2	45.9	33.2	33.2	24.3	29.7	0.0	24.0	32.8	32.8
Incr Delay (d2), s/veh	0.3	6.1	6.1	2.9	4.3	4.4	2.8	2.1	0.0	1.2	5.6	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	21.1	20.9	1.5	16.6	16.4	7.3	17.8	0.0	4.4	18.2	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	36.2	36.3	48.8	37.5	37.6	27.0	31.8	0.0	25.2	38.3	38.1
LnGrp LOS	C	D	D	D	D	D	C	C		C	D	D
Approach Vol, veh/h		1121			847			1210			1064	
Approach Delay, s/veh		35.9			37.9			30.9			36.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	52.0		57.8	11.2	56.2	8.1	49.7				
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	4.5	5.0				
Max Green Setting (Gmax), s	23.9	53.6		59.0	12.8	64.7	5.7	48.8				
Max Q Clear Time (g_c+I1), s	11.3	28.9		34.0	7.6	28.4	3.6	31.6				
Green Ext Time (p_c), s	0.5	16.1		18.8	0.1	22.7	0.0	11.6				

Intersection Summary												
HCM 6th Ctrl Delay			35.0									
HCM 6th LOS			D									

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1055	810	5	10	15
Future Vol, veh/h	5	1055	810	5	10	15
Conflicting Peds, #/hr	13	0	0	13	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1111	853	5	11	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	871	0	-	0	1435	442
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	566	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	770	-	-	-	125	563
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	760	-	-	-	120	556
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	22.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	760	-	-	-	227
HCM Lane V/C Ratio	0.007	-	-	-	0.116
HCM Control Delay (s)	9.8	0.1	-	-	22.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1070	10	10	815	0	0
Future Vol, veh/h	1070	10	10	815	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	13	2	2	2	2
Mvmt Flow	1126	11	11	858	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1137	0	1583	569
Stage 1	-	-	-	-	1132	-
Stage 2	-	-	-	-	451	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	610	-	99	465
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	610	-	96	465
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	610	-
HCM Lane V/C Ratio	-	-	-	0.017	-
HCM Control Delay (s)	0	-	-	11	0.2
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

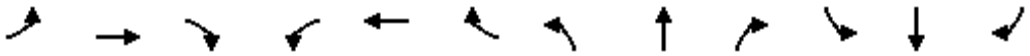
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1065	820	10	10	5
Future Vol, veh/h	5	1065	820	10	10	5
Conflicting Peds, #/hr	11	0	0	11	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	29	3	2	11	2	2
Mvmt Flow	5	1121	863	11	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	885	0	-	0	1451	448
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	4.68	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.49	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	612	-	-	-	122	558
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	606	-	-	-	117	552
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	524	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30.1
HCM LOS			D

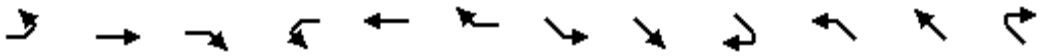
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	606	-	-	-	159
HCM Lane V/C Ratio	0.009	-	-	-	0.099
HCM Control Delay (s)	11	0.1	-	-	30.1
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	845	25	125	630	205	25	650	150	215	430	125
Future Volume (veh/h)	190	845	25	125	630	205	25	650	150	215	430	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1781	1781	1870	1870	1870	1969	1781	1841	1870	1870
Adj Flow Rate, veh/h	200	889	26	132	663	216	26	684	158	226	453	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	8	8	2	2	2	2	8	4	2	2
Cap, veh/h	260	1244	495	237	809	264	359	1389	557	364	1222	353
Arrive On Green	0.09	0.33	0.33	0.07	0.31	0.31	0.01	0.37	0.37	0.09	0.45	0.45
Sat Flow, veh/h	1781	3741	1489	1697	2624	854	1781	3741	1500	1753	2716	785
Grp Volume(v), veh/h	200	889	26	132	449	430	26	684	158	226	295	290
Grp Sat Flow(s),veh/h/ln	1781	1870	1489	1697	1777	1702	1781	1870	1500	1753	1777	1724
Q Serve(g_s), s	10.4	29.1	1.7	7.4	32.7	32.8	1.3	19.7	10.4	10.8	15.3	15.6
Cycle Q Clear(g_c), s	10.4	29.1	1.7	7.4	32.7	32.8	1.3	19.7	10.4	10.8	15.3	15.6
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	260	1244	495	237	548	525	359	1389	557	364	800	776
V/C Ratio(X)	0.77	0.71	0.05	0.56	0.82	0.82	0.07	0.49	0.28	0.62	0.37	0.37
Avail Cap(c_a), veh/h	359	1443	574	251	558	535	466	1389	557	431	800	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	40.9	31.7	32.7	44.8	44.8	26.8	33.8	30.9	24.4	25.4	25.5
Incr Delay (d2), s/veh	6.6	3.5	0.2	2.4	12.8	13.4	0.1	1.2	1.3	2.0	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	20.2	1.1	5.8	23.0	22.3	1.0	14.0	7.2	8.1	10.9	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	44.4	31.9	35.1	57.6	58.2	26.9	35.1	32.2	26.4	26.7	26.8
LnGrp LOS	D	D	C	D	E	E	C	D	C	C	C	C
Approach Vol, veh/h		1115			1011			868			811	
Approach Delay, s/veh		43.3			54.9			34.3			26.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	58.0	12.9	52.6	5.6	69.0	16.2	49.2
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	18.5	38.0	10.5	54.0	10.5	46.0	20.5	44.0
Max Q Clear Time (g_c+I1), s	12.8	21.7	9.4	31.1	3.3	17.6	12.4	34.8
Green Ext Time (p_c), s	0.3	10.5	0.0	15.4	0.0	10.9	0.3	7.0

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	30	660	120	25	625	180	245	1150	25	125	840	30
Future Volume (veh/h)	30	660	120	25	625	180	245	1150	25	125	840	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	695	126	26	658	189	258	1211	0	132	884	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2	2	2
Cap, veh/h	154	1050	190	160	865	248	387	1801		269	1545	56
Arrive On Green	0.02	0.35	0.35	0.30	0.30	0.30	0.10	0.48	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1781	3004	544	656	2866	822	1781	3741	1585	1781	3498	127
Grp Volume(v), veh/h	32	411	410	26	429	418	258	1211	0	132	449	467
Grp Sat Flow(s),veh/h/ln	1781	1777	1771	656	1870	1818	1781	1870	1585	1781	1777	1847
Q Serve(g_s), s	1.5	23.7	23.7	4.2	25.2	25.2	9.1	30.0	0.0	4.8	22.8	22.8
Cycle Q Clear(g_c), s	1.5	23.7	23.7	22.1	25.2	25.2	9.1	30.0	0.0	4.8	22.8	22.8
Prop In Lane	1.00		0.31	1.00		0.45	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	154	621	619	160	564	549	387	1801		269	785	816
V/C Ratio(X)	0.21	0.66	0.66	0.16	0.76	0.76	0.67	0.67		0.49	0.57	0.57
Avail Cap(c_a), veh/h	207	814	811	212	711	691	604	2050		385	802	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	33.3	33.3	45.1	38.3	38.3	18.4	24.1	0.0	20.1	25.2	25.2
Incr Delay (d2), s/veh	0.7	5.5	5.5	0.5	3.7	3.8	2.0	2.0	0.0	1.4	3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	16.5	16.5	1.3	17.7	17.4	6.8	19.3	0.0	3.7	15.3	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	38.7	38.8	45.6	42.0	42.1	20.4	26.1	0.0	21.5	28.3	28.1
LnGrp LOS	C	D	D	D	D	D	C	C		C	C	C
Approach Vol, veh/h		853			873			1469			1048	
Approach Delay, s/veh		38.5			42.2			25.1			27.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	58.4		47.3	10.4	63.2	5.8	41.5
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	3.5	5.0
Max Green Setting (Gmax), s	26.5	54.6		55.4	14.8	66.3	5.9	46.0
Max Q Clear Time (g_c+I1), s	11.1	24.8		25.7	6.8	32.0	3.5	27.2
Green Ext Time (p_c), s	0.6	18.1		16.6	0.2	26.2	0.0	5.7

Intersection Summary			
HCM 6th Ctrl Delay		31.8	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1020	850	5	10	10
Future Vol, veh/h	5	1020	850	5	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1074	895	5	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	900	0	-	0	1445	450
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	751	-	-	-	123	556
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	751	-	-	-	121	556
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	751	-	-	-	199
HCM Lane V/C Ratio	0.007	-	-	-	0.106
HCM Control Delay (s)	9.8	0.1	-	-	25.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1025	5	10	850	5	10
Future Vol, veh/h	1025	5	10	850	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	1079	5	11	895	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1084	0	1552	542
Stage 1	-	-	-	-	1082	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	639	-	104	485
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	639	-	100	485
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	212	-	-	639	-
HCM Lane V/C Ratio	0.074	-	-	0.016	-
HCM Control Delay (s)	23.3	-	-	10.7	0.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

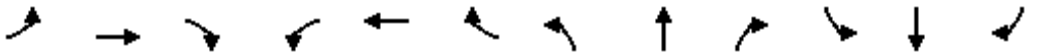
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1025	850	20	10	10
Future Vol, veh/h	10	1025	850	20	10	10
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1079	895	21	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	919	0	-	0	1471	461
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	562	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	738	-	-	-	118	547
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	113	545
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	26.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	736	-	-	-	187
HCM Lane V/C Ratio	0.014	-	-	-	0.113
HCM Control Delay (s)	10	0.2	-	-	26.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

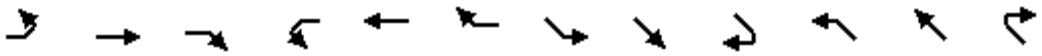


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	835	65	110	590	200	50	515	155	405	760	230
Future Volume (veh/h)	170	835	65	110	590	200	50	515	155	405	760	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1826	1870	1856	1870	1953	1826	1870	1870	1870
Adj Flow Rate, veh/h	179	879	68	116	621	211	53	542	163	426	800	242
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	5	2	3	2	3	5	2	2	2
Cap, veh/h	224	1083	448	198	687	233	248	1301	537	525	1311	396
Arrive On Green	0.09	0.29	0.29	0.06	0.27	0.27	0.03	0.35	0.35	0.17	0.49	0.49
Sat Flow, veh/h	1781	3741	1547	1739	2585	877	1781	3711	1531	1781	2683	811
Grp Volume(v), veh/h	179	879	68	116	427	405	53	542	163	426	530	512
Grp Sat Flow(s),veh/h/ln	1781	1870	1547	1739	1777	1685	1781	1856	1531	1781	1777	1717
Q Serve(g_s), s	10.3	31.6	4.7	7.0	33.6	33.7	2.8	16.1	11.2	21.4	31.5	31.5
Cycle Q Clear(g_c), s	10.3	31.6	4.7	7.0	33.6	33.7	2.8	16.1	11.2	21.4	31.5	31.5
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	224	1083	448	198	472	448	248	1301	537	525	868	839
V/C Ratio(X)	0.80	0.81	0.15	0.59	0.90	0.91	0.21	0.42	0.30	0.81	0.61	0.61
Avail Cap(c_a), veh/h	262	1161	480	241	515	488	325	1301	537	614	868	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	47.8	38.3	38.6	51.5	51.5	29.3	35.8	34.2	23.6	27.0	27.0
Incr Delay (d2), s/veh	14.0	4.2	0.2	2.7	18.4	19.5	0.4	1.0	1.5	7.1	3.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	21.9	3.3	5.7	24.2	23.4	2.2	11.9	7.9	14.8	19.9	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	52.1	38.4	41.3	69.9	71.0	29.7	36.8	35.7	30.6	30.2	30.3
LnGrp LOS	D	D	D	D	E	E	C	D	D	C	C	C
Approach Vol, veh/h		1126			948			758			1468	
Approach Delay, s/veh		51.2			66.8			36.1			30.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.7	56.8	12.5	48.0	7.7	76.8	15.9	44.5
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	31.5	37.0	12.5	45.0	10.5	58.0	15.5	42.0
Max Q Clear Time (g_c+I1), s	23.4	18.1	9.0	33.6	4.8	33.5	12.3	35.7
Green Ext Time (p_c), s	0.9	3.8	0.1	4.8	0.0	7.1	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

FUTURE (2031) WITHOUT DEVELOPMENT CAPACITY REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	35	870	180	25	645	145	220	950	10	125	890	10
Future Volume (veh/h)	35	870	180	25	645	145	220	950	10	125	890	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	916	189	26	679	153	232	1000	0	132	937	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	2	2	2	2	2
Cap, veh/h	222	1238	255	134	1085	244	320	1534		276	1348	16
Arrive On Green	0.03	0.42	0.42	0.36	0.36	0.36	0.10	0.41	0.00	0.06	0.37	0.37
Sat Flow, veh/h	1781	2932	605	486	3031	682	1781	3741	1585	1781	3597	42
Grp Volume(v), veh/h	37	555	550	26	419	413	232	1000	0	132	463	485
Grp Sat Flow(s),veh/h/ln	1781	1777	1760	486	1870	1843	1781	1870	1585	1781	1777	1863
Q Serve(g_s), s	1.6	33.3	33.3	6.0	23.5	23.5	9.7	27.3	0.0	5.7	27.9	27.9
Cycle Q Clear(g_c), s	1.6	33.3	33.3	31.2	23.5	23.5	9.7	27.3	0.0	5.7	27.9	27.9
Prop In Lane	1.00		0.34	1.00		0.37	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	222	750	743	134	670	660	320	1534		276	666	698
V/C Ratio(X)	0.17	0.74	0.74	0.19	0.63	0.63	0.72	0.65		0.48	0.69	0.69
Avail Cap(c_a), veh/h	251	826	818	147	719	709	484	1907		346	751	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	30.8	30.8	47.4	33.7	33.7	25.0	30.1	0.0	24.5	33.5	33.5
Incr Delay (d2), s/veh	0.4	6.5	6.5	3.2	4.4	4.4	3.1	2.2	0.0	1.3	5.9	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	21.9	21.8	1.5	17.0	16.9	7.6	18.3	0.0	4.5	18.8	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	37.2	37.3	50.5	38.1	38.1	28.1	32.3	0.0	25.8	39.4	39.2
LnGrp LOS	C	D	D	D	D	D	C	C		C	D	D
Approach Vol, veh/h		1142			858			1232			1080	
Approach Delay, s/veh		36.9			38.5			31.5			37.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	52.6		58.6	11.3	57.0	8.1	50.4
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	23.9	53.6		59.0	12.8	64.7	5.7	48.8
Max Q Clear Time (g_c+I1), s	11.7	29.9		35.3	7.7	29.3	3.6	33.2
Green Ext Time (p_c), s	0.5	15.9		18.2	0.1	22.7	0.0	10.8

Intersection Summary		
HCM 6th Ctrl Delay		35.9
HCM 6th LOS		D

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1085	825	5	10	15
Future Vol, veh/h	5	1085	825	5	10	15
Conflicting Peds, #/hr	13	0	0	13	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1142	868	5	11	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	886	0	-	0	1465	450
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	581	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	760	-	-	-	119	556
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	522	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	751	-	-	-	114	549
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	23.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	751	-	-	-	217
HCM Lane V/C Ratio	0.007	-	-	-	0.121
HCM Control Delay (s)	9.8	0.1	-	-	23.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1085	10	10	830	1	1
Future Vol, veh/h	1085	10	10	830	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	13	2	2	2	2
Mvmt Flow	1142	11	11	874	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	1607	577
Stage 1	-	-	-	-	1148	-
Stage 2	-	-	-	-	459	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	602	-	96	460
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	602	-	93	460
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	28.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	155	-	-	602	-
HCM Lane V/C Ratio	0.014	-	-	0.017	-
HCM Control Delay (s)	28.5	-	-	11.1	0.2
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

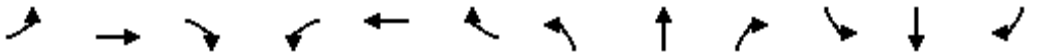
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1080	835	10	10	5
Future Vol, veh/h	5	1080	835	10	10	5
Conflicting Peds, #/hr	11	0	0	11	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	29	3	2	11	2	2
Mvmt Flow	5	1137	879	11	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	901	0	-	0	1475	456
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.68	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.49	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	602	-	-	-	117	551
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	524	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	596	-	-	-	112	545
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	31.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	596	-	-	-	152
HCM Lane V/C Ratio	0.009	-	-	-	0.104
HCM Control Delay (s)	11.1	0.1	-	-	31.4
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	860	25	125	640	210	25	660	150	220	435	125
Future Volume (veh/h)	195	860	25	125	640	210	25	660	150	220	435	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1781	1781	1870	1870	1870	1969	1781	1841	1870	1870
Adj Flow Rate, veh/h	205	905	26	132	674	221	26	695	158	232	458	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	8	8	2	2	2	2	8	4	2	2
Cap, veh/h	260	1257	500	235	812	266	353	1367	548	361	1216	348
Arrive On Green	0.09	0.34	0.34	0.07	0.31	0.31	0.01	0.37	0.37	0.10	0.45	0.45
Sat Flow, veh/h	1781	3741	1489	1697	2619	858	1781	3741	1500	1753	2723	779
Grp Volume(v), veh/h	205	905	26	132	457	438	26	695	158	232	298	292
Grp Sat Flow(s),veh/h/ln	1781	1870	1489	1697	1777	1701	1781	1870	1500	1753	1777	1725
Q Serve(g_s), s	10.6	29.7	1.7	7.4	33.5	33.5	1.3	20.3	10.5	11.2	15.6	15.8
Cycle Q Clear(g_c), s	10.6	29.7	1.7	7.4	33.5	33.5	1.3	20.3	10.5	11.2	15.6	15.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	260	1257	500	235	551	527	353	1367	548	361	794	771
V/C Ratio(X)	0.79	0.72	0.05	0.56	0.83	0.83	0.07	0.51	0.29	0.64	0.37	0.38
Avail Cap(c_a), veh/h	356	1443	575	249	558	535	460	1367	548	423	794	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	40.7	31.4	32.6	44.9	44.9	27.3	34.6	31.5	24.9	25.7	25.8
Incr Delay (d2), s/veh	7.9	3.6	0.2	2.5	13.5	14.1	0.1	1.4	1.3	2.6	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	20.5	1.1	5.8	23.5	22.8	1.0	14.4	7.3	8.4	11.1	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	44.3	31.6	35.2	58.4	59.0	27.4	36.0	32.8	27.5	27.1	27.2
LnGrp LOS	D	D	C	D	E	E	C	D	C	C	C	C
Approach Vol, veh/h		1136			1027			879			822	
Approach Delay, s/veh		43.4			55.6			35.2			27.3	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	57.2	12.8	53.0	5.6	68.5	16.5	49.4
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	18.5	38.0	10.5	54.0	10.5	46.0	20.5	44.0
Max Q Clear Time (g_c+I1), s	13.2	22.3	9.4	31.7	3.3	17.8	12.6	35.5
Green Ext Time (p_c), s	0.3	10.3	0.0	15.4	0.0	11.0	0.3	6.6

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	30	670	120	25	635	185	250	1170	25	125	855	30
Future Volume (veh/h)	30	670	120	25	635	185	250	1170	25	125	855	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	705	126	26	668	195	263	1232	0	132	900	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2	2	2
Cap, veh/h	150	1055	188	157	865	252	383	1803		264	1542	55
Arrive On Green	0.02	0.35	0.35	0.30	0.30	0.30	0.10	0.48	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1781	3011	538	650	2854	833	1781	3741	1585	1781	3500	124
Grp Volume(v), veh/h	32	416	415	26	438	425	263	1232	0	132	457	475
Grp Sat Flow(s),veh/h/ln	1781	1777	1772	650	1870	1816	1781	1870	1585	1781	1777	1848
Q Serve(g_s), s	1.5	24.3	24.3	4.3	26.1	26.1	9.4	31.1	0.0	4.9	23.7	23.7
Cycle Q Clear(g_c), s	1.5	24.3	24.3	22.8	26.1	26.1	9.4	31.1	0.0	4.9	23.7	23.7
Prop In Lane	1.00		0.30	1.00		0.46	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	150	623	621	157	567	550	383	1803		264	783	814
V/C Ratio(X)	0.21	0.67	0.67	0.17	0.77	0.77	0.69	0.68		0.50	0.58	0.58
Avail Cap(c_a), veh/h	202	804	802	205	703	683	593	2026		377	793	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	33.7	33.7	45.9	38.8	38.8	19.0	24.5	0.0	20.6	25.8	25.8
Incr Delay (d2), s/veh	0.7	5.6	5.6	0.5	4.2	4.4	2.2	2.1	0.0	1.5	3.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	16.9	16.9	1.3	18.4	18.0	7.1	20.0	0.0	3.8	15.8	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	39.3	39.4	46.4	43.0	43.2	21.2	26.6	0.0	22.0	28.9	28.8
LnGrp LOS	C	D	D	D	D	D	C	C		C	C	C
Approach Vol, veh/h		863			889			1495			1064	
Approach Delay, s/veh		39.0			43.2			25.7			28.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	58.9		47.9	10.5	64.0	5.8	42.1
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	3.5	5.0
Max Green Setting (Gmax), s	26.5	54.6		55.4	14.8	66.3	5.9	46.0
Max Q Clear Time (g_c+I1), s	11.4	25.7		26.3	6.9	33.1	3.5	28.1
Green Ext Time (p_c), s	0.6	18.0		16.6	0.2	25.8	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1035	865	5	10	10
Future Vol, veh/h	5	1035	865	5	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1089	911	5	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	916	0	-	0	1469	458
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	740	-	-	-	118	550
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	740	-	-	-	116	550
Mov Cap-2 Maneuver	-	-	-	-	116	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	740	-	-	-	192
HCM Lane V/C Ratio	0.007	-	-	-	0.11
HCM Control Delay (s)	9.9	0.1	-	-	26
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1040	5	10	865	5	10
Future Vol, veh/h	1040	5	10	865	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	1095	5	11	911	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1100	0	1576	550
Stage 1	-	-	-	-	1098	-
Stage 2	-	-	-	-	478	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	630	-	100	479
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	630	-	97	479
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	207	-	-	630	-
HCM Lane V/C Ratio	0.076	-	-	0.017	-
HCM Control Delay (s)	23.8	-	-	10.8	0.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

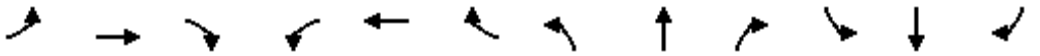
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1040	865	20	10	10
Future Vol, veh/h	10	1040	865	20	10	10
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1095	911	21	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	935	0	-	0	1495	469
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	728	-	-	-	114	541
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	726	-	-	-	109	539
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	27.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	726	-	-	-	181
HCM Lane V/C Ratio	0.014	-	-	-	0.116
HCM Control Delay (s)	10	0.2	-	-	27.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	850	65	110	600	205	50	525	155	410	770	235
Future Volume (veh/h)	175	850	65	110	600	205	50	525	155	410	770	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1826	1870	1856	1870	1953	1826	1870	1870	1870
Adj Flow Rate, veh/h	184	895	68	116	632	216	53	553	163	432	811	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	5	2	3	2	3	5	2	2	2
Cap, veh/h	226	1102	456	198	694	237	240	1267	523	521	1294	394
Arrive On Green	0.09	0.29	0.29	0.06	0.27	0.27	0.03	0.34	0.34	0.17	0.48	0.48
Sat Flow, veh/h	1781	3741	1548	1739	2580	881	1781	3711	1531	1781	2678	815
Grp Volume(v), veh/h	184	895	68	116	435	413	53	553	163	432	538	520
Grp Sat Flow(s),veh/h/ln	1781	1870	1548	1739	1777	1684	1781	1856	1531	1781	1777	1716
Q Serve(g_s), s	10.5	32.2	4.7	6.9	34.4	34.4	2.8	16.7	11.4	22.0	32.5	32.6
Cycle Q Clear(g_c), s	10.5	32.2	4.7	6.9	34.4	34.4	2.8	16.7	11.4	22.0	32.5	32.6
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	226	1102	456	198	478	453	240	1267	523	521	859	829
V/C Ratio(X)	0.82	0.81	0.15	0.59	0.91	0.91	0.22	0.44	0.31	0.83	0.63	0.63
Avail Cap(c_a), veh/h	261	1161	480	241	515	488	316	1267	523	603	859	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	47.4	37.7	38.3	51.3	51.3	30.1	37.0	35.2	24.4	27.8	27.8
Incr Delay (d2), s/veh	16.0	4.3	0.1	2.7	19.4	20.5	0.5	1.1	1.6	8.4	3.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	22.2	3.3	5.6	24.8	23.9	2.2	12.3	8.0	15.4	20.5	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	51.7	37.9	41.0	70.7	71.8	30.6	38.1	36.8	32.8	31.2	31.3
LnGrp LOS	D	D	D	D	E	E	C	D	D	C	C	C
Approach Vol, veh/h		1147			964			769			1490	
Approach Delay, s/veh		51.2			67.6			37.3			31.7	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.3	55.5	12.4	48.7	7.8	76.1	16.2	45.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	31.5	37.0	12.5	45.0	10.5	58.0	15.5	42.0
Max Q Clear Time (g_c+I1), s	24.0	18.7	8.9	34.2	4.8	34.6	12.5	36.4
Green Ext Time (p_c), s	0.9	3.8	0.1	4.8	0.0	7.1	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

FUTURE (2031) WITH DEVELOPMENT CAPACITY REPORTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	35	890	180	25	650	145	225	950	10	125	890	10
Future Volume (veh/h)	35	890	180	25	650	145	225	950	10	125	890	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	937	189	26	684	153	237	1000	0	132	937	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	2	2	2	2	2	2	2	2
Cap, veh/h	222	1249	252	130	1094	245	321	1528		274	1336	16
Arrive On Green	0.03	0.42	0.42	0.36	0.36	0.36	0.10	0.41	0.00	0.06	0.37	0.37
Sat Flow, veh/h	1781	2945	593	476	3036	679	1781	3741	1585	1781	3597	42
Grp Volume(v), veh/h	37	565	561	26	421	416	237	1000	0	132	463	485
Grp Sat Flow(s),veh/h/ln	1781	1777	1762	476	1870	1844	1781	1870	1585	1781	1777	1863
Q Serve(g_s), s	1.6	34.3	34.3	6.2	23.7	23.8	10.1	27.6	0.0	5.8	28.3	28.3
Cycle Q Clear(g_c), s	1.6	34.3	34.3	32.4	23.7	23.8	10.1	27.6	0.0	5.8	28.3	28.3
Prop In Lane	1.00		0.34	1.00		0.37	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	222	754	747	130	674	665	321	1528		274	660	692
V/C Ratio(X)	0.17	0.75	0.75	0.20	0.62	0.63	0.74	0.65		0.48	0.70	0.70
Avail Cap(c_a), veh/h	250	821	814	141	715	705	479	1896		344	746	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	31.0	31.0	48.2	33.7	33.7	25.5	30.5	0.0	24.8	34.1	34.1
Incr Delay (d2), s/veh	0.4	6.7	6.8	3.4	4.3	4.4	3.3	2.2	0.0	1.3	6.1	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	22.5	22.4	1.6	17.2	17.0	7.9	18.5	0.0	4.5	19.1	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	37.8	37.9	51.6	38.0	38.1	28.8	32.7	0.0	26.1	40.2	40.0
LnGrp LOS	C	D	D	D	D	D	C	C		C	D	D
Approach Vol, veh/h		1163			863			1237			1080	
Approach Delay, s/veh		37.5			38.5			31.9			38.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	52.4		59.2	11.3	57.2	8.2	51.0
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	23.9	53.6		59.0	12.8	64.7	5.7	48.8
Max Q Clear Time (g_c+I1), s	12.1	30.3		36.3	7.8	29.6	3.6	34.4
Green Ext Time (p_c), s	0.5	15.7		17.8	0.1	22.6	0.0	10.2

Intersection Summary			
HCM 6th Ctrl Delay		36.3	
HCM 6th LOS		D	

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1085	830	20	10	15
Future Vol, veh/h	30	1085	830	20	10	15
Conflicting Peds, #/hr	13	0	0	13	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	1142	874	21	11	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	908	0	-	0	1533	461
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	635	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	745	-	-	-	107	547
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	490	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	92	540
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	27.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	736	-	-	-	183
HCM Lane V/C Ratio	0.043	-	-	-	0.144
HCM Control Delay (s)	10.1	0.6	-	-	27.9
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1085	10	10	850	1	1
Future Vol, veh/h	1085	10	10	850	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	13	2	2	2	2
Mvmt Flow	1142	11	11	895	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	1618	577
Stage 1	-	-	-	-	1148	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	602	-	94	460
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	602	-	91	460
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	574	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	29
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	152	-	-	602	-
HCM Lane V/C Ratio	0.014	-	-	0.017	-
HCM Control Delay (s)	29	-	-	11.1	0.2
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

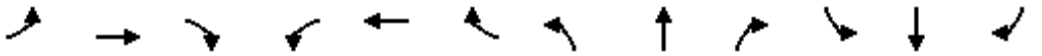
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1080	850	15	15	10
Future Vol, veh/h	5	1080	850	15	15	10
Conflicting Peds, #/hr	11	0	0	11	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	29	3	2	11	2	2
Mvmt Flow	5	1137	895	16	16	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	922	0	-	0	1493	467
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.68	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.49	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	590	-	-	-	114	542
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	524	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	584	-	-	-	109	536
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	31.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	584	-	-	-	160
HCM Lane V/C Ratio	0.009	-	-	-	0.164
HCM Control Delay (s)	11.2	0.1	-	-	31.9
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	865	25	125	655	210	25	660	150	220	435	130
Future Volume (veh/h)	195	865	25	125	655	210	25	660	150	220	435	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1781	1781	1870	1870	1870	1969	1781	1841	1870	1870
Adj Flow Rate, veh/h	205	911	26	132	689	221	26	695	158	232	458	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	8	8	2	2	2	2	8	4	2	2
Cap, veh/h	257	1261	502	235	821	263	350	1362	546	360	1202	357
Arrive On Green	0.09	0.34	0.34	0.07	0.31	0.31	0.01	0.36	0.36	0.10	0.45	0.45
Sat Flow, veh/h	1781	3741	1490	1697	2635	845	1781	3741	1500	1753	2698	800
Grp Volume(v), veh/h	205	911	26	132	464	446	26	695	158	232	300	295
Grp Sat Flow(s),veh/h/ln	1781	1870	1490	1697	1777	1704	1781	1870	1500	1753	1777	1721
Q Serve(g_s), s	10.6	29.9	1.6	7.3	34.1	34.1	1.3	20.3	10.5	11.2	15.8	16.0
Cycle Q Clear(g_c), s	10.6	29.9	1.6	7.3	34.1	34.1	1.3	20.3	10.5	11.2	15.8	16.0
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	257	1261	502	235	553	530	350	1362	546	360	792	767
V/C Ratio(X)	0.80	0.72	0.05	0.56	0.84	0.84	0.07	0.51	0.29	0.64	0.38	0.38
Avail Cap(c_a), veh/h	354	1443	575	249	558	535	457	1362	546	422	792	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	40.7	31.3	32.6	44.9	44.9	27.5	34.8	31.6	25.1	25.9	26.0
Incr Delay (d2), s/veh	8.5	3.6	0.2	2.6	14.2	14.8	0.1	1.4	1.3	2.6	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	20.7	1.1	5.8	24.0	23.3	1.0	14.4	7.3	8.4	11.2	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	44.3	31.5	35.1	59.2	59.7	27.6	36.1	33.0	27.7	27.3	27.4
LnGrp LOS	D	D	C	D	E	E	C	D	C	C	C	C
Approach Vol, veh/h		1142			1042			879			827	
Approach Delay, s/veh		43.5			56.4			35.3			27.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	57.0	12.8	53.2	5.6	68.4	16.4	49.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	18.5	38.0	10.5	54.0	10.5	46.0	20.5	44.0
Max Q Clear Time (g_c+I1), s	13.2	22.3	9.3	31.9	3.3	18.0	12.6	36.1
Green Ext Time (p_c), s	0.3	10.3	0.0	15.3	0.0	11.0	0.3	6.2

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	30	675	120	25	655	190	250	1170	25	125	855	30
Future Volume (veh/h)	30	675	120	25	655	190	250	1170	25	125	855	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1969	1870	1870	1969	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	711	126	26	689	200	263	1232	0	132	900	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2	2	2
Cap, veh/h	144	1060	188	157	869	252	382	1799		263	1539	55
Arrive On Green	0.02	0.35	0.35	0.30	0.30	0.30	0.10	0.48	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1781	3015	534	646	2858	829	1781	3741	1585	1781	3500	124
Grp Volume(v), veh/h	32	419	418	26	451	438	263	1232	0	132	457	475
Grp Sat Flow(s),veh/h/ln	1781	1777	1773	646	1870	1817	1781	1870	1585	1781	1777	1848
Q Serve(g_s), s	1.5	24.5	24.6	4.4	27.1	27.1	9.5	31.3	0.0	4.9	23.8	23.8
Cycle Q Clear(g_c), s	1.5	24.5	24.6	23.1	27.1	27.1	9.5	31.3	0.0	4.9	23.8	23.8
Prop In Lane	1.00		0.30	1.00		0.46	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	144	625	623	157	569	553	382	1799		263	781	812
V/C Ratio(X)	0.22	0.67	0.67	0.17	0.79	0.79	0.69	0.68		0.50	0.58	0.58
Avail Cap(c_a), veh/h	196	802	800	202	701	681	591	2021		376	790	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	33.8	33.8	46.0	39.1	39.1	19.1	24.6	0.0	20.7	25.9	25.9
Incr Delay (d2), s/veh	0.8	5.6	5.7	0.5	5.0	5.2	2.2	2.1	0.0	1.5	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	17.1	17.1	1.3	19.1	18.7	7.1	20.1	0.0	3.8	15.8	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	39.4	39.4	46.5	44.2	44.4	21.3	26.8	0.0	22.2	29.1	29.0
LnGrp LOS	C	D	D	D	D	D	C	C		C	C	C
Approach Vol, veh/h		869			915			1495			1064	
Approach Delay, s/veh		39.1			44.3			25.8			28.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	59.0		48.2	10.5	64.0	5.8	42.3
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0	3.5	5.0
Max Green Setting (Gmax), s	26.5	54.6		55.4	14.8	66.3	5.9	46.0
Max Q Clear Time (g_c+I1), s	11.5	25.8		26.6	6.9	33.3	3.5	29.1
Green Ext Time (p_c), s	0.6	18.0		16.6	0.2	25.8	0.0	5.7

Intersection Summary		
HCM 6th Ctrl Delay		33.0
HCM 6th LOS		C

Notes

Unsignalized Delay for [SER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1035	890	10	10	10
Future Vol, veh/h	10	1035	890	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1089	937	11	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	948	0	-	0	1510	474
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	720	-	-	-	111	537
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	720	-	-	-	107	537
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	531	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	27.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	178
HCM Lane V/C Ratio	0.015	-	-	-	0.118
HCM Control Delay (s)	10.1	0.2	-	-	27.9
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1040	5	10	895	5	10
Future Vol, veh/h	1040	5	10	895	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	1095	5	11	942	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1100	0	1591	550
Stage 1	-	-	-	-	1098	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	630	-	98	479
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	630	-	94	479
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	203	-	-	630	-
HCM Lane V/C Ratio	0.078	-	-	0.017	-
HCM Control Delay (s)	24.2	-	-	10.8	0.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

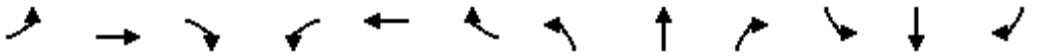
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1040	870	20	30	35
Future Vol, veh/h	10	1040	870	20	30	35
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1095	916	21	32	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	940	0	-	0	1500	472
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	725	-	-	-	113	538
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	723	-	-	-	108	536
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	34.5
HCM LOS			D

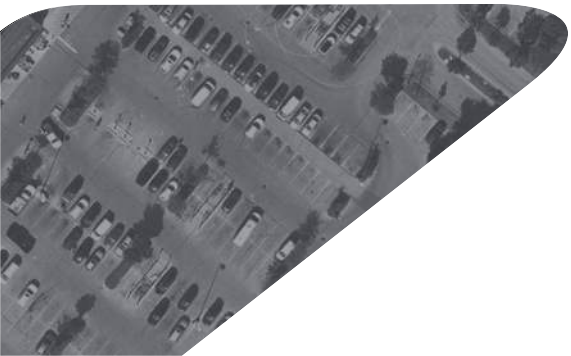
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	723	-	-	-	189
HCM Lane V/C Ratio	0.015	-	-	-	0.362
HCM Control Delay (s)	10.1	0.2	-	-	34.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	865	65	110	605	205	50	525	155	410	770	235
Future Volume (veh/h)	180	865	65	110	605	205	50	525	155	410	770	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1969	1870	1826	1870	1856	1870	1953	1826	1870	1870	1870
Adj Flow Rate, veh/h	189	911	68	116	637	216	53	553	163	432	811	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	5	2	3	2	3	5	2	2	2
Cap, veh/h	229	1113	461	197	698	237	238	1253	517	519	1286	392
Arrive On Green	0.09	0.30	0.30	0.06	0.27	0.27	0.03	0.34	0.34	0.17	0.48	0.48
Sat Flow, veh/h	1781	3741	1548	1739	2586	876	1781	3711	1531	1781	2678	815
Grp Volume(v), veh/h	189	911	68	116	437	416	53	553	163	432	538	520
Grp Sat Flow(s),veh/h/ln	1781	1870	1548	1739	1777	1686	1781	1856	1531	1781	1777	1716
Q Serve(g_s), s	10.8	32.8	4.7	6.9	34.6	34.6	2.8	16.8	11.4	22.1	32.7	32.8
Cycle Q Clear(g_c), s	10.8	32.8	4.7	6.9	34.6	34.6	2.8	16.8	11.4	22.1	32.7	32.8
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	229	1113	461	197	480	455	238	1253	517	519	854	824
V/C Ratio(X)	0.83	0.82	0.15	0.59	0.91	0.91	0.22	0.44	0.32	0.83	0.63	0.63
Avail Cap(c_a), veh/h	260	1161	481	239	515	488	314	1253	517	599	854	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	47.3	37.4	38.3	51.2	51.3	30.5	37.4	35.6	24.7	28.1	28.1
Incr Delay (d2), s/veh	17.5	4.6	0.1	2.8	19.8	20.8	0.5	1.1	1.6	8.7	3.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	22.6	3.3	5.6	25.0	24.1	2.2	12.4	8.1	15.5	20.6	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	51.9	37.6	41.1	71.0	72.1	31.0	38.5	37.2	33.4	31.6	31.7
LnGrp LOS	E	D	D	D	E	E	C	D	D	C	C	C
Approach Vol, veh/h		1168			969			769			1490	
Approach Delay, s/veh		51.5			67.9			37.7			32.2	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	55.0	12.4	49.2	7.8	75.7	16.4	45.2
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	31.5	37.0	12.5	45.0	10.5	58.0	15.5	42.0
Max Q Clear Time (g_c+I1), s	24.1	18.8	8.9	34.8	4.8	34.8	12.8	36.6
Green Ext Time (p_c), s	0.9	3.8	0.1	4.7	0.0	7.1	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D



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June 7, 2024

Mr. Douglas Hammel
Planning and Economic Development Manager
Village of Lincolnwood
6900 Lincoln Avenue,
Lincolnwood, Illinois 60712
Email: dhammel@lwd.org

RE: Hebrew Theological College – 3420 W. Devon Avenue, Lincolnwood, Illinois
Response to Staff Review Comments Dated May 28, 2024

Dear Mr. Hammel:

We are pleased to provide you the below responses to the staff comments we received on May 28th relating to the proposed redevelopment of 3420 West Devon Avenue. The below items will correspond to the letter we received, *with our responses identified in red italics*.

Procedural Considerations

- June 18, 2024 Village Board: Staff will request that the Village Board designate the Traffic Commission as the body to consider the parkway parking request. This will eliminate the need for a separate meeting with the Traffic Commission.

  Response: Noted.

- Staff and the Village Attorney will review proposed text Amendment language submitted by the Applicant and will coordinate as needed.

  Response: Noted.

- Has any initial communication occurred with IDOT? IDOT will ultimately have purview over any changes to its right-of-way, including traffic impacts from the proposed use and the reconfiguration or removal of curb cuts from Devon Avenue. Any preliminary opinions from IDOT could eliminate "moving targets" or speculative findings during the Plan Commission discussion.

  Response: Noted. Preliminary discussions have not yet begun with IDOT.

- The Applicant will be required to provide 10 hard copies of all materials by Friday June 21.

  Response: Noted.

Revised List of Required Approvals

Text Amendments:

- To allow a college/university in the B-2 zoning district as a Special Use
- Possibly to establish a definition for and standards related to dormitories (as opposed to dwelling units): May 2024 plans include a definition, under review by staff.
- *Amendment to off-street parking schedule to differentiate dormitories from residential units*

Response: Noted, we will continue to work with Village staff to finalize the language of the proposed text amendments.

Special Uses:

- For a college/university with residential units above first floor commercial in the B-2 district (assuming the Text Amendment noted above is approved)
- For a Special Fence to allow for masonry wall around parking lot as per Section 3.13(8)a.i
- For a Special Use to allow parking in the side yard abutting a street as per Section 7.06(5)

Response: Noted, we will continue to work with Village staff with respect to requested Special Use approvals.

Variations:

- From Section 3.13(13)e to allow a masonry fence in a corner side yard
- *From Section 3.13(13) to allow a fence with a height of more than six feet when not abutting a property in a residential district*
- From Section 4.07(3) related to transition yards to:
    - Waive the requirement for a setback of 30' when abutting a residential property's rear yard (subsection a);
    - Allow the required buffer yard to be used for parking despite a six-foot tall solid fence not being provided (subsection b); and
    - Waive landscape screening when windows exist more than 20 feet above grade (subsection d.iv)
- From Section 4.07(5) to allow outdoor operations for the proposed courtyard
- From Section 4.07(12) to allow for parking in the corner side yard
- *From Section 4.13 to allow a building with a height greater than 35' (47' to predominant parapet, 51' to secondary parapet, 54' to mechanical appurtenances)*

- From Section 6.03(c) to waive the requirement for a 5'-foot wide sidewalk along the building along the row of parking to the rear of the building
- ~~Variation from Section 6.03(2)b, depending on whether parking lot access is provided from Devon Avenue and its distance from Kimball Avenue~~
- From Section 6.14(1) to waive or reduce the width of landscape screening (required in conjunction with a short masonry wall) along the west, east and north sides of the parking lot
- From Section 6.14(2) to waive or reduce the width of required landscape islands at each end of parking aisles in the parking lot and rear parking area
- From Section 6.15(2) to allow for the encroachment of parking spaces into the required foundation landscape area along the rear of the building
- *From Section 6.16(1) to waive the required transition yard setback and landscape screening requirements*
- Depending on how dormitories are interpreted for the sake of calculating required off-street parking, Variation from Section 7.10 to reduce the amount of required off-street parking
- From Section 7.08(2) to provide a loading space with a depth of less than 55 feet

Response: Noted, please see the revised table of requested Variations included as Attachment No. 1.

Parkway Parking:

- Approval of parkway parking on Trumbull Avenue pursuant to Section 6-5-17 of the Village Code

  Response: Noted. We understand that no additional materials or information are required pursuant for this item at this time, but will continue to work with staff to address.

Plan Review Comments

* **Bold font** indicates items that must be addressed prior to the submittal of revised plan in advance of the Plan Commission public hearing. Other comments may be addressed during the detailed design and permit review process.

Site Planning and Architectural Design

- **The 2023 DRT plans contemplated a future expansion. Please confirm whether this is still being considered, as it is not reflected on the May 2024 plans.**

  Response: No expansion is being considered at this time.

- **The location of mechanical equipment is not shown. (Mechanical equipment locations could change after the Plan Commission process, but it is important to show where they will be on the site (or if they will be rooftop) in concept so it can be confirmed that appropriate screening will be provided.)**

  Response: Please see the updated Roof Level Floor Plan included as Attachment No. 2 which provides details for the proposed mechanical equipment.

- **A summary of percentages of various materials per elevation is required to confirm compliance with zoning regulations.**

  Response: The proposed façade materials include Honed Finished Stone Veneer (ST1), Textured Finished Stone Veneer (ST2), Glass (GL), and Burnished Masonry Block (BLOCK). The percentage of façade materials per each facade are as follows:

  - *South Elevation: ST1 = 32%, ST2=30%, GL=30%, MTL=8%*
  - *West Elevation: ST1=47%, ST2= 23%, GL=25%, MTL=5%*
  - *East Elevation: ST1=71%, ST2=7%, GL=21%*
  - *North Elevation: ST=03%, GL=19%, BLOCK=78%*

- **Please be prepared to bring material samples to the public hearing.**

  Response: Noted.

- **Ground floor facades could be made more transparent in order to create a more active environment, especially given the active and more public uses that are planned for the first floor of the development.**

  Response: We will discuss with the design team at SCB, will study and review this suggestion and will provide any updated elevations to staff by or before June 21st.

- **Please provide additional renderings showing the relationship in scale and proximity to adjacent commercial development and residential uses.**

  Response: The adjacent property to the north along Kimball is approximately 16'-6" from the property line, and approximately 27'-6" from the proposed building mass edge. The adjacent property to the north along Trumbull is approximately 26'-6" from the property line, ~37'-6" from the building mass edge. Updated plans, including these measurements will follow on or before June 21st.

- **2023 DRT Comment: Sun angle analysis to demonstrate the extent to which sunlight will be blocked for residential uses to the north during different times of year**

  Response: Please see attached Shadow Study included as Attachment No. 3.

Landscape Design

- **The location of the required bike rack (item 19) on sheet C1.0 is not found on the Landscape plan as noted in the Key Notes.**

  Response: Bike Racks are now shown on the updated Civil Plans included as Attachment No. 4.

- **Please provide a schedule of proposed and existing plant material. It should contain the following information.**
  - **List of all proposed plantings, indicating common and botanical names, caliper, height or size and quantity.**

    Response: Updated landscape plans will be provided on or before June 21st which will identify all plantings.

  - **List of all existing trees proposed for removal, six-inch caliper or greater, indicating caliper, common and botanical names.**

    Response: Updated landscape plans will be provided on or before June 21st which will identify all trees designated for removal.

  - **List of all existing trees, six-inch caliper or greater, planned for preservation, indicating caliper size, common and botanical names.**

    Response: Updated landscape plans will be provided on or before June 21st.

- **Sheet L2.00 indicates 1 QR in very close proximity to one of the site lights. Please adjust the landscape plan to accommodate the light.**

  Response: The trees and light poles have been adjusted to maximize distance between the trees and poles. These revisions will be shown on the updated landscape plans which will be provided on or before June 21st.

- Please provide manufactures product sheet and indicate the location of the proposed Bike Racks as indicated on Sheet C1.0 keynote 19.

  Response: Please see the updated Civil Plans.

- Please provide manufacturers product sheet of the proposed Tree Grates. Please provide installation details for the tree grates in the concrete sidewalk and a section of the tree in grate illustrating the planting detail. Will there be lights or power installed within the tree grates?

  Response: A product sheet will follow for the tree grate, but the installation detail will need to follow during the Detail Design and Permit Drawing Phase of approval.

- Please provide product material for the permeable pavers and installation details for the permeable pavers within the alley.

  Response: Please see the updated Civil Plans.

- Please provide a planting plan, plant material schedule and paving details for the courtyard landscape.

  Response: The planting plan and all additional details, plans and schedules will be provided during the Detail Design and Permit Drawing Phase of approval.

- Include the following note and detail to the landscape plan 6.14 Minimum landscape requirements for off-street parking lots.

  - (2) Interior landscape requirements f. All landscaped islands shall have a minimum topsoil depth of three feet and mounded to a center height of six to 12 inches above top of curb height.

    Response: This note will be added during the Detail Design and Permit Drawing Phase, but our intent is to comply with these requirements.

Traffic, Parking, and Access

- Village and Applicant to coordinate regarding a possible easement of indemnification related to the relocation of the Trumbull Avenue public sidewalk onto private property in order to accommodate the proposed parkway parking.

  Response: Noted. We will continue to work with Village staff to address this item.

- **2023 DRT Comment: Operational parking analysis to determine the maximum required parking spaces in terms of operational demand (as opposed to the minimum amount required as per the Zoning Ordinance)**

  - **Village response to May 2024 submittal: No such parking analysis has been provided. The Traffic Impact Study summarized expected number of resident and commuter students and faculty, but it didn't translate that analysis into assumed parking demand during different times of the day or week.**

    Response: Based on anticipated parking figures generated from parking on existing campuses, class schedules and the number of students/faculty with vehicles, the parking needs for this site are estimated as follows:

Description	Maximum on-site at one time	
	Population	Parked vehicles
Residential Students	20	4
Commuter Students	35	20-25
Faculty	9	9
Total	64	33-38

As shown above, it is anticipated that the parking need is similar to the off-street parking otherwise required by Village Code.

- **Please provide a rationale for the proposed one-way alley. It appears as though adequate alley width will be maintained in order to support two-way alley traffic.**

  Response: The alley will remain two-way traffic.

- **Please clarify the scope of work for improvements along Devon Avenue. Is the Applicant proposing to install the parking as drawn, or is the drawing simply showing consistency with the Devon Avenue streetscape plans? If the Applicant plans to implement the improvements, phasing and coordination with the streetscape program will be critical, as the shifted on-street parking lane would cause conflicts with the alignment of lanes up and down stream from the subject property.**

  Response: The plans are intended to show consistency with the future Devon Avenue streetscape plans. We understand that these improvements are to be done by CDOT in the future and will request a meeting with CDOT to understand the timeline of future construction.

- **May 2024 plans provide the widths of all parking stalls, but the plans do not include a dimension to confirm that the parkway spaces can accommodate a full size 9' x 18' parking stall.**

  Response: Please see revised sheet C1.0 of the updated Civil Plans.

- Consider whether additional protection of utility poles is necessary to prevent vehicular damage from parking spaces accessed from the alley.

  Response: All three (3) utility poles will be protected by bollards. Proposed striping and curbing will provide additional protection. Please see revised sheet C1.0 of the updated Civil Plans.

- **Provide Autoturn exhibits for the trash enclosure and parking stalls. The parking stalls look a bit difficult to maneuver if they are at 90 degrees and the access in/out of the parking lot is angled.**

  Response: Please see revised sheet C1.0 of the updated Civil Plans.

- The parkway improvements on Devon Avenue are to match the Devon Streetscape Improvement plans. The Village will provide the plan set dated 04/05/2024.

  Response: Noted. Please provide a copy of the plan set dated 04/05/2024. The latest plan set we have is dated 08/07/2018.

- Traffic Impact Study comments are as follows:

  - CBBEL review of the project plans and TIS indicates that the site is under-parked and does not account for the required parking during special events.

Response: We are proposing to provide 28 of the 37 required off-street parking spaces and are requesting approval of a variation to reduce the parking requirement by nine (9) spaces to account for this difference. It should be noted that seven (7) spaces are being added within the public ROW on the east side of Trumbull Avenue adjacent to the site and eight (8) more spaces are available adjacent to the site along Devon Avenue.

Special events are set to take place infrequently (approximately 4-6 per year). Events will have approximately 50 attendees, some of whom are expected to carpool. Attendees driving to events will park on-site and in the surrounding on-street parking spaces.

- The access to the main parking lot is from an alley and not a standard roadway.

  Response: Noted.

- **An auto turn analysis needs to be performed for emergency vehicles, the proposed parking lot, the alley entrance and the proposed diagonal parking spaces along Trumbull Avenue and the alley.**

  Response: Please see revised sheet C1.0 of the updated Civil Plans.

- **CBBEL is not recommending approval of the TIS prepared by Kimley Horn dated May 2024. We note the following defects in the document:**

  - **The engineer shall provide a clearer site location map.**

    Response: Noted. The updated report will address this item.

  - **It is noted in the report that Devon Avenue is under the jurisdiction of IDOT. Has the TIS been submitted to IDOT for review/approval? The applicant and the engineer shall provide a copy of all correspondence to/from IDOT.**

    Response: The TIS has not been submitted to IDOT for review/approval at this time. There is no new access proposed along Devon Avenue and the existing driveway along Devon Avenue will be removed.

  - **It is noted that Trumbull Avenue and Kimball Avenue are under the jurisdiction of CDOT, but the Village's zoning map identifies them as being within Lincolnwood. If the latter is correct, then the report shall be revised to reflect this. If the former is correct, has the TIS been submitted to CDOT for review/approval? Likewise, has the parking plan along Trumbull Avenue been submitted to CDOT for review/approval? The applicant and the engineer shall provide a copy of all correspondence to/from CDOT.**

Response: The TIS has been updated to reflect Trumbull Avenue and Kimball Avenue under Village of Lincolnwood jurisdiction.

- **Is the Lincoln Avenue/Devon Avenue intersection part of an existing IDOT signal system? If so, the engineer shall note this in the report and use the existing cycle length(s) for the analysis.**

  Response: We have been told that the Lincoln Avenue/Devon Avenue intersection is not part of any IDOT coordinated traffic signal system.

- **The engineer shall respond if ITE trip generation rates were used to estimate peak hour traffic volumes. The engineer shall revise the calculations to assume all new trips for the analysis with no reductions for estimated drop off or shared trips.**

  Response: ITE trip generation rates were not used to estimate peak hour traffic volumes. This is a unique use that does not align directly with any ITE land use codes. For LUC 550 (University/College), the average rate of trips per student is 0.15 during the morning and evening peak hours. Based on 50 enrolled students (residential and commuter) ITE yields 8 total trips in the morning and evening peak hours.

  Trip generation projections were developed based on HTC's historical population information with respect to the expected number of commuter students, residential students, and faculty/staff accessing the campus. All students are conservatively assumed to be traveling to/from the campus during the morning and evening peak hours, although from a practical perspective, not all students and faculty will be traveling to/from the site at the same time due to programming and class schedules.

- **The conclusions/recommendations note no off-site improvements are required, but the site plan shows new diagonal parking along Trumbull Avenue and parallel parking along Devon Avenue. This needs to be clarified.**

  Response: The parkway improvements on Devon Avenue reflect the Devon Streetscape Improvement plans prepared by CDOT. The diagonal parking along Trumbull Avenue is part of the development plan to accommodate parking for the site and is not a recommended traffic improvement.

- **The engineer shall provide information on the impact to traffic along Trumbull Avenue with respect to the cars parked along its westside and vehicles backing out from the diagonal car park on the east side of the street.**

  Response: There will be 31 feet of street width between the edge of the diagonal parking spaces along Trumbull Avenue and the west curb of the roadway. The proposed angled parking along the east side of Trumbull Avenue will extend 18 feet east into the parkway. Assuming vehicles parallel parked along the west side of Trumbull Avenue occupy 8 feet of street width, vehicles backing out of the diagonal parking on the east side of the street will have the remaining 23 feet of street width to complete their exit maneuvers. This will adequately accommodate vehicle maneuvers into/out of the diagonal parking spaces along the east side of Trumbull Avenue.

  Trumbull Avenue is a low volume, low speed street and these spaces will be low turn-over spaces with students parking for extended periods of time while attending class. The vehicles entering/exiting parking spaces along Trumbull Avenue are expected to have minimal impact on traffic flow, similar to the current conditions along Kimball Avenue to the east.

- **The engineer shall identify the impacts to traffic along Trumbull with respect to cars parked on the west side of Trumbull and vehicles backing out from the diagonal parking spaces.**

  Response: Please see the previous comment and response.

Utilities and Infrastructure

- **Provide information regarding the frequency of garbage service pickups in order to properly maintain a garbage and service area of the proposed size for the proposed development program.**

  Response: The facilities director for HTC anticipates 10-yard dumpster with pick up 2-3 times per week. The intent is for the dumpster(s) to be rolled out next to the alley on track pick up days and for the refuse vehicle to pull up next to the dumpsters(s) in the alley, load, and continue down the alley drive. Please see the refuse vehicle turn exhibit on sheet C1.0 of the updated Civil Plans.

- **Village and Applicant need to discuss the improvement of the rear alley based on the expected increase in use of the alley based on the proposed development. The plans show that only a portion of the alley would be improved by the Applicant. Improvement of the entire alley may be required based on construction impacts and the expected traffic impacts of parking accessed from the alley.**

  Response: Acknowledged. We will continue to work with staff to resolve this item.

- The three existing driveway aprons (Devon Avenue, Trumbull Avenue, and Kimball Avenue) will need to be removed and restored with topsoil and sod.

  Response: Noted. This will be noted on the final engineering plans.

- The Village shall review the condition of the existing curb & gutter and sidewalk along Trumbull Avenue, Devon Avenue, and Kimball Avenue to determine if any need replacement in conjunction with this development.

  Response: Noted. Should existing curbs and/or gutter need to be replaced, the same will be shown on the final engineering plans submitted for staff approval.

- Key Note items 8, 9, 12, 14, and 15 are not found on the plan view of sheet C1.0. if these items are not used, they should be removed from the Notes or called out as (NOT USED).

  Response: Please see revised sheet C1.0 of the updated Civil Plans.

- Neither the Topographic Survey nor the Preliminary Engineering plans identify the locations of the existing water and sanitary sewer services and if they are to be reused. The existing sanitary line exits from the rear of the existing building and flows to the north. The existing water service location is not identified. It appears that both lines will not be reused per information on sheet C3.0. The locations of the existing services will need to be identified and they need to be called out for disconnection at the public mains.

  Response: The Surveyor will verify location of existing utility connections. These services will not be re-used, and new taps have been proposed on the Utility Plan which is shown on revised sheet C3.0 of the updated Civil Plans.

- The site is 28,755 SF (0.660 acres) in area and the entire site will need to be disturbed in order to construct the proposed building and parking lots. The project will need to provide rate control and volume control per the MWRDGC WMO. The site will also need to provide detention per the Village's stricter Ordinance.

  Response: Noted. A preliminary stormwater summary for the rate and volume control is included on sheet C2.0 of the updated Civil Plans. Final stormwater management calculations and details will be provided with the final engineering plans.

- No preliminary stormwater calculations were provided with the submittal except values placed on sheet C2.0. We do not concur with the information in the STORMWATER SUMMARY that states that 0.19 Acres of the site is considered maintenance for the purposes of calculating

detention. None of the existing pavement is being saved and the site is being totally stripped and redeveloped. In keeping with past practice, the entire site will be considered as the development area for Detention purposes.

Response: Noted. The preliminary stormwater summary on sheet C2.0 of the updated Civil Plans has been revised accordingly.

- The footprint of the underground detention vault is approximately 4888 SF with an active depth of 3.83' for an approximate volume 18721 CF or 0.43 Acre-feet. Assuming the impervious area is 0.58 acres results in a retention demand of 0.05 Acre-feet. Subtracting this value from the volume in the underground vault leaves a value of 0.38 Acre-feet for detention. A ratio of 0.38 acre-feet/0.66 acres results in a value of 0.57 acre-feet/acre which seems reasonable for a highly impervious site. In short, it appears that the engineer has provided enough volume on site for both retention and detention, but this will have to be verified by the engineer during the final engineering process.

  Response: Acknowledged. Final stormwater management calculations and details will be provided with the final engineering plans.

- The Village will not permit stormwater storage capacity from the permeable pavers in the alley to be counted toward the requirement for the development.

  Response: Noted. The preliminary stormwater summary on sheet C2.0 of the updated Civil Plans has been revised accordingly.

- The design calls for both the sanitary and storm sewer discharges to be combined on site for a common connection to the existing 6" combined sewer in the alley. The existing combined sewer has a slope of 0.40% which has a theoretical capacity 0.36 CFS and a flow velocity of 1.81 FT/S. We recommend that the pipeline be replaced with an 8" pipe at the same slope which is compliant with MWRDGC standards for self-cleaning. The 82' segment of existing sewer to the east of the connection point can be abandoned in place if the adjoining home to the north is not connected to it.

  Response: The proposed pipeline has been replaced with an 8" pipe as shown on Sheet C3.0 of the revised Civil Plans.

- Two structures are shown on the alley combined sewer that do not appear on the topographic survey. The engineer should clarify the design intent if both structures are to be added to the sewer as part of the project scope.

  Response: The two structures shown on the alley combined sewer are proposed structures to be added to the combined sewer.

- Per Village of Lincolnwood Ordinance Chapter 15, Art. 6, 6.07 Lighting Standards Lighting Details Photometric Plan Sheet E1.0, Note #9 states that final electrical design and pole foundation details are by others. All proposed lighting details must be submitted as a Site

Electrical Plan. This plan shall include the concrete foundation details, wire and conduit sizes and types, trenching details and detail of how the lighting is powered and controlled.

Response: Site Electrical Plan will be provided with the final engineering plans.

- The catalog cut information provided on Sheet E1.1 is generic and not project specific. On the luminaire schedule shown on Sheet E1.0 there are two (2) distinct parking lot lighting units with specific light cutoff requirements and the proposed wall pack units have specific optical requirements as well. Please provide populated project specific catalog cuts for each of the project luminaires.

  Response: Our intent is to provide these items with the final engineering plans.

- The catalog cut for the square straight steel pole is generic and not project specific. To verify the correct mounting height calculated in the Photometric Plan, a project specific catalog cut must be submitted for review.

  Response: Our intent is to provide this item with the final engineering plans.

- Provide drainage calculations for the underground detention. The stormwater detention calculations need to adhere to section 12-6-6-5 of the Village code.

  Response: We will provide final stormwater management calculations and details with the final engineering plans. Our intent is to conform to the requirements of the Village Code.

- Indicate the size of the water service pipe.

  Response: The size of the water service pipe will be coordinated for final engineering with MEP.

- Include the invert elevations of the sanitary service and stormwater pipes.

  Response: Invert elevations with be shown on the final engineering plans.

- The Applicant will be required to resurface Trumbull Avenue and Kimball Avenue from Devon Avenue to the alley due to the construction impacts on the road.

  Response: Please see the revised Site Plan which shows resurfacing of Trumbull Avenue and Kimball Avenue.

- The proposed installation of the catch basin in the Trumbull parkway is prohibited. If the parking stalls are to be exclusive to the site, the site must manage the stormwater for the new impervious area.

  Response: Noted. We will address this item with staff prior to our submission of final engineering plans.

- The plan set needs to include standard details, an erosion control sheet, demolition plan, etc.

  Response: Noted. These will be provided with our final engineering plans.

- Indicate how the proposed storm structures connect to the underground detention system and the combined sewer main.

  Response: Drainage system details will be provided with our final engineering plans.

Emergency Response & General Comments

Response: Individual comments are acknowledged.

We appreciate the Village's review of our plans and its comments and look forward to continuing our work with you on this exciting project. Please feel free to contact us with any questions or concerns.

Very Truly Yours,

MELTZER, PURTILL & STELLE LLC

Brendan G. Penny

cc: Rabbi Shmuel Schuman, Hebrew Theological College/SHWCT
Sid Singer, Hebrew Theological College/SHWCT
Brian Levinson, Hebrew Theological College/SHWCT
Michael Thompson and Jody Buell, Solomon Cordwell Buenz
Hal Francke, Meltzer Purtill & Stelle LLC

ATTACHMENT NO.1
SUMMARY OF REQUESTED VARIATIONS

EXHIBIT A
REQUESTED VARIATIONS

	Requested Variations
ARTICLE 3: GENERAL PROVISIONS AND REGULATIONS	
3.13(13): Fence types and height in business districts. a. : Fences not more than **six feet in height** are allowed in rear yards.	Relief requested : Variation to allow a fence with a height of more than six feet in rear yard
3.13(13): Fence types and height in business districts. e. : On a Corner lot semiprivate fences not more than four feet in height may be erected in a corner side yard or wrought iron fences not more than **six feet in height** but only to a line which is perpendicular to the rear face of the building and shall align with the front facing facade.	Relief requested : Variation to allow a fence with a height of more than six feet when not abutting a property in a residential district.
ARTICLE 4: ZONING DISTRICTS; MAPS	
4.07: Additional use standards for business and office districts: (3)a Building setback buffer : **All structures on a B-2 zoned lot that adjoins a residential district must be set back a distance that is equal to or great than the side or rear yard setback requirement for the adjacent R-zoned lot, but not less than 10 feet.**	Relief requested : Variation to not provide a 30ft setback when abutting a residential property's rear yard.
4.07: Additional use standards for business and office districts: (3)b Landscape buffer : **Landscape buffer along rear property abutting R-zoned property Zoning District.**	Relief requested : Variation to provide masonry screen wall at eastern parking lot only. (i.e. no landscape buffer).
4.07: Additional use standards for business and office districts: (3)c Buffer restrictions: **Parking & loading use not permitted in landscape buffer.**	Relief requested: Variation to permit parking & loading use in landscape buffer.
4.07: Additional use standards for business and office districts: (3)d.iv. Screening: **For buildings on a B-zoned property that include windows located more than 10 feet above grade, the screening must include double rows of plantings, and evergreen or deciduous tree species designed to reach a mature height of not less than 25 feet.**	Relief requested : Variation to no provide landscape screening
4.07: Additional use standards for business and office districts: (5)Outdoor operations. **All business, service and commercial activities must be conducted within completely enclosed buildings** unless otherwise expressly allowed in Section 4.07(7) of this section of the ordinance.	Relief requested : Variation to allow outdoor operations for the proposed courtyard
4.07: Additional use standards for business and office districts: (12)d. : Any form of residential **parking is prohibited in any portion of the corner side yard**.	Relief requested : Variation to allow parking in the corner side yard.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Maximum building height of 38 feet.**	Relief requested : Variation to allow for maximum building height of 47 feet to top of coping, 51 feet to secondary parapet, & 54 feet to mechanical appurtenances.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Minimum front setback of five-foot minimum.**	Relief requested: Variation to allow for minimum required setback at primary entrance only.
4.13: Area bulk, density and setback standards: Business and Office Districts: **Minimum corner side setback of 10-feet.**	Relief requested: Variation to allow for minimum required setback at primary entrance only.

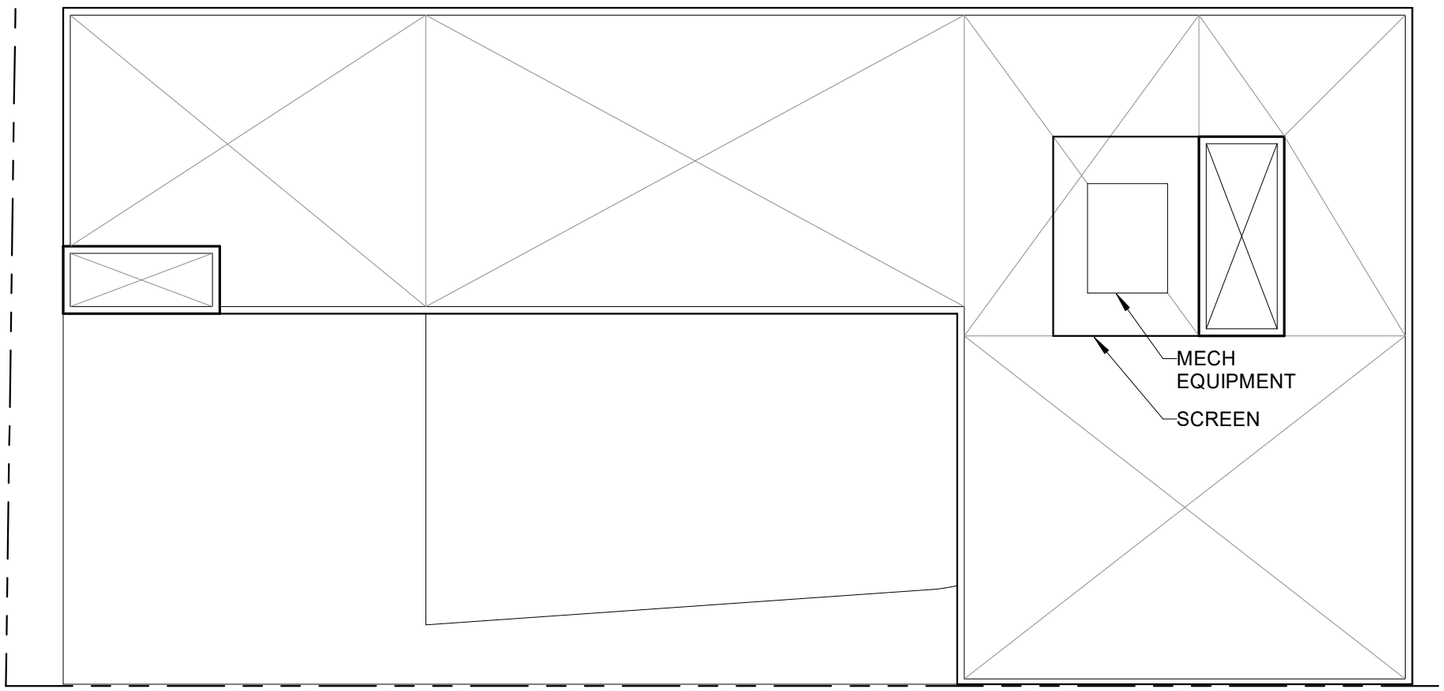
EXHIBIT A
REQUESTED VARIATIONS

	Requested Variations
ARTICLE 6: SITE DEVELOPMENT STANDARDS	
6.03: General development standards (1)c. Sidewalks. Pedestrian sidewalks, **not less than five feet in width**, shall be incorporated into the site plan and are required: 1) along all sides of a lot that abut a public street and 2) along all sides of a building visible from a public right-of-way or accessible from an off-street parking area.	Relief requested: Variation to omit the 5 foot wide sidewalk along the building along the row of parking to the rear of the building.
6.14: Minimum landscape requirements for off-street parking lots: (1) Perimeter screening required: **Minimum landscape buffer of five feet with a 30 inch minimum and 36 inch maximum high masonry wall .**	Relief requested: Variation to allow for construction 48 inch high metal screen wall on top of 36 inch masonry wall, creating a wall of 84 inch high wall without five foot landscape buffer.
6.14: Minimum landscape requirements for off-street parking lots: (2) a. **A planting island equal in area to a parking space shall be located at each end of a parking row** and after each 20 parking spaces within a parking row.	Relief requested : Variation to reduce the required width of landscape islands at each end of parking aisles.
6.15: Minimum landscape requirements for foundation plantings: (1): **Minimum setback and landscape area of six feet in width shall be located immediately along the front and sides of all building.**	Relief requested: Variation to eliminate the requirement for a landscape buffer setback on front and sides.
6.15: Minimum landscape requirements for foundation plantings: (2): Except for building entryway areas and sidewalks as may be permitted, **the surface of the required foundation landscape area shall be free of paving or other impervious surfaces and shall be landscaped.**	Relief requested : Variation to allow for the encroachment of parking spaces into the required foundation landscape area along the rear of the building
6.16: Landscape buffer and screening requirements between zoning districts (1) a-f: **Eight foot wide fully planted landscape buffer required, or continuously screened by masonry wall required, impervious materials prohibited, setback not to be used for parking or loading.**	Relief requested: Variation to eliminate requirement to provide a landscape buffer and continuous screen, to allow for use of impervious materials between zoning districts, and to allow setback area to be used for parking and loading.
ARTICLE 7: OFF-STREET PARKING AND LOADING	
7.10: Off-street parking schedule, College or University (with dormitories as an accessory use): (1) 1 space per five students, (2) 2 spaces per 3 employees and (3) 1 loading space;	Relief requested: Variation to reduce required parking to 28 off-street parking spaces and 1 loading space.
7.08: Off-street loading facilities (2) Area. An off-street loading space shall not be less than 10 feet in width and 55 feet in length, exclusive of aisle and maneuvering space; except, when a loading space having a length greater than 55 feet, exclusive of aisle and maneuvering space is required herein, it shall be not less than 12 feet in width. Enclosed off-street loading spaces shall have a vertical clearance of at least 14 feet.	Relief requested: Variation to provide a loading space with a depth of less than 55 feet

ATTACHMENT NO. 2
ROOF LEVEL FLOOR PLAN

1
A3.02

2
A3.01



2
A3.02

1
A3.01

SCB
Architecture, Planning,
Interior and Urban Design

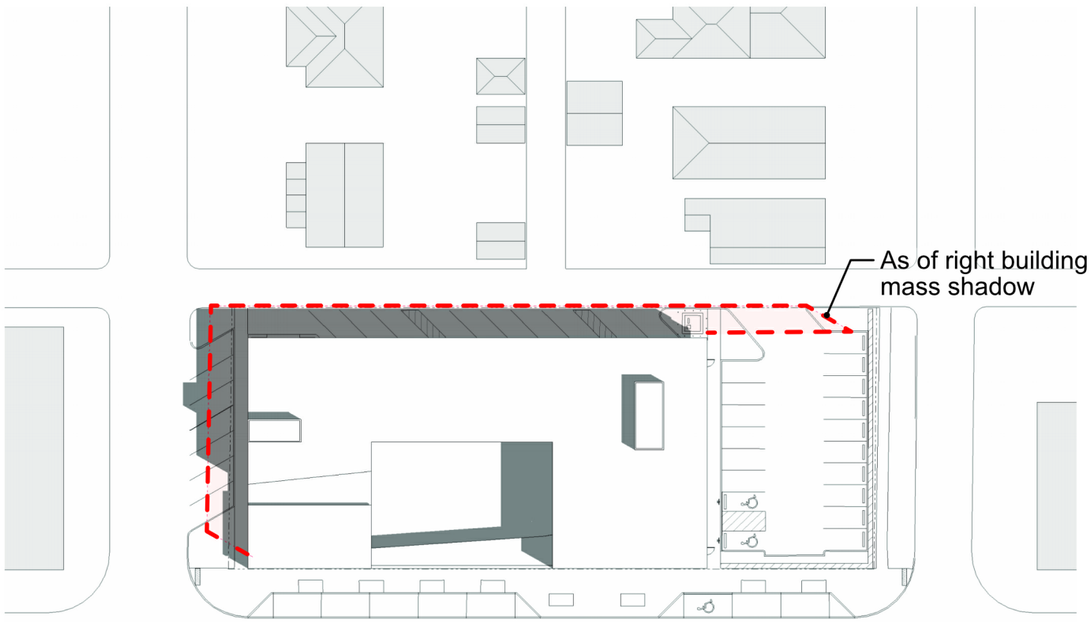
ROOF LEVEL FLOOR PLAN
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712
©2024 SCB

SCALE: 3/64" = 1'-0"
06/06/2024

0 32 64

A2.04

ATTACHMENT NO. 3
SHADOW STUDY



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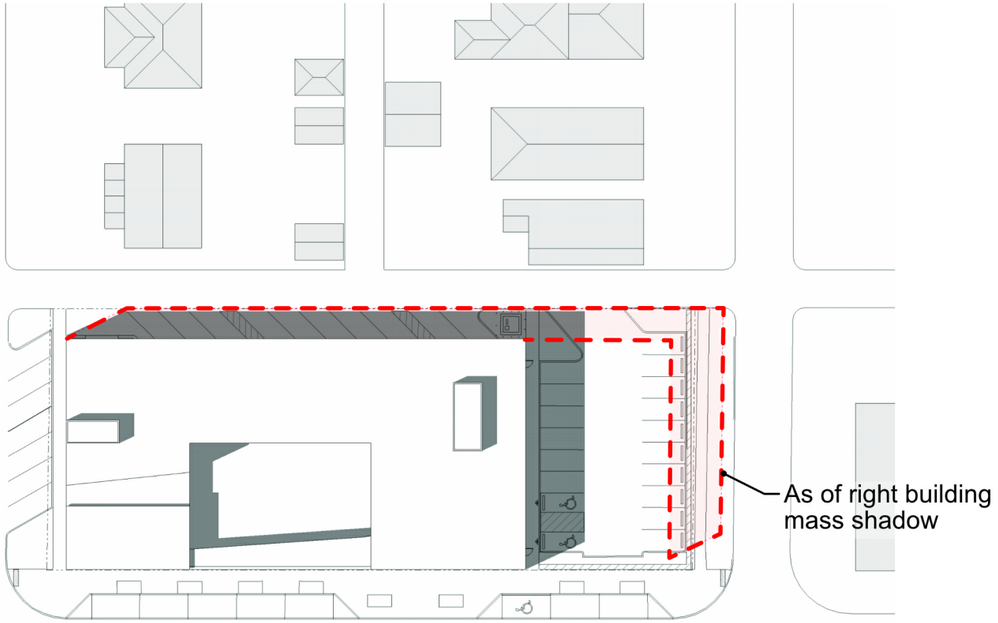
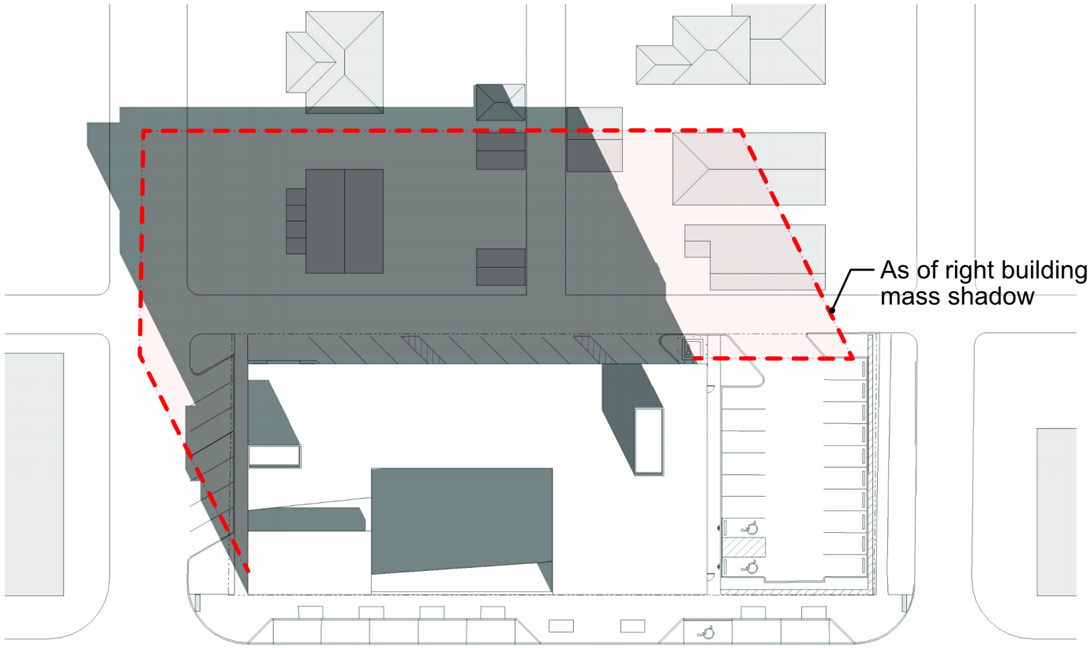
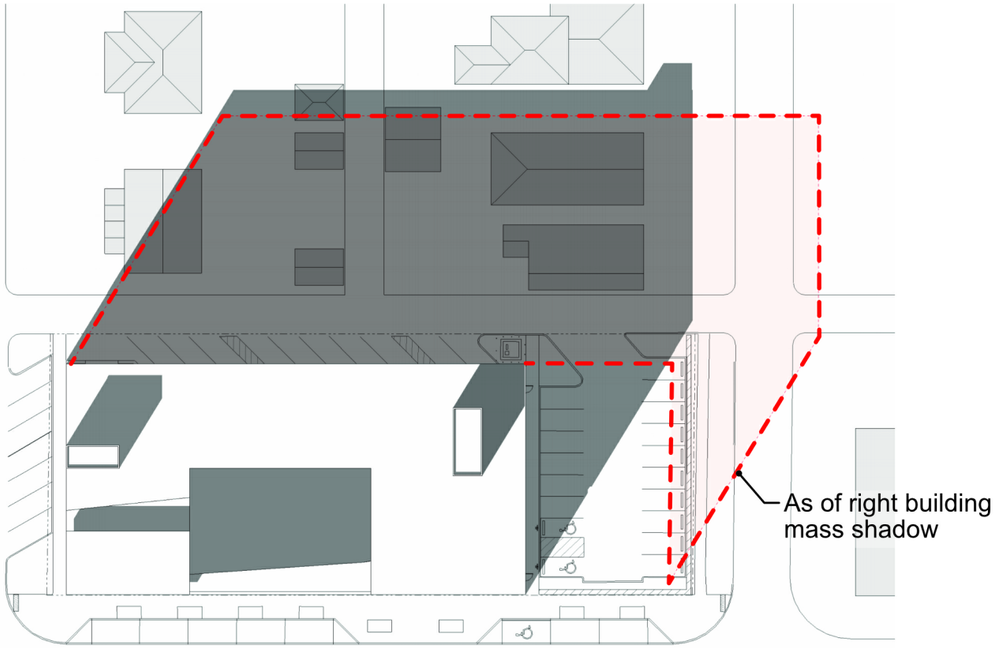


Summer Solstice : 2PM



Winter Solstice : 10AM



Winter Solstice : 2PM

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Interior and Urban Design

SHADOW STUDY
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712

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06/06/2024

A0.10

ATTACHMENT NO. 4
UPDATED CIVIL PLAN SET

PRELIMINARY ENGINEERING PLANS

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO

NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

Call Before You Dig
JULIE
1-800-892-0123

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT
VILLAGE OF LINCOLNWOOD
PUBLIC WORKS
7001 N LAWNDALE AVENUE
LINCOLNWOOD, IL 60712
TEL: (847) 675-08888

PLANNING & ECONOMIC DEPARTMENT
VILLAGE OF LINCOLNWOOD
6900 N LINCOLN AVENUE
LINCOLNWOOD, IL 60712
TEL: (847) 745-4796
CONTACT: DOUG HAMMEL

SANITARY SEWER SERVICE
METROPOLITAN WATER RECLAMATION
DISTRICT OF GREATER CHICAGO (MWRD)
100 E ERIE STREET
CHICAGO, IL 60611
TEL: (312) 751-4449

STORM SEWER SERVICE
METROPOLITAN WATER RECLAMATION
DISTRICT OF GREATER CHICAGO (MWRD)
100 E ERIE STREET
CHICAGO, IL 60611
TEL: (312) 751-4449

WATER SERVICE
VILLAGE OF LINCOLNWOOD
PUBLIC WORKS
7001 N LAWNDALE AVENUE
LINCOLNWOOD, IL 60712
TEL: (847) 675-08888

ROADWAY AUTHORITY
CHICAGO DEPARTMENT OF TRANSPORTATION (CDOT)
121 N LASALLE STREET
CHICAGO, IL 60602
TEL: (312) 744-5000

POWER COMPANY
COMMONWEALTH EDISON
TEL: (630) 890-0883

NATURAL GAS COMPANY
NICOR GAS COMPANY
TEL: (224) 239-3341
CONTACT: ZACK JARLING

TELEPHONE
AT&T
TEL: (630) 779-5160

PROJECT TEAM

DEVELOPER
HEBREW THEOLOGICAL COLLEGE
7135 CARPENTER ROAD
SKOKIE, IL 60077
TEL: (847) 982-2500
CONTACT: SID SINGER, M.A.

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SOLOMON CORDWELL BUENZ
625 N MICHIGAN AVE, SUITE 800
CHICAGO, IL 60611
TEL: (312) 896-1166
CONTACT: JODY BUELL, A.I.A.

TRAFFIC ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320
CHICAGO, IL 60604
TEL: (312) 924-7436
CONTACT: PETER LEMMON, P.E., P.T.O.E.

ENVIRONMENTAL ENGINEER
ADVANCED ENVIRONMENTAL CORPORATION
P.O. BOX 8292
BARTLETT, IL 60103
TEL: (630) 837-7529
CONTACT: RAYMOND H. DEYNE

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
111 W JACKSON BLVD, SUITE 1320
CHICAGO, IL 60604
TEL: (630) 216-4972
EMAIL: ALEXA.FALBO@KIMLEY-HORN.COM
CONTACT: ALEXA FALBO, P.E.

LANDSCAPE ARCHITECT
DANIEL WEINBACH & PARTNERS, LTD.
1142 W MADISON ST, SUITE 206
CHICAGO, IL 60607
TEL: (312) 427-2888
CONTACT: WENDY SCHULENBERG

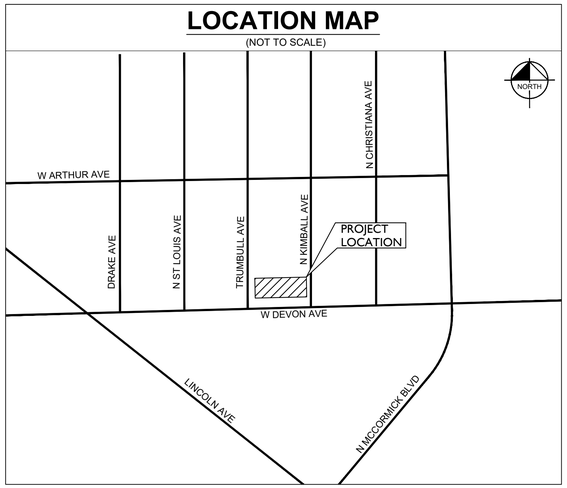
SURVEYOR
PROFESSIONALS ASSOCIATED
7100 N TRIPP AVE.
LINCOLNWOOD, IL 60712
TEL: (847) 675-3000
CONTACT: PAUL JANOS, P.L.S.

LEGAL DESCRIPTION

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST 1/2 OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOCATION MAP

(NOT TO SCALE)



Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER SHEET
V0.0	BOUNDARY & TOPOGRAPHIC SURVEY
C1.0	SITE PLAN
C2.0	GRADING & DRAINAGE PLAN
C3.0	UTILITY PLAN
E1.0	PHOTOMETRIC PLAN
E1.1	PHOTOMETRIC DETAILS

BENCHMARKS

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER

REFERENCE STATION NETWORK: KARA COMPANY
(MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINOUSLY OPERATING REFERENCE STATION)

DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ALEXANDRA FALBO, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF SOLOMON CORDWELL BUENZ BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 9TH DAY OF MAY, A.D., 2024.

Alexandra Falbo

IL LICENSED PROFESSIONAL ENGINEER 062-073907
MY LICENSE EXPIRES ON NOVEMBER 30, 2025
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

LICENSED PROFESSIONAL ENGINEER
ALEXANDRA FALBO
062.073907
OF ILLINOIS

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
111 WEST JACKSON BOULEVARD, STE 1320
CHICAGO, IL 60604
PHONE: 312-924-9445
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

COVER SHEET

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C0.0

Drawing name: K:\CHI_LDE\V\168200005_SWCT_Lincolnwood_JLV Design\CAD\PlanSheets\Preliminary Engineering\C0.0 COVER SHEET.dwg C0.0 Jun 06, 2024 - 3:48pm by: lauren.deangelis
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PROFESSIONALS ASSOCIATED
PHONE: (847) 675-3000
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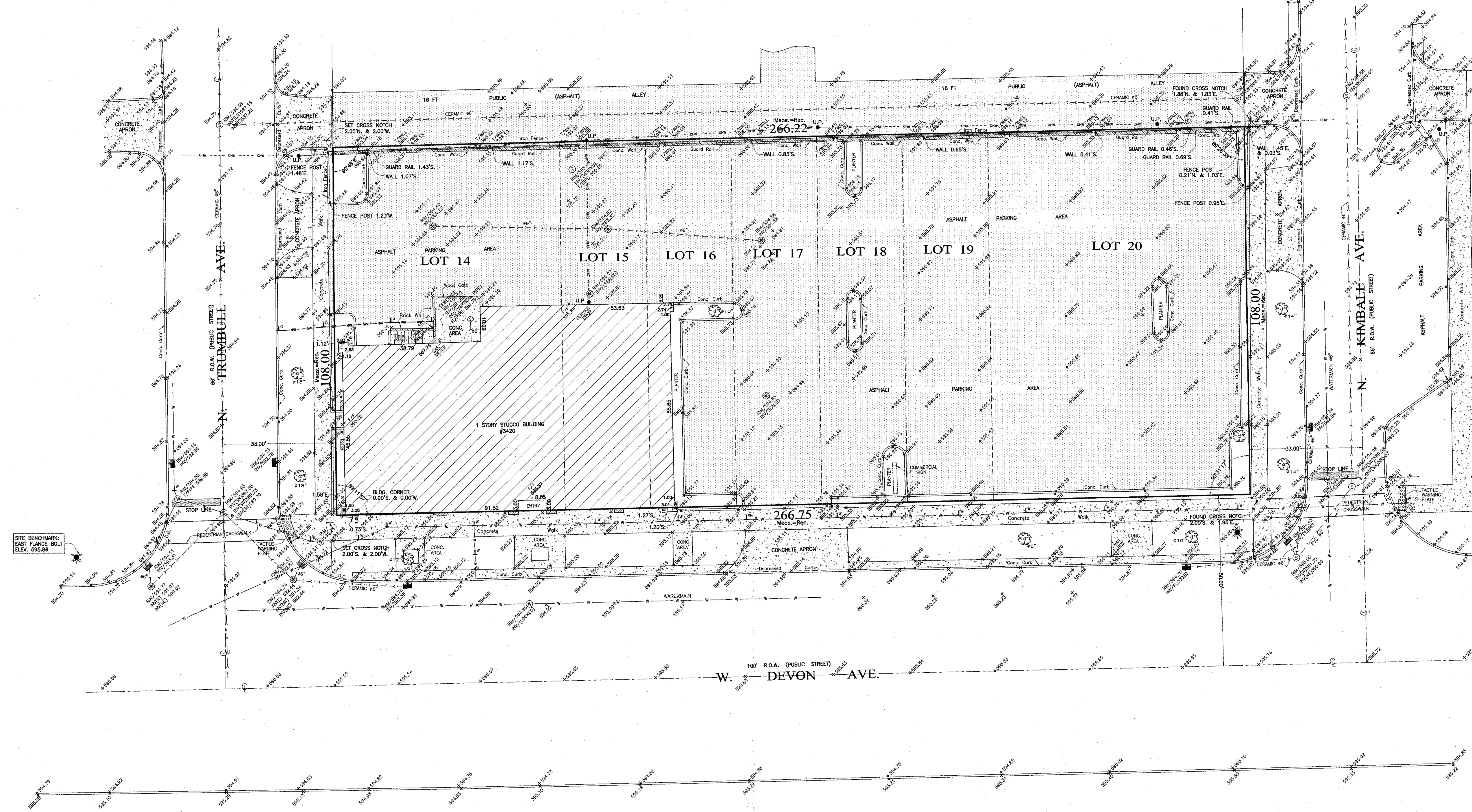
MM SURVEY
PHONE: (773) 282-5900
FAX: (773) 282-9424
E-MAIL: info@MMSurveyingChicago.com
www.mmsurveyingchicago.com

PROFESSIONALS ASSOCIATED - MM SURVEY CO.
BOUNDARY * ALTA * TOPOGRAPHIC * CONDOMINIUM SURVEYS
7100 NORTH TRIPP AVENUE, LINCOLNWOOD, ILLINOIS
PROFESSIONAL DESIGN FIRM NO. 184-003023

BOUNDARY & TOPOGRAPHIC SURVEY
OF

LOTS 14, 15, 16, 17, 18, 19 AND 20 IN DEVON-KIMBALL MANOR BEING A SUBDIVISION OF THE WEST ½ OF BLOCK 2 AND ALL OF BLOCK 3 IN ENDERS AND MUNOS SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOTAL LAND AREA = 28,778 sq.ft. (0.66 acres)
COMMONLY KNOWN AS: 3420 W. DEVON AVE., CHICAGO, IL 60712



LEGEND:

- SANITARY LINE
- STORM LINE
- W — WATER LINE
- GAS — GAS LINE
- CONCRETE PAVEMENT
- B-B — BACK OF CURB
- R.O.W. — RIGHT OF WAY
- ELECTRIC PAINT MARK
- WATER PAINT MARK
- GAS PAINT MARK
- COMM. PAINT MARK
- F/F — FINISHED FLOOR ELEV.
- D.C. — DEPRESSED CURB
- M.G. — METAL GUARD
- U.P. — UTILITY POLE
- SEWER MANHOLE
- CATCH BASIN
- WATER MANHOLE
- CHICAGO WATER WORKS
- COMM. MANHOLE
- GAS MANHOLE
- ELECTRIC MANHOLE
- INLET
- FIRE HYDRANT
- GAS VALVE
- WATER VALVE
- DECIDUOUS TREE w/DIA.
- POWER POLE W/WIRES
- OHW — OVERHEAD WIRES

THE LEGAL DESCRIPTION SHOWN ON THE PLAT HEREON DRAWN IS A COPY OF THE ORDER, AND FOR ACCURACY SHOULD BE COMPARED WITH THE TITLE OR DEED.
DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.
BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO RECORDED IN THE MAPS, OTHERWISE REFER TO YOUR DEED OR ABSTRACT.

Order No. 108416
Scale: 1 inch = 16 feet.
Date of Field Work: MARCH 28, 2024
Ordered by: HEBREW THEOLOGICAL COLLEGE

BENCHMARK REFERENCE:

GPS DEVICE: LEICA VIVA GS14/LEICA VIVA CONTROLLER
REFERENCE STATION NETWORK: KARA COMPANY (MEMBER OF THE NATIONAL GEODETIC SURVEY'S COOPERATIVE CORS (CONTINUOUSLY OPERATING REFERENCE STATION)
DATUM: NAVD 88 (NORTH AMERICAN VERTICAL DATUM 1988)

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
THIS SURVEY HAS BEEN ORDERED FOR SURFACE DIMENSIONS ONLY, NOT FOR ELEVATIONS.
THIS IS NOT AN ALTA SURVEY.
COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE.

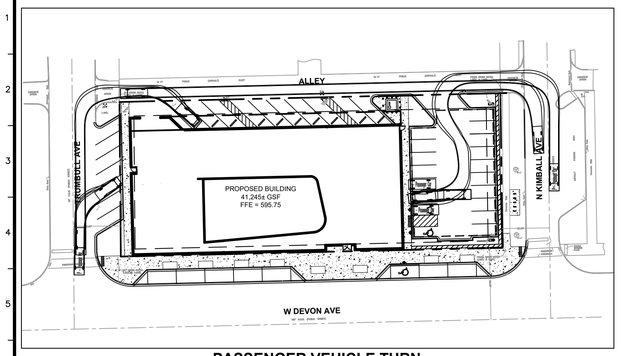
State of Illinois
County of Cook s.s.

We, PROFESSIONALS ASSOCIATED - MM SURVEY CO, do hereby certify that we have surveyed the above described property and that, to the best of our knowledge, the plat hereon drawn is an accurate representation of said survey.

Date: APRIL 10, 2024

Paul Jarosz
IL. PROF. LAND SURVEYOR - LIC. NO. 035-3937 - LICENSE EXP. DATE NOV. 30, 2024
DRAWN BY: A.B.

V0.0

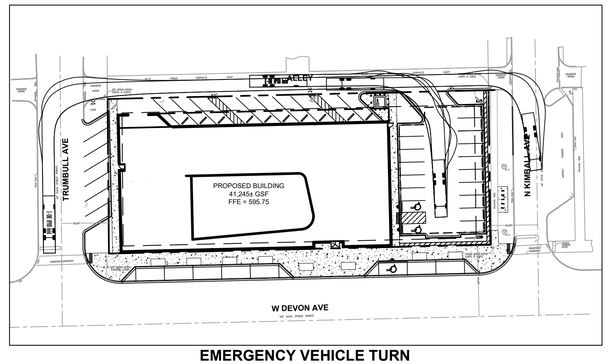


PASSENGER VEHICLE TURN

SCALE: 1" = 50'

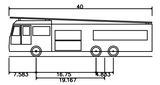
P – Passenger Car

Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°



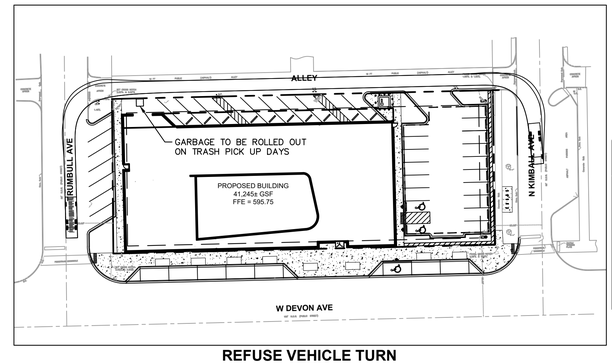
EMERGENCY VEHICLE TURN

SCALE: 1" = 50'



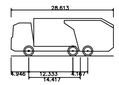
E-ONE HP100 Aerial

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



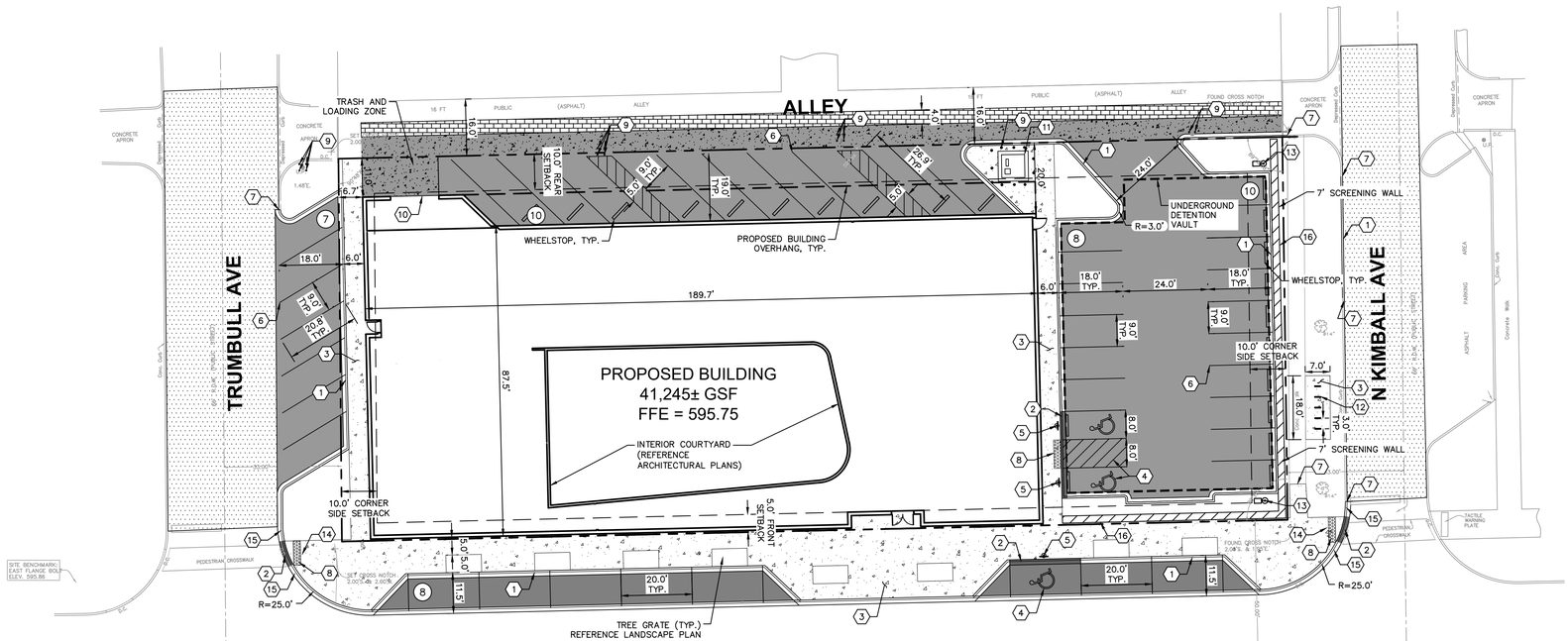
REFUSE VEHICLE TURN

SCALE: 1" = 50'



Mack TerraPro Cabover 6x4 MRU613 + Wayne Curbtender 31cu yd

Overall Length	28.613ft
Overall Width	8.000ft
Overall Body Height	10.481ft
Min Body Ground Clearance	1.311ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	33.500ft



GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

Call Before You Dig JULIE 1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3–FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON–SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PARKING SUMMARY

TOTAL PARKING SPACES REQUIRED*	= 37 SPACES
RESIDENTS (1 SPACE/4 RESIDENTS) (15 RESIDENTS)	= 4 SPACES
FULL–TIME RESIDENT EMPLOYEE (1 SPACE/FULL TIME)	= 2 SPACES
STUDENTS (1 SPACE/5 STUDENTS) (60 COMMUTER STUDENTS)	= 12 SPACES
EMPLOYEES (2 SPACES/3 EMPLOYEES) (28 COMMUTER EMP.)	= 19 SPACES
TOTAL ON–SITE PARKING SPACES PROVIDED	= 28 SPACES
ON–SITE PARKING SPACES PROVIDED	= 18 SPACES
ON–SITE ALLEY PARKING SPACES PROVIDED	= 10 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TOTAL OFF–SITE STREET PARKING	= 15 SPACES
W DEVON AVE STANDARD PARKING SPACES	= 7 SPACES
W DEVON AVE ADA PARKING SPACES	= 1 SPACE
TRUMBULL AVE PARKING SPACES	= 7 SPACES

*PARKING REQUIREMENTS BASED ON CURRENT ENROLLMENT

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- PERMEABLE PAVERS — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- ASPHALT MILL & OVERLAY — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7–8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. 2' WIDE TACTILE WARNING STRIP
9. BOLLARD, TYP. (SEE DETAILS)
10. TRASH COMPACTOR AND ENCLOSURE (SEE ARCHITECTURAL PLANS FOR DETAILS)
11. TRANSFORMER PAD (FOR REFERENCE ONLY)
12. BIKE RACK (SEE LANDSCAPE PLAN FOR DETAILS)
13. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
14. ACCESSIBLE RAMP (SEE DETAILS)
15. 3' TRANSITION CURB
16. 7' SCREENING WALL (3' MASONRY WALL + 4' PERFORATED METAL SCREENING FENCE, SEE LANDSCAPE PLAN FOR DETAILS)

SITE DATA TABLE

SITE ADDRESS: 3420 W DEVON AVE, LINCOLNWOOD, IL 60712			
JURISDICTION: VILLAGE OF LINCOLNWOOD			
PARCEL AREA: 0.66 ACRES			
DISTURBANCE AREA: 0.72 ACRES			
ZONING: B2 – GENERAL BUSINESS			
EXISTING USE: RESTAURANT			
PROPOSED SPECIAL USE: COLLEGE WITH DORMITORIES			
PROPOSED PERVIOUS AREA:		3,659± SF (12.7%)	
PROPOSED IMPERVIOUS AREA:		25,134± SF (87.3%)	
TOTAL BUILDING GSF AREA:		41,245± SF	
ZONING REQUIREMENTS	EXISTING:	PROPOSED:	REQUIREMENT:
OPEN GREEN SPACE %	4.4%	12.7%	N/A
BUILDING COVERAGE %	18.7%	58.4%	N/A
MINIMUM FRONT YARD SETBACK:	0'	0.5'	5' MIN
MINIMUM FRONT/SIDE PARKING SETBACK:	1.6'	0'	0' MIN
MINIMUM CORNER SIDE BUILDING SETBACK:	1.1'	6.7'	10' MIN
MINIMUM REAR YARD SETBACK:	47.7'	21.4'	10' MIN
MAXIMUM HEIGHT OF BUILDING:	1–STORY	47'	38' MAX

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SCALE: AS NOTED
DESIGNED BY: LAD
DRAWN BY: LAD
CHECKED BY: ANF

SITE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C1.0

Drawing name: K:\CHI_LIDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C1.0 SITE PLAN.dwg C1.0 Jun 06, 2024 3:49pm by: lauren.deangelis
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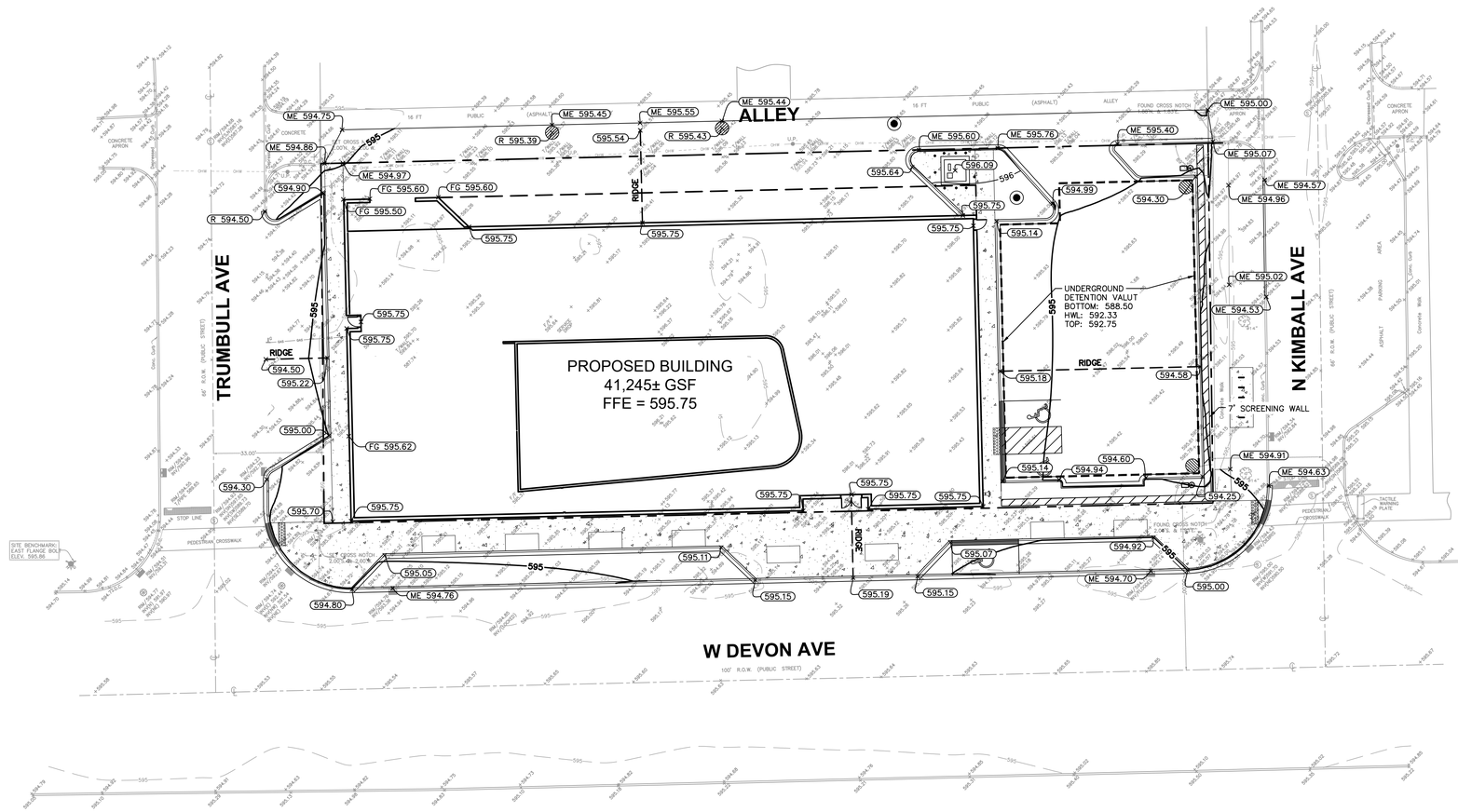

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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
R = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS

XXX — PROPOSED CONTOUR
XXX — EXISTING CONTOUR
RIDGE — RIDGE LINE
X.XX% — SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
AR — ACCESSIBLE ROUTE

STORMWATER SUMMARY

TOTAL SITE AREA	= 0.66 AC
TOTAL PROPOSED IMPERVIOUS AREA (DEVELOPMENT)	= 0.58 AC
TOTAL PROPOSED PERVIOUS AREA	= 0.08 AC

DETENTION

THIS PROJECT IS SUBJECT TO THE VILLAGE OF LINCOLNWOOD STORMWATER ORDINANCE. PER SECTION 12-6-6-5, STORMWATER DETENTION MUST BE SIZED IN ACCORDANCE WITH MWRD REQUIREMENTS, USING THE PARAMETERS NOTED IN VILLAGE OR LINCOLNWOOD STORMWATER ORDINANCE SECTION 12-6-6-5. THE PARAMETERS ARE AS FOLLOWS:

2-YEAR STORM REQUIRED (0.04 CFS/ACRE)	= 0.03 CFS
2-YEAR STORM PROVIDED	= 0.00 CFS
100-YEAR STORM REQUIRED (0.15 CFS/ACRE)	= 0.10 CFS
100-YEAR STORM PROVIDED	= 0.09 CFS

VOLUME CONTROL

THIS PROJECT IS SUBJECT TO THE MWRD WATERSHED MANAGEMENT ORDINANCE (WMO). PER SECTION 503, VOLUME CONTROL PRACTICES ARE REQUIRED TO CAPTURE THE VOLUME CONTROL STORAGE, WHICH IS EQUAL TO THE FIRST INCH OF RUNOFF FROM THE IMPERVIOUS AREA.

TOTAL VOLUME CONTROL REQUIRED	= 0.048 AC-FT
TOTAL VOLUME CONTROL PROVIDED	= 0.217 AC-FT
GREEN ROOF VOLUME PROVIDED	= 0.008 AC-FT
UNDERGROUND DETENTION VOLUME PROVIDED	= 0.209 AC-FT

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GRADING & DRAINAGE PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
C2.0

Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C4.0 GRADING PLAN.dwg C2.0 Jun 06, 2024 3:49pm by lauren.deangelis
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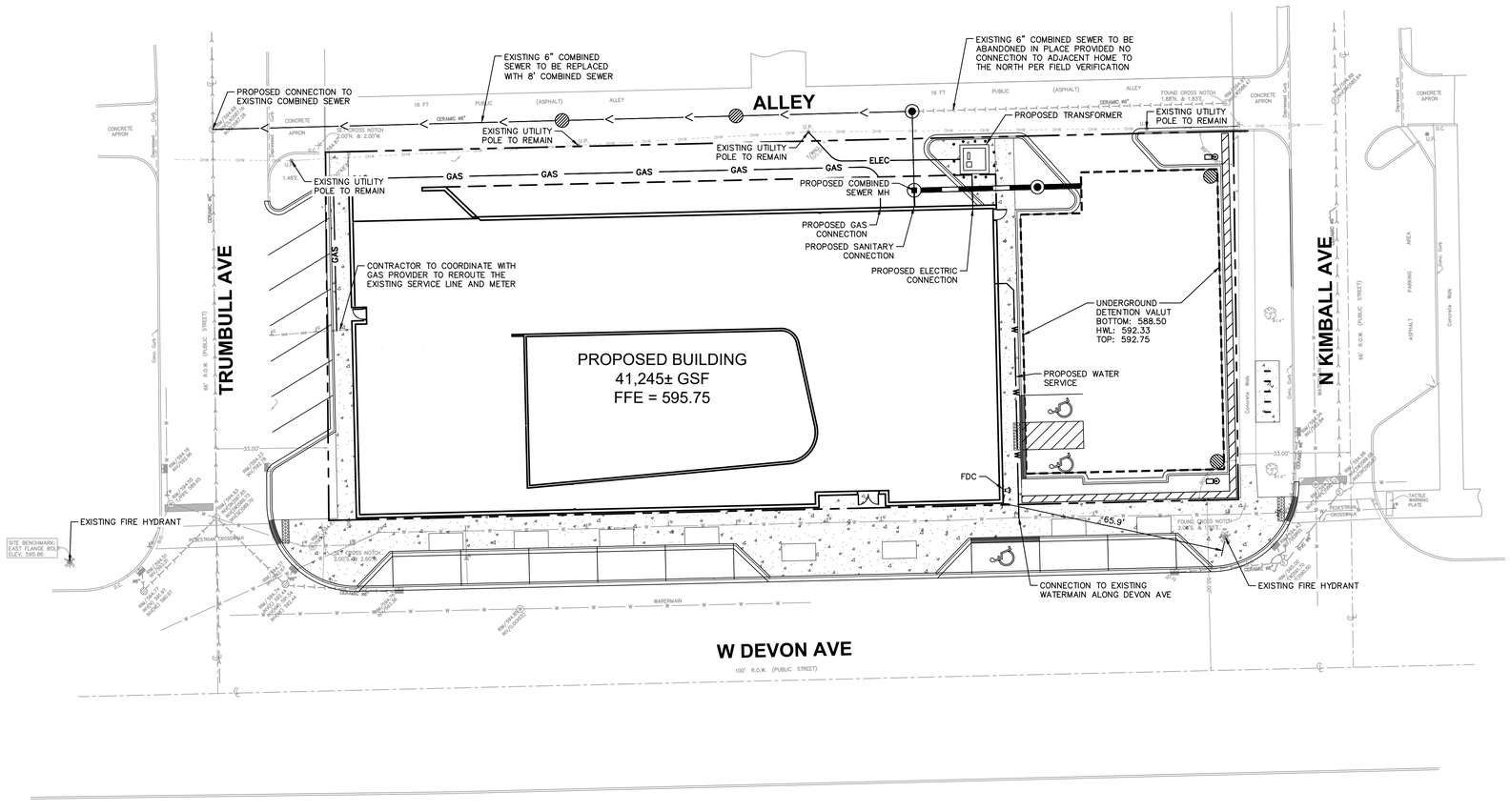

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UTILITY NOTES

1. ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SEWER MANHOLE
- EX. STORM DRAIN LINE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. UTILITY POLE
- EX. OVERHEAD WIRES
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1713) (GRASS USE NEENAH R-1786)
- PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3281-A)
- PROPOSED COMBINED SEWER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)

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UTILITY PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

ORIGINAL ISSUE: 05/09/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
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Drawing name: K:\CHI_LDEV\168200005_SHWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\C3.0 UTILITY PLAN.dwg C3.0 Jun 06, 2024 - 3:49pm by: lauren.deangelis
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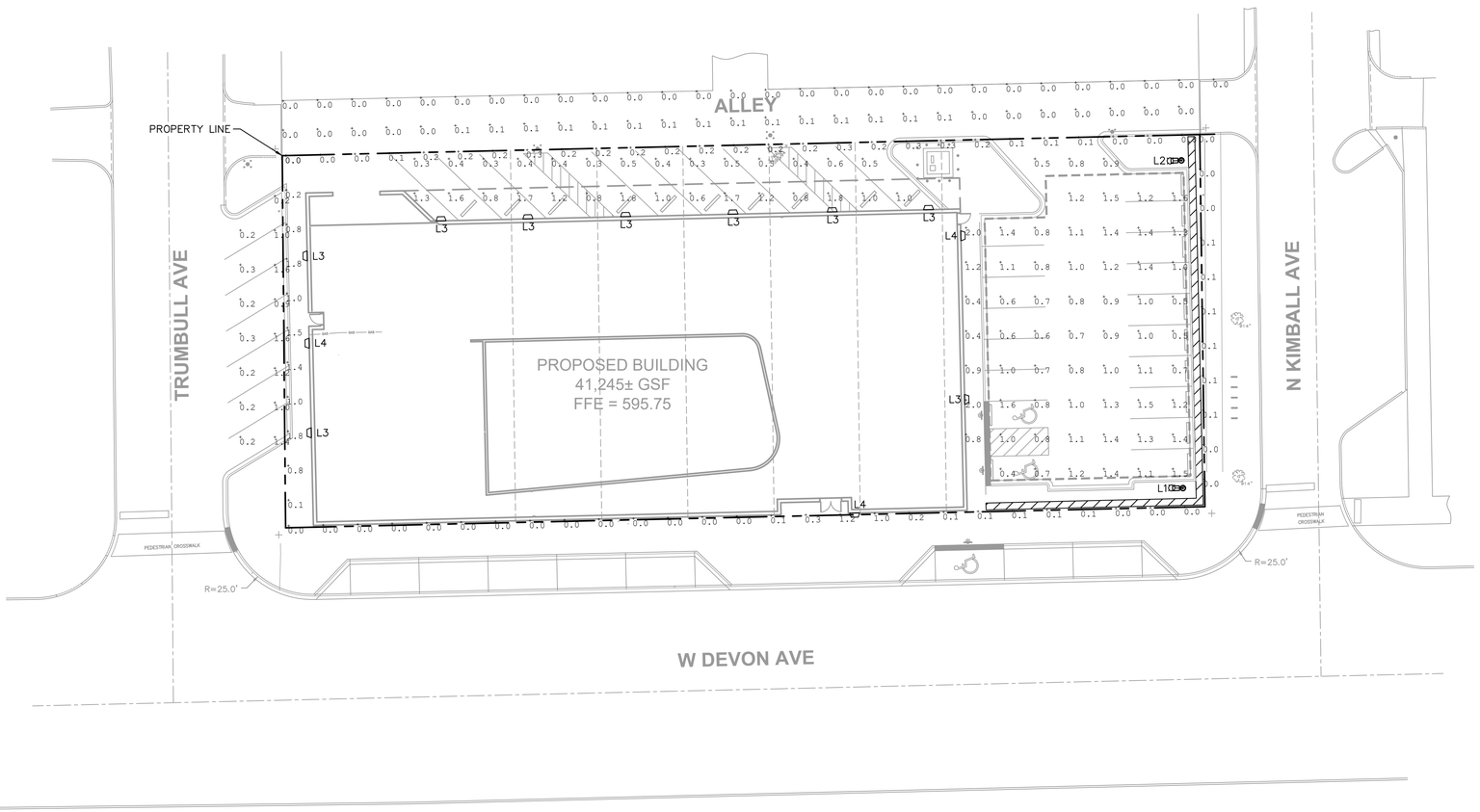

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PHOTOMETRICS NOTES

1. ILLUMINANCE VALUES LISTED IN THE TABLES ARE IN FOOTCANDLES (1FC = 10.7639 LUX).
2. CALCULATED VALUES ARE DERIVED THROUGH A COMPUTER BASED MODEL WITH LIGHT FIXTURE DATA AS SUPPLIED BY MANUFACTURERS THROUGH IES FILES.
3. ANY DEVIATION FROM SPECIFIED FIXTURE MODELS AND MOUNTING HEIGHTS IN THIS PLAN WILL DISCOUNT THE VALIDITY OF THE CALCULATIONS.
4. THE PHOTOMETRIC ANALYSIS EXCLUDES ALL EXISTING AND PROPOSED OFF SITE STREET LIGHTING AND LANDSCAPE LIGHTING.
5. PHOTOMETRICS ARE CALCULATED BASED ON 3000K COLOR OUTPUT. CONTRACTOR SHALL CONFIRM EXACT OUTPUT COLOR WITH OWNER PRIOR TO PURCHASING.
6. CONTRACTOR TO FIELD COORDINATE EXACT LOCATIONS OF POLES WITH UNDERGROUND UTILITY AND OTHER OBSTRUCTIONS.
7. CONTRACTOR SHALL CONFIRM POLE AND FIXTURE FINISHES WITH OWNER PRIOR TO PURCHASE. ALL PROPOSED LUMINAIRE STYLES AND COLORS SHALL BE SUBMITTED AND APPROVED BY OWNER.
8. ALL LUMINAIRE SYMBOLS ARE DIAGRAMMATIC ONLY. EXACT LOCATION AND SETBACKS SHALL BE FIELD COORDINATED.
9. FINAL ELECTRICAL DESIGN AND POLE FOUNDATION DETAILS ON ELECTRICAL PLANS, BY OTHERS. ALL LUMINAIRE ACCESSORIES AND CONTROL PROVISIONS SHALL BE COORDINATED WITH ELECTRICAL PLANS AND SHALL BE ORDERED WITH LUMINAIRES.
10. LIGHTING DESIGN BASED ON THE VILLAGE OF LINCOLNWOOD, IL, OUTDOOR LIGHTING STANDARDS (SEC. 6.07).

PHOTOMETRICS LEGEND

	SINGLE LUMINAIRE MOUNTED AT 22' AFG INCLUDING CONVENTIONAL POLE AND FOUNDATION. SEE LIGHT FIXTURE SCHEDULE FOR DETAILS.
	WALL MOUNTED LUMINAIRE AT 12.5' AFG. SEE LIGHT FIXTURE SCHEDULE FOR DETAILS.
+X.X	CALCULATION POINT

TARGET ILLUMINANCE VALUES

CALC TYPE	CALC REQUIREMENT	AVG	MAX	MIN	MAX/MIN	MAX/AVG
INSTITUTIONAL PARKING LOT	LINCOLNWOOD	–	2.1	0.2	10.5	3.0
PROPERTY LINE	LINCOLNWOOD	–	0.5	–	–	–

TARGET ILLUMINANCE LEVELS BASED ON THE VILLAGE OF LINCOLNWOOD, IL, OUTDOOR LIGHTING STANDARDS (SEC. 6.07).

ILLUMINANCE SUMMARY

CALC TYPE	AVG	MAX	MIN	MAX/MIN	MAX/AVG
INSTITUTIONAL PARKING LOT	0.97	2.0	0.3	6.67	2.06
NORTH PROPERTY LINE	0.16	0.3	0.0	–	1.88
EAST PROPERTY LINE	0.05	0.1	0.0	–	2.0
SOUTH PROPERTY LINE	0.12	1.2	0.0	–	10.00
WEST PROPERTY LINE	0.95	1.8	0.0	–	1.89

LUMINAIRE SCHEDULE

SYMBOL	TAG	DESCRIPTION	MODEL	MFR.	MOUNTING	LAMP	LUM. PER FIXTURE	WATTS PER FIXTURE	COLOR TEMPERATURE	NOTES
	L1	POLE MOUNTED LED AREA LUMINAIRE WITH LEFT CORNER CUTOFF	DSX0 LED P1 30K 70 CRI LCCO MVOLT EGSR	LITHONIA	POLE	LED	3374	33W	3000K	MOUNT ON 20' POLE ATOP 2' CONCRETE BASE. POLE: LITHONIA # SSS-20-5G-DM19AS. COORDINATE FIXTURE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L2	POLE MOUNTED LED AREA LUMINAIRE WITH RIGHT CORNER CUTOFF	DSX0 LED P1 30K 70 CRI RCCO MVOLT EGSR	LITHONIA	POLE	LED	3374	33W	3000K	MOUNT ON 20' POLE ATOP 2' CONCRETE BASE. POLE: LITHONIA # SSS-20-5G-DM19AS. COORDINATE FIXTURE FINISH AND POLE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L3	LED ARCHITECTURAL WALL SCONCE	WDGE1 LED P0 30K 80CRI VW MVOLT	LITHONIA	SURFACE	LED	720	7W	3000K	MOUNT AT 12.5' AFG. COORDINATE FIXTURE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.
	L4	LED ARCHITECTURAL WALL SCONCE WITH DUAL DRIVER	WDGE1 LED P0 30K 80CRI VW MVOLT DS	LITHONIA	SURFACE	LED	720	7W	3000K	MOUNT AT 12.5' AFG. FIXTURE WITH DUAL DRIVER OPTION SHALL BE USED AT ALL EGRESS POINTS. COORDINATE FIXTURE FINISH WITH OWNER AND ARCHITECT. REFER TO ELECTRICAL PLANS FOR LIGHTING CONTROLS. CONTRACTOR SHALL ORDER ACCESSORIES TO MEET THE INTENT OF THE DESIGN.

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DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: JEK

PHOTOMETRIC PLAN

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
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Drawing name: K:\CHI_LDEV\168200005_SWCT_Lincolnwood_IL\2 Design\CAD\PlanSheets\Preliminary Engineering\E1.0 PHOTOMETRIC PLAN.dwg E1.0 Jun 06, 2024 - 3:49pm by: laurendeangelis
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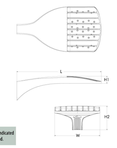
LITHONIA LIGHTING DSX0 (L1, L2)

D-Series Size 0
LED Area Luminaire

d*series

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



ds design select

Design Select options indicated by this color background.

Catalog Number

Notes

Type

Not for sale. Any changes at time of purchase.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

ds design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED							
Series	**LEDs**	**Color temperature**[1]	**Color Rendering Index**[1]	**Distribution**	**Voltage**	**Mounting**	
DSX0 LED	**Forward optics**	30ks (section 70CRI only)		AFR Automotive front row	T5M Type V medium	MVOLT (120V-277V)[2]	**Shipped included**
	P1 P5	30K 3000K	70CRI	T1S Type I short	T6S Type V low glare	SVOLT (347V-480V)[2,3]	SPA Square pole mounting (fits drilling 3.5" min. SQ pole)
	P2 P6	40K 4000K	80CRI	T2M Type II medium	T5W Type V wide	XVOLT (277V-480V)[3,4]	RPA Round pole mounting (fit drilling 3" min. RND pole)
	P3 P7	50K 5000K	90CRI	T3M Type III medium	BLC3 Type III backlight control	120[5,6,7]	SPA5 Square pole mounting (fit drilling 5" min. SQ pole)
	P4	30ks section 80CRI only, extended lead times		T4M Type IV medium	BLC4 Type IV backlight control	208[5,6,7]	RPA5 Round pole mounting (fit drilling 5" min. RND pole)
	Rotated optics	**Shipped separately**		T4LG Type IV low glare	LCCO Left corner cutoff	240[5,6,7]	SPAIN Square narrow pole mounting (fit drilling 3" min. SQ pole)
	P10[1] P12[1]	27K 2700K	80CRI	TFTM Forward throw medium	RCCO Right corner cutoff	277[5,6,7]	NBA Wall bracket[8]
	P11[1] P13[1]	30K 3000K	80CRI			347[5,6,7]	MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)
		35K 3500K	80CRI			480[5,6,7]	
		40K 4000K	80CRI				
		50K 5000K	80CRI				

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD Dark Bronze	
NLTAIR2 PIRHN	nLight AIR generation 2 enabled with bi-level motion + ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,13]	PE	Photocontrol, Button Type[9]	DBLXD Black	
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,13]	DS	Dual-switching (requires with 2 drivers and 2 high engines; see page 3 for details)	DNAXD Natural Aluminum	
PER	NEMA twist-lock receptacle only (controls ordered separately)[14]	DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[10]	DWHXD White	
PER5	Five-pin receptacle only (controls ordered separately)[14,15]	BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSTD Textured dark bronze	
		BAA	Buy American Act Compliant	DBLBTD Textured black	
		DSLE	Dual-Switching (1 Driver, 2 Light Engines)	DNATXD Textured natural aluminum	
		CCE	Coastal Construction[9]	DWHGXD Textured white	
		PERW	Seven-pin receptacle only (controls ordered separately)[14,15]	DSSTD Textured dark bronze	
		FAO	Field adjustable output[11,16]	DBLBTD Textured black	
		BL30	Bi-level switched dimming, 30%[16,17]	DNATXD Textured natural aluminum	
		BL50	Bi-level switched dimming, 50%[16,17]	DWHXD Textured white	
		DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[10]	DSDTXD Textured sandstone	
		HA	50°C ambient operation[9]		
		BAA	Buy American(n) Act Compliant		
		SF	Single fuse (120, 277, 347V)[16]		
		DF	Double fuse (208, 240, 480V)[16]		
		Shipped separately			
		EGSR	External Glare Shield (reversible, field install required, matches housing finish)		
		BSSR	Bird Spikes (field install required)		

NOTES
1. Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2. 50K 40K, and 50K available in 10CRI and 80CRI. 277V and 347V only available with 80CRI. Contact Technical Support for other possible combinations.
3. T4LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4. Not available with emergency battery backup, PE, DS, DMG, BCE, BAA.
5. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6. XVOLT operates with any voltage between 277V and 480V (50/60 Hz). Includes integral surge protection and is suitable for use on 480Y/277V systems with option NLTAIR2 PIRHN or option PIR.
7. XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
8. XVOLT not available in packages P1, P2 or P10. XVOLT not available with Styling (SF or DF).
9. Not available with nLight AIR generation 2 or PIR or PIRH.
10. MRA cannot be combined with Type 5 distributions plus photocell (PER5).
11. NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR 2, see the nLight AIR 2 Networked Sensor Control Guide. Not available with T1S, T2M, T3M, T4M, T4LG, BLC3, BLC4, LCCO, RCCO, P1, P2, P3, P4, P5, P6, P7 using HVOLT. NLTAIR2 PIRHN not available with P1, P2 and P10 using XVOLT. NLTAIR2 PIRHN not available with P3 using MVOLT.
12. PIR not available with NLTAIR2, PER, PER5, PERT, FAO, BL30, BL50 and DMG. PIR not available with P1, P2 and P10 using HVOLT. PIR not available with P3, P4, P5, P6 or P7 using MVOLT or XVOLT.
13. PIRHN/PIRHNT/PIRT not available with NLTAIR2, PIR, BL30, BL50. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
14. PER, PER5, PERW, PERT not available with incoming control options NLTAIR2 PIRHN, PIR, PIRH, PIRHT, PERT, BL30, BL50, or DMG.
15. BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PIRH, PIRHT, PERT, FAO and DMG. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for other voltage options.
16. DMG not available with NLTAIR2 PIRHN, PIR, PIRH, PIRHT, BL30, BL50 and FAO.
17. Reference Controls Options table on page 4 for more information.
18. Reference Controls Options table on page 4 for more functionality.
19. Option HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
20. Option HA not available with emergency battery backup, PE, DS, DMG, BCE, BAA or DSLE. Consult factory for availability.
21. Option HA not available with performance package P6, P7, P12 and P13.
22. Requires luminaire to be specified with PER, PERT or PER7 option. See Controls Table on page 4.
23. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Ordering Information

Accessories
Ordered and shipped separately.

DLL127 1.5 JU	Photocell - SSL twist-lock (120-277V)[1]
DLL347 1.5 CUL JU	Photocell - SSL twist-lock (347V)[1]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[1]
DSHORT SBK	Shorting cap[2]
DSX0HS PX	House-side shield (one package number P1, P2, P3 or P4)[3]
DSSRA 25MSQ	Round pole adapter (fit drilling 2.5" min. SQ pole)
DSSRA2 25MSQ	Round pole adapter (fit drilling 3 pole)
DSSFA1 3MSQ	Square pole adapter (fit drilling 3 pole)
DSSRSQA 3MSQ	External glare shield (specify finish)
DSSBSQA 3MSQ	Bird spike element bracket (specify finish)

NOTES
1. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
2. Option HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
3. Option HA not available with emergency battery backup, PE, DS, DMG, BCE, BAA or DSLE. Consult factory for availability.
4. Option HA not available with performance package P6, P7, P12 and P13.
5. Requires luminaire to be specified with PER, PERT or PER7 option. See Controls Table on page 4.
6. Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

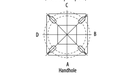
Shield Accessories

External Glare Shield (EGSR)

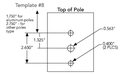
House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION
(from top of pole)



Template #8



Tenon Mounting Slipfitter

Tenon O.D.	Mounting Hole	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2-3/8"	81%	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	80%	AS725-190	AS725-280	AS725-290	AS725-390	AS725-320	AS725-490
4"	69%	AS725-280	AS725-280	AS725-290	AS725-390	AS725-320	AS725-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
		Blossom Decorative Outside Pole Dimension					
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	5"	5"	5"	5"	5"	5"
RPA5	#5	5"	5"	5"	5"	5"	5"
SPAIN	#8	3"	3"	3"	3"		3"

DSX0 Area Luminaire - EPA
This table is intended to aid in selecting a pole for a luminaire. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX0 with SPA	0.44	0.88	0.96	1.78	—	1.16
DSX0 with SPA5, SPAIN	0.51	1.02	1.06	1.26	—	1.29
DSX0 with RPA, RPA5	0.51	1.02	1.06	1.26	1.24	1.29
DSX0 with NBA	0.64	1.28	1.24	1.67	1.78	1.93

LITHONIA LIGHTING WDGE1 (L3, L4)

WDGE1 LED
Architectural Wall Sconce

Catalog Number

Notes

Type

Not for sale. Any changes at time of purchase or submittal.

Specifications

Depth (D1):	5.5"
Depth (D2):	1.5"
Height:	8"
Width:	9"
Weight: (without options)	9 lbs

Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Luminaire	Optics	Standard 4.0K, 4°C	Cold 0.5K, -25°C	Sensor	Approximate Lumens (4000K, 80CRI)					
					P10	P11	P12	P13	P14	P15
WDGE1 LED	Visual Comfort	4W		—	750	1,200	2,000	—	—	—
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	—	1,200	2,000	3,000	4,500	6,000
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	—
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	—
WDGE4 LED	Precision Refractive			Standalone / nLight	—	12,000	16,000	18,000	20,000	22,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P0	27K 2700K	80CRI	VF Visual comfort forward throw	MVOLT	**Shipped included**
	P1	30K 3000K	90CRI	VW Visual comfort wide	347[1]	SRM Surface mounting bracket
	P2	35K 3500K				ICW Indoor/Canopy/Ceiling Mount bracket (dry/damp locations only)[2]
		40K 4000K				**Shipped separately**
		50K[3] 5000K				AWS 3.18inch Architectural wall spacer[4]
						PBBW Surface-mounted back box (top, left, right conduit entry) Use when there is no junction box available.[5]

Options		Finish	
E4WH Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min)[6]		DDBXD Dark bronze	DSSTXD Textured dark bronze
PE Photocell, Button Type[7]		DBLXD Black	DBLBTXD Textured black
DS Dual-switching (requires with 2 drivers and 2 high engines; see page 3 for details)		DNAXD Natural aluminum	DNATXD Textured natural aluminum
DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)		DWHXD White	DWHGXD Textured white
BCE Bottom conduit entry for back box (PBBW). Total of 4 entry points.		DSSTD Sandstone	DSSTXD Textured sandstone
BAA Buy American(n) Act Compliant			
DSLE Dual-Switching (1 Driver, 2 Light Engines)			
CCE Coastal Construction[7]			

LITHONIA LIGHTING SSS

LITHONIA LIGHTING®

Catalog Number

Notes

Type

FEATURES & SPECIFICATIONS

INTENDED USE — **These specifications are for USA standards only.** Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, 0.120"), or 50 KS (7-gauge, 0.179"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square & cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: Options include 4" tenon top, drilled for side mount fixture, tenon with drilling (includes extra handhole) and open top. Side-drilled and open top poles include a removable top cap.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, 55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Extra durable painted finish is coated with TGIC (Triglycidyl Isocyanurate) Polyester powder that meets SAE 58 classifications of ASTM D3359. Powder-coat finishes include Dark Bronze, White, Black, and Natural Aluminum colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes.

GOVERNEMENT PROCUREMENT —
BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-america/bae for additional information.

INSTALLATION — Do not erect poles without having fixtures installed. Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application.
Specifications subject to change without notice.

Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

BAA BABA

SSS Square Straight Steel Poles

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** SSS 20 5C DM19 DDBXD

SSS						
Series	**Nominal fixture mounting height**	**Nominal shaft base size/wall thickness**[1]	**Mounting**[2]	**Options**		**Finish**
SSS	10'-39' (for 1/2 ft increments, add -6 to the pole height. **Ex:** 20-8 equals 20ft 6in.)	4C 4" (1g (0.120") 4G 4" (1g (0.179") 5C 5" (1g (0.120") 5G 5" (1g (0.179") 6G 6" (1g (0.179") (See technical information table for complete ordering information.)	Tenon mounting PT Open top (includes NDP-DM) T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS) T35 4" O.D. (3-1/2" NPS) KAC/KASD/KSF/KSP/KWW/KWF, Drill mounting[3] DM19 1 at 90° DM28 2 at 180° DM28 PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° CAS/SSA/RSA/RBS/*QMERIC*/ KAA Drill mounting[3] DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° RAD drill mounting[3] DM19RAD 1 at 90° DM28RAD 2 at 180° DM29RAD 2 at 90° DM39RAD 3 at 90° DM49RAD 4 at 90° ESA Drill mounting[3] DM19ESA 1 at 90° DM28ESA 2 at 180° DM29ESA 2 at 90° DM39ESA 3 at 90° DM49ESA 4 at 90°	**Shipped installed** VD Vibration damper[4] HAxy Horizontal arm bracket (1 fixture)[5,6] FOLxy Festoon outlet less electrical[7,8] CPL12xy 1/2" coupling[9] CPL34xy 3/4" coupling[9] CPL1xy 1" coupling[9] NPL12xy 1/2" threaded nipple[9] NPL34xy 3/4" threaded nipple[9] NPL1xy 1" threaded nipple[9] EHboy Extra handhole[5,9] STLHHC Steel handhole cover (standard is plastic, finish is smooth)[9] FBCST12PC 2 Piece steel base cover (standard is plastic)[9] IC Interior coating[10] L/AB Less anchor bolts (Include when anchor bolts are not needed) TP Tamper resistant handhole cover fasteners NCC NEC 410.30 compliant gasketed handhole (Not UL Labeled) UL UL listed with label (Includes NEC compliant cover) BAA VAA (original order#) Buy America(n) Act Compliant[11] Match pole to prior order or project[12]	Super durable paint colors DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSTD Sandstone DGCXD Charcoal gray DTCXD Tennis green DRBXD Bright red DSBXD Steel blue DDBTXD Textured dark bronze DBLBTD Textured black DNATXD Textured natural aluminum DWHGXD Textured white Other finishes GALV Galvanized finish Architectural colors and special finishes[13] [PAINT] GALV Paint over galvanizing YP30 3 year warranty extension YP55 5 year warranty extension RAL#### Use designated Lithonia Lighting nomenclature in brochure Custom color Nomenclature assigned thorough Customer Care "Custom Color Process"

NOTES:
1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7 Gauge) in nomenclature. "C" - 0.120" | "G" - 0.179".
2. 7" open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, specify a drilling option/tenon option. The combination includes a required extra handhole.
3. Specify Pole Height x Drill.
Refer to the fixture spec sheet for the correct drilling template pattern and orientation compatibility.
4. On 4" and 5" poles, VD cannot be installed if provisions (EHH, FOL, NPL, CPL) are located higher than 2/3 of the pole's total height.
Example: Pole Height is 25ft, if provision cannot be placed above 16ft.
5. Specify the height above the base of pole in feet as feet and inches; separate feet and inches with a "-".
Example: 3ft = 3 and 20ft 3in = 20-3
For "A", Specify orientation from handhole (A,B,C,D) Refer to the Handhole Orientation diagram below.
Example: 1/2" coupling at 3'10", orientated C = CPL12-3-10-C
6. Specify 1/2", 3/4" or 1" for CPL, NPL, HA. Specify handhole cover preceding 12" riser and 2-3/8" O.D. If ordering two horizontal arms at the same height, specify with HA+yy.
Example: HA38BD

7. FOL does not come with GFCI outlet or handhole cover. These must be supplied by contractor or electrician.
8. Combination of tenon top and drill mount includes extra handhole. EHH includes cover.
9. Plastic hand hole cover and base covers come standard with all poles. Items ship separately. Additional parts can be ordered as replacements.
10. Provides enhanced corrosion resistance, 626 with GALV.
11. Our where mill certifications are required.
12. Must add original order number. Not for replacement parts or part sales issues, contact tech support or post sales teams. VAA is used to ensure poles match in appearance exactly from order to order, use a single project site. A common use case would be a parking lot project with multiple orders.
Example: VAA DSSS-26 ftp
13. Must be quoted through ADD. Finishes do not require RFA. RAL colors available are shown in "Architectural Colors brochure". Lead times may be extended up to 2 weeks due to paint procurement.

Accessories: *Order as separate catalog number.*	
PL DT2E	Plugs for ESX drillings
PL DT8	Plugs for DMaxG drillings
PVD wHT	Field installed vibration damper (snake style)

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Drawing name: K:\DH_LDEV\168200005_SHWCT_Lincolnwood_IL\2 Design\CAD\FloorSheets\Preliminary Engineering\E1.0 PHOTOMETRIC PLAN.dwg E1.1 Jun 06, 2024 3:49pm by: laurendeangelis
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No.	REVISIONS	DATE	BY

Kimley»Horn

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DESIGNED BY: RJW
DRAWN BY: RJW
CHECKED BY: JEK

SARAH HARTMAN WOMEN'S COLLEGE OF TOURO
NEC W DEVON AVE & TRUMBULL AVE
LINCOLNWOOD, IL 60712

PHOTOMETRIC DETAILS

ORIGINAL ISSUE: 04/25/2024
KHA PROJECT NO. 168200005
SHEET NUMBER
E1.1

ATTACHMENT NO. 5
UPDATED SITE PLAN

PERMEABLE PAVERS

PUBLIC ALLEY

OVERHEAD POWER LINES

TRANSFORMER

10' - 0"

11' - 0" REAR SETBACK

10' - 0"

6' - 9" SIDE SETBACK

PROPOSED NEW CONSTRUCTION
3 STORIES
12,500 GSF GROUND FLOOR
BUILDING ADDRESS: 3420 W DEVON AVENUE, LINCOLNWOOD, IL

COURTYARD

BUILDING PARKING

N TRUMBULL AVE

N KIMBALL AVE

5' - 6"

1' - 11"

5' - 0"

3' FRONT SETBACK

10' - 0"

6" SIDE SETBACK

PEDESTRIAN CROSSWALK

W DEVON AVE

SCB
Architecture, Planning,
Interior and Urban Design

SITE PLAN
SARAH HARTMAN WOMEN'S COLLEGE OF TOURO AT HTC
3420 W. DEVON AVE., LINCOLNWOOD, IL 60712
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06/06/2024

A1.01

Plan Commission Worksheet for Special Use Requests

Commissioners can separate this worksheet from their packet and make their own notes in advance of the hearing. This is intended to assist in the establishment of findings of fact that may support a recommendation to be forwarded to the Village Board.

How the Standards Should Be Applied

Section 5.17(4) states that *"in determining whether to approve or deny an application for a special use, there shall be taken into consideration the extent to which the following facts are established…."*

Special Use Standards Worksheet

Address: 3420 West Devon Avenue
Case #: PC-07-24
Proposed Use/Development: College with on-site lodging

Standards	**Comments/Additional Questions for Discussion**
A. The special use is necessary for the public convenience at that location, and the subject property is deemed suitable for the use	
B. The special use is so designed, located and proposed to be operated that the public health, safety and welfare will be protected	
C. The special use would not cause substantial injury to the value of other property in the neighborhood in which it is located	
D. The special use is consistent with the goals and policies of the Comprehensive Plan	
E. The special use would not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the underlying zoning district	
F. The special use is so designed to provide adequate utilities, access roads, drainage, or necessary facilities	
G. The special use is so designed to provide ingress and egress to minimize traffic congestion on public streets	

Hammel.Douglas

From:
Sent: Tuesday, August 6, 2024 3:29 PM
To: Hammel.Douglas
Subject: Proposed zoning changes at 3420 W.Devon Ave.

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sir,
Regarding the proposed changes regarding the parking, I am not in favour of," to re-develop the right of way (sidewalk,grass and trees0 on Trumbull Ave.'The Trumbull Ave needs to be intact and should stay as it is now,means no diagonal parking spaces shoul d be allwed there. Such changes will affect the safety,traffic and will create conjuction in the street.
Abraham Nedungatt
6434 N.Trumbull Ave. Resident

Hammel.Douglas

From:
Sent: Tuesday, August 6, 2024 1:59 PM
To: Hammel.Douglas
Subject: Re: Opposition of Proposed Zoning Changes at 3420 W. Devon Ave.

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Mr. Hammel:

I am writing to express my opposition to the zoning changes requested at the site of 3420 West Devon Avenue, specifically those related to the reduction of on-site parking and parkway parking.

While I appreciate the potential benefits of the proposed redevelopment project, I have significant concerns about the negative implications that reduced parking requirements would have on the surrounding neighborhood.

As a resident of Lincolnwood, I value the quiet and residential character of our neighborhood. The proposed reduction in on-site parking spaces could lead to increased competition for parking, traffic congestion, noise disturbances, safety concerns, potential strain on local infrastructure and reduced property value. Special events attracting large audiences could further complicate issues on our residential streets.

I urge the Plan Commission to carefully consider these concerns and uphold the existing parking regulations to ensure the well-being and quality of life of our neighborhood. Thank you for your attention to this matter.

Matthew Stanton
6432 N. Trumbull Ave.

Hammel.Douglas

From:
Sent: Tuesday, August 6, 2024 7:50 PM
To: Hammel.Douglas
Cc: Community Development
Subject: 3420 W Devon Ave Redevelopment

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mr. Hammel:

I am writing to object to the proposed redevelopment of the 3420 W. Devon property which is the subject of the Plan Commission meeting on August 7, 2024. This proposal appears to shoehorn too big of a building on too little of a site. Although this property has been a blight for too long, it would be very tempting to allow a building whose bulk is not compatible with the adjoining neighborhood and the adjoining commercial corridor.

This development *does not* align with the with The Future Land Use chapter of the 2016 Comprehensive Plan:

> The narrative describing that land use area states that these areas "*offer the visibility and access desired by office and commercial businesses, including banks, restaurants, professional offices, convenience retail, salons, cleaners and service stations.*" In terms of preferred types of land uses, the Plan states that the Village should support those types of activities, and "*should consider, on a case by-case basis, the inclusion of traditional mixed-use development with commercial services on the ground floor and office or residential uses above, where such a program can adequately accommodate parking, screening, and other important site design components. The Village should also consider allowing transition of some of these areas to multi-family or townhouse development, as site constraints and market potential may not warrant some blocks being sustained for commercial uses.*"

This development does not meet any of these criteria. It is not an office or commercial use. It is not a mixed-use development with commercial services on the ground floor. And it is not a multi-family or townhouse development. In fact, including this use in the Devon commercial corridor, especially with significant reduction in the setbacks and landscaping, significantly increase in the building mass, and allowing an imposing perimeter brick wall and metal screening without any setback, will have a deleterious impact on the growth of viable commercial uses on Devon.

I urge you to reject the development as proposed and request that the petitioner return with a plan that better fits the scale of the site and whose use is more compatible with the surrounding uses.

Sincerely,

John P Vranas
6544 N Leroy Ave

773-401-3797

Hammel.Douglas

From:
Sent: Tuesday, August 6, 2024 7:34 PM
To: Hammel.Douglas
Subject: Redevelopment of whistlers/ women's college

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hello Mr Hammel,

We will not be able to attend the meeting on Wednesday but wanted to let you know our concerns regarding the proposed zoning changes at the former Whistlers Restaurant.

We are not in favor of zoning changes for the former site at Whistler's Restaurant. The proposed changes will lead to increased traffic congestion in the area and safety issues. We live on Kimball Ave and will be directly impacted.

Please include our concerns in the meeting.

Sincerely,
Daphne Rodrigues and Samson Vas
6451 N Kimball Ave,
Lincolnwood, IL 60712

Hammel.Douglas

From: Marla Lampert [redacted]
Sent: Thursday, August 29, 2024 2:28 PM
To: Hammel.Douglas
Subject: Re: Whistler's Restaurant Proposal

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hi Doug,

Thank you for taking the time to answer my questions this morning. I am editing my initial comments based on my gaining more understanding of the project. Please use this edited version below for the hearing on September 4th.

Comments from Marla Lampert, 6431 N. Kimball

I am a long time resident of the 6400 block of North Kimball. It is unfortunate that the Whistler's site has been vacant for many years, and I would like to see it developed. It would be nice to see something that would benefit the Lincolnwood residents. I am supportive of a Hebrew Theological College, unfortunately this proposed building is way too large for the space it is trying to fit. I have looked closely at this proposal and see it is complicated. Based on my understanding of the scope of this project, I have summarized the pros and cons for Lincolnwood and its residents.

PROS:

- We would have a beautiful "state-of-the art" building on a property that is in need of renovation.
- Students and staff would support the four Kosher food establishments in Lincolnwood (Nuovo, Dairy Star, Lincoln Cafe, Candy Squared) and other nearby businesses.

CONS:

- There would be no taxes paid to the Village on this large commercial property.
- The many zoning changes would significantly change the atmosphere of this area. Most impactful would be to allow a 3 story building and dormitories.
- Parking: There would be increased competition for street parking. This area of Lincolnwood has several duplexes- which means two families living and parking on a space usually for only one house. Many of these homes do not have driveways and there is already increased parking demands because of the post office traffic.
- Special events would be held 4 times 6 times per year with cars trying to park on our streets. This would also be a major inconvenience to residents concerning noise and safety.
- This college caters to a specialized population and would not benefit the majority of residents of Lincolnwood.
- This will negatively impact the property values of our homes and the challenge the current infrastructure.

In conclusion this is certainly not anything that most Lincolnwood residents would welcome. We live in Lincolnwood because the community offers a blend of suburban living, excellent educational opportunities and a strong local economy. It is a wonderfully diverse population, and parks and culture enhance the quality of life for residents. This proposal is requesting many zoning changes. Not just one or two, but MANY including: allowing a taller building, allowing dorms, using public street parking, having this building too close to residential homes, building a taller fence, having an outdoor space, reducing sidewalk width, less landscaping around the parking area and no loading space available for deliveries. **How could this possibly even be considered?** Please reject this proposal and preserve the quality of life for the residents of the 6400 blocks of Kimball and Trumbull.

Hammel.Douglas

From: stewart rock <
Sent: Friday, August 16, 2024 8:46 AM
To: Hammel.Douglas
Subject: Re: Follow-up to meeting

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mr Hammel,

I will bring the photos in this morning, here are my suggestions.

I am against any taking of public parking for the college .

The parking should be confined to the property at 3420 Devon.

Parking on the 6400 block of Trumbull should be restricted to residence only.

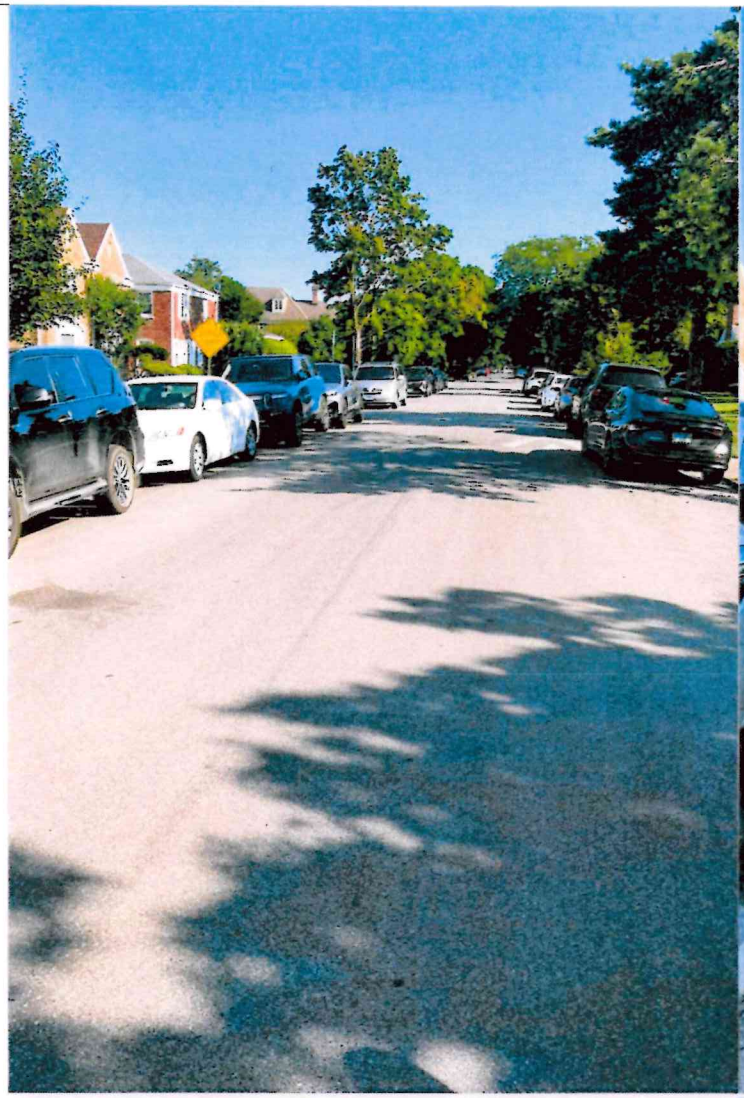
There should be some sort of barrier between the college and residential housing so that there is some sort of privacy for the residents.

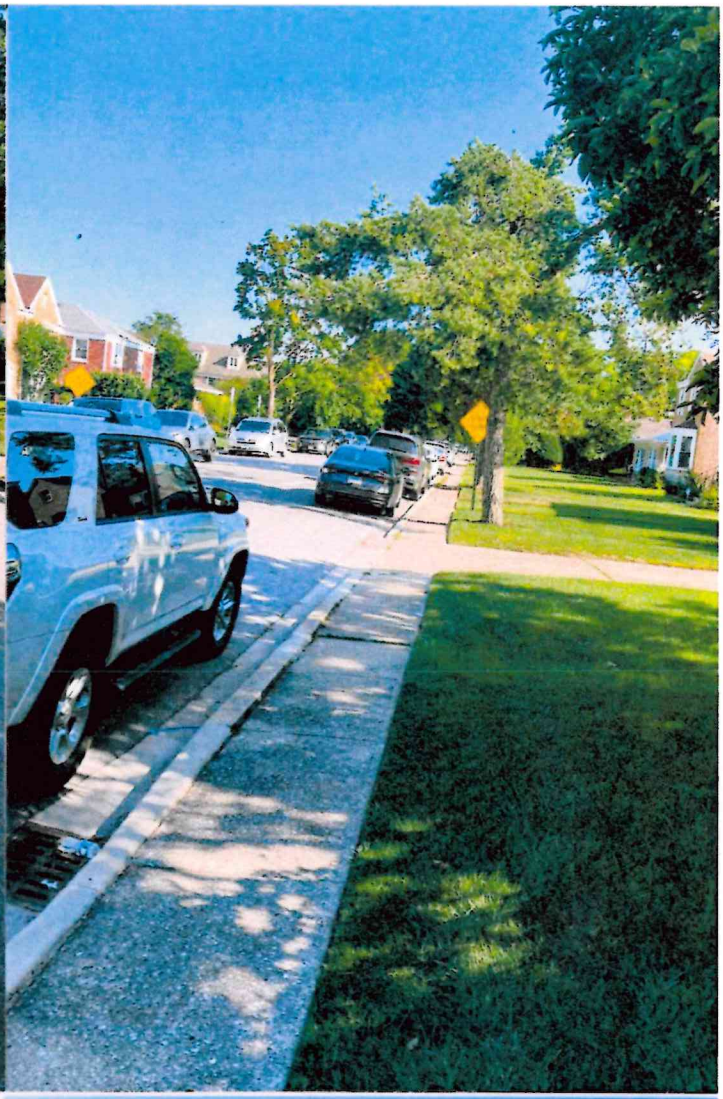
I plan on attending the September 4th meeting at 7:00 pm. Please advise me if the time or date of the meeting changes.

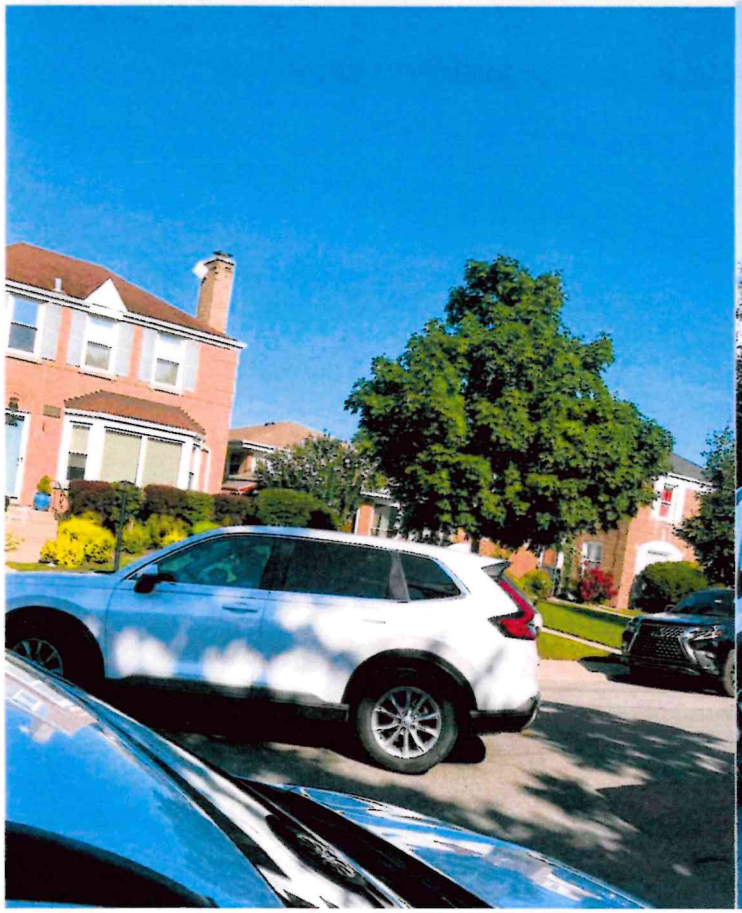
Thank you for your consideration.

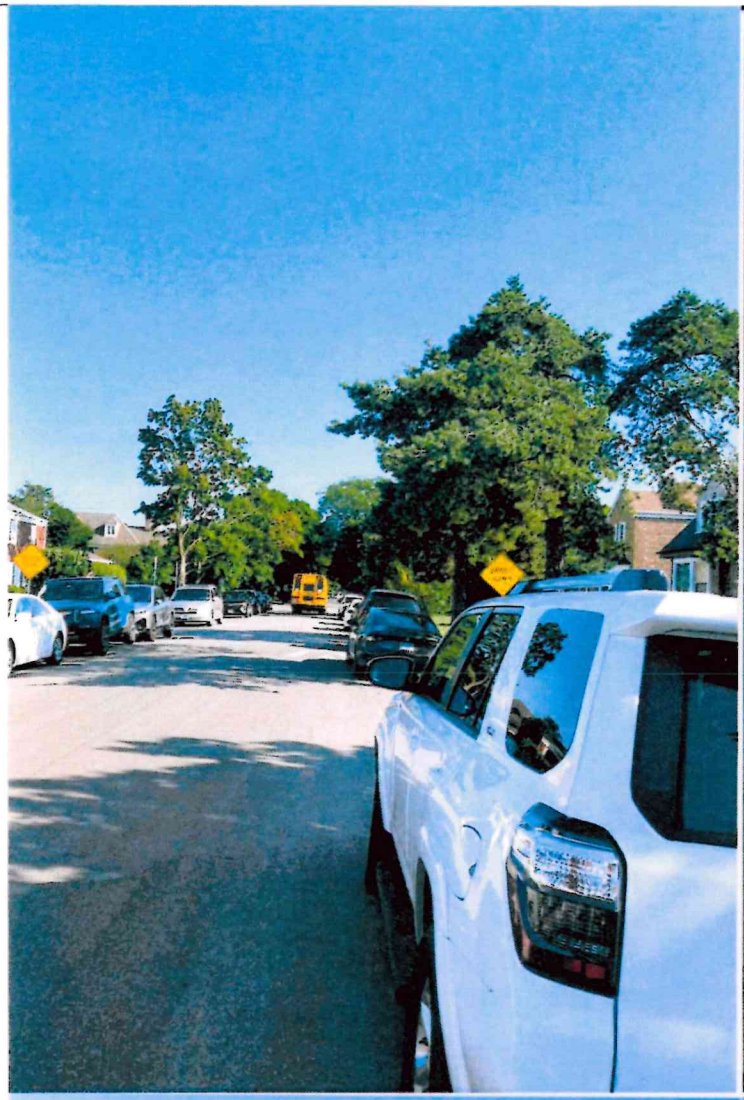
Stewart Rock

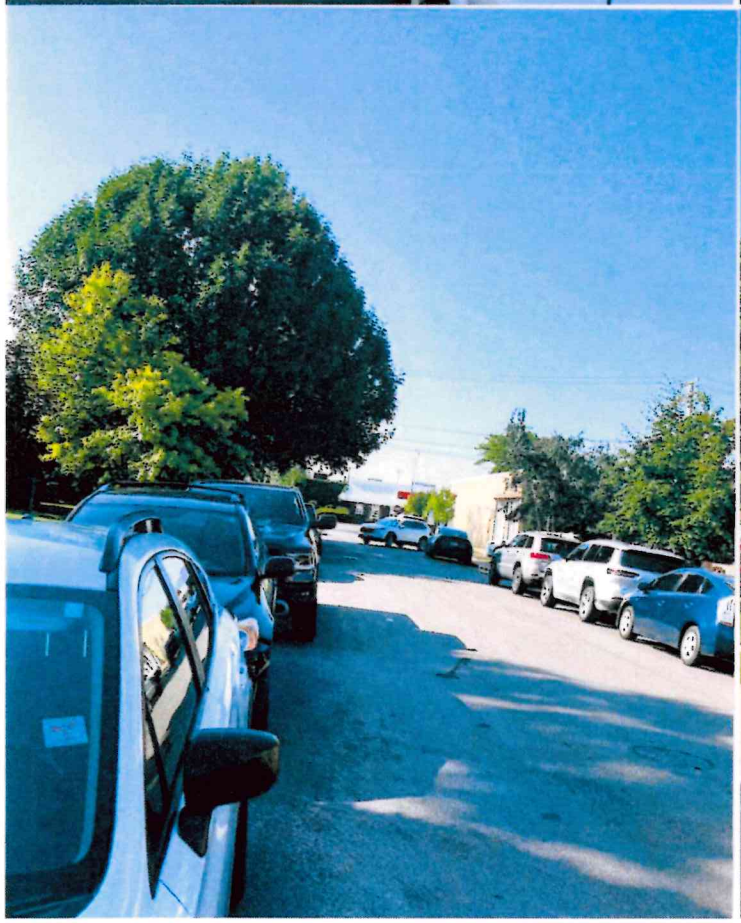
6427 N Trumbull
847-533-7983

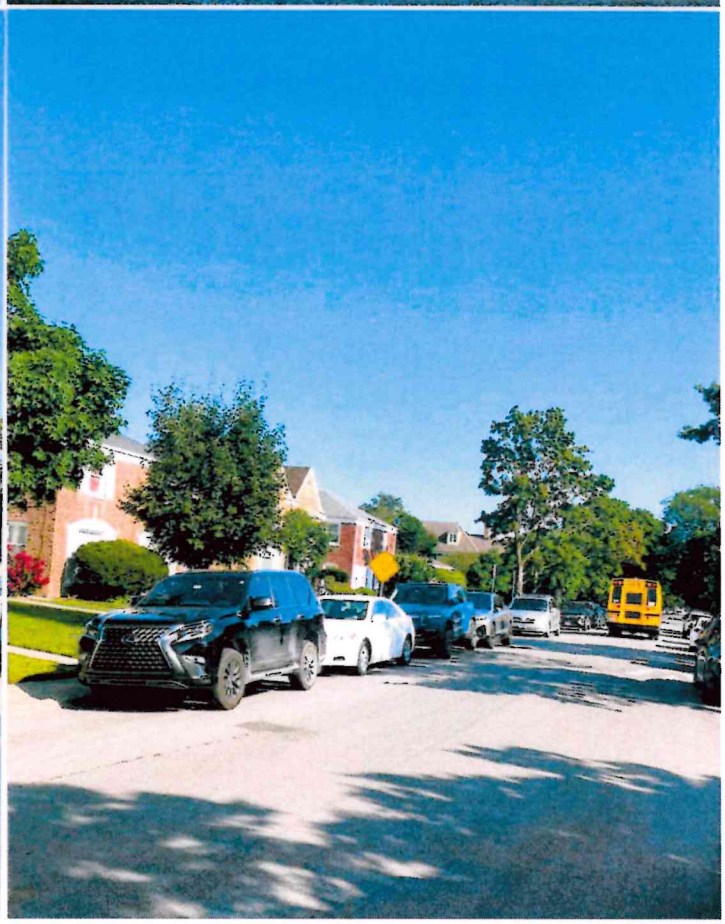


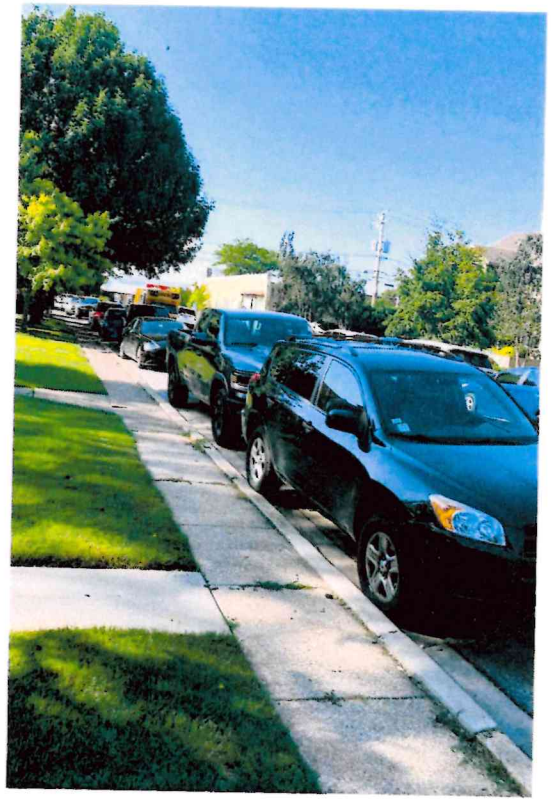












ZBA Worksheet for Variation Requests

Commissioners can separate this worksheet from their packet and make their own notes in advance of the hearing. This is intended to assist in the establishment of findings of fact that may support a recommendation to be forwarded to the Village Board.

How the Standards Should Be Applied

Section 5.15(7) states that *"in determining whether in a specific case there are practical difficulties or particular hardships in the way of carrying out the strict letter of this Zoning Ordinance, there shall be taken into consideration the extent to which the following facts are established…."*

Variation Standards Worksheet

Address: 3420 West Devon Avenue
Case #: PC-07-24
Requested Variation: Variations related to the development of a college with on-site lodging

Standards	**Comments/Additional Questions for Discussion**
A. The requested major variation is consistent with the stated intent and purposes of this Zoning Ordinance and the Comprehensive Plan	
B. The particular physical surroundings, shape or topographical conditions of the subject property would bring a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of this Zoning Ordinance is enforced	
C. The conditions upon which the petition for the variation is based would not be applicable generally to other property within the same zoning district	
D. The variation is not solely and exclusively for the purpose of enhancing the value of or increasing the revenue from the property	
E. The alleged difficulty or hardship has not been created by any person presently having an interest in the property	

F. The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located	
G. The variation granted is the minimum change to the Zoning Ordinance standards necessary to alleviate the practical hardship on the subject property	
H. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood	
I. For variations from Article XI (Signs) of this Zoning Ordinance: (1) The proposed variation is consistent with the statement of purpose set forth in Section 11.01 of this Zoning Ordinance; (2) The proposed sign complies with any additional standards or conditions set forth in Article XI of this ordinance; (3) The proposed sign will substantially enhance the architectural integrity of the building or other structure to which it will be attached, if any; and (4) The proposed sign conforms with the design and appearance of nearby structures and signs.	

Attachment #5. Relevant Regulations

Relevant Zoning Regulations

3.13 Fences and natural screening.

(13) Fence types and height in business districts.

a. Fences not more than six feet in height are allowed in rear yards.

b. Solid fences not more than six feet in height are required in rear yards that abut a residential lot, unless the lots are separated by an alley.

c. Solid masonry fences not more than eight feet in height may be allowed where a lot located in a business district abuts the lot line of a lot located in a residential district lot or another lot located in a business district. However, such fences are subject to the prior review by the Zoning Board of Appeals and the prior approval by the Village Board.

d. Open fences not more than five feet in height or wrought iron fences not more than six feet in height are allowed in side yards, but not on corner lot side yards.

e. On a Corner lot semiprivate fences not more than four feet in height may be erected in a corner side yard or wrought iron fences not more than six feet in height but only to a line which is perpendicular to the rear face of the building and shall align with the front facing facade.

f. Masonry enclosures for court yards (e.g., for privacy, recreation, equipment screening, trash enclosures or dining etc.) within the buildable envelope space of a lot, shall not exceed five feet in height in front facing yards and six feet in height inside or rear facing yards. Such masonry enclosures shall be considered a special fence and are subject to the special fence procedures set forth in this Section 3.13. Notwithstanding the foregoing, these regulations shall not apply to masonry screening of off-street parking lots.

g. Refuse and recycling dumpster enclosures shall be constructed to reduce visibility to adjoining property and the traveling public and if not a special fence pursuant to the immediately preceding Paragraph (f) shall be located at the direction of the Zoning Officer.

4.07 Additional use standards for business and office districts.

(3) Transitional yard. Wherever a business or office district abuts a residentially zoned lot, and the district is not separated from the residentially zoned lot by a street, a transitional yard shall be maintained. Transitional yards shall meet the following requirements:

a. Buildings setback buffer. All structures on a B-1, B-2, or B-3 zoned lot that adjoins a residential district must be set back a distance that is equal to or greater than the side or rear yard setback requirement for the adjacent R-zoned lot, but not less than 10 feet. If the B-zoned property abuts two different R Districts, then the greater setback shall apply. If an alley separates the B-zoned lot from a residential district, the otherwise-required setback may be reduced by eight feet.

b. Landscape buffer. A landscape buffer must also be provided. This buffer shall extend the length of the lot line or segment of the lot line that abuts the residential district, and shall be at least eight feet wide or where screening consists of a masonry wall, a minimum width of five feet. If an alley separates the B-zoned lot from a residential district, the width of the required landscape buffer may be reduced to the distance between the building on the business or office district lot and the lot line. (See landscape buffer and screening requirements in Section 6.16 of this Zoning Ordinance).

c. Buffer restrictions. The landscape buffer shall not be used for the purposes of parking, loading, servicing, or storage, unless the B-zoned property is separated from the residential property by an alley and a six-foot-tall solid fence is provided along the lot line closest to the residential property. Any portions of the landscape buffer area not used for parking, loading, servicing or storage must be improved as required by this Section 4.07(3) and by Section 6.16 of this Zoning Ordinance. Any portion of a fence used as part of the required landscaped buffer and visible from a public street must be screened with evergreen trees with a minimum height of six feet at the time of installation.

d. Screening. In addition to standards required in Article VI, Part D, Landscaping, the following screening in transition yards is required:

i. Required screening shall be a minimum height of six feet at time of installation and may be comprised of berms, masonry walls, a double row of densely planted landscaping, or a combination thereof

ii. Screening shall be continuous along the property line.

iii. Berms shall be utilized to the maximum extent feasible.

iv. Evergreen trees and shrubs shall be used to the greatest extent feasible in a fashion so as to inhibit views from residential property. For buildings on a B-zoned property that include windows located more than 20 feet above grade, the screening must include double rows of plantings, and evergreen or deciduous tree species designed to reach a mature height of not less than 25 feet.

v. The surface of the setback area shall be suitably covered with grass, ground cover or similar vegetation and periodically mulched. Impervious materials such as asphalt, concrete or a layer of stone is prohibited.

vi. An eight-foot high masonry wall within a five-foot landscape setback area may be utilized as an alternative to meeting the minimum ten-foot width requirement. Masonry walls are subject to the regulations set forth in this Zoning Ordinance, Article III, Section 3.13, Fences and Natural Screening.

(5) Outdoor operations. All business, service and commercial activities must be conducted within completely enclosed buildings unless otherwise expressly allowed in Section 4.07(7) of this section of the ordinance. This requirement does not apply to automated teller machines, or to off-street parking and loading or drive-through operations that are otherwise permitted by this ordinance. The

Village Board may waive this provision by designating certain days on which special promotion may be conducted outside the building.

4.13 Area, bulk, density and setback standards: Business and Office Districts.

Zoning Districts

	B-1	B-2	B-3 VC PD	O-1
Lot Standards				
Minimum lot size (square feet)	N/A	N/A	87,120 (2 acres)	N/A
Building Standards				
Maximum building height (feet)	38 feet/3 stories (Note 1)	38 feet/3 stories	65/5 stories (Note 1)	3 stories/38 (Note 1)
Minimum floor area per DU (SF)				
1-bedroom/studio (SF)	800	800	800	—
2-bedroom (SF)	1,500	1,500	1,500	—
3-bedroom (SF)	2,000	2,000	2,000	—
Required setbacks (Note 4)				
Minimum front setback (feet) (Note 5)	N/A	25 (Note 3)	N/A	25
Minimum build-to-line (feet)	5	(Note 3)	15 on Touhy 5 on Lincoln	N/A
Minimum interior side setback (feet)	N/A	N/A	N/A	10
Minimum corner side setback (feet)	10 (Note 2)	10	N/A	25
Minimum rear setback (feet)	10	10	N/A	10

Note 1: The Village Board may approve additional building height/stories in any business or office district, If the Board finds one or more of the following conditions to be met: 1) the lot size of

the subject property or assembled properties exceed the minimum acre site area standard and 2) petitioner has provided pedestrian amenities, such as a public plaza, decorative fountain, public art, monument, landscaped square or pocket park or other desirable amenity to enhance the quality and form of the urban space.

Note 2: Unless otherwise required by the Lincoln Avenue Overlay District (Article VIII, Part B)

Note 3: On Devon Avenue in the B-2 District, there shall no front yard setback for existing buildings and a five-foot minimum build-to line for all new buildings.

Note 4: Where a Business or Office zoned lot abuts a residentially zoned lot, a transition yard shall be maintained. See Section 4.07(3) and Section 6.16 for transition yard requirements.

Note 5: See Section 4.10(2)b for an additional requirement concerning minimum front yard setbacks.

6.03 General development standards.

(1) Traffic, off-street parking, and pedestrian circulation.

a. Site plans shall minimize dangerous traffic movements and congestion, while achieving efficient traffic flow and providing the minimum number of off-street parking spaces required by Article VII (Off-Street Parking and Loading).

b. Off-street parking shall not be permitted to dominate the visual image of any development site. Where practical, parking shall be located in side and rear yards. Parking located in any yard shall be screened with landscaping as required in Part D of this article (Landscape Standards).

c. Sidewalks. Pedestrian sidewalks, not less than five feet in width, shall be incorporated into the site plan and are required: 1) along all sides of a lot that abut a public street and 2) along all sides of a building visible from a public right-of-way or accessible from an off-street parking area. The Zoning Officer may otherwise determine that additional landscaping is preferred in lieu of a sidewalk not abutting a public street.

6.04 Commercial, institutional and civic building design standards.

(3) All commercial, institutional and civic buildings shall be designed in accordance with the following:

a. Buildings must consist of solid and durable facades on all sides of a building facing a public street and shall be compatible with the character and scale of the surrounding area.

b. Not less than 75% of each exterior building elevation shall incorporate high-quality materials from the following list:

i. Brick with a minimum thickness of 2.25 inches;

ii. Natural stone;

iii. Sandstone;

iv. Other native stone;

v. Pre-cast decorative stone;

vi. Glass; or

vii. Precast stone or precast concrete, but only if the building is located in the M-B Light Manufacturing/Business District. Notwithstanding any provision of this Zoning Ordinance to the contrary, precast stone and precast concrete will not be permitted on a building elevation facing a residential district except upon issuance of a special use permit issued pursuant to Section 5.17 of this Zoning Ordinance.

The required high-quality materials shall at a minimum extend from ground level to the top of the first floor windows with minor accents allowed. The use of materials not included in the list of high-quality materials set forth in this Section 6.04(3)b on more than 25% of a building elevation will be allowed only upon issuance of a special use permit issued pursuant to Section 5.17 of this Zoning Ordinance.

6.14 Minimum landscape requirements for off-street parking lots.

(1) Perimeter screening required. Every off-street parking lot or parking area containing, five or more parking spaces shall be set back, buffered and screened from public view and adjacent property by a perimeter landscaped area having a minimum width of eight feet, or, where screening shall consist of a masonry wall, a minimum width of five feet.

a. The minimum width for the perimeter screening area shall be measured from the property line and shall not include any parking overhang.

b. Screening within the perimeter setback area shall consist of a masonry wall, densely planted hedge or massing of shrubs resulting in a 75% semi-opaque screen within one year of installation, installed in a manner so as to inhibit public views of the parking area.

c. Perimeter screening shall be continuous, except for breaks as may be permitted for sidewalks, driveways and sight triangles.

d. Masonry walls used for perimeter screening shall have a minimum height of 30 inches and a maximum height of 36 inches. Such walls shall have a finished surface which is the same or closely similar to the masonry of the principal building.

e. Shrubs planted as perimeter screening shall be at least three feet in height at time of installation.

f. The surface of the perimeter setback area shall be suitably covered with grass, ground cover or similar vegetation and periodically mulched. Impervious materials such as asphalt, concrete or a layer of stone is prohibited.

g. A six-inch continuous poured-in-place concrete curb shall separate all drive and parking surfaces from landscape areas.

h. Upon petition, the ZBA may recommend a creative alternate perimeter screening plan of berms, walls, shrubs, trees or other material, which has the effect of providing a minimum three-foot high visual screen of parking areas.

(2) Interior landscaping requirements.

a. A planting island equal in area to a parking space shall be located at each end of a parking row and after each 20 parking spaces within a parking row.

b. One tree shall be required for each planting island required in Section 6.14(2)(a) above.

c. The surface of the planting island shall be suitably covered with grass, ground cover or similar vegetation and periodically mulched. Impervious materials such as asphalt, concrete or a layer of stone is prohibited.

d. A six-inch continuous poured in place curb shall separate and surround all interior landscape island areas.

e. All areas within or at the edges of parking lots which are greater than 50 square feet and not designed for parking stalls, drive aisles or shopping cart collection points, shall be curbed and landscaped with sod, ground cover, bushes or trees.

f. All landscaped islands shall have a minimum topsoil depth of three feet and mounded to a center height of six to 12 inches above top of curb height.

6.16 Landscape buffer and screening requirements between zoning districts.

(1) A minimum ten-foot landscaped setback and screening area shall be located along the length of any property line located in the B-1, B-2, B-3, O, or M-B Zoning Districts when adjacent to property zoned residential, unless the required building setback has been reduced to less than 10 feet pursuant to Section 4.07(3)a of this Zoning Ordinance.

a. Required screening shall be a minimum height of six feet at time of installation and may be comprised of berms, masonry walls, a double row of densely planted landscaping, or a combination thereof.

b. Screening shall be continuous along the property line.

c. Berms shall be utilized to the maximum extent feasible.

d. Evergreen trees and shrubs shall be used to the greatest extent feasible in a fashion so as to inhibit views from residential property.

e. The surface of the setback area shall be suitably covered with grass, ground cover or similar vegetation and periodically mulched. Impervious materials such as asphalt, concrete or a layer of stone is prohibited. The landscape buffer shall not be used for the purposes of parking, loading, servicing, or storage.

f. An eight-foot high masonry wall within a five-foot landscape setback area may be utilized as an alternative to meeting the minimum ten-foot width requirement. Masonry walls are subject

to the regulations set forth, Article III, Section 3.13, Fences and natural screening, of this Zoning Ordinance.

7.06 General standards for off-street parking facilities.

Off-street parking facilities shall be provided in accordance with regulations hereinafter set forth.

(2) Computation. When determination of the number of off-street parking spaces required by this Zoning Ordinance results in a requirement of a fractional space, any fraction of 1/2 or less may be disregarded while a fraction in excess of 1/2 shall be counted as one parking space.

(5) In yards. Subject to the provisions set forth in this Section 7.06, open-air, off-street parking spaces may be located in: (a) any rear yard, in any zoning district; and (b) in a front yard or a side yard abutting a street, but only within the B-1, B-2, B-3, O-1, M-B, and P Districts, and only upon the issuance of a special use permit therefor pursuant to the procedures set forth in Section 5.17 of this Zoning Ordinance.

7.08 Off-street loading facilities.

Off-street loading spaces shall be provided as follows:

(2) Area. An off-street loading space shall not be less than 10 feet in width and 55 feet in length, exclusive of aisle and maneuvering space; except, when a loading space having a length greater than 55 feet, exclusive of aisle and maneuvering space is required herein, it shall be not less than 12 feet in width. Enclosed off-street loading spaces shall have a vertical clearance of at least 14 feet.

7.10 Off-street parking schedule.

Table 7.10.01

Use Category	Required Parking Spaces
(Abridged for brevity)	
Educational facilities	
College or university	1 space for each 5 students, based on maximum occupancy, plus 2 spaces per 3 employees
Commercial, trade school, private	1 space per 4 students, based on maximum occupancy, plus 1 space for 2 employees
School, pre-K — 8	0.08 space for each faculty member and 0.08 space for each other full-time employee, plus 1 space per 60 students
School, senior high school	1 space for each 6 students, based on maximum number/building design capacity and 1 space per each employee

Table 7.10.02

Use	Gross Floor Area of Establishment (square feet)	Number of Loading Spaces Required
(Abridged for brevity)		
Public, civic, educational, other uses		
Educational facilities, libraries, lodge, civic assembly, religious use	0 to 24,999	0 spaces
	25,000 to 199,999	1 space
	200,000 +	1 space per 200,000

Relevant Parkway Parking Regulations

6-5-16 Parking limited to approved designated areas.

Parking of vehicles on Village parkways is prohibited except in specially designated parking areas that are specifically designed for parking as may be approved by the Village Board. In designating parking areas and parking spaces in Village parkways, the Village Board may:

(A) Designate sections of Village parkways for parking spaces that are available to the general public, which may be free of charge, metered or otherwise controlled or used for a fee.

(B) Designate sections of Village parkways for designated parking that may be used for a fee by an adjoining property owner.

6-5-17 Application for designated parkway parking.

Any property owner may petition the Village to designate and approve portions of an adjoining parkway for restricted parking use. Applications requesting such designated parkway parking shall be made on forms approved by the Village Manager and shall include the following information and documents:

(A) A description of the proposal, including the proposed number of parking spaces and the layout of requested parking.

(B) The intended user(s) of the spaces.

(C) A statement indicating that the proposal would meet the design standards contained in Section 6-5-18 of this Code, or absent full compliance, a statement as to what design standards would and would not be met by the proposal.

(D) The requested term or arrangement with the Village for utilizing the designated parking area.

(E) An acknowledgement that: (1) the affected parkway is and will remain the property of the Village; and (2) the Village will retain the right to utilize the parkway for purposes other than parking.

6-5-18 Parkway parking design standards.

The use of any Village parkway for parking of vehicles shall be designed with the following features:

(A) The location, design and layout of parkway parking areas and spaces shall not encroach upon, obstruct or interfere with pedestrian sidewalks or access, street traffic flow, off-street loading operations, drainage, fire hydrants, streetlighting, trees or any utilities that may exist in the public way.

(B) Parkway parking areas shall include areas for installation of parkway trees to be installed at the sole cost and expense of the permittee that shall be located no less than every 50 feet apart. Such areas for trees shall be sufficient in size for long-term tree survival as determined by the Village Arborist.

(C) A continuous nonmountable six-inch concrete curb shall separate parkway tree areas from parkway parking spaces.

(D) A continuous nonmountable six-inch curb shall be installed between any adjoining sidewalk and any parking space. The use of concrete wheel stops for this purpose is prohibited.

(E) No parkway parking space shall be located in any sight triangle of any street or driveway intersection or within 10 feet of any street or driveway apron, whichever is greater. Such sight triangle areas shall be installed and maintained with vegetative ground cover, grass, or sod.

(F) Parking stall size shall be no less than nine feet by 18 feet, or as may be approved by the Village Engineer.

6-5-19 Designated parkway parking considerations.

In considering any request for designated parkway parking, the Village Board shall consider the following:

(A) Existing area parking demand and off-street parking availability.

(B) On-street parking demand and availability.

(C) Existing or prior use of the parkway for parking.

(D) Compliance of the applicant with the Village's Landscape Ordinance.

(E) Compliance of the parking proposal with the parking design standards of Section 6-5-18 of this Code.

(F) The effect of compliance by the applicant with Section 6-5-13 of this Code and the elimination of continuous curb cuts and continuous driveway aprons on the parkway.

(G) The comments of citizens and property owners, particularly those in close proximity to the proposed parking area.

(H) The effect of the proposal on street traffic flow, pedestrian access, and public safety; drainage and utilities; and fire, police, and emergency response.

6-5-20 Public meeting and notice required.

(A) Prior to establishing any designated parkway parking area, a public meeting shall be held on the proposal by the Village Board or a designated committee or commission. Where a committee or commission has been designated by the Village Board to conduct such a meeting, a written report by the designated body with a recommendation shall be forwarded to the Village Board for consideration. Such a report shall summarize testimony provided at the public meeting and the findings of the body relative to compliance with the parking design standards contained in Section 6-5-18 of this Code and the considerations contained in Section 6-5-19 of this Code.

(B) The Village shall give written notice by United States first class mail of such public meeting to each taxpayer of record of all properties lying within 250 feet of the proposed parking area, to the address of the taxpayer recorded by Cook County for the issuance of tax bills. Such distance area shall be measured from the proposed parking area along street frontage. Such notice shall be sent by and at the cost of the applicant. Said notice shall indicate the time, date and place of the public meeting, provide the nature and location of the proposal, and invite public comment at the meeting.

6-5-21 Parkway parking designation; fee; conditions; termination.

(A) In approving of and designating any parkway for use as a designated parkway parking area, the Village Board shall set the term and conditions of the designation. The fee shall be in the amount set forth in the Annual Fee Resolution.

(B) The following shall result in termination of a parkway parking designation:

(1) The owner of the adjoining property requests termination of the parkway parking designation; or

(2) The adjoining property is the subject of redevelopment.

(C) A parkway parking designation may be terminated if:

(1) The Board of Trustees determines that the adjoining property owner materially breached regulations set forth in this Article 5, violated parkway parking designation conditions set by the Village Board, or violated the terms of a designated parkway parking permit;

(2) The Board of Trustees determines that a designated parkway parking area is needed for municipal or governmental purposes; or

(3) The Village Engineer determines, and the Board of Trustees concurs, that a designated parkway parking area is unsafe for motorists, pedestrians, or the traveling public.

(D) Following termination of a parkway parking designation, the permit therefor shall be revoked and the adjoining parkway area shall be restored by the permittee as required by this Article 5, unless otherwise determined by the Village.

6-5-22 Variations from designated parkway parking requirements.

(A) The committee or commission designated by the Village Board to hear such requests may recommend, and the Village Board may grant, variations from the regulations contained in Sections 6-5-13, 6-5-14, 6-5-15 and 6-5-18 of this Code relating to designation of parkway parking where there are practical difficulties or particular hardships in specific cases in carrying out the strict letter of this Article 5. Such recommendations shall be communicated to the Village Board in writing. The Village Board may determine to waive or modify any requirement of Sections 6-5-13, 6-5-14, 6-5-15 and 6-5-18 of this Code to the extent the Village Board deems just and proper and grant a parkway parking designation. In determining whether in a specific case there are practical difficulties or particular hardships in the way of carrying out the strict letter of this Article 5 in determining whether to grant a parkway parking designation, there shall be taken into consideration the extent to which the following facts are established.

(1) Whether failure to grant a permit will render the adjoining property obsolete and unusable due to the required removal of current parking from the Village parkway or the adjoining property.

(2) Due to unique circumstances, including, but not limited to, the small size of the tract of land comprising the adjoining property, topographical, or other conditions peculiar to the site, street traffic, or surrounding conditions, it is not feasible or impractical to conform to the design standards of a designated parkway parking area.

(3) The extent to which strict compliance with this Article 5 will shift parking onto nearby residential streets.

(4) The requested variation does not violate the intent and purpose of the Parkway Landscaping Ordinance.

(5) The granting of the variation will not be detrimental to the public health, safety and welfare or injurious to other property in the area in which the adjoining property in question is located.

(B) The committee or commission designated by the Village Board to hear such requests may recommend, and the Village Board may impose, such conditions and restrictions upon the variation as may be deemed necessary to assure the spirit of compliance with the standards set forth in this Article 5, to reduce or minimize the effect of such variation upon other property in the neighborhood, or to implement the general purpose and intent of this Article 5. Unless otherwise determined by the Village Board, all variations from designated parkway parking requirements shall run with the use located on the adjoining property.

(C) In cases where a variation is granted from designated parkway parking requirements, upon approval and prior to issuance of the initial permit for such parking, the applicant shall deposit with the Village, a sum equal to the current cost (as determined by the Village Arborist) for the total number of trees required in the parkway parking area subject to the granted variation, minus the number of trees installed or located in the parkway parking area. The Village shall deposit this parkway tree replacement fee into a special Village fund established and used to plant trees elsewhere in the Village.