Village of Winnetka

Plan Commission Regular Meeting

July 23, 2025 at 7:00 PM
Winnetka Village Hall Council Chambers
510 Green Bay Road

AGENDA

1. **Call to Order & Roll Call**
2. **Approval of Minutes**
   a. June 25, 2025, Regular Meeting Minutes
3. **Public Comments**
4. **Community Development Report**
5. **New Applications**
   a. **Case No. 25-11-SU: 720 Elm Street - Charles Schwab & Company:** An application seeking approval of a Special Use Permit submitted by Charles Schwab & Company, Inc., as the prospective lessee of the commercial space located at 720 Elm Street to allow a financial counseling office in the C-2 General Retail Commercial Overlay District. The property is currently owned by MDG Winnetka One, LP. The Village Council has final jurisdiction on this request.
   b. **Case No. 25-12-SD: 881 Private Road and 883 Private Road:** Applications seeking approval of (i) a Final Plat of Subdivision to relocate the lot line dividing the two properties, which requires a finding of "No Material Increased Adverse Impact" for the existing improvements on proposed Lot 2 (881 Private Road), which currently (a) observe less than the minimum required total side yard setback; and (b) exceed the maximum permitted width for a front-facing attached garage; and (ii) zoning variations to permit: (a) proposed Lot 1 (883 Private Road) to provide less than the minimum required front street line for an interior lot; and (b) proposed Lot 2 (881 Private Road) to provide less than the minimum required lot depth in the R-2 Single-Family Residential Zoning District. The Village Council has final jurisdiction on this request. *This item is not ready for this meeting. Notices will be sent when the item is ready for consideration by the Plan Commission at a future meeting.*
6. **New Business**
   a. August 27, 2025, Regular Meeting - Quorum Check
7. **Adjournment**

NOTICE

Public comment is permitted on all agenda items at the meeting. If you wish to provide testimony or comments prior to the meeting, you may provide them one of two ways: (1) by sending an email to planning@winnetka.org; or by sending a letter to Community Development, Village of Winnetka, 510 Green Bay Road, Winnetka, IL 60093. All agenda materials are available at www.villageofwinnetka.org/agendacenter.

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities contact the Village ADA Coordinator at 510 Green Bay Road, Winnetka, Illinois 60093, (Telephone (847) 716-3543; T.D.D. (847) 501-6041).

WINNETKA PLAN COMMISSION MEETING MINUTES
JUNE 25, 2025

Members Present:	Layla Danley, Chairperson
	Jonathan Alt
	Christopher Blum
	Chris Enck
	Liz Kunkle
	Cyrus Subawalla
	Kate Van Vlack
Members Absent:	Mamie Case
Non-Voting Members Present:	Matthew Bradley
Non-Voting Members Absent:	Bridget Orsic
Village Staff:	Bob Dearborn, Village President
	Scott Mangum, Community Development Director

Call to Order & Roll Call:
The meeting was called to order by Chairperson Danley at 7:00 p.m. Mr. Mangum took roll call of the Commission Members present. Chairperson Danley welcomed the new Commission Members.

Approval of Meeting Minutes:

a. Approval of May 22, 2025 Special Meeting Minutes.

Chairperson Danley asked for a motion to approve the May 22, 2025 special meeting minutes. A motion to approve the May 22, 2025 special meeting minutes was made by Mr. Bradley and the motion was seconded by Mr. Alt. A vote was taken and the motion unanimously passed, 8 to 0:

AYES: Alt, Blum, Bradley, Danley, Enck, Kunkle, Subawalla, Van Vlack
NAYS: None
NON-VOTING: None

b. Approval of May 28, 2025 Regular Meeting Minutes.

Chairperson Danley asked for a motion to approve the May 28, 2025 regular meeting minutes. A motion to approve the May 28, 2025 meeting minutes was made by Mr. Bradley and the motion was seconded by Mr. Alt. A vote was taken and the motion unanimously passed, 8 to 0:

AYES: Alt, Blum, Bradley, Danley, Enck, Kunkle, Subawalla, Van Vlack
NAYS: None
NON-VOTING: None

Public Comment:
Bob Dearborn thanked the Commission Members for the important work they do for the community.

Community Development Report:
Mr. Mangum provided an update on the Grace Presbyterian Church Special Use, Variation, and Certificate of Appropriateness application as well as the 557-561 Orchard lot consolidation and variation

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which were both approved by the Village Council.

Recommendations:

a. **Affordable Housing Plan: The Plan Commission will consider an Amended Affordable Housing Plan for the Village of Winnetka, as provided under the State of Illinois Affordable Housing Planning and Appeal Act for a Non-Exempt Local Government. The Plan Commission may make a recommendation to the Village Council, which may adopt an updated Affordable Housing Plan for submittal to the Illinois Housing Development Authority.**

Mr. Mangum stated the discussion would relate to the second amended affordable housing plan with the PC to make a recommendation to the Village Council for adoption to be filed with the state. He provided background with regard to the Illinois Affordable Housing Planning and Appeal Act (AHPAA) enacted to address a shortage of affordably priced, accessible, safe and sanitary housing units and summarized the timeline of the Village's adoption of the affordable housing plan. Mr. Mangum also identified the language changes in the AHPAA and stated based on the Census ACS data used, there are 105 affordable owner-occupied units and 54 affordable rental units in the Village which resulted in a gap of 277 units from being 10% affordable.

Mr. Mangum then summarized in detail the minimum components of the AHPAA to be submitted to the state and to IHDA which are outlined in the packet and as well as references as to where this information can be found in the draft Second Amended Affordable Housing Plan. He noted the draft which was updated by Mr. Schoon was provided to the Village attorney and identified the Commission's options to either continue the matter to a specific date to provide additional time to address questions or comments raised or to consider a motion recommending approval of the Second Amended Affordable Housing Plan with draft language included on page 6.

Chairperson Danley asked if there were any questions. Mr. Bradley asked if the 277 target number represented a moving target in terms of the Village's compliance with the 10% threshold and referred to the number of lot consolidations which have occurred in the Village. Mr. Mangum confirmed that is correct and stated the figure is based on a snapshot of data used by IHDA. Mr. Bradley then referred to the 2040 Comprehensive Plan and its recommendations and asked if they are assumed into what would be an acceptable report from the Commission. Mr. Mangum responded the recommendations would further housing diversity and opportunities and indicated there may be a lot of overlap between the two. Mr. Bradley also how would the Village require a developer to provide inventory at the required levels. Mr. Mangum responded it is handled differently by various municipalities. Mr. Bradley referred to several planned developments presented to the Commission in the last two years and asked if there would be a way to have conversations with those developments which did not comply with the prior standards. Mr. Mangum responded that may be a question for the Village attorney and that the Village did not have an inclusionary housing ordinance at the time those planned development were approved . He stated outside of additional negotiation, it was not part of the original entitlement and approval.

Chairperson Danley referred to the 277 figure and asked if the Village would still be looking at the 277 figure no matter how much additional housing is created in the Village. Mr. Mangum referred to the three options for goals under AHPAA and that the draft plan seeks a 5-percentage point increase in the percentage of affordable units. Mr. Alt asked if it is a mandate and referred to the intent of every community whether home rule or not that is not exempt would have to comply with the act by submitting an affordable housing plan. He added that compliance with the 277 figure would significantly change the community. Chairperson Danley stated with regard to the confusion and related to the language interpretation, she stated the Commission is to recommend that a plan be adopted and how it

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is enacted is not within their purview this evening. Mr. Blum stated the Commission should consider goals which turn into a roadmap of success.

Mr. Enck referred to the limited amount of developments built in the Village each year. Ms. Van Vlack referred to AHPAA data published in other villages to see if there were trends the Village did not follow with neighboring communities and stated they are very consistent within their own parameters. She questioned what the neighbors have done with regard to those which have a similar demographic to the Village and identified the neighboring communities' percentage compliance. Ms. Van Vlack also referred to upkeep for older homes which should be considered.

Mr. Bradley referred to the previous Comprehensive Plan discussion relating to the aging demographic population being unable to remain in the Village. Mr. Mangum noted Wilmette is working on an affordable housing plan and referred to the status of surrounding communities' affordable housing plans. Mr. Subawalla asked if there is a timeframe the Village has to adhere to in order to reach the 277 requirement and asked if the Village had an opportunity zoned map. Chairperson Danley confirmed the Village did have such a map which identified opportunity properties. Mr. Subawalla asked how open is the Village to consider zoning. Chairperson Danley responded it is included in the Comprehensive Plan. Mr. Bradley confirmed zoning amendments would need to be done to achieve what is included in the Comprehensive Plan. The Commission Members then discussed zoning amendment options.

Mr. Mangum informed the Commission there is not a mandate in terms of a timeline to reach the 277 figure which was generated five years ago. He also stated since the Village is home rule, AHPAA did not apply to the Village for a number of years. Ms. Van Vlack asked if there is caucus data relating to those who want to downsize but remain in the Village. She stated the amended plan did not change much from the previous approach and their goal should be to consider something with more teeth to offer that as well as specific sites to suggest to developers become a multi-unit with incentives. Chairperson Danley stated that actual steps to be taken would be the next part of the process. Mr. Bradley referred to The Lakota Group which identified vision goals which included diversity of housing stock. He stated there is enough public opinion in terms of those who would like to stay in the Village but have nowhere to go. Mr. Enck referred to the previous discussion regarding allowing properties to have separate accessory dwelling structures.

Mr. Blum asked if the deadline for the Village Council's approval is October. Mr. Mangum confirmed the deadline is October 1, 2025. He also referred to a possible appeal process for a developer whose request is denied and whether solutions should be included. Chairperson Danley explained how the Comprehensive Plan was designed to be general in nature and any future issues would be dealt with down the road. Mr. Mangum stated the legislative intent was to require home rule and non-home rule communities to have to comply with the Act and referred to its interpretation and it would be prudent for the Village to submit a plan.

Mr. Bradley referred to several typographical errors in the document and whether they should be addressed now or the document submitted as is. The Commission Members discussed whether to continue the matter. Chairperson Danley asked if there were any additional questions.

Mr. Subawalla asked if Village contribution toward any affordable housing plans are included. Chairperson Danley stated it is an issue that is on the table for potential study. Mr. Blum asked if there were items in the prior plan which are not being recommended now. Mr. Mangum stated it is generally additive with the second amendment with the new requirements added to the second amended plan.

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Ms. Van Vlack stated there are a lot of homes which fall into the more moderately priced and accessible housing range and for those occupying those homes, she asked if are they going to deny their requests for modifications if it would result in the home not being in the affordable category. She suggested the Commission consider that impact in the future. No additional questions were raised at this time.

Chairperson Danley noted there is no one in the audience to comment and called the matter in for discussion.

Ms. Kunkle described the issue as new and unusual for the Commission. She referred to the amount of information that they need to consider and she would vote to continue the matter for the Commission to fully consider all of the items as well as to ensure the public is available to comment. Chairperson Danley reminded the Commission a recommendation needed to be made by October. Mr. Enck agreed there is a lot of content to consider and he would lean toward option no. 2, to recommend approval of the plan. Mr. Bradley stated he would defer to the Village Attorney and Village staff who created the second amended draft. He specifically referred to Section 6 – Incentives and Implementation - which charged the Commission to make recommendations to the Village Council. Mr. Bradley then suggested the Commission recommend approval with correctional edits made. Mr. Alt agreed with Mr. Bradley and Mr. Enck's comments. Mr. Subawalla provided his recommendation to continue the matter. Mr. Blum commented option no. 2 would be the best option since it is generalized for a reason. Ms. Van Vlack stated she is leaning toward option no. 2 with the correctional edits made. Chairperson Danley stated she is also in favor of recommending a motion to approve given the amount of study done on the issue by the Village staff and Village Attorney and are aware of what would put them in compliance with the state. She stated the community would have the opportunity to comment when it is presented at the Village Council.

Chairperson Danley then asked for a motion to recommend approval of the affordable housing plan. Ms. Kunkle stated she agreed with the Commission's comments and would vote in favor of option no. 2. A motion was made by Mr. Bradley to recommend approval of the Second Amended Affordable Housing Plan as included on page 3 with the following suggested revisions: (i) page 8 – missing period at the end of the last sentence in the second paragraph; (ii) page 10 - missing period at the end of the last sentence in the second paragraph; (iii) Section A – correct the reference to the 2040 Plan; (iv) page 11 – correct the reference to state the 2040 Comprehensive Plan. The motion was seconded by Mr. Alt. A vote was taken and the motion passed, 7 to 1:

AYES: Alt, Blum, Bradley, Danley, Enck, Kunkle, Van Vlack
NAYS: Subawalla
NON-VOTING: None

New Business.

a. July 23, 2025 Meeting – Quorum Check.

The Commission Members discussed their availability.

Adjournment:

Chairperson Danley asked for a motion to adjourn. A motion to adjourn was made by Mr. Blum and seconded by Ms. Van Vlack. A vote was taken and the motion unanimously passed, 8 to 0:

AYES: Alt, Blum, Bradley, Danley, Enck, Kunkle, Subawalla, Van Vlack
NAYS: None
NON-VOTING: None

The meeting was adjourned at 8:20 p.m.

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Respectfully submitted,

Antionette Johnson
Recording Secretary

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MEMORANDUM
VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: PLAN COMMISSION

FROM: ANN KLAASSEN, ASSISTANT DIRECTOR

DATE: JULY 17, 2025

SUBJECT: 720 ELM STREET – CHARLES SCHWAB & CO, INC.
SPECIAL USE PERMIT (CASE NO. 25-11-SU)

INTRODUCTION

On July 23, 2025, the Plan Commission is scheduled to hold a public hearing to consider an application submitted by Charles Schwab & Company, Inc. (the "Applicant"), as the prospective lessee of the property located at 720 Elm Street (the "Subject Property"), **to allow a financial services office to occupy the Subject Property**. The property is currently owned by MDG Winnetka One, LP.

The Applicant has filed an application seeking approval of a Special Use Permit in accordance with Chapter 17.56 [Special Uses] of the Winnetka Zoning Ordinance to permit a financial services office in the C-2 General Retail Commercial Overlay District at the Subject Property. The Applicant would be relocating its current financial services office at 598 Green Bay Road to the Subject Property.

A sign has been posted on the Subject Property and a website notice has been posted on the Village website indicating the time and date of the Plan Commission public hearing. A mailed notice has been sent to property owners within 500 feet of the Subject Property. As of the date of this memo, staff has not received any written comments from the public regarding this application.

PROPERTY DESCRIPTION

The Subject Property is one of the commercial spaces located in the four-story mixed-use building that is currently under construction at 714-740 Elm Street and 511-515 Lincoln Avenue, often referred to as *One Winnetka*, located on the southeast corner of the intersection of Elm Street and Lincoln Avenue. The approximately 5,500 square foot space at 720 Elm Street is a portion of the 20,955 square feet of commercial space in the One Winnetka building and is the easternmost space. To date, other commercial tenants have not been identified, however, a restaurant is expected to occupy the space closest to the intersection. There will be 59 residential units on the second, third, and fourth floors.

The Subject Property is located within the Village's **Commercial Overlay District,** which allows non-retail uses, such as financial counseling offices and financial uses; however, the Zoning Ordinance requires that they be evaluated by the Plan Commission and Village Council as a special use.

Figures 1 through 3 on the following pages identify the One Winnetka site and the proposed location of the Charles Schwab office.

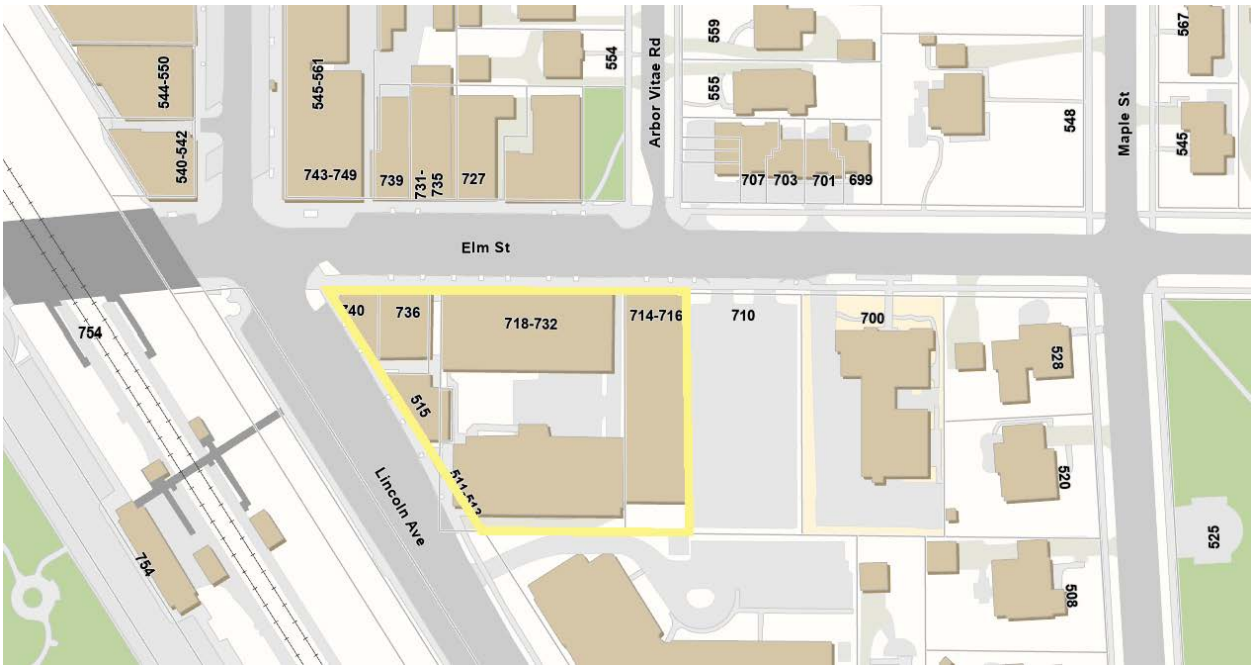


Figure 1 – One Winnetka Site – GIS Map



Figure 2 – Aerial Location Map



Figure 3 – One Winnetka - Elm Street Façade

COMMERCIAL OVERLAY DISTRICT BACKGROUND

The Overlay District was established in 1987 out of concern about the viability of the business districts as a whole if non-retail occupancies were allowed to proliferate and occupy significant areas within retail shopping districts. At the time of adoption there was a concern about the possible proliferation of real estate offices and financial institutions.

The Village Zoning Ordinance describes the purpose of the Overlay District and its restrictions on non-retail uses as being:

> *"to encourage retailing of comparison shopping goods and personal services compatible with such retailing on ground floor in order to encourage a clustering of such uses, to provide for a wide variety of retail shops and expose such shops to maximum foot traffic, while keeping such traffic in concentrated (yet well distinguished) channels throughout the district."*

Since its adoption in 1987, the Overlay District has been revised on more than one occasion to alter district boundaries, or to modify the types of uses which are permitted within each district. The most recent amendment occurred on April 4, 2019, when the Village Council adopted MC-01-2019, amending the Zoning Ordinance regarding uses and regulations in the three commercial districts, including amendments to the Overlay District and the standards used to evaluate a special use.

ELM STREET BUSINESS DISTRICTS OVERLAY BOUNDARIES

A map depicting the zoning classifications of the Elm Street Business Districts is included on the following page as Figure 4. The One Winnetka site is highlighted yellow.

Gray areas indicate the underlying C-2 General Retail Commercial zoning, which permits by right a relatively broad array of uses, including various retail uses, along with a number of non-retail uses such as professional offices, financial service firms, medical offices and the like.

Red crosshatch areas represent those areas subject to the restrictions of the Commercial Overlay District. The boundaries of the Overlay District are established along certain public streets and extend for a depth of 50 feet from the front property line.

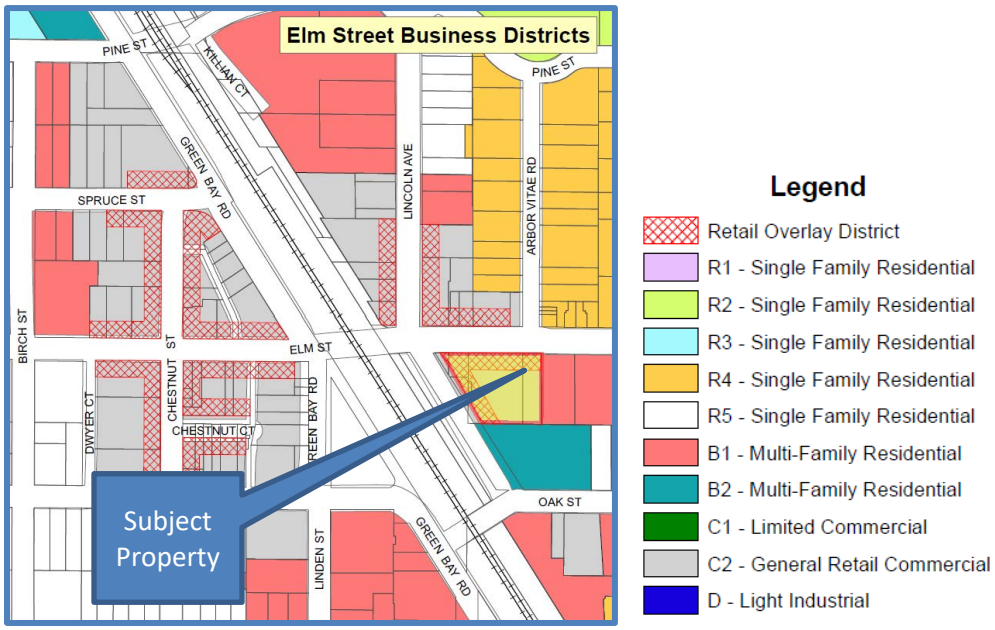


Figure 4 – Elm Street Business Districts

PREVIOUS APPROVAL

On January 21, 2025, the Village Council adopted Ordinance M-01-2025, an Ordinance Granting Final Approval of a Planned Development, Zoning Exceptions, a Special Use for Ground Floor Parking, and Special Use Findings for Medical and Financial Services Uses (511-515 Lincoln Avenue and 714-740 Elm Street - One Winnetka. An excerpt of Ordinance M-01-2025 is provided in **Attachment B**. Section 7 of M-01-2025 granted partial approval of certain special use findings for medical and financial services. The Village Council found that medical uses, including medical and dental offices, and financial uses, including accounting, auditing and bookkeeping services, bank or credit unions without drive-through facilities, and financial counseling services, satisfy the following special use standards set forth in Section 17.56.120(A) and Section 17.44.020 (B)(2)(b) of the Zoning Ordinance that apply in the Commercial Overlay District, provided certain conditions are met, which are outlined later in this report:

<u>All Special Use Standards:</u>

1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;
2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;
3. That the establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

<u>Commercial Overlay District Standards:</u>

I. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses;

II. The proposed special use at the proposed location will provide for active display windows, <u>provided that the street facing windows remain open and transparent as viewed from the sidewalk</u>

into the tenant space. The proposed special use at the proposed location will provide for facades, signage and lighting similar in nature and compatible with that provided by retail uses.

The location and amount of space occupied by medical uses and financial service uses are limited as follows:

a. No such uses shall occupy the northwesternmost corner of the commercial space of the ground floor commercial space;

b. No such uses shall occupy an aggregate space greater than 50% of the gross commercial square footage, or 9,750 square feet of the building;

c. No individual financial service use shall occupy more than 1/3 of the gross commercial square footage, or 6,500 square feet of the building;

d. No individual medical use shall occupy more than 3,250 square feet of the gross commercial square footage of the building;

e. Approval of the "appropriateness" of such uses is limited to 10 years from the approval of Ordinance M-01-2025.

DESCRIPTION OF CURRENT REQUEST

The Applicant is proposing to relocate from its current location at 598 Green Bay Road into the Subject Property. As explained by the Applicant in the attached application materials provided in **Attachment A**, the Applicant is proposing to occupy a space measuring approximately 5,500 square feet with approximately 60 feet of street frontage along Elm Street. The space the Applicant is proposing to occupy is the easternmost commercial space in the One Winnetka building. The proposed financial service use would comply with the location and size limitations outlined earlier this report.

The proposed financial services office would have a maximum of 12 employees, two of which would be hosts. The office hours would be Monday through Friday, 8:30am – 5:00pm. The space would contain 10 offices, and a room with two workstations to provide private workspace for the hosts to use as needed. The Applicant has provided a floor plan representing the layout of the space (**Figure 5**). The Applicant also intends to host one quarterly after-hours evening event for client appreciation, guest speakers, etc.

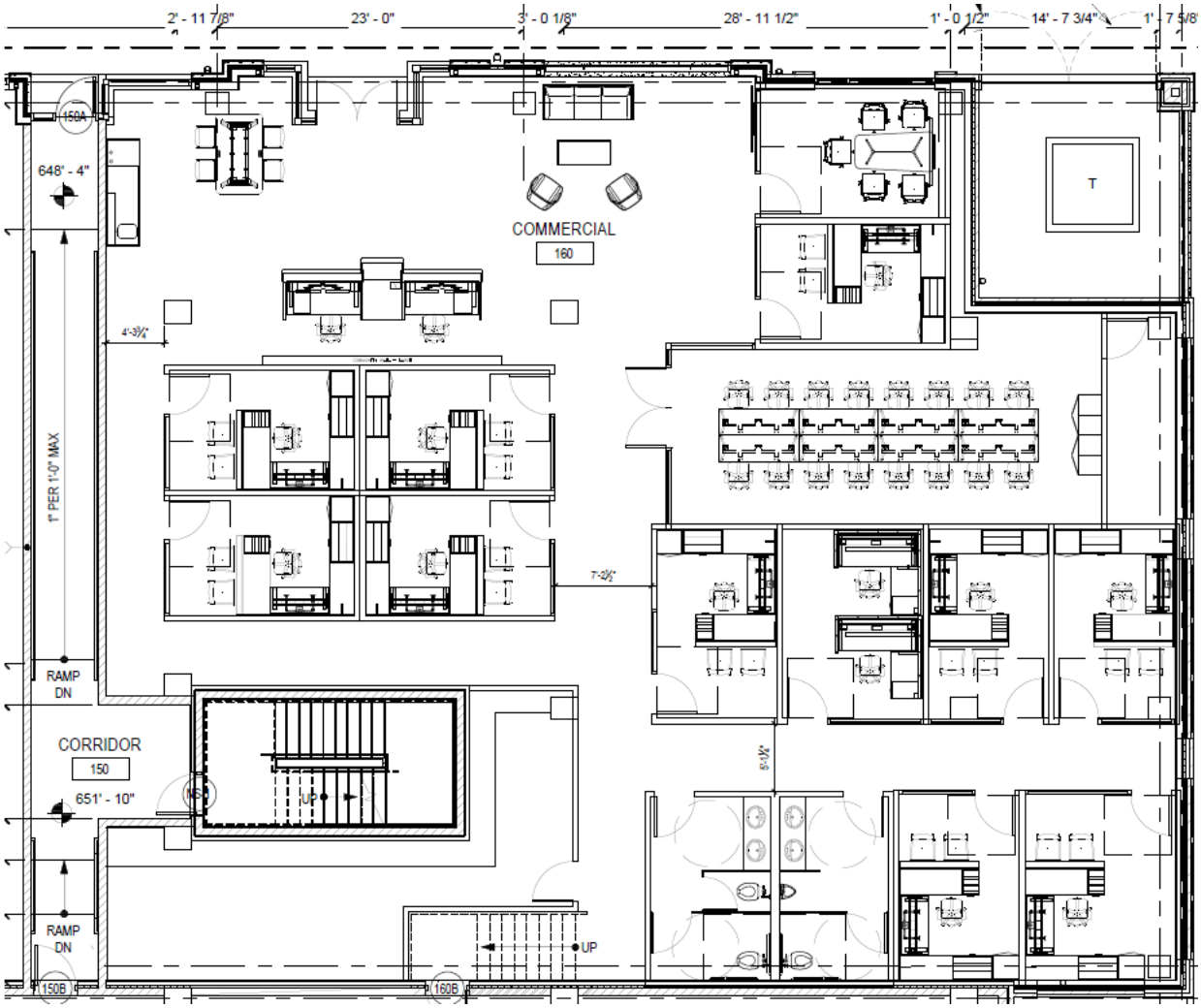


Figure 5 – Excerpt of Proposed Floor Plan

According to the Applicant, its current Winnetka location has, on average, 30-35 clients who visit the office on a typical day. Generally, most clients spend an average of 45 minutes to one (1) hour in the office; however, there are a number of clients who drop in for 5-10 minutes.

In regard to parking, the Applicant has provided information in terms of its operations and what they see is their demand for parking. It has also submitted the Traffic Impact Study prepared in 2023 by KLOA for the One Winnetka Planned Development. The Applicant has indicated that its lease agreement with the property owner includes 10 parking spaces during business hours in the ground level of the commercial parking within the One Winnetka building. These parking spaces are intended for the Applicant's customers. The Applicant is proposing that its employees secure the necessary parking permit and park in public parking lots in the district, including the Village-owned public parking lot adjacent to the Subject Property, which does contain "A" permit parking spaces for employees.

The off-street parking provided on the One Winnetka site for commercial uses consists of 39 spaces in the ground level of the building, this is the same number of parking spaces required by the Zoning Ordinance. For reference, the Zoning Ordinance requires commercial uses to provide two parking spaces per 1,000 square feet. As previously noted, the Applicant would have 10 reserved parking spaces in the 39-space on-site parking area and would occupy approximately 5,500 square feet of space.

Figure 6 below highlights the commercial space the Applicant is proposing to occupy in northeast corner of the One Winnetka building, as well as the 10 reserved on-site parking spaces it will have use of during business hours.

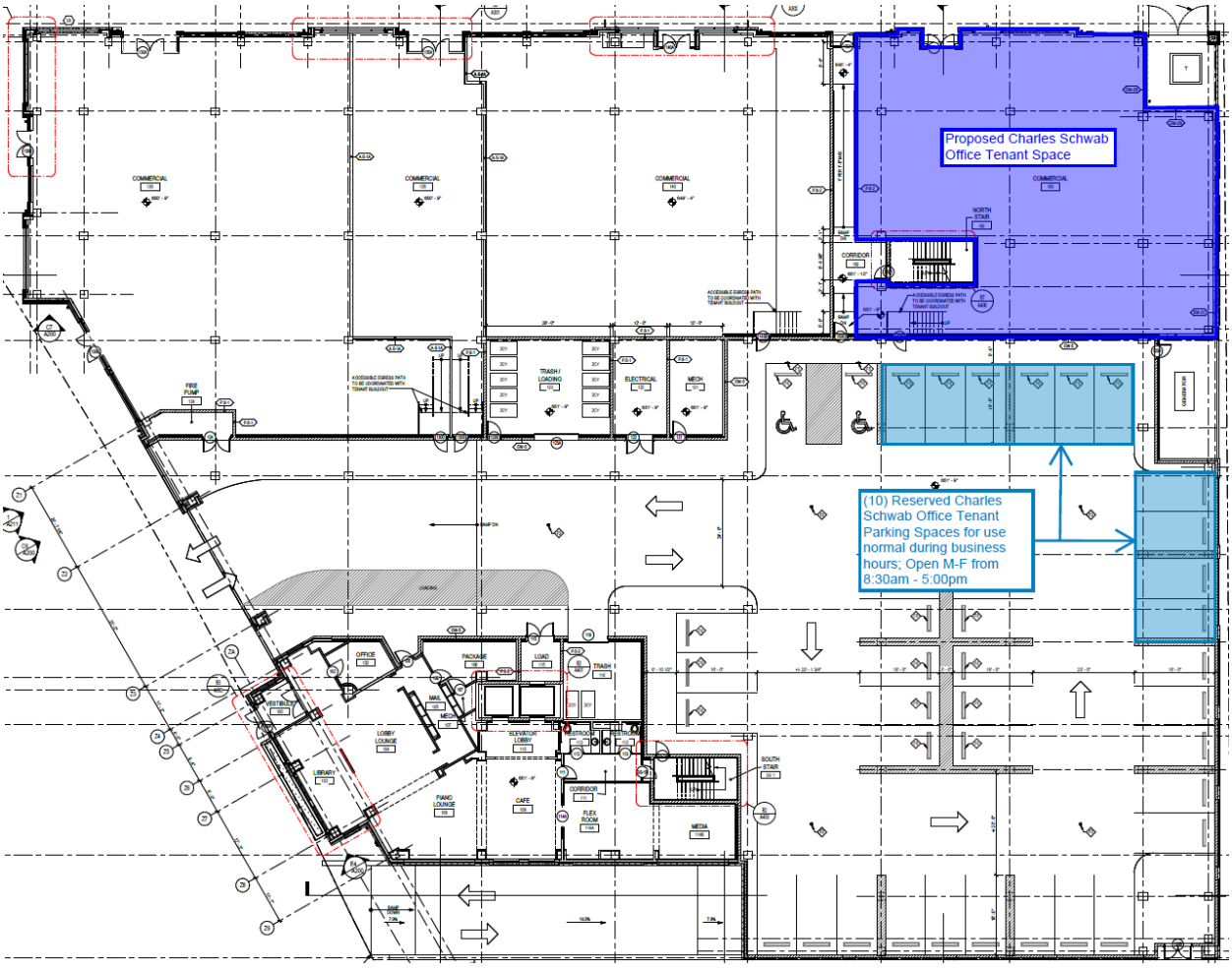


Figure 6 – One Winnetka Ground Level Plan

DESIGN REVIEW BOARD REVIEW

With the exception of signage, the Applicant has indicated that it has no plan to alter the exterior of the building that is currently under construction. The proposed signage represented in the application materials will require submittal of a sign permit that will be reviewed by the Design Review Board.

STANDARDS FOR REVIEW / FINDINGS

The "Purpose" section of Chapter 17.56 Special Uses, states the following regarding special uses:

> *It is recognized that there are special types of uses which because of their specific characteristics in relationship to uses permitted by right in a particular district, or the services which they provide, cannot be properly permitted by right in a particular district without consideration, in each case, of the impact of such uses upon neighboring land, or of the public need for such uses at a particular location.*

A land use classified as a special use is an allowed land use as long as the Applicant can demonstrate that the proposed use in its proposed specific location meets the applicable standards for granting special use approval.

Section 17.44 of the Zoning Ordinance provides a series of twelve (12) standards for the evaluation of Special Use applications within the Commercial Overlay District, which provides a framework for evaluation by the Plan Commission. Given the previous approval granted by Ordinance M-01-2025 found a financial services use, such as the Applicant's proposed use, complies with four of the 12 special use standards, the Applicant has supplied as part of its application materials a narrative addressing how this proposal complies with the remaining eight (8) standards.

Following conclusion of public comment and Commission discussion, a Commission member may choose to make the following motion:

I make a motion that:

> The Plan Commission recommends **approval [denial]** of the requested special use to allow the Applicant, Charles Schwab & Company, Inc., to operate a financial counseling office at 720 Elm Street within the C-2 Commercial Overlay District, based on the following findings of fact:
>
> "The financial counseling office (the "Special Use") **is [is not]** consistent with the Standards for granting of Special Use Permits in the Commercial Overlay District, which are as follows:
>
> ~~1. The establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;~~
>
> ~~2. The Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;~~
>
> 3. ~~The establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern~~;
>
> 4. Adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;
>
> 5. Adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided;
>
> 6. The Special Use in all other respects conforms to the applicable regulations of this and other village ordinances and codes;
>
> ~~7. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses;~~
>
> 8. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage;
>
> 9. The proposed special use at the proposed location will provide for display windows, provided that the street facing windows remain open and transparent as viewed from the sidewalk into the tenant space. The proposed special use at the proposed location will provide for facades, signage and lighting similar in nature and compatible with that provided by retail uses;

10. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from the street in such a fashion as to invite customers to browse or dine;
11. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be 20 feet with a minimum gross floor area of 400 square feet. In addition, such retail space shall be devoted to active retail merchandising which maintain typical and customary hours of operation; and
12. The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses."

The Commission's recommendation is subject to **no conditions [the following conditions]**:

1. [Insert conditions…]

As noted above, the Commission may also wish to consider if there are any additional conditions it may want to place on the facility's operation.

This request is subject to final approval by the Village Council.

ATTACHMENTS

Attachment A: Application Materials
Attachment B: Excerpt of Ordinance M-01-2025, adopted on January 21, 2025

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

SPECIAL USE PERMIT APPLICATION
C-2 COMMERCIAL OVERLAY

Case No. 25-11-SU

Property Information

Site Address: One Winnetka; 720 Elm Street

Proposed type of occupancy: Financial Office / Business Use

Applicant Information

Name: Charles Schwab & Co, Inc.

Address: 150 S. Wacker Drive, Suite 1400

City, State, ZIP: Chicago, IL 60606

Applicant Signature: [redacted]

Primary Contact: Brandon Garnett

Phone No. 773.560.8977

Email: brandon.garnett@schwab.com

Date: 06/12/2025

Attorney Information

Name: N/A

Primary Contact:

Address:

City, State, ZIP:

Phone No.

Email:

Architect Information

Name: Nelco Architecture, Inc.

Primary Contact: Benjamin Madson

Address: 201 E 4th Street

City, State, Zip: Cincinnati, OH 45202

Phone No. 513.362.1358

Email: bmadson@nelsonww.com

Property Owner Acknowledgment

I hereby certify that I am the owner of the property located at See below*, and have provided the attached proof of ownership.
(address)

I consent to the filing of an application for a Special Use Permit by Charles Schwab & Co, Inc..
(Applicant name)

Property Owner Signature: [redacted]

Printed Name: John T. Murphy

Date: 06/11/2025

*Property addresses: 714-716 Elm Street, 718-732 Elm Street, 736 Elm Street, 740 Elm Street, 511 Lincoln Avenue, 513-515 Lincoln Avenue, all in Winnetka, IL 60093

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Chicago, IL 60606
Phone: 773-560-8977
Email: Brandon.Garnett@Schwab.com

June 12, 2025

Special Use C-2 Commercial Overlay Narrative

1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare.

   Response: Reference approved Special Use Line Item per previous Landlord Development Approval

2. That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity.

   Response: Reference approved Special Use Line Item per previous Landlord Development Approval

3. That the establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern.

   Response: Reference approved Special Use Line Item per previous Landlord Development Approval

4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways.

   Response: Charles Schwab (tenant) has no plans to make changes to the previously approved Landlord's Site Plans for ingress/egress to the site via pedestrian pathways or vehicular traffic. Previously approved Traffic & Parking study is attached within this submitted Special Use package.

5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the special use exists or are to be provided.

   Response: Charles Schwab (tenant) has no plans to make changes to the previously approved parking, utilities, access roads, drainage shown within Landlord's Site Plans.

   a. **Per page 36 of the Landlord's KLOA traffic study Commercial Uses would require 2 parking spaces per 1,000 SF and then on page 37 a Medical – Dental office (which is no longer a prospective tenant would require 3.23 per 1,000 SF). Our perspective is that a Financial Office would be somewhere in the middle of those calculations, most likely closer to that of the Medical – Dental office calculation; however, for proposal's sake we calculate the difference between those 2 (the average of 2 vs 3.23 parking spaces is 2.62 parking spaces required per 1,000 SF).**
   b. **Our proposed tenant net (usable) square footage will be 5,204 SF which would require approximately 13.63 parking spaces at a rate of 2.62 per 1,000 SF.**

c. **Charles Schwab arranged an agreement with the landlord where we are reserving (10) parking spaces during business hours; therefore, our 10 reserved spaces fall under the required 13.63 approximately calculated above.**

d. **Also, there will be times where our Schwab parking spaces will experience high and lows in parking needs; however, as shared later in this narrative the most time a customer stays at our facility is only 1 hour but at times as short as 5 minutes.**

6. That the special use in all other respects conforms to the applicable regulations of this and other village ordinances and codes.

   Response: It is confirmed that the Construction Drawings will conform to all applicable regulations in all other respects and will be submitted to all necessary departments for review and approval.

   a. **The Leased Square Footage is 5,492 SF and the "Usable" or Net Interior Square Footage is 5,204 SF**

7. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses.

   Response: Reference approved Special Use Line Item per previous Landlord Development Approval

8. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage.

   Response: Charles Schwab (tenant) will not interrupt the existing and potential continuity and concentration of the retail uses along the block's frontage. Charles Schwab is open to the public Monday through Friday, 8:30am-5pm and we host 1 quarterly after-hours evening event for client appreciation, guest speakers, etc.

9. The proposed special use at the proposed location will provide for active display windows, facades, signage and lighting similar in nature and compatible with that provided by retail uses.

   Response: Charles Schwab's design will provide for open windows and high-quality signage facing the main street that complies with local regulations.

   a. **Please see photos attached within this submitted Special Use package displaying our curb appeal and open concept our Lobby provides; at a recently completed location in Brookfield, WI**

   b. **Also, please see our proposed signage package for our Winnetka location included that will comply with all local code requirements. It will be similar in nature and compatible with our office use, city and building streetscape.**

10. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from the street in such a fashion as to invite customers to browse or dine.

Response: Charles Schwab's interior layout will provide be an open Lobby concept that is located immediately adjacent to the sidewalk that is clear and visible from the street inviting customers in.

a. **Please see our proposed floor plan within this submitted Special Use package displaying our Lobby is open to the immediate sidewalk that will include marketing and display features extenuating the building frontage**

b. **Please see photos attached within this submitted Special Use package displaying our curb appeal and open concept as shared above**

11. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be 20 feet with a minimum gross floor area of 400 square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation; and

Response: Charles Schwab will be solely a Business Office Use, not mixed uses. Our office frontage along the sidewalk is longer that 20 feet and gross Lobby floor area is greater than 400 square feet.

a. **As shared above our hours of operation will be Monday through Friday, 8:30am-5pm and we will host 1 quarterly after-hours evening event for client appreciation, guest speakers, etc.**

b. **Our current Winnetka Charles Schwab location receives on average daily customer foot traffic of 30-35 customers a day and we expect similar traffic at proposed location.**

c. **Most customers on average spends 45 minutes – 1 hour in our facility; however, there is a number of these customers who drop in for only 5-10 minutes.**

12. The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses.

Response: Charles Schwab's parking needs will be satisfied by the parking shown in the attached Site Plan illustrating the agreed upon parking arrangement with the landlord.

a. **Charles Schwab's agreement with the landlord provides (10) parking spaces that are reserved for Charles Schwab during business hours as noted in the parking arrangement. Business Hours will be only Monday thru Friday, 8:30am – 5:00pm.**

b. **We will have a maximum of (12) employees at our branch; that includes the 10 offices as shown in the attached floor plan within this Special Use submittal and then 2 hosts at the greeter station equaling 12 total. In the floor plan there is a room that has 2 workstations in it (in the legend it is called the Team Room); those workstations are a second desk for the hosts at the greeter station to give them privacy and perform private meetings if needed.**

c. **Second, we are proposing that employees park in adjacent public lots and secure proper public passes as required, specifically the public parking lot directly east of our location.**

Sincerely,

[redacted]

Brandon Garnett
Charles Schwab & Co. Inc

MDG MURPHY DEVELOPMENT GROUP, LLC

June 4, 2025

Village of Winnetka
510 Green Bay Rd
Winnetka, IL 60093

Subject: Property Owner Acknowledgement Letter

To Whom It May Concern,

MDG Winnetka One, LP is the legal owner and landlord of the property located at 714 Elm Street, 718-732 Elm Street, 736 Elm Street, 740 Elm Street, 511 Lincoln Avenue, and 515 Lincoln Avenue, all in Winnetka, IL 60093, commonly known as the One Winnetka development. We are writing to formally acknowledge and express our full support for the Special Use Permit application submitted by Charles Schwab & Co., Inc., our prospective tenant at this location.

Charles Schwab intends to operate a financial services office at the premises, which requires approval of a special use under the Village of Winnetka's Zoning Ordinance. We believe Schwab's presence will be a strong complement to the commercial and retail environment of downtown Winnetka and consistent with the vision for high-quality, service-oriented tenants at One Winnetka.

We have reviewed the proposed use and confirm that it aligns with the terms of our lease agreement and our expectations for the long-term tenancy at the property. We respectfully request that the Village consider this letter as formal acknowledgement of the application and indication of our full support. Please feel free to contact us with any questions or if additional information is required.

Sincerely,



John T. Murphy
Authorized Representative
MDG Winnetka One, LP
312.625.3120
john@murphyres.com

One Winnetka Subdivision

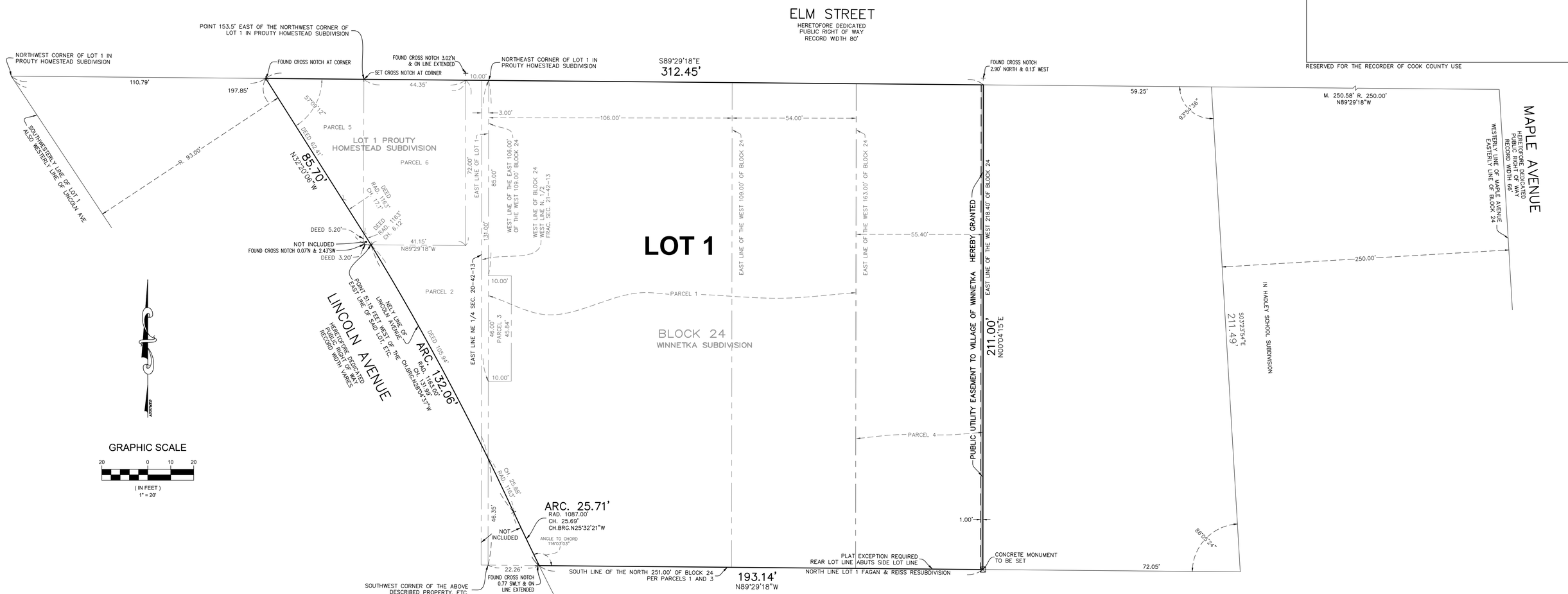
SEND TAX BILLS FOR LOT 1 TO:

MDG Winnetka One LP
227 W. MONROE STREET, SUITE 5200
CHICAGO, IL 60606

PINS:
05-20-213-004
05-20-213-005
05-20-213-006
05-21-109-003
05-21-109-012
05-21-109-017
05-21-109-020

BEING A RESUBDIVISION OF PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION, TOGETHER WITH A PART OF BLOCK 24 IN WINNETKA, BOTH SUBDIVISIONS IN THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

RESERVED FOR THE RECORDER OF COOK COUNTY USE



GRAPHIC SCALE

20 0 10 20

(IN FEET)
1" = 20'

AREA OF LOT 1: 52,549 SQUARE FEET (1.21 ACRES), MORE OR LESS.

EASEMENT PROVISIONS:
EASEMENTS ARE HEREBY GRANTED TO VILLAGE OF WINNETKA FOR PUBLIC UTILITIES, IN, UPON, ALONG, OVER AND UNDER THOSE PARTS OF THE LOTS INDICATED ON THIS PLAT AND MARKED "PUBLIC UTILITY EASEMENT" IN THE DEPTHS SO SPECIFIED TO INSTALL, CONSTRUCT, LAY, MAINTAIN, OPERATE, RELOCATE, RENEW AND REMOVE NECESSARY EQUIPMENT FOR PUBLIC UTILITY PURPOSES, TOGETHER WITH THE RIGHTS OF INGRESS TO AND EGRESS FROM THE EASEMENT, AND THE RIGHT TO REMOVE ANY DRIVEWAY, PAVEMENT OR OTHER OBSTRUCTIONS AS MAY BE NECESSARY, AND TO TRIM AND REMOVE SUCH TREES, BUSHES, SHRUBS AND LANDSCAPING, AS MAY BE REASONABLY REQUIRED INCIDENTAL TO THE INSTALLATION AND MAINTENANCE OF UTILITY FACILITIES. THE EASEMENT MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, WOODEN FENCES, AND OTHER PURPOSES THAT DO NOT INTERFERE WITH THE USE OF THE EASEMENT, BUT NO PERMANENT BUILDINGS OR STRUCTURES OTHER THAN DRIVEWAY AND SIDEWALK SURFACES SHALL BE PLACED ON THE EASEMENT.

REVISED NOV. 19, 2024 ELEC ESMT PER #2024-32496
REVISED AUG. 30, 2024 DESC/ESMT PER #2024-32298

ORDERED BY: RCI (WINNETKA LINCOLN) LLC c/o ROMSPEN INV. CORP.	CHECKED:	DRAWN: -
ADDRESS: ONE WENNETKA PLACE		

GREMLEY & BIEDERMANN
A Division of PLCS, Corporation
License No. 184-005332
Professional Land Surveyors
4505 North Elston Avenue, Chicago, IL 60630
Telephone: (773) 685-5102 Fax: (773) 286-4184 Email: INFO@PLCS-Survey.com

ORDER NO.	DATE: MARCH 30, 2023	PAGE NO.
2023-31067-001	SCALE: 1 INCH = 20 FEET	1 OF 2

G:\CAD\2023\2023-30929\2023-31067-001 p1.dwg

SURVEY NOTES:

NAVD88 = NORTH AMERICAN VERTICAL DATUM OF 1988

MONUMENTATION AT ALL LOT CORNERS INDICATED BY SYMBOL OR NOTATION ESTABLISHED PRIOR TO PLAT RECORDATION.

IRON PIPE IS TO BE SET AT REMAINING LOT CORNERS AFTER PLAT RECORDATION UNLESS OTHERWISE INDICATED OR NOTED HEREON.

NO DIMENSIONS SHALL BE ASSUMED BY SCALE MEASUREMENT UPON THIS PLAT.

BENCHMARK:
ELEVATION: 645.10 NAVD88

LOCATION: #742 PINE STREET.
ALUMINUM CAP IN CONCRETE.
MONUMENT IS 57.26' NELY OF IRON PIPE AT NORTHWEST CORNER OF SECTION 21-42-13
N. 1,982,594.103
E. 1,147,444.453

One Winnetka Subdivision

BEING A RESUBDIVISION OF PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION, TOGETHER WITH A PART OF BLOCK 24 IN WINNETKA, BOTH SUBDIVISIONS IN THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

CONSENT OF MORTGAGEE

_____, WHICH IS THE HOLDER OF A MORTGAGE DATED AS OF _____, 20____, AND RECORDED IN THE OFFICE OF THE COOK COUNTY RECORDER, ILLINOIS ON _____, 20____ AS DOCUMENT NO. _____ ENCUMBERING LOT 1 DESCRIBED ON THIS PLAT OF SUBDIVISION, HEREBY CONSENTS TO THE RECORDING OF THIS PLAT OF SUBDIVISION AND AGREES THAT ITS LIEN SHALL BE SUBJECT TO THE PROVISIONS OF THIS PLAT OF SUBDIVISION.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS CAUSED THIS CONSENT TO BE EXECUTED ON _____, 20____.

ATTEST: _____, A _____

BY: _____ BY: _____
ITS: _____ ITS: _____

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____, 20____ BY _____, THE _____ VICE PRESIDENT, AND _____, THE _____ SECRETARY, OF _____, A _____, WHICH INDIVIDUALS ARE KNOWN TO ME TO BE THE IDENTICAL PERSONS WHO SIGNED THE FOREGOING INSTRUMENT AS SUCH OFFICERS OF THE CORPORATION FOR AND ON BEHALF OF SAID CORPORATION, AND THAT THEY EXECUTED THE SAME AS THEIR FREE AND VOLUNTARY ACT AND DEED, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF THE CORPORATION, FOR THE USES AND PURPOSES THEREIN MENTIONED.

GIVEN UNDER MY HAND AND OFFICIAL SEAL THE _____ DAY OF _____, 20____

_____
SIGNATURE OF NOTARY

SEAL

MY COMMISSION EXPIRES: _____

OWNER'S CERTIFICATE

State of Illinois)
County of Cook)ss

_____, does hereby certify that it is the owner of the property described hereon and that it has caused the said property to be surveyed and resubdivided as shown hereon.

Dated:_____A.D.20__.

By:
_____

State of Illinois)
County of Cook)ss

I, _____, a notary public in and for the county in the state aforesaid, do hereby certify that _____ is personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed and delivered the same instrument as his own free and voluntary act, as owner of the property, for the uses and purposes therein set forth. Given under my hand and notarial seal this _____day of_____ A.D.20__.

_____
Notary Public

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)SS

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF WINNETKA, ILLINOIS DATED THIS _____ DAY OF _____, 20____.

_____
VILLAGE ENGINEER

DIRECTOR OF FINANCE CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)SS

I, _____, FINANCE DIRECTOR OF VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS THEREON THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND LEGALLY DESCRIBED IN THIS PLAT OF SUBDIVISION.

DATED THIS _____ DAY OF _____ A.D. 20__.

BY:

_____
FINANCE DIRECTOR

WATER AND ELECTRIC DEPARTMENT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)SS

APPROVED BY THE DIRECTOR OF WATER AND ELECTRIC OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____ A.D. 20__.

BY:

_____
DIRECTOR OF WATER AND ELECTRIC

VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)SS

THIS PLAT OF SUBDIVISION IS APPROVED ON THIS DAY OF _____ 20____, AND ALL PUBLIC RIGHTS OF WAY DEDICATED AND EASEMENTS ESTABLISHED THEREBY, ARE ACCEPTED BY THE PRESIDENT AND VILLAGE COUNCIL OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

_____
VILLAGE PRESIDENT

ATTEST:

_____
VILLAGE CLERK

LENDER CERTIFICATE

State of _____)
County of _____)ss

_____, does hereby certify that it is a mortgagee of certain property described hereon and that it hereby gives consent to the resubdivision as shown hereon.

Dated: _____, A.D., 20_____.

By:_____
Name:
Title:

State of _____)
County of _____)ss

I, _____, a notary public in and for the county in the state aforesaid, do hereby certify that _____, is personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he/she signed and delivered the same instrument as his/her own free and voluntary act, for _____ for the uses and purposes therein set forth. Given my hand and notarial seal this _____ day of _____, A.D., 20_____.

_____
Notary Public

ORDERED BY: RCI (WINNETKA LINCOLN) LLC c/o ROMSPEN INV. CORP.	CHECKED:	DRAWN: -
ADDRESS: ONE WENNETKA PLACE		

GREMLEY & BIEDERMANN
A Division of PLCS, Corporation
License No. 184-005332
Professional Land Surveyors
4505 North Elston Avenue, Chicago, IL 60630
Telephone: (773) 685-5102 Fax: (773) 286-4184 Email: INFO@PLCS-Survey.com

ORDER NO. 2023-31067-001	DATE: MARCH 30, 2023 SCALE: 1 INCH = 20 FEET	PAGE NO. 2 OF 2

G:\CAD\2023\2023-30929\2023-31067-001 p1.dwg

PLANNED DEVELOPMENT COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)SS

RECOMMENDED BY THE PLAN COMMISSION OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS ON _____ DAY OF _____ A.D. 20__.

BY:

_____
PLANNED COMMISSION CHAIR

ATTEST:

_____
SECRETARY

DRAINAGE CERTIFICATE

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSOLIDATIONS OF PARCELS DEPICTED HEREON OR ANY PART THEREOF, OR, IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSOLIDATIONS OF THE PARCELS DEPICTED HEREON.

OWNER

_____
NAME: _____
DATE: _____

REGISTERED PROFESSIONAL ENGINEER

_____
NAME: _____
FIRM: _____
DATE: _____
(SEAL)

VILLAGE OF WINNETKA EASEMENT PROVISIONS

An exclusive and permanent easement (unless shown hereon as a non-exclusive right, i.e. in common with other Grantees) is hereby reserved for and granted to the Village of Winnetka, an Illinois municipal corporation, and its successors and assigns for the installation, construction, reconstruction, replacement, alteration, enlargement, operation, inspection, repair, maintenance, relocation, renewal and removal of improvements, facilities and appurtenances, including without limitation any and all manholes, hydrants, pipes, connections and catch basins, to serve these and other lands with improvements, including but not limited to force mains, sanitary sewers, storm sewers, storm drainage, water mains, pedestrian walkways, municipal signage and other municipal or public utility purposes designated by said Village, in, across, along, over, under and upon the areas described herein and hereon identified as "Easement to Village of Winnetka", together with the right to install required service connections under the surface of each lot to serve improvements thereon; and together with the right to enter upon the property with such personnel and equipment as may be deemed necessary for all such uses and purposes.

No obstruction or structure shall be erected or located, nor shall any trees be planted, over said easement areas, nor shall any other activities be undertaken that unreasonably interfere with the City's intended use thereof, but the same may be used for landscaping, fencing, parking or other purposes if approved in writing by the Village of Winnetka and if such use does not then or later interfere with the aforementioned purposes.

The right is also hereby granted to the Village of Winnetka to remove any fences, buildings or structures and to cut down, trim or remove any trees, shrubs, bushes, roots or other plantings that interfere with the operation of or access to such facilities in, on, upon, across, under or through said Easement. The Village shall not be responsible for the replacement or repair of any such fences, buildings, structures, trees, turf, gardens, shrubs, landscaping or other improvements removed during the exercise of the herein given rights. Replacement and/or repair of said items shall be the responsibility of the then property owner.

Any other public utilities shall be permitted to cross said Easement at right angles thereto if approved in writing by the Village of Winnetka and provided that such is done in a manner that does not then or later unreasonably interfere with the Village's intended use of the easement areas; however no electrical transformers, switching equipment, junction boxes, or any other such facilities or equipment, shall be erected either above or below ground on said lands due to such crossings.

SCHOOL DISTRICTS

ELEMENTARY AND MIDDLE SCHOOLS: WINNETKA SD 36

HIGH SCHOOL: NEW TRIER TWP HSD 203

SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, BRIAN S. STOUT, A PROFESSIONAL ILLINOIS LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED:

PARCEL 1: THE EAST 106 FEET OF THE WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 OF WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST QUARTER OF SECTION 20 AND THE NORTH HALF OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THEREFROM THE NORTH 40 FEET TAKEN FOR ELM STREET) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: **COMMENCING** AT A POINT ON WEST LINE OF SAID EAST 106 FEET AT A DISTANCE OF 85 FEET SOUTH OF SOUTH LINE OF ELM STREET THENCE EAST PARALLEL WITH SOUTH LINE OF ELM STREET 10 FEET THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 45.84 FEET TO THE NORTH WALL OF A ONE STORY BRICK BUILDING; THENCE WEST ALONG NORTH WALL OF SAID BRICK BUILDING 10 FEET TO WEST LINE OF SAID EAST 106 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 46 FEET TO PLACE OF BEGINNING) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: **BEGINNING** AT SOUTHWEST CORNER OF THE ABOVE DESCRIBED PROPERTY AND RUNNING THENCE NORTH ALONG WEST LINE THEREOF 46.35 FEET TO INTERSECTION WITH A CURVED LINE OF 1163 FOOT RADIUS CONVEX NORTHEASTERLY; THENCE SOUTHEASTERLY ALONG SAID CURVED LINE OF 1163 FOOT RADIUS, 25.88 FEET, AS MEASURED ALONG THE CHORD TO A POINT OF REVERSE CURVE; THENCE SOUTHERLY ALONG A CURVED LINE OF 1087 FEET RADIUS CONVEX SOUTHWESTERLY 25.69 FEET MEASURED ALONG THE CHORD TO A POINT IN SOUTH LINE OF AFORESAID EAST 106 FEET OF WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 WINNETKA, 22.26 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND THENCE WEST ALONG SAID SOUTH LINE 22.26 FEET TO PLACE OF BEGINNING) ALSO, THE EAST 54 FEET OF THE WEST 163 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 OF CHARLES E. PECK'S SUBDIVISION LYING SOUTH OF THE SOUTH LINE OF ELM STREET IN WINNETKA IN FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS;

PARCEL 2:
THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211.00 FEET OF SAID BLOCK 24, ALSO THE WEST 3.00 FEET OF THE NORTH 211.00 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: **BEGINNING** IN THE NORTH LINE OF SAID LOT, 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10.00 FEET TO THE NORTHEAST CORNER OF SAID LOT; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211.00 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST, WITH A RADIUS OF 1163.00 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE, WITH A LINE DRAWN 72.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT; THENCE EAST ALONG SAID PARALLEL LINE, 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE PLACE OF BEGINNING, IN THE VILLAGE OF WINNETKA, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
THAT PART OF THE EAST 106.00 FEET OF THE WEST 109.00 FEET OF THE NORTH 251.00 FEET (EXCEPT THE NORTH 40.00 FEET TAKEN FOR ELM STREET) OF BLOCK 24 IN WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST 1/4 OF SECTION 20 AND THE NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: **COMMENCING** AT A POINT ON THE WEST LINE OF SAID EAST 106.00 FEET AT A DISTANCE OF 85.00 FEET SOUTH OF THE SOUTH LINE OF ELM STREET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF ELM STREET, 10.00 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 45.84 FEET TO A POINT; THENCE WEST 10.00 FEET TO THE WEST LINE OF SAID EAST 106.00 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 46.00 FEET TO THE PLACE OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

PARCEL 4:
THE EAST 55.4 FEET OF THE WEST 218.4 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 LYING SOUTH OF ELM STREET IN THE VILLAGE OF WINNETKA IN SECTION 20 AND SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5:
LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24 ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, ALL IN TOWNSHIP 42 N, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS: **BEGINNING** AT A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1 44.35 FEET, THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1 72 FEET, THENCE WEST PARALLEL, WITH THE NORTH LINE OF SAID LOT 1 44.35 FEET, THENCE NORTH 72 FEET MORE OR LESS TO THE POINT OF BEGINNING;
AND ALSO
EXCEPT THAT PART OF SAID LOT 1 LYING SOUTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS: **BEGINNING** AT A POINT IN THE NORTH LINE OF SAID LOT 1, BEING THE SOUTH LINE OF ELM STREET, 110.79 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1 AND RUNNING THENCE SOUTHEASTERLY PARALLEL WITH AND 93 FEET NORTHEASTERLY OF AS MEASURED AT RIGHT ANGLES TO THE SOUTHWESTERLY LINE OF SAID LOT 1 62.41 FEET TO A POINT OF CURVE, THENCE SOUTHEASTERLY ALONG A CURVED LINE CONVEX NORTHEASTERLY AND HAVING A RADIUS OF 1163 FEET, 17.1 FEET AS MEASURED ALONG THE CHORD OF SAID CURVE TO A POINT IN A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT 1 FROM A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE SOUTH ALONG SAID PARALLEL LINE, 5.20 FEET TO A POINT 72 FEET SOUTH OF THE NORTH LINE OF SOUTH LOT 1, THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID LOT 1, 3.20 FEET TO A POINT OF INTERSECTION WITH THE PROLONGATION OF A CURVED LINE OF 1163 FEET RADIUS HEREINBEFORE DESCRIBED, THENCE SOUTHEASTERLY ALONG SAID CURVED LINE 105.94 FEET AS MEASURED ALONG THE CHORD TO A POINT IN THE EAST LINE OF SAID LOT 1 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24;
AND ALSO EXCEPT THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:
BEGINNING IN THE NORTH LINE OF SAID LOT 1 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 1 TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST WITH A RADIUS OF 1163 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE WITH A LINE DRAWN 72 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1 AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT 1; THENCE EAST ALONG SAID PARALLEL LINE 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 6:
THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25 LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD (EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24) ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID LOT 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1 153 5/10 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1 44 35/100 FEET, THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1, 72 FEET, THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID LOT 41.15 FEET TO THE INTERSECTION OF A CURVED LINE CONVEX NORTHEASTERLY WITH A RADIUS OF 1,163 FEET, THENCE NORTHWESTERLY ALONG SAID CURVED LINE 6.12 FEET AS MEASURED ALONG THE CHORD TO ITS INTERSECTION WITH A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT FROM A POINT IN THE NORTH LINE OF SAID LOT 153.5 FEET EAST OF NORTHWEST CORNER THEREOF, THENCE NORTH ALONG SAID PARALLEL LINE TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS.

CONTAINING, IN THE AGGREGATE, 52,549 SQUARE FEET (1.21 ACRES), MORE OR LESS.

I FURTHER CERTIFY THAT THE PROPERTY DESCRIBED HEREON IS LOCATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT ALL OF THE PROPERTY APPEARS IN ZONE X ON THE FLOOD INSURANCE RATE MAP, COOK COUNTY ILLINOIS, AND INCORPORATED AREAS, COMMUNITY PANEL NO. 17031C0251J, EFFECTIVE DATE OF AUGUST 19, 2008.

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

FIELD MEASUREMENTS COMPLETED ON FEBRUARY 21, 2023.

SIGNED ON FEBRUARY 3, 2025.

BY: _____

PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 3584
MY LICENSE EXPIRES NOVEMBER 30, 2026

BRIAN S. STOUT
NO. 3584
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
CHICAGO, ILLINOIS

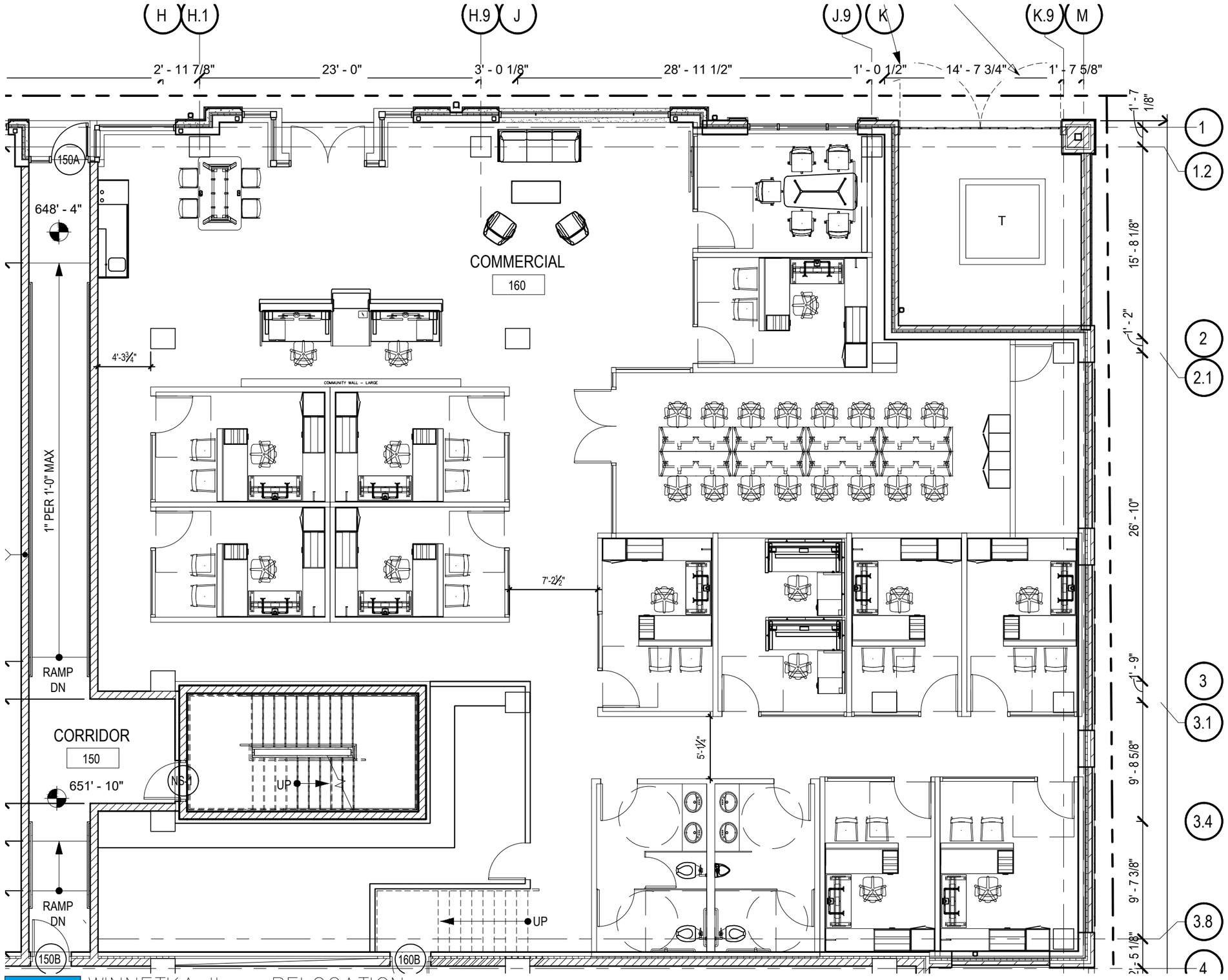
PERMISSION TO RECORD CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)SS

I, BRIAN S. STOUT, AN ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3584, DO HEREBY GRANT PERMISSION TO _____ TO RECORD THIS PLAT.

DATED THIS 3rd DAY OF FEBRUARY A.D. 2025.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR



	REQUIRED	PROVIDED
Offices	11	10
Touchdown/Living Rm	1	1
Team Room – WS	2	2
Welcome Bar	1	1
Seminar/Conf (30p)	1	1
Beverage Bar	1	1

charles SCHWAB

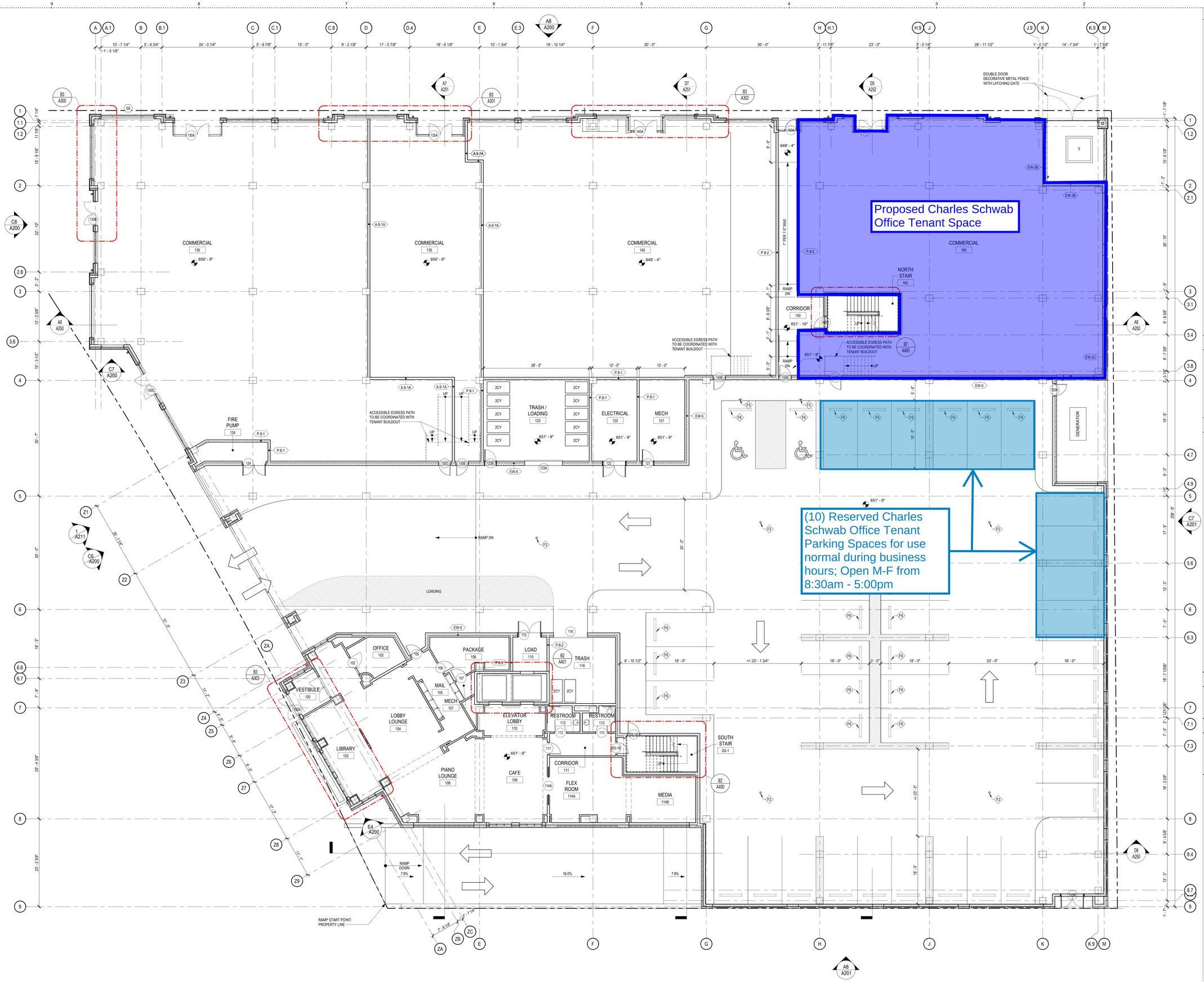
WINNETKA IL – RELOCATION

WINNETKA IL MN

Scale: 1/8" = 1'–0"

N

TF–5B



A9 / A101 GROUND LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"

GENERAL PLAN NOTES:

1. REFER TO CIVIL ENGINEERING PLANS FOR ALL GRADES, SLAB ELEVATIONS, AND UTILITY CONNECTIONS.
2. DO NOT SCALE DRAWINGS. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO FRAMING. ALL DIMS ARE TO ROUGH FRAMING.
3. REFER TO BUILDING ELEVATIONS FOR WINDOW TYPES/INFO AND FOR INDICATION FOR MASONRY CONTROL JOINTS.
4. ALL ANGLED PARTITIONS ARE 45 DEGREES U.N.O.
5. REFER TO SHEET A-030 FOR PARTITION TYPES.
6. TYPICAL EXTERIOR FRAME WALL DIMENSIONS TO BE 6" NOMINAL U.N.O.
7. PLUMBING WALLS TO BE 2X6 AT 16" O.C. OR DOUBLED EXTERIOR WALLS WITH INSULATION AND THERMOPLY UNLESS WATER SUPPLIED THROUGH FLOOR.
8. AT ALL WET AREAS PROVIDE MOISTURE RESISTANT WALL BOARD AND AT TILED AREAS PROVIDE CEMENT BOARD.
9. INSULATE ALL CONCEALED SPACES AT EXTERIOR WALLS.
10. CAULK SILL PLATES, JOINTS BETWEEN MULTIPLE STUDS, PIPE AND VENT PENETRATIONS, WINDOW AND DOOR OPENINGS.
11. PROVIDE ALUMINUM FLASHING AT ALL ROOF/WALL INTERSECTIONS, ABOVE WINDOW/DOOR HEADS, AND BAND BOARDS, AND CHIMNEY PENETRATIONS AT ROOF.
12. FIRESTOP BETWEEN VERTICAL AND HORIZONTAL CONCEALED SPACES SUCH AS SOFFITS, STAIR FRAMING, AND MECHANICAL CHASES WITH SOLID 2X DIMENSIONAL LUMBER OR 1/2" DRYWALL. DRAFTSTOP IN FIRESTOP AREAS WITH CAULK OR FOAM SEALER.
13. CARPENTER, HVAC, PLUMBING, AND ELECTRICAL CONTRACTORS TO COORDINATE PLACEMENT OF ALL DUCTS, PIPES, AND WIRING PRIOR TO FRAMING. ELECTRICAL, AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO RELOCATION DUE TO FIELD CONDITIONS.
14. PROVIDE AND INSTALL SHELVING AT ALL CLOSETS.
15. ALL INTERIOR WALLS TO BE FINISHED WITH 5/8" DRYWALL, TYPE X, U.N.O.
16. PROVIDE VAPOR BARRIER AT ALL CONDITIONED SLAB ON GRADE AREAS.
17. SLOPE AND CROSS SLOPES AT HANDICAP PARKING SPACES, ACCESS AISLES, MANEUVERING CLEARANCES AT DOORS AND ACCESSIBLE ROUTES NOT TO EXCEED 2%.
18. FIRE EXTINGUISHER CABINETS TO BE FULLY RECESSED.
19. FIRE ESTINGUISHERS LOCATED IN FOOD PREPARATION AREAS TO BE CLASS K, ALL OTHER FIRE EXTINGUISHERS TO BE CLASS ABC.
20. PROVIDE SAFETY STRIPING WITHIN PARKING GARAGE, AS SHOWN ON DRAWINGS. STRIPING TO BE 4" WIDE, TYPICAL.
21. PROVIDE PIPE BOLLARD OR RAIL PROTECTION AROUND ALL PLUMBING RISERS WITHIN PARKING GARAGE.

PLAN LEGEND:

- GREEN ROOF
- PEDISTAL PAVER
- LANDSCAPE PLANTER
- STAMPED CONCRETE

PLAN KEYNOTES:

- F1 PIPE BOLLARD. BOLLARD TO BE MOUNTED ACCORDING TO MANUFACTURER'S STANDARDS
- F2 FLOOR DRAIN, PITCH CONCRETE TOPPING TO DRAIN (1/8" PER 1'-0" MIN.)
- F3 LINEAR TRENCH DRAIN SYSTEM
- F4 EV CHARGING STATION
- F5 ACCESSIBLE PARKING SPACE SIGN, POST MOUNTED
- F6 CONCRETE WHEEL STOP
- F7 VERTICAL STORAGE BIKE RACK
- F8 CEILING MOUNTED EXHAUST FAN, ABOVE. REFER TO MECHANICAL DRAWINGS FOR ADDITIONAL INFORMATION
- F9 LINE OF BENTONITE BLINDSIDE WATERPROOFING AT FOUNDATION WALL
- F10 PLANTER BOX, REFER TO LANDSCAPE DRAWINGS
- F11 REFLECTING POOL BASIN, REFER TO LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
- F12 OUTDOOR GAS GRILL BUILT INTO MASONRY ENCLOSURE
- F13 2'-0" WIDE BY 3'-0" TALL PLANTER BOX ON SLEEPERS AT RESIDENTIAL UNIT TERRACE
- F14 1'-6" WIDE BY 3'-0" TALL PLANTER BOX ON SLEEPERS AT RESIDENTIAL UNIT TERRACE
- F15 STANDPIPE WITH VALVE CABINET
- F16 RECESSED CEILING MOUNTED DRAFT CONTROL DOORS AT EACH ELEVATOR ENTRANCE
- F17 CAST-IN-PLACE CONCRETE WALL. REFER TO LANDSCAPE DRAWINGS FOR WALL HEIGHT AND ADDITIONAL INFORMATION.
- F18 8" CONCRETE CURB

PARKING SIGNAGE LEGEND

MARK	TYPE
V	VEHICULAR (RETROREFLECTIVE TEXT ONLY)
R	REGULATORY (RETROREFLECTIVE)
P	PEDESTRIAN PANEL
PVC	PVC CLEARANCE

PARKING SIGN KEY

MARK
FACE OF SIGN

SEE SIGN SCHEDULE ON SHEET A070

NOT FOR CONSTRUCTION

NO.	ISSUED FOR:	DATE
	75% CONSTRUCTION DOCUMENTATION	11/26/2024
	FOUNDATION / DEMO PERMIT	11/04/2024
	100% DESIGN DEVELOPMENT	10/29/2024

OKW Architects
OKW Architects
600 West Jackson Blvd
Chicago, IL 60661
T 312.798.7700
F 312.798.7777
www.okwarchitects.com

ONE WINNETKA MIXED-USE DEVELOPMENT

ELM ST. & LINCOLN AVE., WINNETKA, IL

GROUND LEVEL PLAN

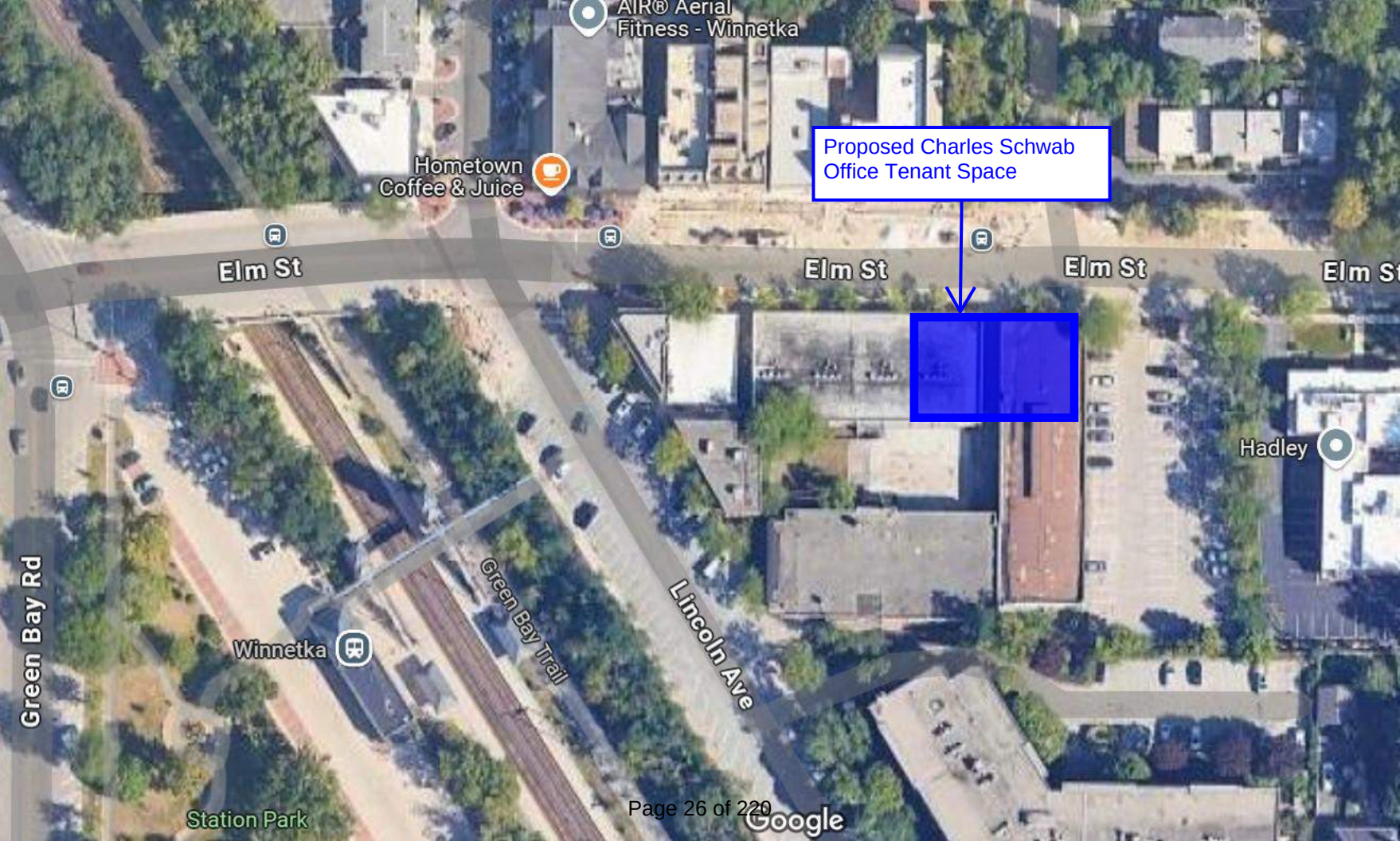
DRAWN BY: Author CHECKED: Checker

DATE: 11/26/2024

PROJ. NO.: 21077

SHEET NO.: A101

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AIR® Aerial Fitness - Winnetka
Hometown Coffee & Juice
Proposed Charles Schwab Office Tenant Space
Elm St
Elm St
Elm St
Elm St
Hadley
Green Bay Rd
Green Bay Trail
Lincoln Ave
Winnetka
Station Park
Google


Case Study of Charles Schwab Lobby
- Recently completed in Brookfield, WI
- Spacious Lobby @ Storefront
- Charles Schwab Marketing elements such as our "Community Wall" will be utilized being customized to emphasize elements that exemplify Winnetka


charles SCHWAB
Making a difference in Brookfield
Be the Change
We believe that everyone should have the opportunity to achieve great financial outcomes.
SIPC


EXIT


Brookfield


"My advice is to take ownership of your financial future. We're here to help at every step."
-Charles R. Schwab



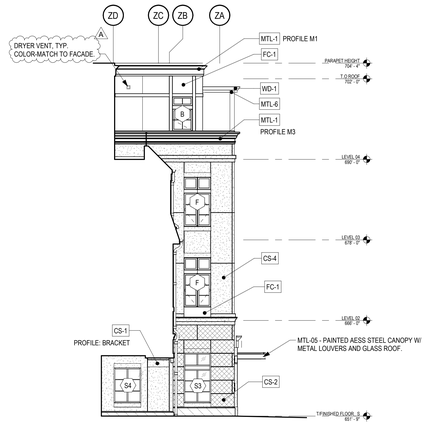
Case Study of Charles Schwab Lobby from exterior
- Curb appeal and sidewalk presence our Lobby will have to Elm St.
- This case study in Brookfield, WI is a stand alone building so examples such as signage and frontage of course will differ; however, the openness of our Lobby in Winnetka will be similar to this location.

BUILDING ELEVATION NOTES:

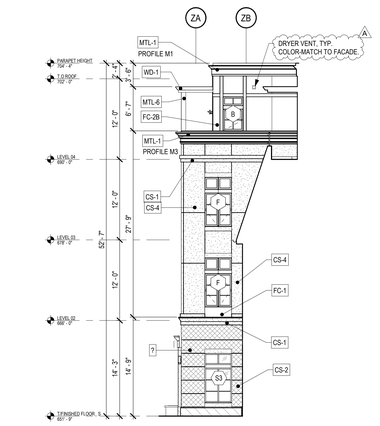
1. REFER TO SHEET A060 FOR EXTERIOR MATERIAL SCHEDULE.

2. REFER TO SHEET A050 FOR STOREFRONT, WINDOW, AND RAILING TYPES.

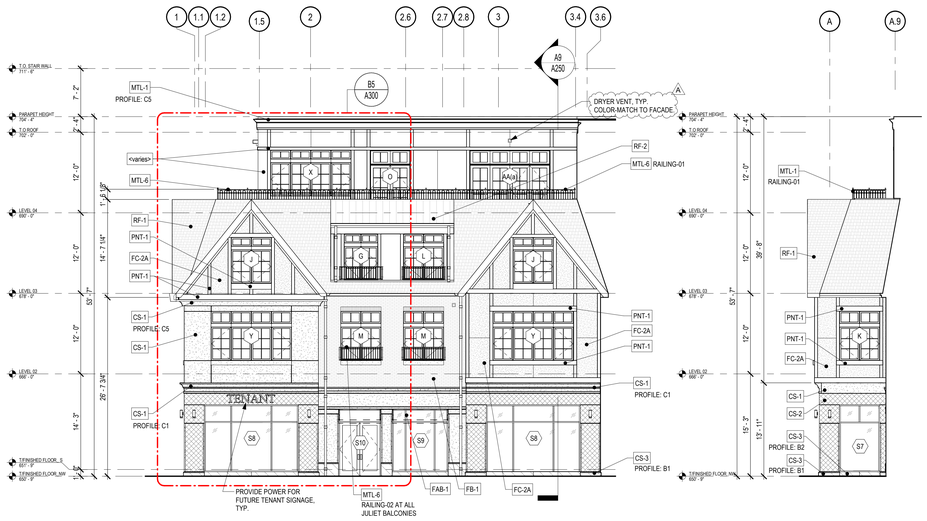
3. REFER TO SHEETS A210-211 FOR CAST STONE ELEVATIONS.



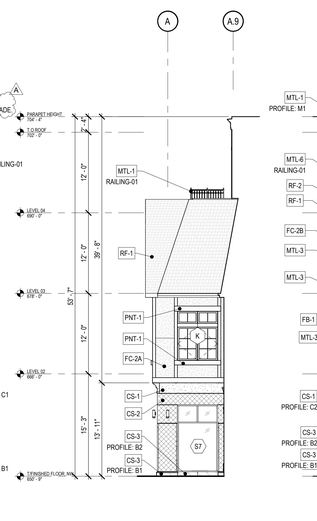
E4 / A200 LINCOLN STONE TOWER - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



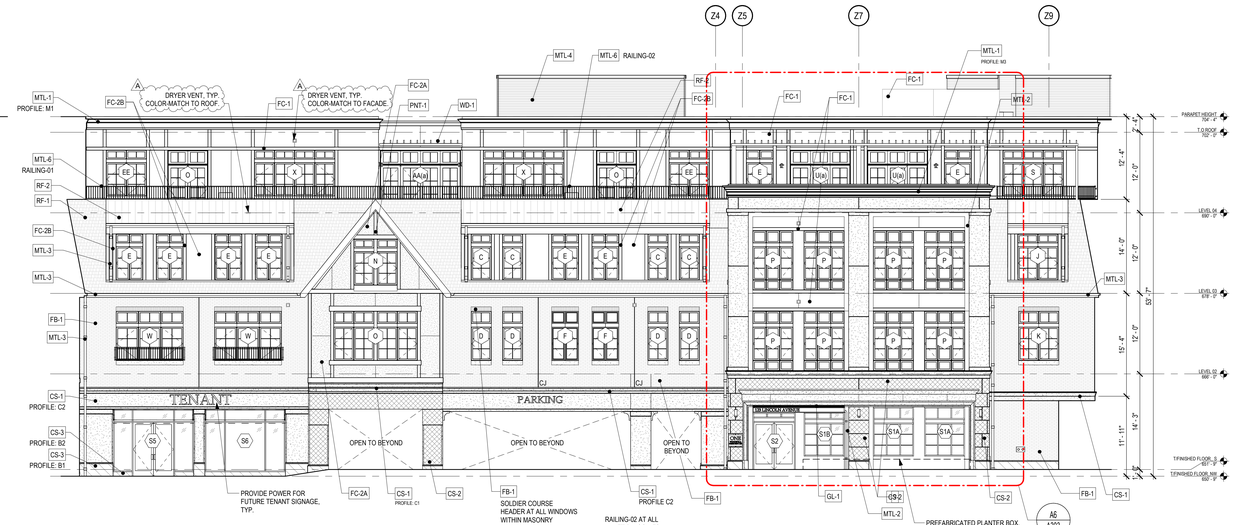
E2 / A200 LINCOLN STONE TOWER - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



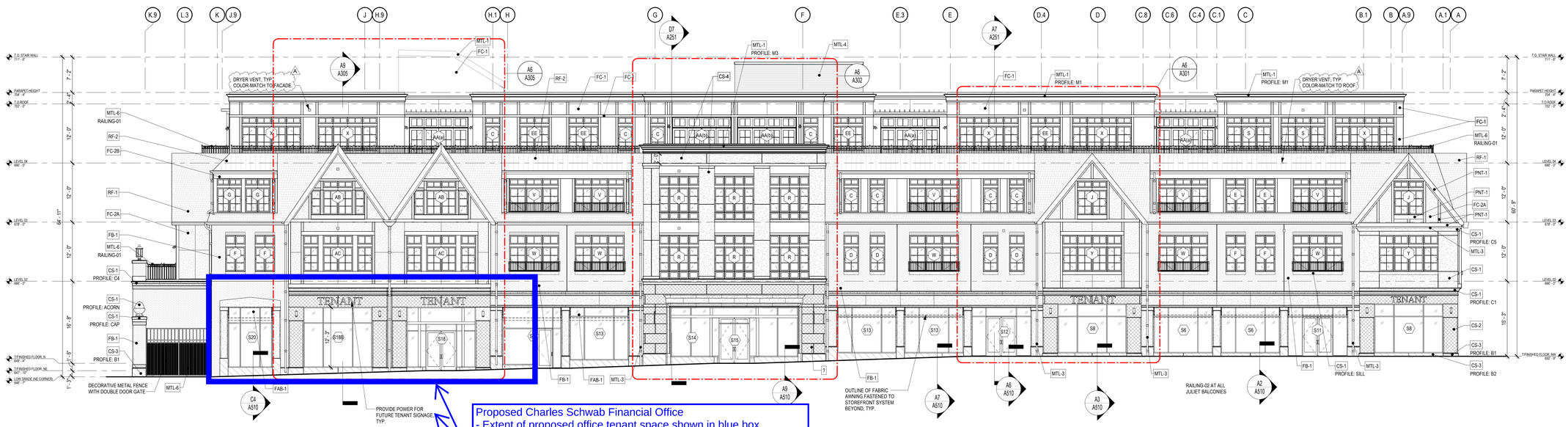
C8 / A200 WEST BUILDING ELEVATION
SCALE: 1/8" = 1'-0"



C7 / A200 SOUTH BUILDING ELEVATION CONT.
SCALE: 1/8" = 1'-0"



C6 / A200 SOUTHWEST (LINCOLN) BUILDING ELEVATION
SCALE: 1/8" = 1'-0"



A8 / A200 NORTH (ELM) BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

Proposed Charles Schwab Financial Office
- Extent of proposed office tenant space shown in blue box
- Tenant will not modify the exterior facade except signage
- Please see proposed signage package in following sheets
- Tenant will consult landlord with a coordinated way of exterior illuminating signage that is consistent and matching all retail tenants

NO.	ISSUED FOR:	DATE
A	ADDENDUM #1	03/04/2025
	50% CONSTRUCTION DOCUMENTS R1	02/24/2025
	50% CONSTRUCTION DOCUMENTS	02/11/2025
	90% CONSTRUCTION DOCUMENTATION	11/26/2024
	50% CONSTRUCTION DOCUMENTATION	11/08/2024
	FOUNDATION / DEMO PERMIT	11/04/2024
	100% DESIGN DEVELOPMENT	10/29/2024

OKW Architects

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600 West Jackson Blvd
Chicago, IL 60661
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F 312.798.7777
www.okwarchitects.com

ONE WINNETKA MIXED-USE DEVELOPMENT

515 LINCOLN AVENUE,
WINNETKA, IL 60093

NORTH AND WEST BUILDING ELEVATIONS

DRAWN BY: MS / BD / SJ CHECKED: AR / BZ

DATE: 02/11/2025

SHEET NO.: A200

PROJ. NO.: 21077

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Stratus®

onestratus.com
888.503.1569

LOCATION NUMBER:

515 Winnetka

SITE ADDRESS:

515 Lincoln Ave.
Winnetka, IL 60093

charles SCHWAB

E01 NORTH ELEVATION

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

E02



Stratus®
onestratus.com
8959 Tyler Boulevard
Mentor, Ohio 44060
888.503.1569

CLIENT: charles SCHWAB

ADDRESS: 515 Lincoln Ave. Winnetka, IL 60093

PAGE NO.: 2

ORDER NUMBER: 186192

PROJECT NUMBER: 515_Winnetka

SITE NUMBER: 515_Winnetka

PROJECT MANAGER: Kyle Crossett

ELECTRONIC FILE NAME: \\Tmcg.us\stratus\Operations\Design & Graphics\Priority\ACCOUNTS\C\CHARLES SCHWAB\2025\IL\515_Winnetka IL\

Rev #	Req #	Date/Artist	Description	Rev #	Req #	Date/Artist	Description
Original	138443	02/26/25 AD					
Rev 1	138758	03/04/25 AD	Updated blade color/width				
Rev 2	138765	03/11/25 JAB					
Rev 3	142695	06/05/25 PB					

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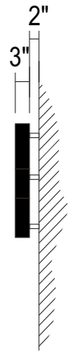
E01 NON-ILLUMINATED LETTERSET - BLACK

CS-BB-LTR-NI-B-16

Scale: 3/8"=1'-0"

36.5 square feet





External light fixture to be coordinated with Landlord for building consistency

FACES: .125" aluminum faces painted black

RETURNS: Returns welded to faces;All welds sanded smooth painted black.
3" deep .063 aluminum returns

WALL MAT.: TBD

INSTALL: Mounting to wall TBD

QUANTITY: **(1) one set required**

COLOR PALETTE

MP Black, satin finish

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Mentor, Ohio 44060
888.503.1569

CLIENT: charles SCHWAB

ADDRESS: 515 Lincoln Ave.
Winnetka, IL 60093

PAGE NO.: 3

ORDER NUMBER: 186192

PROJECT NUMBER: 515_Winnetka

SITE NUMBER: 515_Winnetka

PROJECT MANAGER: Kyle Crossett

ELECTRONIC FILE NAME: \\Tmcg.us\stratus\Operations\Design & Graphics\Priority\ACCOUNTS\C\CHARLES SCHWAB\2025\IL\515_Winnetka IL\

Rev #	Req #	Date/Artist	Description	Rev #	Req #	Date/Artist	Description
Original	138443	02/26/25 AD					
Rev 1	138758	03/04/25 AD					
Rev 2	138765	03/11/25 JAB					
Rev 3	142695	06/05/25 PB	Revised from halo illumination				

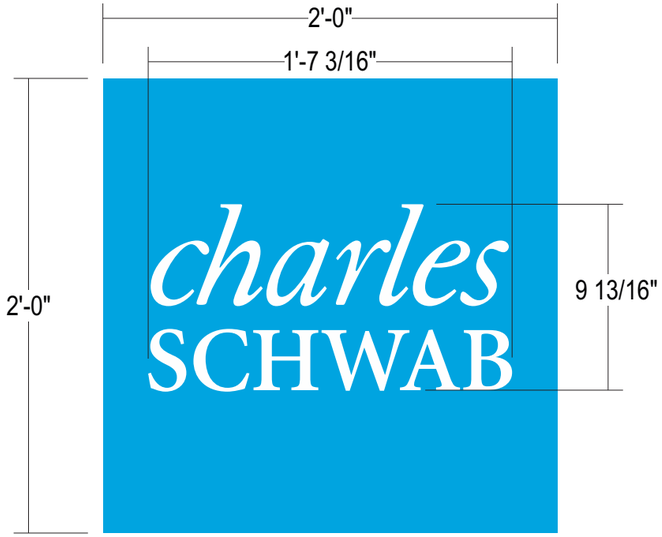
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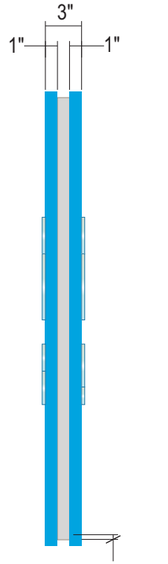
E02 CUSTOM NON-ILLUMINATED BLADE SIGN

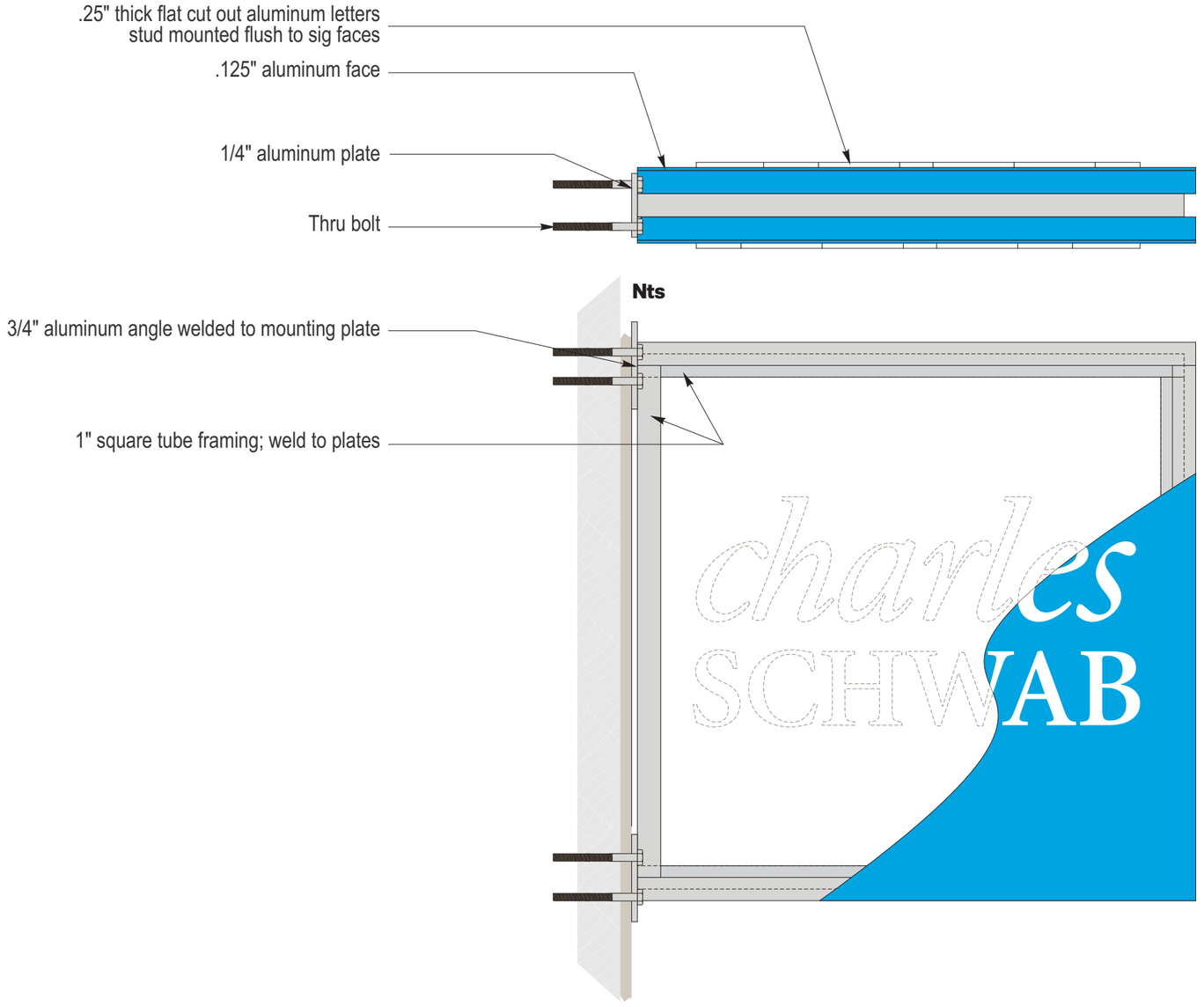
CS-DD-NI-PRO-CUSTOM

Scale: 1:8

4 square feet







COLOR PALETTE

- LETTERS: MP 42 202SP White, satin
- SIGN: PMS 299c, satin
- COVER: #4 brushed aluminum

FACES: .125" aluminum

GRAPHICS: .25 FCO aluminum

INSTALL: Mounting to wall TBD

QUANTITY: **(1) one blade required**

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8959 Tyler Boulevard
Mentor, Ohio 44060
888.503.1569

CLIENT: charles SCHWAB

ADDRESS: 515 Lincoln Ave. Winnetka, IL 60093

PAGE NO.: 4

ORDER NUMBER: 186192

PROJECT NUMBER: 515_Winnetka

SITE NUMBER: 515_Winnetka

PROJECT MANAGER: Kyle Crossett

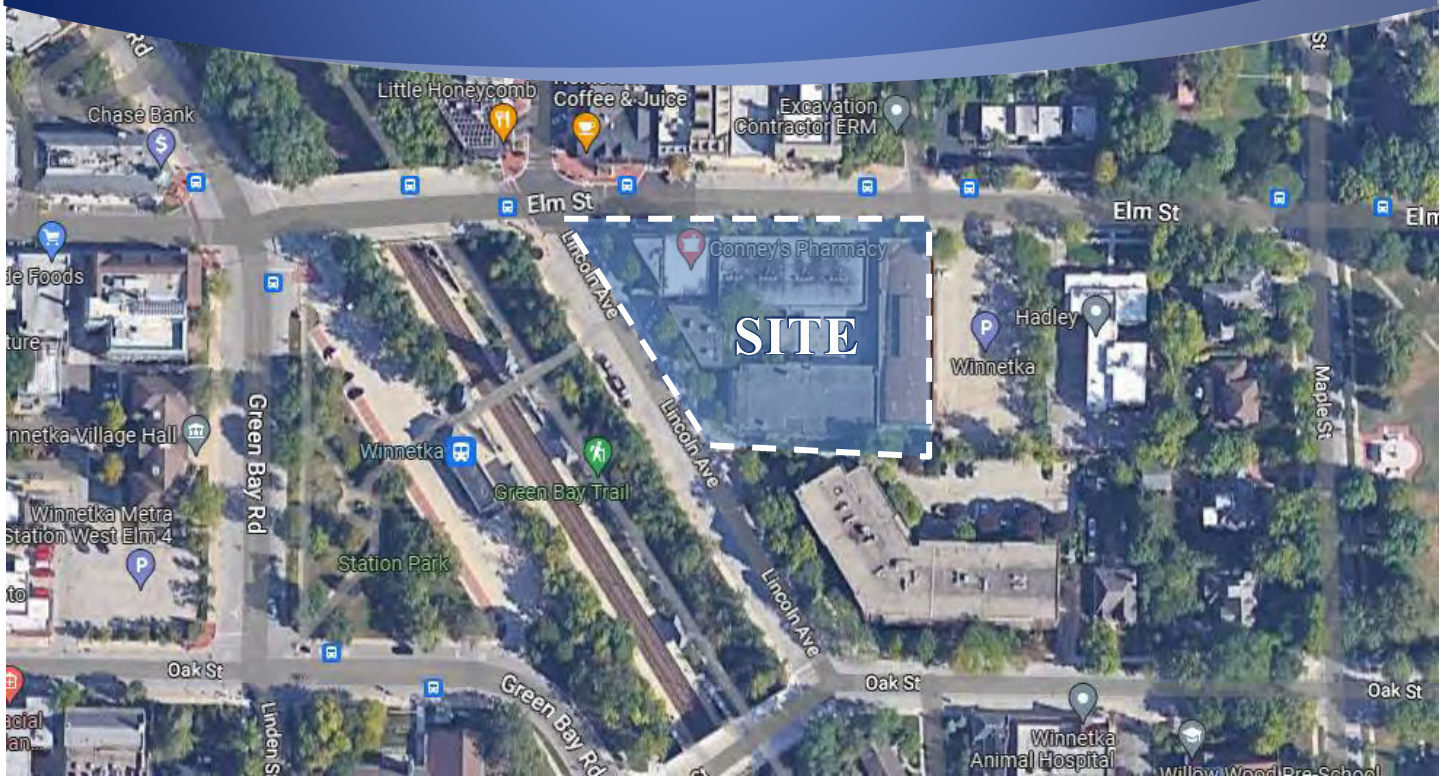
ELECTRONIC FILE NAME: \\Tmcg.us\stratus\Operations\Design & Graphics\Priority\ACCOUNTS\C\CHARLES SCHWAB\2025\IL\515_Winnetka IL\

Rev #	Req #	Date/Artist	Description	Rev #	Req #	Date/Artist	Description
Original	138443	02/26/25 AD					
Rev 1	138758	03/04/25 AD	Updated colors/width				
Rev 2	138765	03/11/25 JAB	resize				
Rev 3	142695	06/05/25 PB	Removed standard base per city requirements				

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Traffic Impact Study
One Winnetka
Mixed-Use Development

Winnetka, Illinois



Prepared For:

ROMSPEN

KLOA

Kenig, Lindgren, O'Hara, Aboona, Inc.

June 30, 2023

1. Executive Summary

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) conducted a traffic impact study for the One Winnetka mixed-use development's most recent plan. The site is located within the East Elm Street District and is bordered by Elm Street to the north, a public parking lot to the east, Lincoln Avenue and the Union Pacific/North Line railroad tracks to the west, and a condominium building to the south.

The proposed plans call for demolishing the existing buildings in order to develop the site with 59 residential units and approximately 19,480 square feet of commercial space with 113 underground residential parking spaces and 39 commercial parking spaces. Two access drives are proposed to serve the development: a full access drive on Lincoln Avenue located approximately 215 feet south of Elm Street that will serve the proposed 39 surface parking spaces for the commercial area and another access drive on Lincoln Avenue located approximately 300 feet south of Elm Street that will serve the 113 underground parking spaces dedicated to the residential use of the development.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. In addition, the adequacy of the proposed parking supply was evaluated.

Traffic was projected for Year 2029 conditions, which includes the existing weekday morning and weekday afternoon peak hours of adjacent roadway traffic volumes (Year 2023) increased by 0.26 percent per year for six years (a total of two percent).

The findings and recommendations are as follows:

- The site of the proposed development is located in close proximity to the train station.
- The amount of traffic that would normally be generated by this type of development will be reduced due to the availability of public transportation serving the area as well as close proximity to dining options, other goods and services when compared to other areas that are not located within a downtown or with a robust public transportation system like Winnetka.
- The results of the capacity analyses indicate that the studied intersections are and will continue operating at acceptable levels of service with minimal increases in delays and that queues will not impact adjacent intersections.
- The proposed access system will provide maximum access flexibility for residents and customers entering and departing the site.
- The proposed parking supply of 113 and 39 spaces for the residential and commercial portions of the development, respectively, will be adequate in accommodating the projected peak parking demand considering the availability of existing on-street parking spaces in the vicinity of the site.

2. Existing Conditions

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

Site Location

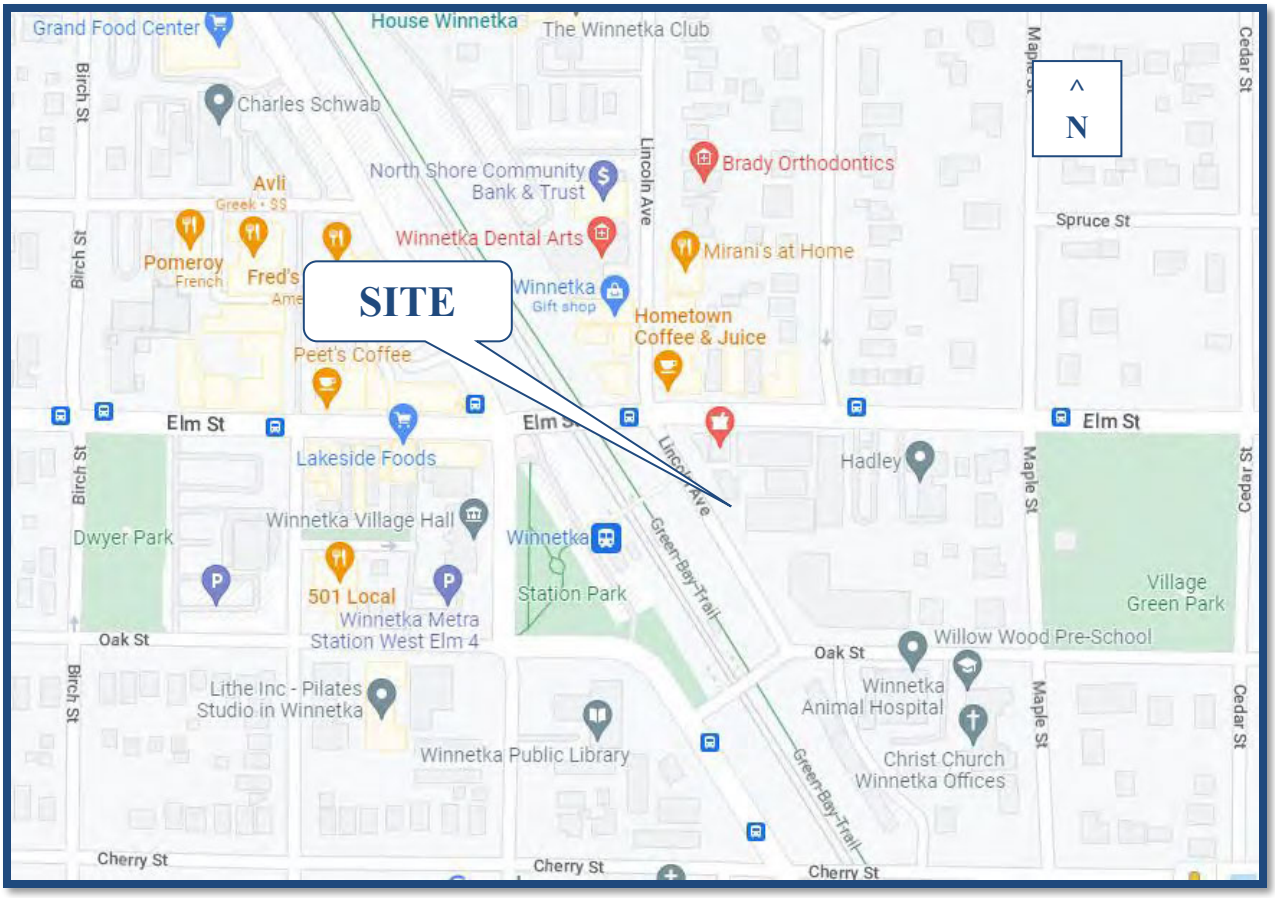
The development site is located on the east side of Lincoln Avenue just south of Elm Street and was formerly occupied by various retail stores. The development is surrounded by retail uses to the north, a public parking lot to the east, the Winnetka Metra station to the west, and the 711 Oak Street condominium building to the south. The Hadley school and the Village Green Park (passive park) is located further east on the south side of Elm Street.

Figure 1 shows the site location with respect to the surrounding roadway system. **Figure 2** shows an aerial view of the site.

Existing Roadway System Characteristics

The characteristics of the existing roads that surround the proposed development are illustrated in **Figure 3** and described below.

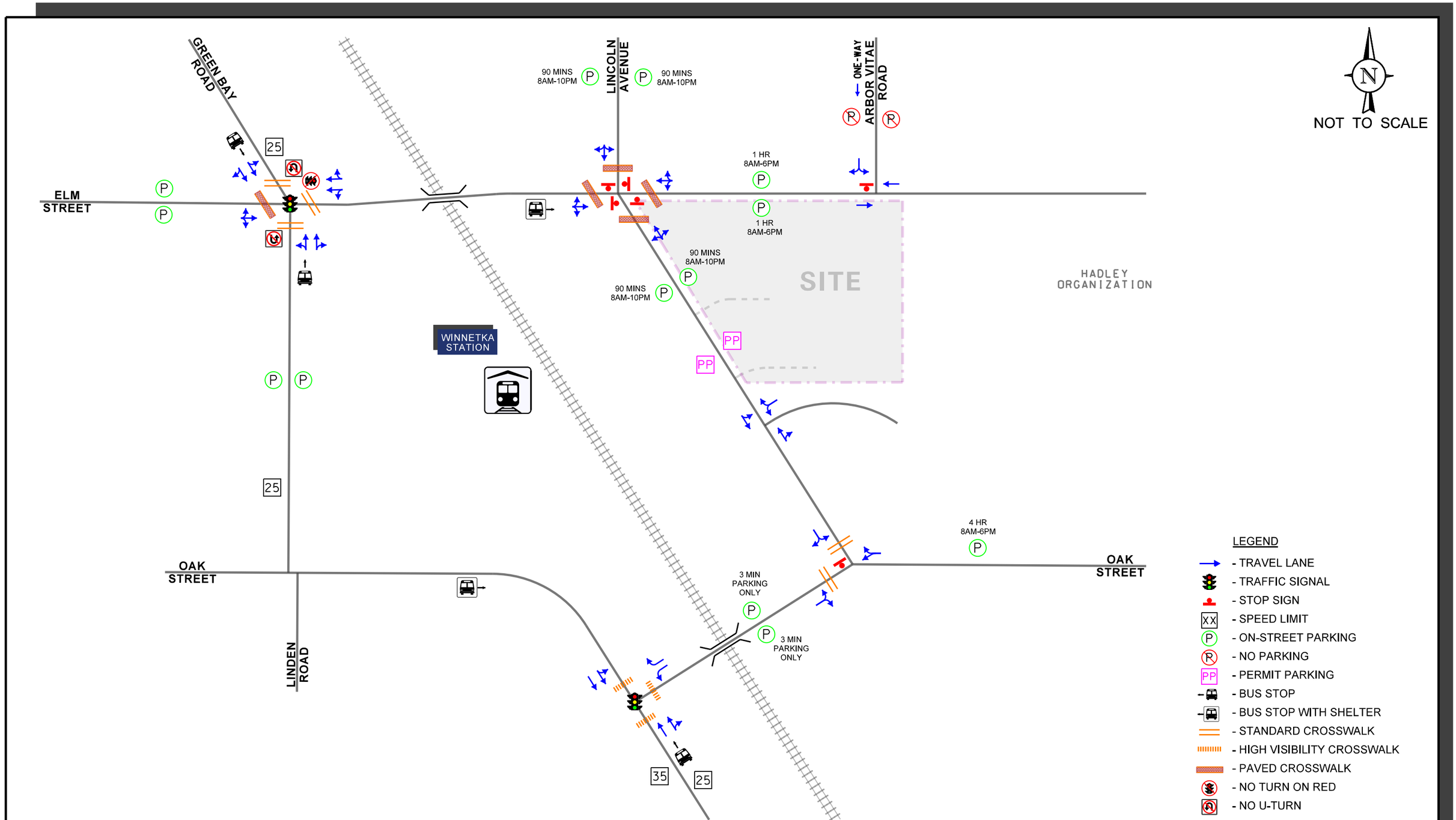
Green Bay Road is a north-south arterial roadway that generally provides two through lanes in each direction. No exclusive turn lanes are provided at its signalized intersections with Oak Street or Elm Street. Angle parking is provided on both sides of the road between Elm Street and Oak Street/Green Bay Road. The parking spaces on the east side of the road are limited to Zone C (commuter parking) only from 8:00 A.M. to 4:00 P.M. Monday through Friday. The parking spaces on the west side of the road are a combination of 90-minute parking from 8:00 A.M. to 6:00 P.M. and Zone A (employee parking) permit only from 8:00 A.M. to 5:00 P.M. Green Bay Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an Annual Average Daily Traffic (AADT) volume of approximately 8,700 vehicles (IDOT 2022).



Site Location **Figure 1**



Aerial View of Site **Figure 2**



MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

KLOA
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Job No: 23-039 Figure: 3

Elm Street is an east-west two-way minor collector roadway that borders the northern portion of the proposed subject development. At its signalized intersection with Green Bay Road, although not stripped as such, the road is wide enough on the east approach to provide a combined left-turn/through lane and a combined through/right-turn lane. The west approach provides a combined left/through/right-turn lane. No exclusive turn lanes are provided at its all-way stop control intersection with Lincoln Avenue or Arbor Vitae Road. On-street parking on both sides of the road is provided between Lincoln Avenue and Arbor Vitae Road limited to one hour from 8:00 A.M. to 6:00 P.M. On-street parking limited to four hours from 8:00 A.M. to 6:00 P.M. is provided on the south side of the road between Arbor Vitae Road and Maple Street. Elm Street carries an AADT of 1,800 vehicles (IDOT 2022) and is under the jurisdiction of the Village of Winnetka.

Lincoln Avenue is a north-south local roadway that provides one lane in each direction in the vicinity of the site. No exclusive turn lanes are provided at its all-way stop control intersection with Elm Street. At its "T" intersection with Oak Street, Lincoln Avenue is under stop sign control and provides a combined left/right-turn lane. On-street parking is generally provided on both sides of the road. These parking spaces are limited to 90 minutes from 8:00 A.M. to 6:00 P.M. or Zone C permit parking from 8:00 A.M. to 10:30 P.M. Lincoln Avenue is under the jurisdiction of the Village of Winnetka.

Oak Street is an east-west local roadway that provides one lane in each direction in the vicinity of the site. No exclusive turn lanes are provided at its intersection with Lincoln Avenue. At its signalized "T" intersection with Green Bay Road, although not stripped as such, Oak Street is wide enough to operate as an exclusive left-turn lane and an exclusive right-turn lane. Oak Street carries an AADT volume of 1,050 vehicles east of Green Bay Road (IDOT 2022) and is under the jurisdiction of the Village of Winnetka.

Arbor Vitae Road is a one-way southbound residential local roadway that is under stop sign control at its intersection with Elm Street. On-street parking is not allowed on the west side of the road. Arbor Vitae Road is under the jurisdiction of the Village of Winnetka.

Pedestrian Facilities. All of the roads within the immediate area have sidewalks on both sides of the road. Lastly, crosswalks are provided at all of the intersections within the immediate area.

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts during the morning (7:00 to 9:00 A.M.) and evening (3:00 to 6:00 P.M.) peak periods for the following intersections:

- Elm Street with Green Bay Road (Wednesday, May 21, 2014 adjusted to reflect Year 2023 conditions)
- Elm Street with Lincoln Avenue (Tuesday, February 14, 2023)
- Elm Street with Armor Vitae Road (Tuesday, February 14, 2023)
- Lincoln Avenue with Condominium Access Drive (Tuesday, February 14, 2023)
- Lincoln Avenue with Oak Street (Tuesday, February 14, 2023)
- Oak Street with Green Bay Road (Tuesday, February 14, 2023)

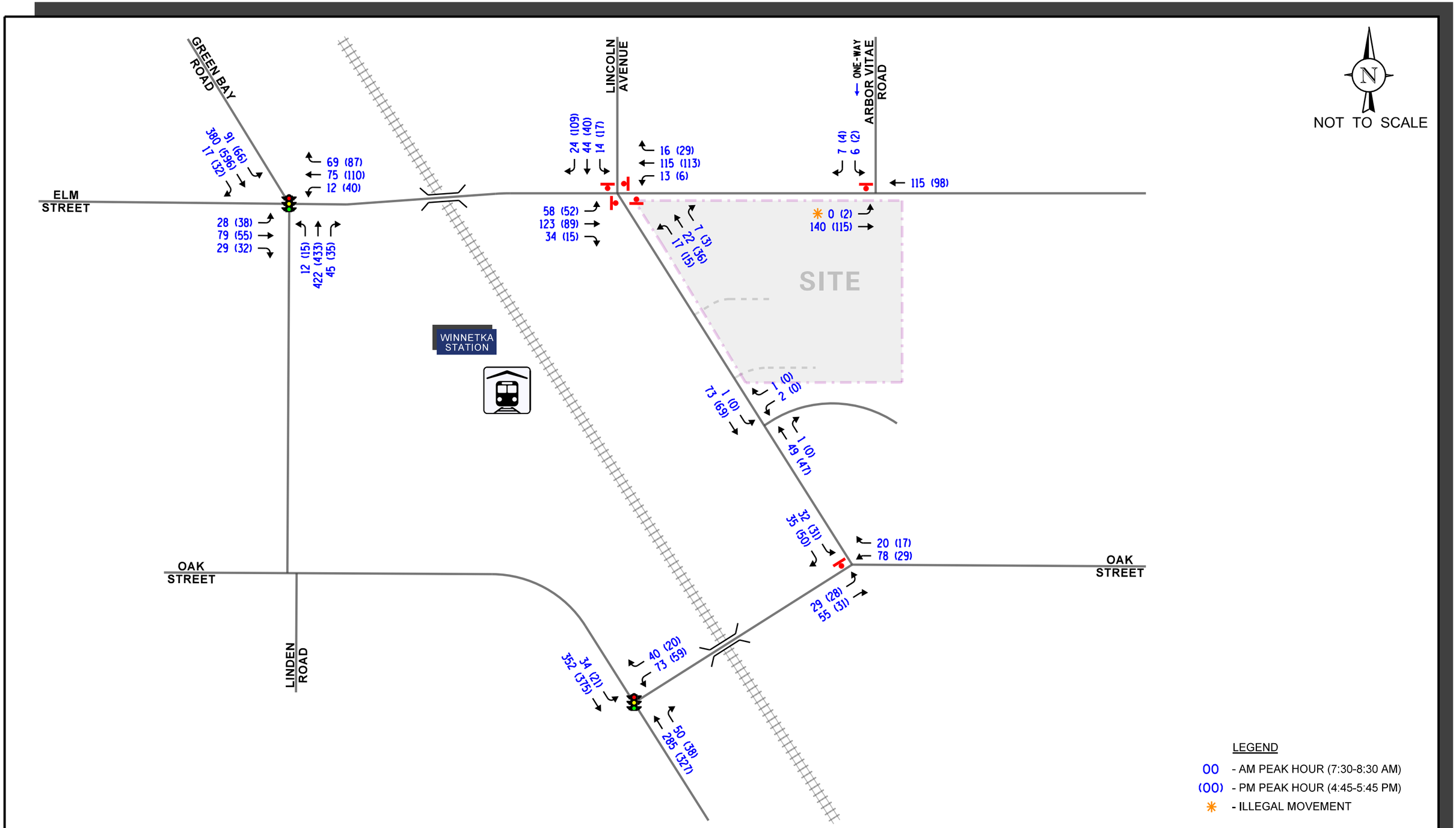
It should be noted that KLOA, Inc. also conducted peak period traffic data at the intersection of Elm Stret with Green Bay Road on Thursday, May 4, 2023. A comparison between the counts conducted in 2014 and 2023 peak period data showed that the 2023 counts are approximately 5% and 20% lower during the weekday morning peak hour and weekday evening peak hour, respectively. As such and in order to provide for a conservative analysis, the adjusted 2014 counts were used in analysis at this intersection.

The results of the traffic counts show that the peak hours generally occur between:

- 7:30 A.M. and 8:30 A.M. during the weekday morning peak period
- 4:45 P.M. and 5:45 P.M. during the weekday evening peak period

The existing peak hour vehicle traffic volumes are shown in **Figure 4**.

Given that the traffic counts were conducted on February and at the request of the Village of Winnetka staff, the pedestrian volumes were doubled to reflect peak summer conditions. The adjusted peak hour pedestrian and bicycle traffic volumes are shown in **Figure 5**.

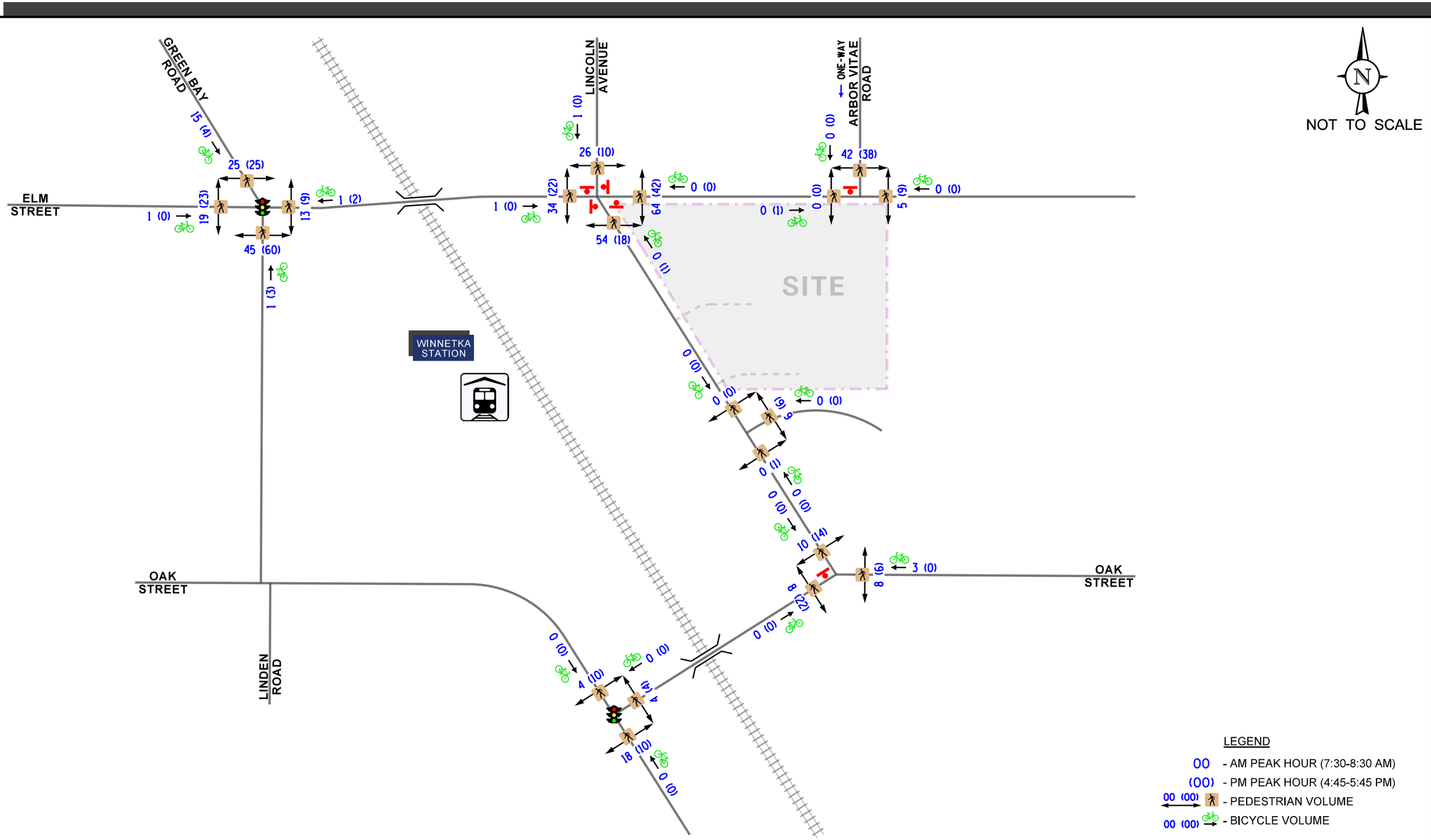


MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

EXISTING TRAFFIC VOLUMES

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Job No: 23-039 Figure: 4



MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

KLOA
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Job No: 23-039 Figure: 5

Crash Data Summary

KLOA, Inc. obtained crash data from the Village of Winnetka for Years 2018 through 2022 for the intersections of Elm Street with Green Bay Road and Arbor Vitae Road, Lincoln Avenue with Elm Street and Oak Street, and the intersection of Green Bay Road with Oak Street. A review of the crash data indicated that no crashes were reported at the intersections of Elm Street with Arbor Vitae Road. No fatalities were reported at any of these intersections during the review period. **Tables 1** through **4** summarize the crash data.

Table 1
GREEN BAY ROAD WITH ELM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Ped/Bike	Object	Rear End	Sideswipe	Turning	Parked Vehicle	Total
2018	1	1	0	0	0	1	1	4
2019	0	1	1	3	0	2	1	8
2020	0	0	0	1	0	1	0	2
2021	0	1	0	3	0	0	1	5
2022	1	0	1	2	1	2	0	7
Total	**2**	**3**	**2**	**9**	**1**	**6**	**3**	**26**
Average	**<1.0**	**<1/0**	**<1.0**	**1.8**	**<1.0**	**1.2**	**<1.0**	**5.2**

Table 2
ELM STREET WITH LINCOLN AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Parked Vehicle	Total
2018	0	0	0	0	0	0	3	3
2019	0	0	0	0	1	0	3	4
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	2	2
2022	0	0	1	0	0	0	4	5
Total	**0**	**0**	**1**	**0**	**1**	**0**	**12**	**14**
Average	**--**	**--**	**<1.0**	**--**	**<1.0**	**--**	**2.4**	**2.8**

Table 3
GREEN BAY ROAD WITH OAK STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	0	0	0
2019	0	0	0	1	0	0	0	1
2020	0	0	2	1	2	0	0	5
2021	0	0	0	0	1	0	0	1
2022	0	0	1	1	1	0	0	3
Total	**0**	**0**	**3**	**3**	**4**	**0**	**0**	**10**
Average	**--**	**--**	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**--**	**2.0**

Table 4
LINCOLN AVENUE WITH OAK STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Ped/Bike	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	1	1
2020	0	0	0	0	0	0	0	0
2021	0	0	1	0	0	1	0	2
2022	0	1	0	0	0	0	1	2
Total	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**5**
Average	**--**	**<1.0**	**<1.0**	**--**	**--**	**<1.0**	**<1.0**	**1.0**

3. Traffic Characteristics of the Proposed Development

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

Development Plan

To evaluate the impact of the current development plan on the area roadway system, it was necessary to quantify the number of vehicle trips the overall site will generate during the weekday morning and evening peak hours and then determine the directions from which this traffic will approach and depart the site.

As previously mentioned, the site is located within the East Elm Street District and was formerly occupied by various retail stores. The plans call for demolishing the existing buildings and developing the site with 59 residential units and approximately 19,480 square feet of commercial space.

Parking

As part of the new plan, approximately 113 underground residential parking spaces will be provided. A covered surface parking lot with 39 spaces will be provided on the southeast corner of the site to serve the commercial space.

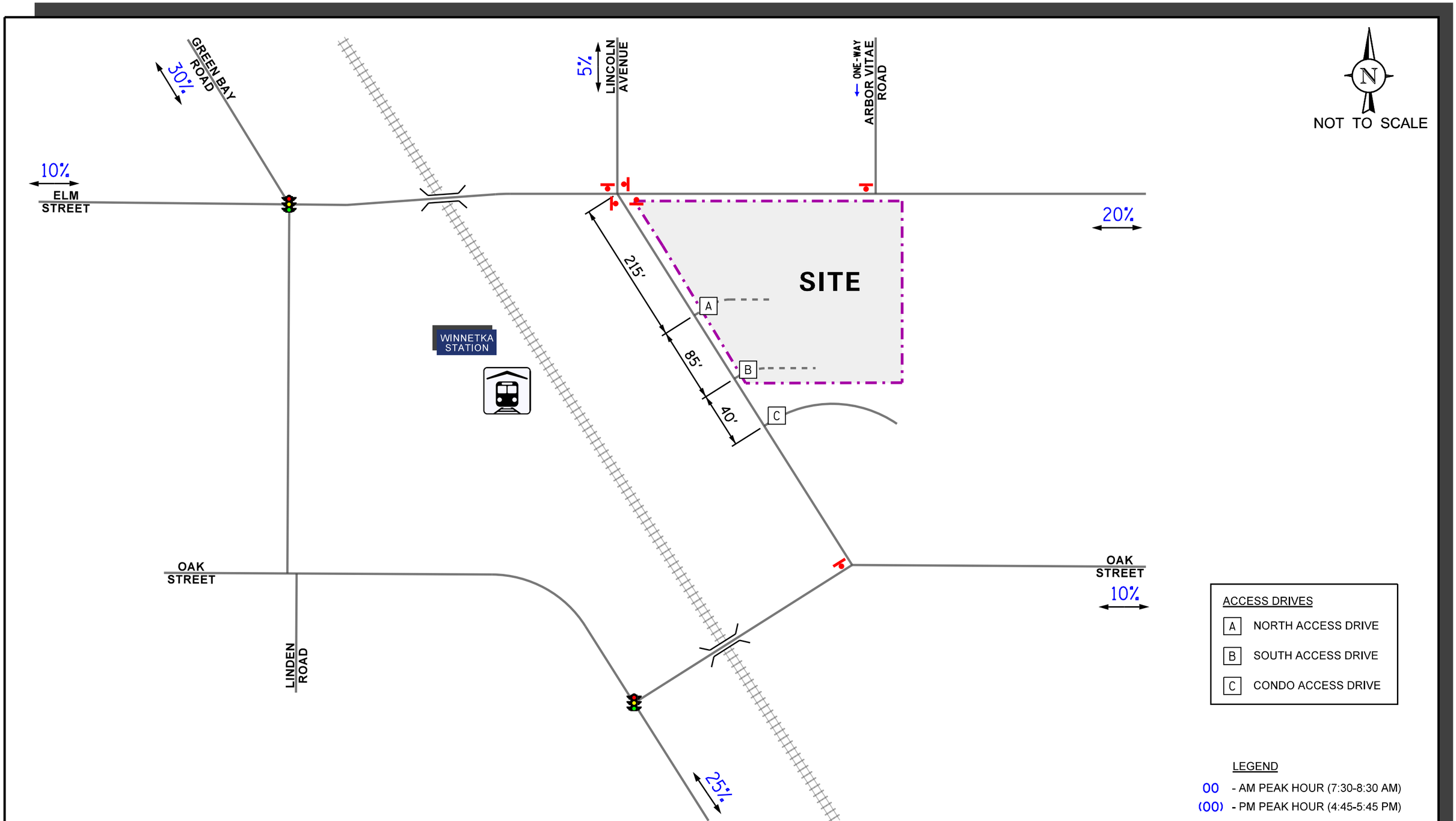
Access

Access to the commercial parking lot will be provided via a full-movement access drive on Lincoln Avenue located approximately 215 feet south of Elm Street. Access to the residential parking spaces will be provided via an access drive on Lincoln Avenue approximately 300 feet south of Elm Street. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

Directional Distribution of Development Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on a combination of existing travel patterns and the orientation and physical restrictions of the surrounding roadway system. For example, given the site's proximity to Green Bay Road (classified as a minor arterial by IDOT) and based on a review of the existing traffic volumes and traffic patterns, it is anticipated that the great majority of the traffic will travel along Green Bay Road. Conversely, given that Oak Street and Elm Street within the vicinity of the site are either a minor collector street or a local/residential street, it is anticipated that less traffic will traverse these roads to get to Sheridan Road, which provides one lane in each direction versus the two lanes in each direction that are provided along Green Bay Road.

The estimated directional distribution for the proposed development is illustrated in **Figure 6**.



MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

DIRECTIONAL DISTRIBUTION

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Development Traffic Generation

The peak hour traffic volumes that will be generated by the proposed mixed-use development were estimated based on trip generation rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. The "Multifamily Housing" (Land-Use Code 221) rates were used for the residential units and the "Strip Retail Plaza" (Land-Use Code 822) rates were used for the commercial space. It is important to note that the Strip Retail Plaza land-use code was utilized given the proposed size of the commercial use. Furthermore and as indicated in the *Trip Generation Manual,* a strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Previous editions of the *Trip Generation Manual* indicated that many of the centers surveyed contained non-merchandising facilities such as office buildings, restaurants, post offices, banks, health clubs, etc. As such, the data collected reflects the effects of a combination of uses. The ITE trip generation sheets are included in the Appendix.

It should be noted that the trip rates assume that the primary mode of transportation is the automobile. The location of the site within downtown Winnetka and its proximity to the train station and the Pace Bus Routes fits the criteria of a transit-oriented development (TOD) that results in less dependence on automobile use. Based on inspection of Census data within one quarter mile from a train station, approximately 35 percent of the residents in the immediate area use other means of transportation to commute to work. However, in order to present a worst-case scenario in the analysis no reduction was applied to the generated trips.

Table 4 shows the estimated peak hour traffic to be generated by the proposed mixed-use development when all the commercial area will be occupied by retail stores (Scenario 1).

It should be noted that although the developer is requesting a special use approval to potentially have a medical office use, there are no concrete plans to have a medical office use within the proposed retail plaza. However, in order to analyze the potential impact of a medical office use, a second trip generation scenario (scenario 2) was prepared assuming 8.000 square feet of medical office and 11,480 square feet of retail. **Table 5** shows the estimated peak hour traffic under this scenario. The "Medical-Dental Office Building" (Land-Use Code 720) rates were used for the medical office building.

Table 4
PROJECTED SITE-GENERATED TRAFFIC VOLUMES – SCENARIO 1

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
221	Multifamily Housing (Mid-Rise) – 59 units	3	11	14	14	9	23	268
822	Strip Retail Plaza (19,480 s.f.)	27	18	45	62	63	125	1,052
	Total	**30**	**29**	**59**	**76**	**72**	**148**	**1,320**

Table 5
PROJECTED SITE-GENERATED TRAFFIC VOLUMES – SCENARIO 2

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
221	Multifamily Housing (Mid-Rise) – 59 units	3	11	14	14	9	23	268
720	Medical-Dental Office Building (8,000 s.f.)	20	5	25	9	20	29	236
822	Strip Retail Plaza (11,480 s.f.)	19	13	32	43	43	86	714
	Total	**42**	**29**	**71**	**66**	**72**	**138**	**1,218**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes increased by a regional growth rate and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed development (Table 4 and 5) were assigned to the area roadways based on the directional distribution analysis (Figure 6).

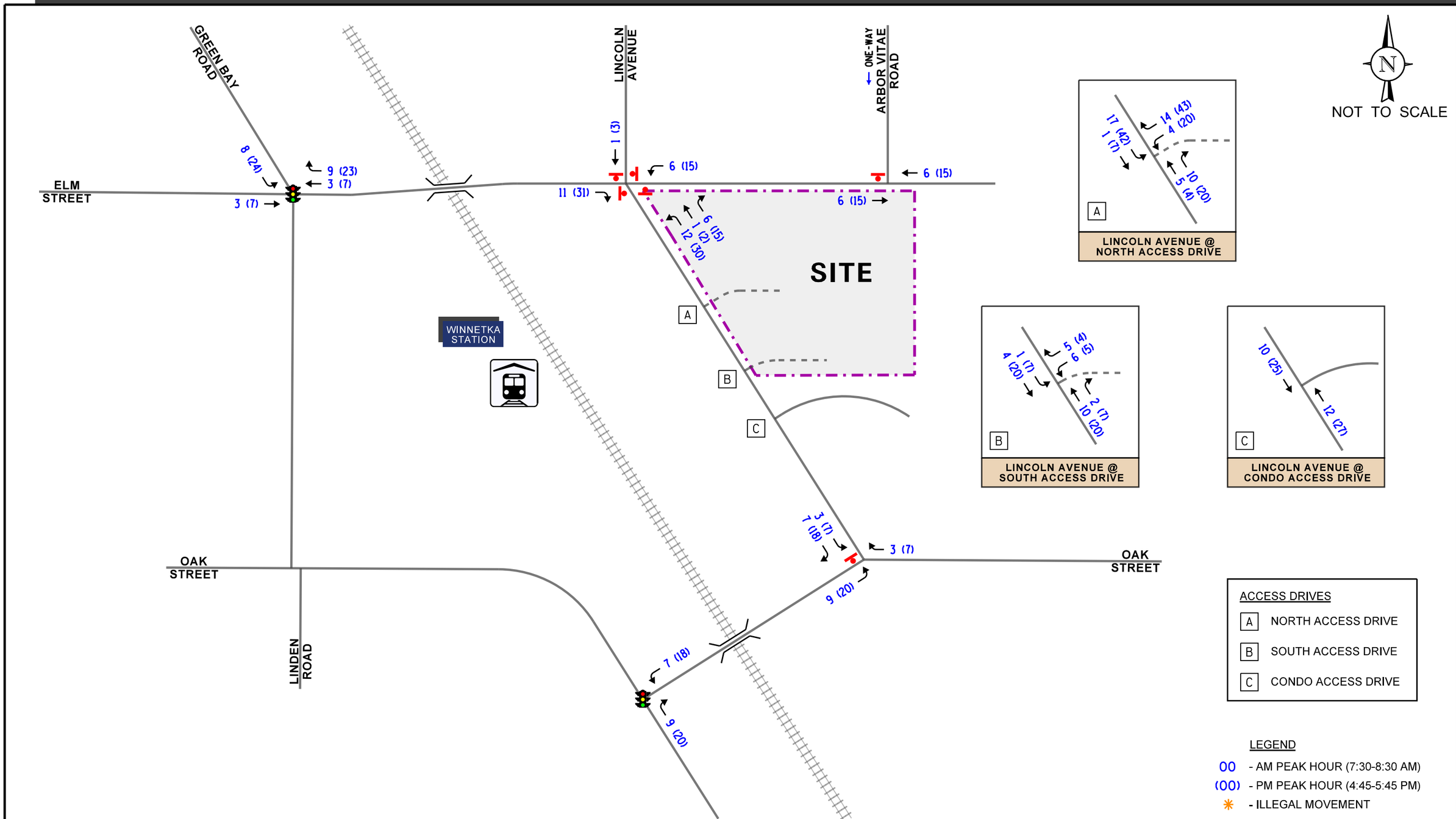
Figure 7 and **8** shows the assignment of the development-generated traffic volumes under scenarios one and two, respectively.

Background (No-Build) Traffic Volumes

In order to account for background growth and the existing vacancies within the East Elm Street district and based on the Chicago Metropolitan Agency for Planning (CMAP) Year 2050 population and employment forecast, the existing traffic volumes were increased by 0.26 percent per year for six years (a total of two percent) to reflect Year 2029 traffic volumes, which are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The total projected traffic volumes include the no-build traffic volumes increased by two percent and the traffic estimated to be generated by the proposed subject development. **Figure 10** shows the total projected traffic volumes for scenario 1 and **Figure 11** shows the total projected traffic volumes under scenario 2.

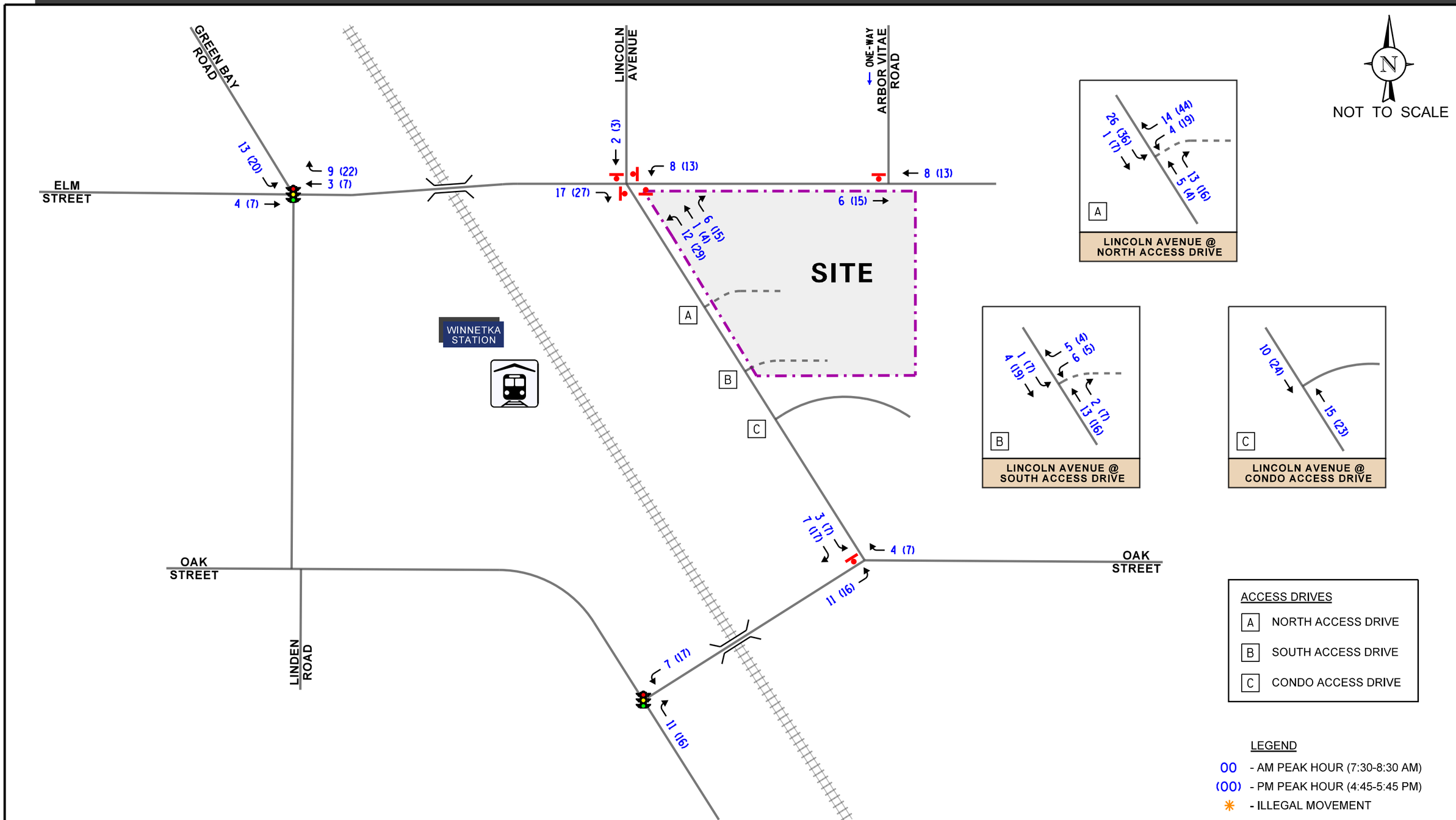


MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES - SCENARIO 1

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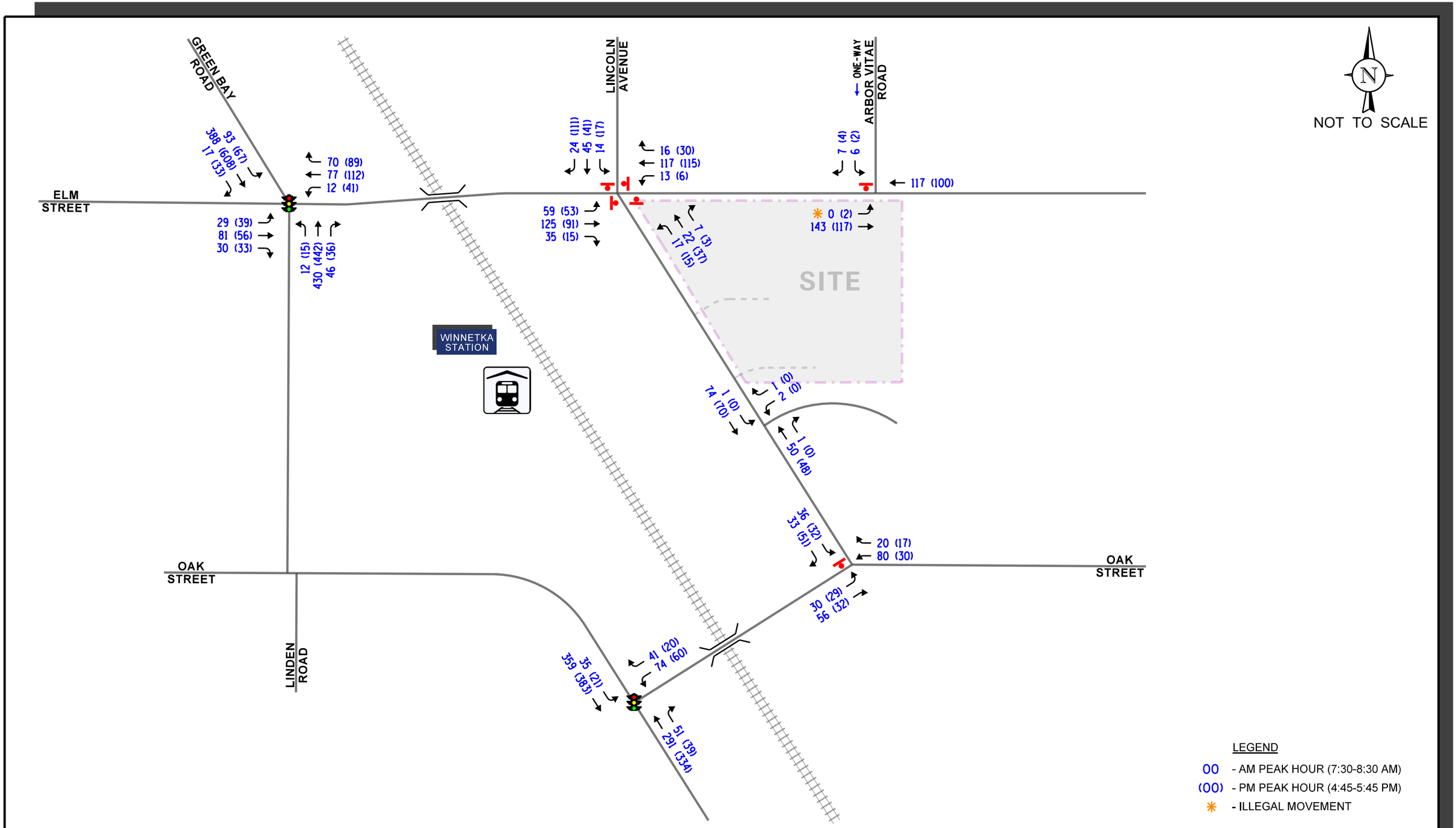


MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES - SCENARIO 2

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Job No: 23-039 Figure: 8

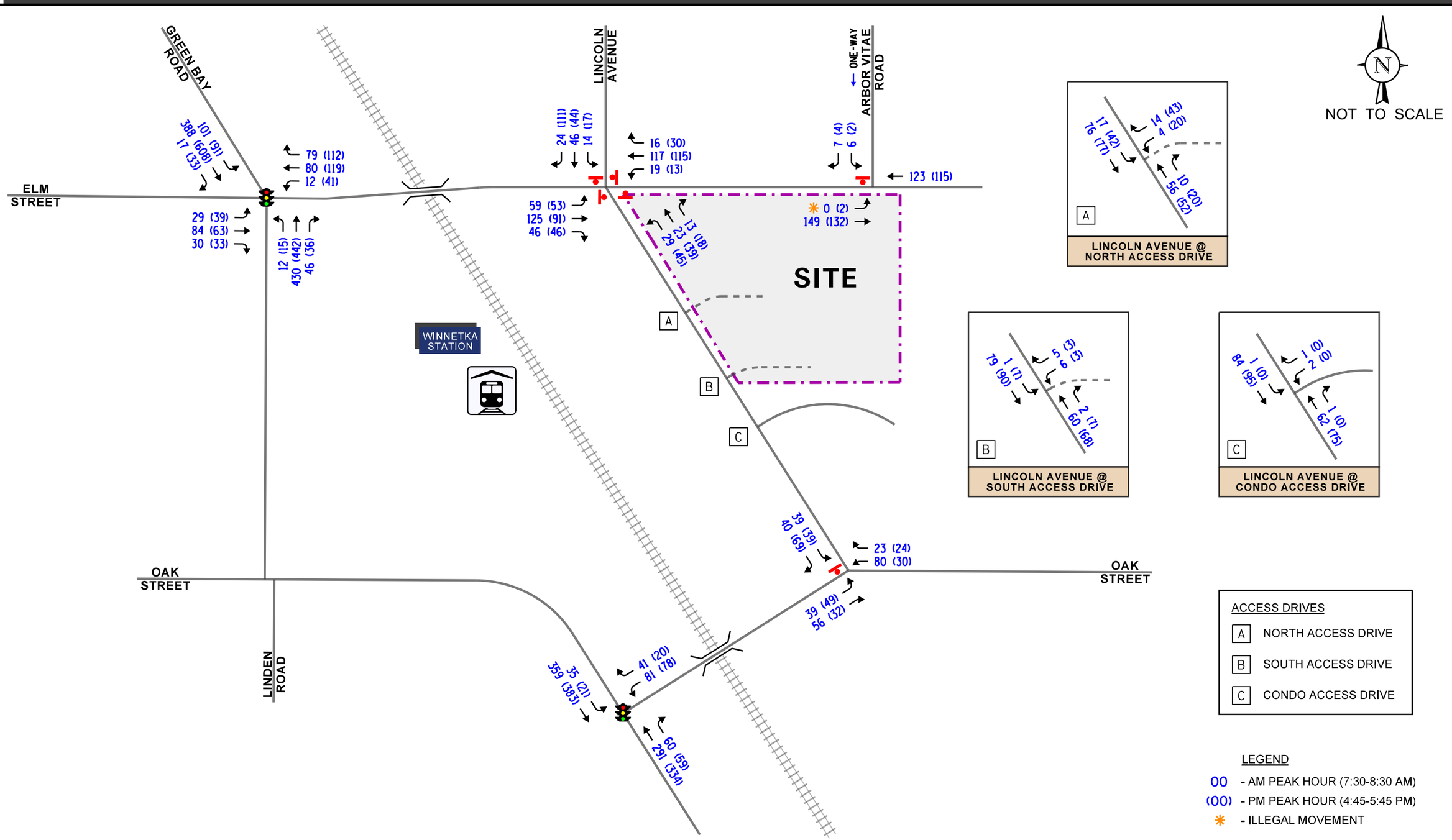


MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

YEAR 2029 NO-BUILD TRAFFIC VOLUMES

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Job No: 23-039 Figure: 9

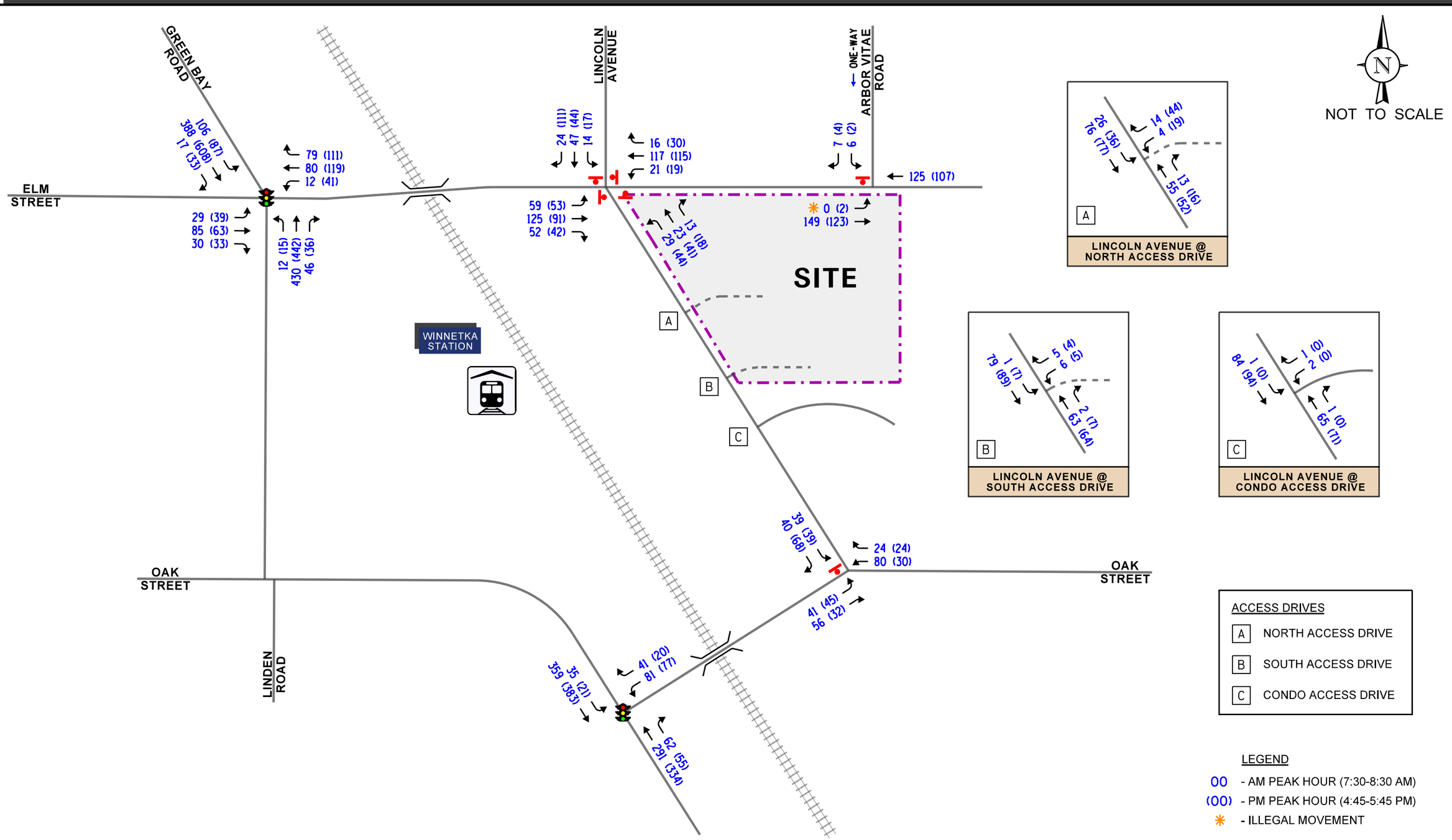


MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES - SCENARIO 1

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MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES - SCENARIO 2

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Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-039 Figure: 11

5. Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the existing and total projected peak hour traffic conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th* Editions and using Synchro/SimTraffic 11 software.

The analysis for the traffic-signal controlled intersections were accomplished using existing signal timing data to determine the average overall vehicle delay, volume-to-capacity ratios, and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2023 existing, Year 2029 no-build, and Year 2029 total projected are presented in **Tables 6** through **11**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix. A discussion of the intersections and recommendations follows.

Table 6
CAPACITY ANALYSIS RESULTS – GREEN BAY ROAD WITH ELM STREET – SIGNALIZED

	Peak Hour	Eastbound L/T/R	Westbound L/T/R	Northbound L/T/R	Southbound L/T/R	Overall
Existing Conditions	Weekday Morning	C – 31.6	B – 17.0	A – 5.9	A – 6.5	B 10.3
	Weekday Evening	C – 30.8	C – 20.6	A – 5.9	A – 6.9	B 10.6
No-Build Conditions	Weekday Morning	C – 31.7	B – 16.9	A – 6.0	A – 6.7	B 10.4
	Weekday Evening	C – 30.9	C – 20.5	A – 6.0	A – 7.1	B 10.8
Projected Conditions (Scenario – 1)	Weekday Morning	C – 31.8	B – 16.4	A – 6.1	A – 6.8	B 10.5
	Weekday Evening	C – 31.4	B – 19.2	A – 6.2	A – 6.7	B 11.1
Projected Conditions (Scenario - 2)	Weekday Morning	C – 32.0	B – 16.3	A – 6.1	A – 6.9	B 10.6
	Weekday Evening	C – 31.4	B – 19.2	A – 6.2	A – 7.6	B 11.1

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 7
CAPACITY ANALYSIS RESULTS – GREEN BAY ROAD WITH OAK STREET – SIGNALIZED

	Peak Hour	Westbound		Northbound	Southbound	Overall
		L	R	L/T	T/R	
Existing Conditions	Weekday Morning	C 27.7	A 9.1	A – 4.2	A – 3.6	A 6.2
		C – 21.1				
	Weekday Evening	C 27.1	B 11.2	A – 3.3	A – 3.0	A 5.0
		C – 23.1				
No-Build Conditions	Weekday Morning	C 27.7	A 9.0	A – 4.2	A – 3.6	A 6.2
		C – 21.0				
	Weekday Evening	C 27.2	B 11.2	A – 3.3	A – 3.0	A 5.1
		C – 23.3				
Projected Conditions (Scenario - 1)	Weekday Morning	C 27.9	A 8.7	A – 4.4	A – 3.7	A 6.5
		C – 21.4				
	Weekday Evening	C 27.7	B 10.6	A – 4.2	A – 3.7	A 6.2
		C – 24.3				
Projected Conditions (Scenario -2)	Weekday Morning	C – 27.9	A – 8.7	A – 4.4	A – 3.6	A 6.5
		C – 21.4				
	Weekday Evening	C 27.6	B 10.6	A – 4.2	A – 3.7	A 6.2
		C – 24.1				

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 8
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Lincoln Street[1]				
• Overall	A	9.6	A	9.3
• Eastbound Approach	B	10.2	A	8.7
• Westbound Approach	A	9.2	A	9.6
• Northbound Approach	A	9.1	A	9.3
• Southbound Approach	A	8.9	A	9.3
Elm Street with Arbor Vitae Road[2]				
• Southbound Approach	B	10.1	A	9.2
Lincoln Avenue with Condominium Access Drive[2]				
• Westbound Approach	A	9.1	A	0.1
• Southbound Left Turn	A	7.3	A	0.1
Lincoln Avenue with Oak Street[2]				
• Southbound Approach	B	10.6	A	9.4
• Eastbound Left Turn	A	7.7	A	7.4

LOS = Level of Service
Delay is measured in seconds.

1- All-Way Stop Control
2- Two-Way Stop Control

Table 9
CAPACITY ANALYSIS RESULTS – YEAR 2029 NO-BUILD CONDITIONS
UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Lincoln Street[1]				
• Overall	A	9.6	A	9.4
• Eastbound Approach	B	10.3	A	9.7
• Westbound Approach	A	9.2	A	9.4
• Northbound Approach	A	9.1	A	8.8
• Southbound Approach	A	8.9	A	9.4
Elm Street with Arbor Vitae Road[2]				
• Southbound Approach	B	10.1	A	9.2
Lincoln Avenue with Condominium Access Drive[2]				
• Westbound Approach	A	9.1	A	0.1
• Southbound Left Turn	A	7.3	A	0.1
Lincoln Avenue with Oak Street[2]				
• Southbound Approach	B	10.7	A	9.4
• Eastbound Left Turn	A	7.7	A	7.4

LOS = Level of Service
Delay is measured in seconds.

1- All-Way Stop Control
2- Two-Way Stop Control

Table 10
CAPACITY ANALYSIS RESULTS – YEAR 2029 TOTAL PROJECTED CONDITIONS – SCENARIO – 1 - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Lincoln Street[1]				
• Overall	A	9.9	B	10.3
• Eastbound Approach	B	10.7	B	10.7
• Westbound Approach	A	9.5	B	10.3
• Northbound Approach	A	9.3	A	9.8
• Southbound Approach	A	9.1	B	10.1
Elm Street with Arbor Vitae Road[2]				
• Southbound Approach	B	10.3	A	9.4
Lincoln Avenue with Condominium Access Drive[2]				
• Westbound Approach	A	9.3	A	0.1
• Southbound Left Turn	A	7.4	A	0.1
Lincoln Avenue with Oak Street[2]				
• Southbound Approach	B	11.1	A	9.9
• Eastbound Left Turn	A	7.8	A	7.5
Lincoln Avenue with Proposed Commercial Access Drive				
• Westbound Approach	A	9.6	A	9.3
• Southbound Left Turn	A	7.7	A	7.4
Lincoln Avenue with Proposed Residential Access Drive				
• Westbound Approach	A	9.0	A	9.2
• Southbound Left Turn	A	7.3	A	7.4

LOS = Level of Service
Delay is measured in seconds.

1- All-Way Stop Control
2- Two-Way Stop Control

Table 11
CAPACITY ANALYSIS RESULTS – YEAR 2029 TOTAL PROJECTED CONDITIONS – SCENARIO – 2 - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Lincoln Street[1]				
• Overall	A	10.0	B	10.2
• Eastbound Approach	B	10.8	B	10.6
• Westbound Approach	A	9.6	B	10.3
• Northbound Approach	A	9.3	A	9.7
• Southbound Approach	A	9.1	B	10.1
Elm Street with Arbor Vitae Road[2]				
• Southbound Approach	B	10.3	A	9.4
Lincoln Avenue with Condominium Access Drive[2]				
• Westbound Approach	A	9.3	A	0.1
• Southbound Left Turn	A	7.4	A	0.1
Lincoln Avenue with Oak Street[2]				
• Southbound Approach	B	11.2	A	9.8
• Eastbound Left Turn	A	7.8	A	7.5
Lincoln Avenue with Proposed Commercial Access Drive				
• Westbound Approach	A	9.6	A	9.3
• Southbound Left Turn	A	7.7	A	7.4
Lincoln Avenue with Proposed Residential Access Drive				
• Westbound Approach	A	9.0	A	9.1
• Southbound Left Turn	A	7.3	A	7.4

LOS = Level of Service
Delay is measured in seconds.

1- All-Way Stop Control
2- Two-Way Stop Control

Discussion and Recommendations

The results of the capacity analyses show that with the addition of the development traffic and the background growth in the area, all of the intersections are projected to continue to operate at an acceptable level of service. A discussion of each intersection is provided below.

Green Bay Road with Elm Street

The capacity analysis results indicated that this intersection currently operates at an overall Level of Service (LOS) B during the morning and evening peak hours. All the approaches operate at LOS C or better during both peak hours.

Under Year 2029 no-build, the intersection is projected to continue operating at LOS B during both peak hours with increases in delay of less than one second. All the approaches are projected to continue operating at LOS C or better during both peak hours with minimal increases in delay.

Under Year 2029 total projected conditions (scenario 1 and 2), the intersection is projected to continue operating at LOS B during the weekday morning and weekday evening peak hours with increases in delay of less than one second over the no-build conditions. All the approaches are projected to operate at LOS B or better during both peak hours with minimal increases in delay. The 95th percentile queue for the westbound is projected to be approximately 45 feet during the weekday morning peak hour and approximately 70 feet during the weekday evening peak hour and will not back up to the intersection of Elm Street with Lincoln Avenue. As such, no roadway or traffic control improvements are recommended at this intersection in conjunction with the proposed development.

Green Bay Road with Oak Street

The capacity analysis results indicated that this intersection currently operates at an overall LOS A during the morning and evening peak hours. All the approaches operate at LOS C or better during both peak hours.

Under Year 2029 no-build and total projected conditions (scenario 1 and 2), the intersection is projected to continue operating at LOS A during both peak hours with increases in delay of less than one second. All the approaches are projected to continue operating at LOS C or better during both peak hours with increases in delay of less than two seconds. As such, no roadway or traffic control improvements are recommended at this intersection in conjunction with the proposed development.

Elm Street with Lincoln Avenue

The capacity analysis results indicated that overall this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours and all the approaches operate at LOS B or better during both peak hours.

Under Year 2029 no-build conditions, the intersection and all its approaches are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of approximately one second or less.

Under Year 2029 total projected conditions (scenario 1 and 2), the intersection is projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour with increases in delay of less than one second over the no-build conditions. All the approaches are projected to operate at LOS B or better during both peak hours with increases in delay of approximately one second or less. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control adjustments are required.

Lincoln Avenue with Oak Street

The capacity analysis results indicated that the southbound approach currently operates at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour. The eastbound left-turn movement currently operates at LOS A during both peak hours.

Under Year 2029 no-build and total projected conditions (scenario 1 and 2), the southbound approach and the eastbound left-turn movement are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments are required.

Elm Street with Arbor Vitae Road

The capacity analysis results indicated that the southbound approach currently operates at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour.

Under Year 2029 no-build and total projected conditions (scenario 1 and 2), the southbound approach is projected to continue operating at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments are required.

Lincoln Avenue with Condominium Access Drive

This condominium drive is located approximately 200 feet northwest of Oak Street and the access drive to it provides on inbound and on outbound lanes.

The capacity analysis results indicated that the westbound approach and the southbound left-turn movement operate at LOS A during both peak hours.

Under Year 2029 no-build and total projected conditions (scenario 1 and 2), the westbound approach and the southbound left-turn movement are projected to continue operating at LOS A during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments are required.

Lincoln Avenue with Proposed Commercial Access Drive and Residential Access Drive

Under Year 2029 total projected conditions (scenario 1 and 2), the capacity analysis results indicated that the westbound approach and the southbound left-turn movement at both access drives are projected to operate at LOS A during both peak hours. The 95th percentile queues for the northbound approach and southbound left-turn movement are projected to be one to two vehicles at both access drives and the southbound queue will not block the commercial access drive or the intersection of Lincoln Avenue with Elm Street. As such, these intersections will be adequate to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient access to the site. It is anticipated that there will be minimal conflict with simultaneous exiting movements from both driveways. However, in order to ensure exiting vehicles have the ability to see the other access drive, consideration could be given to providing convex mirror at the exit lane of each access drive.

On-Site Circulation Evaluation

KLOA. Inc. conducted Auto-Turn runs to determine the ability of a large passenger vehicle to maneuver through the commercial and residential parking lots. Based on the Auto Turn runs (see Appendix), large passenger vehicles will be able to maneuver in and around the parking areas.

Parking Analysis

Existing Parking Characteristics

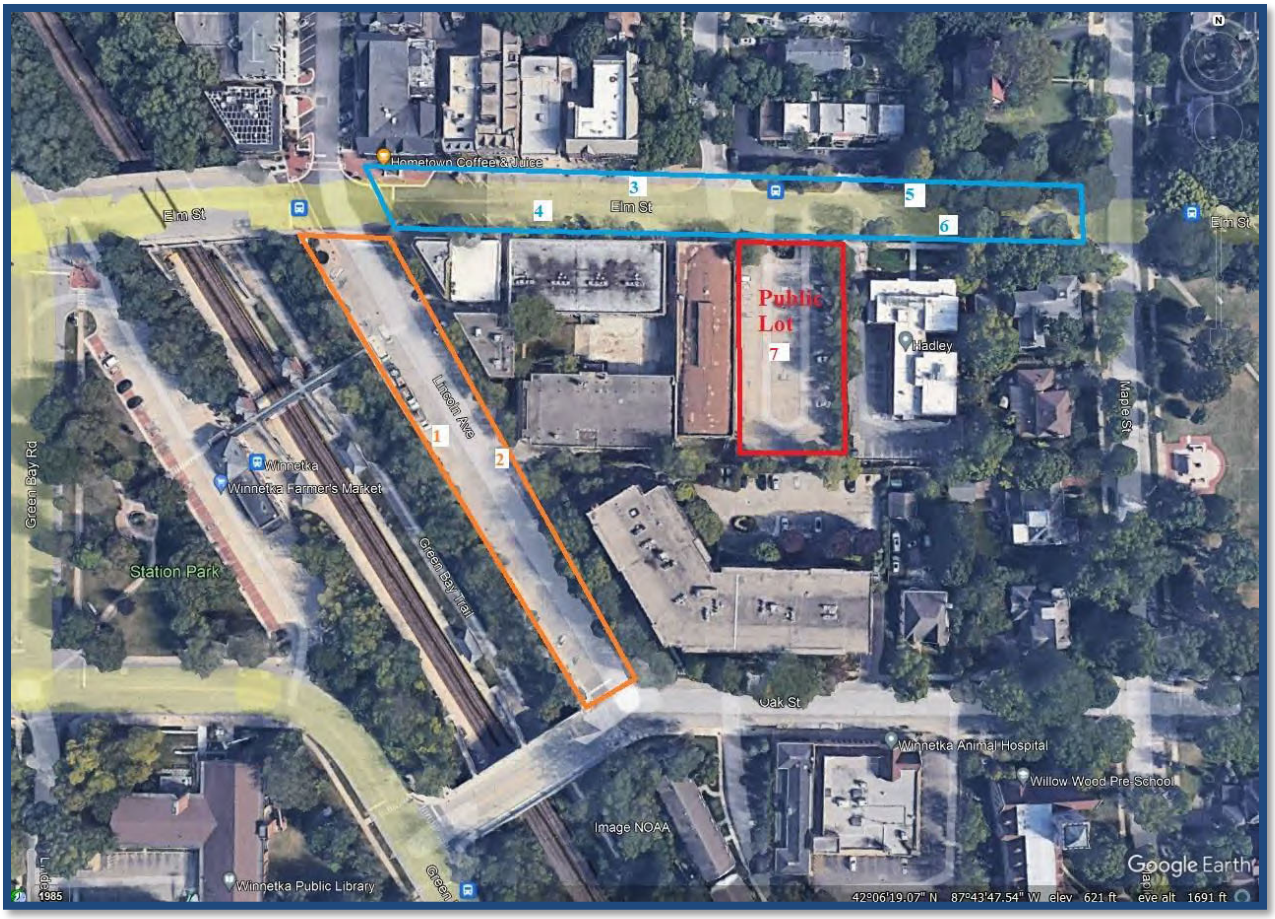
The East Elm Street District general boundaries are Pine Street to the north, Maple Street to the east, Oak Street to the south and the Metra tracks to the west.

Based on a review of the area, there are two parking zones/permits. These are Zone A - Employee Parking and Zone C - Commuter Parking. In addition, free parking ranging from 15 minutes to four hours is provided throughout the survey area. Furthermore, the residents can purchase a Zone C pass (valid for six months) if they need additional parking and are allowed to park overnight on the public parking lots.

In order to determine the availability of parking within close proximity to the site, a parking survey was conducted in the vicinity of the site. The surveys were conducted on Wednesday, May 10, 2023, every hour from 9:00 A.M. to 6:00 P.M. **Figure 12** shows the parking survey locations along Elm Street and Lincoln Street in the vicinity of the site.

The survey area includes Lincoln Street between Elm Street and Oak Street, along Elm Street between Lincoln Street and Maple Street, and the public parking lot located to the east of the site. **Table 12** summarizes the on-street and off-street parking occupancy data for the weekday. The survey area provides approximately 91 regular parking spaces and 90 permit spaces for a total of 181 parking spaces. Approximately 28 of the permit spaces are designated for a Zone C permit and 62 of the permit spaces are designated for Zone A permit or as two (2) hours regular parking spaces.

It is important to note that the Urban Land Institute (ULI) Shared Parking manual has developed level of service conditions for walking distances between parking locations and the pedestrian's destination. Based on the manual, a distance of approximately 300 to 350 feet is the distance for a LOS A that customers/patrons will find acceptable. It should be noted that these walking distances can vary given the type of land use and expectation for parkers. For example, while a walking distance of over 600 feet may be deemed an unacceptable walking distance for customers of a convenience store, a walking distance of up to 1,600 feet is generally an acceptable walking distance for event facilities. As such, the on-street parking spaces on Lincoln Avenue north of Elm Street or the public parking lot north of Elm Street off Lincoln Avenue were not surveyed.



East Elm Street District Parking Survey Locations **Figure 12**

Table 12
PARKING OCCUPANCY RESULTS – WEDNESDAY, MAY 10, 2023

Time	Area 1		Area 2		Area 3	Area 4	Area 5	Area 6	Area 7 (Public Parking)	Total
	Zone C	Regular	Zone C	Regular	Regular	Regular		Regular		
9:00 AM	17	18	11	13	9	12	0	0	22	102
10:00 AM	17	22	11	15	11	14	0	0	26	116
11:00 AM	**17**	**21**	**11**	**15**	**11**	**21**	**0**	**2**	**32**	**130**
12:00 PM	17	13	11	11	10	17	0	0	26	108
1:00 PM	17	19	11	8	5	18	0	0	30	111
2:00 PM	17	17	11	8	10	14	0	0	27	104
3:00 PM	17	17	11	8	7	16	0	2	25	103
4:00 PM	15	18	11	8	5	17	0	2	22	98
5:00 PM	11	17	11	6	9	14	0	0	17	85
Inventory	**17**	**25**	**11**	**21**	**13**	**23**	**0**	**9**	**62**	**181**
Parking Composition	**25 – 2 hr 17 – Zone C**		**19 – 2 hr 1 – 15 min 1- HC 11- Zone C**		**10 – 1 hr 2 – 15 min 1 - HC**	**22- 1 hr 1 – 5 min**	**No Parking**	**± 3 – HC ±6 – 4 hr**	**(Zone A only 6 A.M. – 5 P.M. M-F) or 2 hr 60 – Regular 2 - HC**	

As can be seen from Table 12, the study area has a peak parking demand on Wednesday of 130 vehicles occurring at 11:00 A.M. which translates into an occupancy of approximately 72 percent. This means that approximately 51 regular parking spaces are available in total during the peak hour within the surveyed area. Taking into consideration that the proposed development will be eliminating approximately 10 on-street parking spaces, the peak parking occupancy in the area would be approximately 76 percent with at least 41 regular parking spaces still available.

It should be noted that Zone C area has an occupancy rate of a hundred percent during the peak parking demand hour at 11:00 A.M., Area 7 (public parking lot) has an occupancy of approximately 52 percent with 30 parking spaces available during the peak parking demand hour, and the regular parking zone has an occupancy rate of approximately 77 percent which means approximately 21 regular parking spaces are available during the parking demand peak hour.

The proposed development will provide residential parking spaces and retail/public parking spaces. As previously indicated, the proposed development will have approximately 59 apartment units (nine one bedroom/den units, 19 two-bedroom units, 11 two-bedroom+ units, 12 three-bedroom units, and eight three-bedroom+ units) and an approximate 113-space underground parking garage for the residential units. In addition, 39 parking spaces will be provided for the 19,480 square-foot commercial area. In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the Village of Winnetka requirements and parking rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per Village Code

- Multifamily Housing (59 units)
  - 1.25 spaces per one-bedroom unit
  - 1.5 spaces per two-bedroom unit
  - 2 spaces per unit per three-bedroom unit
- Commercial Uses
  - 2 parking spaces per 1,000 s.f. (net floor space)

Based on the above, this translates into 96 residential parking spaces (surplus of 17 spaces) and 39 commercial parking spaces. As such, the proposed number of parking spaces meets and/or exceeds the Village of Winnetka's parking requirements.

ITE Parking Generation Manual

- Residential Use (Multifamily Housing Mid-Rise – Land Use Code 221)
    - 1.31 spaces per dwelling unit
    - 0.75 spaces per bedroom
- Commercial (Shopping Center – Land Use Code 820)
    - 1.95 per 1,000 s.f. (Monday – Thursday)
    - 2.61 per 1,000 s.f. (Friday)
    - 2.91 per 1,000 s.f. (Saturday)
- Medical – Dental Office Building (Land Use Code 720)
    - 3.23 per 1,000 s.f. (Monday – Friday)
    - 0.56 per 1,000 s.f. (Saturday)

Based on the above and the rates published in the ITE *Parking Generation Manual*, the residential portion of the development will have a peak parking demand of 78 spaces based on the number of dwelling units and 97 spaces based on the number of bedrooms which results in a surplus of 35 and 16 parking spaces, respectively. Therefore, the proposed parking supply of 113 parking spaces exceeds ITE's peak parking demand of 97 parking spaces.

Under scenario 1, the commercial portion of the development, based on ITE, will have a peak parking demand of 35 spaces Monday through Thursday, 47 spaces on Friday, and 52 spaces on Saturday. Although it appears that the commercial portion`s parking demand on Friday and Saturday will exceed the number of parking spaces provided, it is important to note that this estimated parking demand is based on suburban land uses with little to no public transportation available and not in a downtown area where the walkability of the site reduces the demand for parking.

Based on other national studies of typical suburban mixed-use developments or downtown districts, the typical captive market is on average approximately 30 percent. This means that approximately one in three trips require just one parking space because they are generated by residents, workers, or visitors/patrons who live or work within the adjacent area. Conservatively assuming a 20 to 25 percent reduction in parking demand due to captive market, multi-purpose trips, location within downtown Winnetka and the number of residents within walking distance of the downtown, the anticipated peak parking demand could be between 26 and 28 vehicles Monday through Thursday, 35 to 38 vehicles on a Friday and between 39 and 42 vehicles on a Saturday. This potential additional parking demand beyond the proposed 39 spaces can easily be accommodated by the available surplus of public parking spaces within close proximity to the site even with the future loss of 10 on-street parking spaces. As such, the proposed 39 off-street parking spaces will be adequate.

Under scenario 2, the commercial portion of the development, based on ITE, will have a peak parking demand of 23 spaces Monday through Thursday, 30 spaces on Friday, and 34 spaces on Saturday. Additionally, the medical portion of the development will have a peak parking demand of 26 spaces Monday through Friday and 5 spaces on Saturday. Combining both land uses parking demand yields a total parking demand of 49 parking spaces Monday through Thursday, 55 spaces on Friday and 39 spaces on Saturday. However, as previously indicated, this estimated parking demand is based on suburban land uses with little to no public transportation available and not in a downtown area where the walkability of the site reduces the demand for parking.

As discussed under scenario 1 and applying the same reduction factors, the adjusted parking demand for scenario 2 would be between 37 to 39 vehicles Monday through Thursday, 42 to 45 on a Friday and between 39 and 42 vehicles on a Saturday This potential additional parking demand beyond the proposed 39 spaces can easily be accommodated by the available surplus of public parking spaces within close proximity to the site even with the future loss of 10 on-street parking spaces. As such, the proposed 39 off-street parking spaces will be adequate.

East Elm Street Vacancies Parking Evaluation

The additional parking demand for the current vacancies along East Elm Street were calculated based on information provided by the Village of Winnetka. There are approximately 17,500 square feet of commercial/retail space vacancies and applying the Village's code, these vacancies will require 35 parking spaces. Based on a review of the parking survey, the peak parking demand in the area is 130 spaces at 11:00 A.M. with over 50 parking spaces still available in the immediate vicinity. This surplus can accommodate the vacancy demand and still have approximately 16 spaces available. Given that the potential surplus demand of the commercial portion of the proposed development could be between three and six vehicles, the 16 spaces available (assuming full occupancy of the existing vacancies) can accommodate this additional demand.

6. Conclusion

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

- The site of the proposed development is located in close proximity to the train station.
- The amount of traffic that will be generated by the proposed development will be reduced due to the availability of public transportation serving the area (Metra and Pace bus routes) and its location within downtown Winnetka.
- The results of the capacity analyses indicate that the studied intersections are and will continue operating at acceptable levels of service with minimal increases in delays and that queues will not impact adjacent intersections.
- The proposed access system will provide maximum access flexibility for residents and customers entering and departing the site.
- Based on the Auto-Turn runs (see Appendix) all large passenger vehicles will be able to maneuver in and around the parking lots.
- The proposed parking supply of 113 spaces for the residential portion of the development and 39 spaces for the commercial portion will be adequate in accommodating the projected peak parking demand considering the anticipated parking demand reduction as a result of captive market, multi-purpose trips, location within downtown Winnetka and the number of residents within walking distance of the downtown as well as the available surplus of public parking spaces in the vicinity of the site.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Summary Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Auto Turn Runs

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
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Count Name: Elm St with Lincoln St
Site Code:
Start Date: 02/23/2023

Turning Movement Data

Start Time	Elm St Eastbound						Elm St Westbound						Lincoln St Northbound						Lincoln St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	5	10	3	6	18	0	0	10	1	3	11	0	1	5	1	0	7	0	2	3	2	4	7	43
7:15 AM	0	8	14	3	3	25	0	2	15	2	6	19	0	1	5	1	0	7	0	0	6	5	8	11	62
7:30 AM	0	11	20	3	3	34	0	0	16	0	5	16	0	2	3	1	3	6	0	3	4	4	3	11	67
7:45 AM	0	11	29	10	5	50	0	4	16	3	9	23	0	1	5	2	3	8	0	4	15	4	6	23	104
Hourly Total	0	35	73	19	17	127	0	6	57	6	23	69	0	5	18	5	6	28	0	9	28	15	21	52	276
8:00 AM	0	22	35	14	7	71	0	4	37	5	8	46	0	7	5	1	5	13	0	5	18	10	9	33	163
8:15 AM	0	14	39	7	2	60	0	5	46	8	10	59	0	7	9	3	2	19	0	2	7	6	9	15	153
8:30 AM	0	29	28	15	5	72	0	3	19	8	11	30	0	6	6	0	4	12	0	2	5	7	4	14	128
8:45 AM	0	19	23	3	4	45	0	1	17	9	9	27	0	12	11	0	3	23	0	7	6	23	7	36	131
Hourly Total	0	84	125	39	18	248	0	13	119	30	38	162	0	32	31	4	14	67	0	16	36	46	29	98	575
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	25	2	0	41	0	3	27	9	5	39	0	1	6	1	0	8	0	7	15	41	5	63	151
4:15 PM	0	9	16	1	1	26	0	1	23	5	7	29	0	1	2	0	2	3	0	6	7	24	5	37	95
4:30 PM	0	11	12	4	1	27	0	3	30	5	3	38	0	2	11	2	1	15	0	7	4	28	7	39	119
4:45 PM	0	20	18	4	3	42	0	1	25	12	8	38	0	1	11	0	0	12	0	1	6	26	3	33	125
Hourly Total	0	54	71	11	5	136	0	8	105	31	23	144	0	5	30	3	3	38	0	21	32	119	20	172	490
5:00 PM	0	14	18	3	3	35	0	2	31	5	5	38	0	7	10	1	2	18	0	14	17	46	1	77	168
5:15 PM	0	7	25	7	3	39	0	2	35	9	3	46	0	3	6	2	1	11	0	0	9	19	2	28	124
5:30 PM	0	11	28	1	2	40	0	1	22	3	5	26	0	4	9	0	2	13	0	2	8	18	3	28	107
5:45 PM	0	18	9	4	2	31	0	1	11	12	4	24	0	4	9	2	1	15	0	3	9	14	7	26	96
Hourly Total	0	50	80	15	10	145	0	6	99	29	17	134	0	18	34	5	6	57	0	19	43	97	13	159	495
Grand Total	0	223	349	84	50	656	0	33	380	96	101	509	0	60	113	17	29	190	0	65	139	277	83	481	1836
Approach %	0.0	34.0	53.2	12.8	-	-	0.0	6.5	74.7	18.9	-	-	0.0	31.6	59.5	8.9	-	-	0.0	13.5	28.9	57.6	-	-	-
Total %	0.0	12.1	19.0	4.6	-	35.7	0.0	1.8	20.7	5.2	-	27.7	0.0	3.3	6.2	0.9	-	10.3	0.0	3.5	7.6	15.1	-	26.2	-
Lights	0	222	341	82	-	645	0	33	364	96	-	493	0	52	111	17	-	180	0	64	137	277	-	478	1796
% Lights	-	99.6	97.7	97.6	-	98.3	-	100.0	95.8	100.0	-	96.9	-	86.7	98.2	100.0	-	94.7	-	98.5	98.6	100.0	-	99.4	97.8
Buses	0	1	6	0	-	7	0	0	12	0	-	12	0	7	0	0	-	7	0	0	0	0	-	0	26
% Buses	-	0.4	1.7	0.0	-	1.1	-	0.0	3.2	0.0	-	2.4	-	11.7	0.0	0.0	-	3.7	-	0.0	0.0	0.0	-	0.0	1.4
Single-Unit Trucks	0	0	1	1	-	2	0	0	2	0	-	2	0	1	1	0	-	2	0	1	1	0	-	2	8
% Single-Unit Trucks	-	0.0	0.3	1.2	-	0.3	-	0.0	0.5	0.0	-	0.4	-	1.7	0.9	0.0	-	1.1	-	1.5	0.7	0.0	-	0.4	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	1	1	-	2	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	4

% Bicycles on Road	-	0.0	0.3	1.2	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.5	-	0.0	0.7	0.0	-	0.2	0.2
Pedestrians	-	-	-	-	50	-	-	-	-	-	101	-	-	-	-	-	29	-	-	-	-	-	83	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Elm St with Lincoln St
Site Code:
Start Date: 02/23/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Elm St Eastbound						Elm St Westbound						Lincoln St Northbound						Lincoln St Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	11	20	3	3	34	0	0	16	0	5	16	0	2	3	1	3	6	0	3	4	4	3	11	67
7:45 AM	0	11	29	10	5	50	0	4	16	3	9	23	0	1	5	2	3	8	0	4	15	4	6	23	104
8:00 AM	0	22	35	14	7	71	0	4	37	5	8	46	0	7	5	1	5	13	0	5	18	10	9	33	163
8:15 AM	0	14	39	7	2	60	0	5	46	8	10	59	0	7	9	3	2	19	0	2	7	6	9	15	153
Total	0	58	123	34	17	215	0	13	115	16	32	144	0	17	22	7	13	46	0	14	44	24	27	82	487
Approach %	0.0	27.0	57.2	15.8	-	-	0.0	9.0	79.9	11.1	-	-	0.0	37.0	47.8	15.2	-	-	0.0	17.1	53.7	29.3	-	-	-
Total %	0.0	11.9	25.3	7.0	-	44.1	0.0	2.7	23.6	3.3	-	29.6	0.0	3.5	4.5	1.4	-	9.4	0.0	2.9	9.0	4.9	-	16.8	-
PHF	0.000	0.659	0.788	0.607	-	0.757	0.000	0.650	0.625	0.500	-	0.610	0.000	0.607	0.611	0.583	-	0.605	0.000	0.700	0.611	0.600	-	0.621	0.747
Lights	0	57	118	33	-	208	0	13	111	16	-	140	0	14	22	7	-	43	0	14	42	24	-	80	471
% Lights	-	98.3	95.9	97.1	-	96.7	-	100.0	96.5	100.0	-	97.2	-	82.4	100.0	100.0	-	93.5	-	100.0	95.5	100.0	-	97.6	96.7
Buses	0	1	3	0	-	4	0	0	3	0	-	3	0	2	0	0	-	2	0	0	0	0	-	0	9
% Buses	-	1.7	2.4	0.0	-	1.9	-	0.0	2.6	0.0	-	2.1	-	11.8	0.0	0.0	-	4.3	-	0.0	0.0	0.0	-	0.0	1.8
Single-Unit Trucks	0	0	1	1	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	4
% Single-Unit Trucks	-	0.0	0.8	2.9	-	0.9	-	0.0	0.0	0.0	-	0.0	-	5.9	0.0	0.0	-	2.2	-	0.0	2.3	0.0	-	1.2	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.8	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.3	0.0	-	1.2	0.4
Pedestrians	-	-	-	-	17	-	-	-	-	-	32	-	-	-	-	-	13	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Elm St with Lincoln St
Site Code:
Start Date: 02/23/2023

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Elm St Eastbound						Elm St Westbound						Lincoln St Northbound						Lincoln St Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	20	18	4	3	42	0	1	25	12	8	38	0	1	11	0	0	12	0	1	6	26	3	33	125
5:00 PM	0	14	18	3	3	35	0	2	31	5	5	38	0	7	10	1	2	18	0	14	17	46	1	77	168
5:15 PM	0	7	25	7	3	39	0	2	35	9	3	46	0	3	6	2	1	11	0	0	9	19	2	28	124
5:30 PM	0	11	28	1	2	40	0	1	22	3	5	26	0	4	9	0	2	13	0	2	8	18	3	28	107
Total	0	52	89	15	11	156	0	6	113	29	21	148	0	15	36	3	5	54	0	17	40	109	9	166	524
Approach %	0.0	33.3	57.1	9.6	-	-	0.0	4.1	76.4	19.6	-	-	0.0	27.8	66.7	5.6	-	-	0.0	10.2	24.1	65.7	-	-	-
Total %	0.0	9.9	17.0	2.9	-	29.8	0.0	1.1	21.6	5.5	-	28.2	0.0	2.9	6.9	0.6	-	10.3	0.0	3.2	7.6	20.8	-	31.7	-
PHF	0.000	0.650	0.795	0.536	-	0.929	0.000	0.750	0.807	0.604	-	0.804	0.000	0.536	0.818	0.375	-	0.750	0.000	0.304	0.588	0.592	-	0.539	0.780
Lights	0	52	87	15	-	154	0	6	110	29	-	145	0	15	35	3	-	53	0	17	40	109	-	166	518
% Lights	-	100.0	97.8	100.0	-	98.7	-	100.0	97.3	100.0	-	98.0	-	100.0	97.2	100.0	-	98.1	-	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	-	0.0	2.2	0.0	-	1.3	-	0.0	2.7	0.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	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	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.8	0.0	-	1.9	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	11	-	-	-	-	-	21	-	-	-	-	-	5	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Elm Street with Arbor Vitae Road
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Data

Start Time	Elm Street Eastbound					Elm Street Westbound					Arbor Vitae Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	14	0	14	0	12	0	0	12	0	2	0	3	2	28
7:15 AM	0	0	14	0	14	0	17	0	0	17	0	0	2	1	2	33
7:30 AM	0	0	13	0	13	0	14	0	0	14	0	0	1	3	1	28
7:45 AM	0	0	28	0	28	0	19	0	1	19	0	0	0	4	0	47
Hourly Total	0	0	69	0	69	0	62	0	1	62	0	2	3	11	5	136
8:00 AM	0	0	51	0	51	0	36	0	1	36	0	4	5	8	9	96
8:15 AM	0	0	48	0	48	0	46	0	3	46	0	2	1	6	3	97
8:30 AM	1	0	32	1	33	0	24	0	4	24	0	0	3	9	3	60
8:45 AM	0	0	26	1	26	0	40	0	2	40	0	1	2	5	3	69
Hourly Total	1	0	157	2	158	0	146	0	10	146	0	7	11	28	18	322
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	26	2	26	0	35	0	2	35	0	2	2	2	4	65
4:15 PM	0	0	25	4	25	0	34	0	1	34	0	2	0	1	2	61
4:30 PM	1	0	28	0	29	0	28	0	0	28	0	0	1	3	1	58
4:45 PM	0	0	23	0	23	0	23	0	1	23	0	0	2	6	2	48
Hourly Total	1	0	102	6	103	0	120	0	4	120	0	4	5	12	9	232
5:00 PM	0	0	39	0	39	0	23	0	3	23	0	0	2	5	2	64
5:15 PM	1	1	30	0	32	0	20	0	3	20	0	1	0	5	1	53
5:30 PM	0	0	23	0	23	0	32	0	2	32	0	1	0	3	1	56
5:45 PM	0	0	25	1	25	0	26	0	0	26	0	0	1	1	1	52
Hourly Total	1	1	117	1	119	0	101	0	8	101	0	2	3	14	5	225
Grand Total	3	1	445	9	449	0	429	0	23	429	0	15	22	65	37	915
Approach %	0.7	0.2	99.1	-	-	0.0	100.0	0.0	-	-	0.0	40.5	59.5	-	-	-
Total %	0.3	0.1	48.6	-	49.1	0.0	46.9	0.0	-	46.9	0.0	1.6	2.4	-	4.0	-
Lights	2	0	436	-	438	0	414	0	-	414	0	14	21	-	35	887
% Lights	66.7	0.0	98.0	-	97.6	-	96.5	-	-	96.5	-	93.3	95.5	-	94.6	96.9
Buses	0	0	7	-	7	0	13	0	-	13	0	1	0	-	1	21
% Buses	0.0	0.0	1.6	-	1.6	-	3.0	-	-	3.0	-	6.7	0.0	-	2.7	2.3
Single-Unit Trucks	1	0	1	-	2	0	1	0	-	1	0	0	1	-	1	4
% Single-Unit Trucks	33.3	0.0	0.2	-	0.4	-	0.2	-	-	0.2	-	0.0	4.5	-	2.7	0.4
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.2	-	0.2	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Bicycles on Road	0.0	100.0	0.0	-	0.2	-	0.2	-	-	0.2	-	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	9	-	-	-	-	23	-	-	-	-	65	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Elm Street with Arbor Vitae Road
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Elm Street Eastbound					Elm Street Westbound					Arbor Vitae Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	13	0	13	0	14	0	0	14	0	0	1	3	1	28
7:45 AM	0	0	28	0	28	0	19	0	1	19	0	0	0	4	0	47
8:00 AM	0	0	51	0	51	0	36	0	1	36	0	4	5	8	9	96
8:15 AM	0	0	48	0	48	0	46	0	3	46	0	2	1	6	3	97
Total	0	0	140	0	140	0	115	0	5	115	0	6	7	21	13	268
Approach %	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	0.0	46.2	53.8	-	-	-
Total %	0.0	0.0	52.2	-	52.2	0.0	42.9	0.0	-	42.9	0.0	2.2	2.6	-	4.9	-
PHF	0.000	0.000	0.686	-	0.686	0.000	0.625	0.000	-	0.625	0.000	0.375	0.350	-	0.361	0.691
Lights	0	0	135	-	135	0	110	0	-	110	0	5	7	-	12	257
% Lights	-	-	96.4	-	96.4	-	95.7	-	-	95.7	-	83.3	100.0	-	92.3	95.9
Buses	0	0	3	-	3	0	4	0	-	4	0	1	0	-	1	8
% Buses	-	-	2.1	-	2.1	-	3.5	-	-	3.5	-	16.7	0.0	-	7.7	3.0
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	-	0.7	-	0.7	-	0.9	-	-	0.9	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	-	0.7	-	0.7	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	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
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Elm Street with Arbor Vitae Road
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Elm Street Eastbound					Elm Street Westbound					Arbor Vitae Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	0	23	0	23	0	23	0	1	23	0	0	2	6	2	48
5:00 PM	0	0	39	0	39	0	23	0	3	23	0	0	2	5	2	64
5:15 PM	1	1	30	0	32	0	20	0	3	20	0	1	0	5	1	53
5:30 PM	0	0	23	0	23	0	32	0	2	32	0	1	0	3	1	56
Total	1	1	115	0	117	0	98	0	9	98	0	2	4	19	6	221
Approach %	0.9	0.9	98.3	-	-	0.0	100.0	0.0	-	-	0.0	33.3	66.7	-	-	-
Total %	0.5	0.5	52.0	-	52.9	0.0	44.3	0.0	-	44.3	0.0	0.9	1.8	-	2.7	-
PHF	0.250	0.250	0.737	-	0.750	0.000	0.766	0.000	-	0.766	0.000	0.500	0.500	-	0.750	0.863
Lights	1	0	113	-	114	0	96	0	-	96	0	2	4	-	6	216
% Lights	100.0	0.0	98.3	-	97.4	-	98.0	-	-	98.0	-	100.0	100.0	-	100.0	97.7
Buses	0	0	2	-	2	0	2	0	-	2	0	0	0	-	0	4
% Buses	0.0	0.0	1.7	-	1.7	-	2.0	-	-	2.0	-	0.0	0.0	-	0.0	1.8
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	100.0	0.0	-	0.9	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	0	-	-	-	-	9	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Green bay Rd with Oak St
Site Code:
Start Date: 02/23/2023

Turning Movement Data

Start Time	Oak St Westbound					Green Bay Rd Northbound					Green Bay Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	4	1	0	5	0	40	8	0	48	0	2	47	0	49	102
7:15 AM	0	6	2	2	8	0	48	12	1	60	0	2	49	1	51	119
7:30 AM	0	25	8	1	33	0	62	10	1	72	0	4	89	1	93	198
7:45 AM	0	12	11	1	23	0	63	11	1	74	0	14	116	0	130	227
Hourly Total	0	47	22	4	69	0	213	41	3	254	0	22	301	2	323	646
8:00 AM	0	19	14	0	33	0	93	15	0	108	0	9	75	0	84	225
8:15 AM	0	17	7	0	24	0	67	14	0	81	0	7	72	8	79	184
8:30 AM	0	12	7	1	19	0	72	20	0	92	0	12	67	5	79	190
8:45 AM	0	9	7	0	16	0	63	14	0	77	0	3	50	1	53	146
Hourly Total	0	57	35	1	92	0	295	63	0	358	0	31	264	14	295	745
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	16	6	0	22	0	77	6	1	83	0	6	73	1	79	184
4:15 PM	0	7	8	0	15	0	75	11	2	86	0	0	83	3	83	184
4:30 PM	0	17	4	1	21	0	66	6	1	72	0	1	72	2	73	166
4:45 PM	0	14	5	0	19	0	72	13	0	85	0	9	90	3	99	203
Hourly Total	0	54	23	1	77	0	290	36	4	326	0	16	318	9	334	737
5:00 PM	0	22	1	1	23	0	76	8	1	84	0	3	114	1	117	224
5:15 PM	0	8	9	1	17	0	93	6	3	99	0	4	78	1	82	198
5:30 PM	0	15	5	0	20	0	86	11	1	97	0	5	93	0	98	215
5:45 PM	0	12	5	1	17	0	75	5	2	80	0	6	81	2	87	184
Hourly Total	0	57	20	3	77	0	330	30	7	360	0	18	366	4	384	821
Grand Total	0	215	100	9	315	0	1128	170	14	1298	0	87	1249	29	1336	2949
Approach %	0.0	68.3	31.7	-	-	0.0	86.9	13.1	-	-	0.0	6.5	93.5	-	-	-
Total %	0.0	7.3	3.4	-	10.7	0.0	38.3	5.8	-	44.0	0.0	3.0	42.4	-	45.3	-
Lights	0	211	100	-	311	0	1100	163	-	1263	0	86	1213	-	1299	2873
% Lights	-	98.1	100.0	-	98.7	-	97.5	95.9	-	97.3	-	98.9	97.1	-	97.2	97.4
Buses	0	1	0	-	1	0	16	6	-	22	0	1	22	-	23	46
% Buses	-	0.5	0.0	-	0.3	-	1.4	3.5	-	1.7	-	1.1	1.8	-	1.7	1.6
Single-Unit Trucks	0	1	0	-	1	0	11	0	-	11	0	0	13	-	13	25
% Single-Unit Trucks	-	0.5	0.0	-	0.3	-	1.0	0.0	-	0.8	-	0.0	1.0	-	1.0	0.8
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	-	0.0	0.1	-	0.1	0.1
Bicycles on Road	0	2	0	-	2	0	0	1	-	1	0	0	0	-	0	3
% Bicycles on Road	-	0.9	0.0	-	0.6	-	0.0	0.6	-	0.1	-	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	9	-	-	-	-	14	-	-	-	-	29	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Green bay Rd with Oak St
Site Code:
Start Date: 02/23/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Oak St Westbound					Green Bay Rd Northbound					Green Bay Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	25	8	1	33	0	62	10	1	72	0	4	89	1	93	198
7:45 AM	0	12	11	1	23	0	63	11	1	74	0	14	116	0	130	227
8:00 AM	0	19	14	0	33	0	93	15	0	108	0	9	75	0	84	225
8:15 AM	0	17	7	0	24	0	67	14	0	81	0	7	72	8	79	184
Total	0	73	40	2	113	0	285	50	2	335	0	34	352	9	386	834
Approach %	0.0	64.6	35.4	-	-	0.0	85.1	14.9	-	-	0.0	8.8	91.2	-	-	-
Total %	0.0	8.8	4.8	-	13.5	0.0	34.2	6.0	-	40.2	0.0	4.1	42.2	-	46.3	-
PHF	0.000	0.730	0.714	-	0.856	0.000	0.766	0.833	-	0.775	0.000	0.607	0.759	-	0.742	0.919
Lights	0	72	40	-	112	0	273	48	-	321	0	34	338	-	372	805
% Lights	-	98.6	100.0	-	99.1	-	95.8	96.0	-	95.8	-	100.0	96.0	-	96.4	96.5
Buses	0	0	0	-	0	0	7	2	-	9	0	0	7	-	7	16
% Buses	-	0.0	0.0	-	0.0	-	2.5	4.0	-	2.7	-	0.0	2.0	-	1.8	1.9
Single-Unit Trucks	0	1	0	-	1	0	5	0	-	5	0	0	7	-	7	13
% Single-Unit Trucks	-	1.4	0.0	-	0.9	-	1.8	0.0	-	1.5	-	0.0	2.0	-	1.8	1.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	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	0	-	0	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
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Green bay Rd with Oak St
Site Code:
Start Date: 02/23/2023

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Oak St Westbound					Green Bay Rd Northbound					Green Bay Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:45 PM	0	14	5	0	19	0	72	13	0	85	0	9	90	3	99	203
5:00 PM	0	22	1	1	23	0	76	8	1	84	0	3	114	1	117	224
5:15 PM	0	8	9	1	17	0	93	6	3	99	0	4	78	1	82	198
5:30 PM	0	15	5	0	20	0	86	11	1	97	0	5	93	0	98	215
Total	0	59	20	2	79	0	327	38	5	365	0	21	375	5	396	840
Approach %	0.0	74.7	25.3	-	-	0.0	89.6	10.4	-	-	0.0	5.3	94.7	-	-	-
Total %	0.0	7.0	2.4	-	9.4	0.0	38.9	4.5	-	43.5	0.0	2.5	44.6	-	47.1	-
PHF	0.000	0.670	0.556	-	0.859	0.000	0.879	0.731	-	0.922	0.000	0.583	0.822	-	0.846	0.938
Lights	0	59	20	-	79	0	323	37	-	360	0	20	369	-	389	828
% Lights	-	100.0	100.0	-	100.0	-	98.8	97.4	-	98.6	-	95.2	98.4	-	98.2	98.6
Buses	0	0	0	-	0	0	2	1	-	3	0	1	5	-	6	9
% Buses	-	0.0	0.0	-	0.0	-	0.6	2.6	-	0.8	-	4.8	1.3	-	1.5	1.1
Single-Unit Trucks	0	0	0	-	0	0	2	0	-	2	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.6	0.0	-	0.5	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.3	0.1
Bicycles on Road	0	0	0	-	0	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
Pedestrians	-	-	-	2	-	-	-	-	5	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lincoln Avenue with Access Drive
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Data

Start Time	Access Drive Westbound					Lincoln Avenue Northbound					Lincoln Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	0	2	0	0	11	0	0	11	0	0	4	0	4	15
7:15 AM	0	0	0	2	0	0	7	0	0	7	0	0	8	0	8	15
7:30 AM	0	0	0	1	0	1	5	0	0	6	0	0	12	0	12	18
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	18	0	18	30
Hourly Total	0	0	0	5	0	1	35	0	0	36	0	0	42	0	42	78
8:00 AM	0	0	0	0	0	0	15	0	0	15	0	1	24	0	25	40
8:15 AM	0	2	1	2	3	0	17	1	0	18	0	0	19	0	19	40
8:30 AM	0	0	0	2	0	0	18	0	0	18	0	0	26	0	26	44
8:45 AM	0	0	0	1	0	0	20	0	1	20	0	0	8	1	8	28
Hourly Total	0	2	1	5	3	0	70	1	1	71	0	1	77	1	78	152
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	1	0	0	13	0	0	13	0	0	17	0	17	30
4:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	10	0	10	17
4:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	11	0	11	22
4:45 PM	0	0	0	0	0	1	14	0	0	15	0	0	13	0	13	28
Hourly Total	0	0	0	1	0	1	45	0	0	46	0	0	51	0	51	97
5:00 PM	0	0	0	1	0	0	14	0	0	14	0	0	23	0	23	37
5:15 PM	0	0	0	0	0	0	13	0	0	13	0	0	16	0	16	29
5:30 PM	0	0	0	2	0	0	6	0	1	6	1	0	17	0	18	24
5:45 PM	0	0	0	0	0	0	13	0	0	13	0	0	23	0	23	36
Hourly Total	0	0	0	3	0	0	46	0	1	46	1	0	79	0	80	126
Grand Total	0	2	1	14	3	2	196	1	2	199	1	1	249	1	251	453
Approach %	0.0	66.7	33.3	-	-	1.0	98.5	0.5	-	-	0.4	0.4	99.2	-	-	-
Total %	0.0	0.4	0.2	-	0.7	0.4	43.3	0.2	-	43.9	0.2	0.2	55.0	-	55.4	-
Lights	0	2	1	-	3	2	191	1	-	194	1	1	249	-	251	448
% Lights	-	100.0	100.0	-	100.0	100.0	97.4	100.0	-	97.5	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	0	-	0	0	5	0	-	5	0	0	0	-	0	5
% Buses	-	0.0	0.0	-	0.0	0.0	2.6	0.0	-	2.5	0.0	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit 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
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% 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
Bicycles on Road	0	0	0	-	0	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
Pedestrians	-	-	-	14	-	-	-	-	2	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lincoln Avenue with Access Drive
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Access Drive Westbound					Lincoln Avenue Northbound					Lincoln Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	0	0	1	0	1	5	0	0	6	0	0	12	0	12	18
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	18	0	18	30
8:00 AM	0	0	0	0	0	0	15	0	0	15	0	1	24	0	25	40
8:15 AM	0	2	1	2	3	0	17	1	0	18	0	0	19	0	19	40
Total	0	2	1	3	3	1	49	1	0	51	0	1	73	0	74	128
Approach %	0.0	66.7	33.3	-	-	2.0	96.1	2.0	-	-	0.0	1.4	98.6	-	-	-
Total %	0.0	1.6	0.8	-	2.3	0.8	38.3	0.8	-	39.8	0.0	0.8	57.0	-	57.8	-
PHF	0.000	0.250	0.250	-	0.250	0.250	0.721	0.250	-	0.708	0.000	0.250	0.760	-	0.740	0.800
Lights	0	2	1	-	3	1	47	1	-	49	0	1	73	-	74	126
% Lights	-	100.0	100.0	-	100.0	100.0	95.9	100.0	-	96.1	-	100.0	100.0	-	100.0	98.4
Buses	0	0	0	-	0	0	2	0	-	2	0	0	0	-	0	2
% Buses	-	0.0	0.0	-	0.0	0.0	4.1	0.0	-	3.9	-	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	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	0	-	0	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
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990

Count Name: Lincoln Avenue with Access Drive
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Access Drive Westbound					Lincoln Avenue Northbound					Lincoln Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:45 PM	0	0	0	0	0	1	14	0	0	15	0	0	13	0	13	28
5:00 PM	0	0	0	1	0	0	14	0	0	14	0	0	23	0	23	37
5:15 PM	0	0	0	0	0	0	13	0	0	13	0	0	16	0	16	29
5:30 PM	0	0	0	2	0	0	6	0	1	6	1	0	17	0	18	24
Total	0	0	0	3	0	1	47	0	1	48	1	0	69	0	70	118
Approach %	0.0	0.0	0.0	-	-	2.1	97.9	0.0	-	-	1.4	0.0	98.6	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.8	39.8	0.0	-	40.7	0.8	0.0	58.5	-	59.3	-
PHF	0.000	0.000	0.000	-	0.000	0.250	0.839	0.000	-	0.800	0.250	0.000	0.750	-	0.761	0.797
Lights	0	0	0	-	0	1	47	0	-	48	1	0	69	-	70	118
% Lights	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	-	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Oak Street with Lincoln Avenue
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Data

Start Time	Lincoln Avenue Eastbound					Oak Street Westbound					Lincoln Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	11	8	1	19	0	4	3	0	7	0	2	1	0	3	29
7:15 AM	1	6	0	0	7	0	3	1	1	4	0	2	8	1	10	21
7:30 AM	0	4	9	0	13	0	6	3	1	9	0	2	7	1	9	31
7:45 AM	0	7	12	2	19	0	22	5	0	27	0	4	9	0	13	59
Hourly Total	1	28	29	3	58	0	35	12	2	47	0	10	25	2	35	140
8:00 AM	0	7	17	0	24	0	29	9	3	38	0	15	11	2	26	88
8:15 AM	0	9	11	2	20	0	14	3	0	17	0	11	4	2	15	52
8:30 AM	0	14	22	2	36	0	13	5	0	18	0	18	8	1	26	80
8:45 AM	0	14	15	4	29	0	13	8	1	21	0	7	5	0	12	62
Hourly Total	0	44	65	8	109	0	69	25	4	94	0	51	28	5	79	282
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	12	8	0	20	0	12	4	1	16	0	4	17	1	21	57
4:15 PM	0	6	5	0	11	0	11	2	1	13	0	3	7	0	10	34
4:30 PM	0	8	6	0	14	1	6	4	0	11	0	4	7	0	11	36
4:45 PM	0	9	5	1	14	0	6	4	2	10	0	7	8	0	15	39
Hourly Total	0	35	24	1	59	1	35	14	4	50	0	18	39	1	57	166
5:00 PM	0	6	10	0	16	1	7	5	1	13	0	5	20	1	25	54
5:15 PM	0	9	7	0	16	0	6	5	0	11	0	10	7	4	17	44
5:30 PM	0	2	6	0	8	0	9	3	0	12	0	9	11	2	20	40
5:45 PM	0	9	3	0	12	0	10	4	0	14	0	7	14	0	21	47
Hourly Total	0	26	26	0	52	1	32	17	1	50	0	31	52	7	83	185
Grand Total	1	133	144	12	278	2	171	68	11	241	0	110	144	15	254	773
Approach %	0.4	47.8	51.8	-	-	0.8	71.0	28.2	-	-	0.0	43.3	56.7	-	-	-
Total %	0.1	17.2	18.6	-	36.0	0.3	22.1	8.8	-	31.2	0.0	14.2	18.6	-	32.9	-
Lights	1	127	142	-	270	2	168	68	-	238	0	110	144	-	254	762
% Lights	100.0	95.5	98.6	-	97.1	100.0	98.2	100.0	-	98.8	-	100.0	100.0	-	100.0	98.6
Buses	0	5	0	-	5	0	0	0	-	0	0	0	0	-	0	5
% Buses	0.0	3.8	0.0	-	1.8	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	2	-	2	0	0	0	-	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.0	1.4	-	0.7	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.8	0.0	-	0.4	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	3	0	-	3	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	1.8	0.0	-	1.2	-	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	12	-	-	-	-	11	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Oak Street with Lincoln Avenue
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Lincoln Avenue Eastbound					Oak Street Westbound					Lincoln Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	4	9	0	13	0	6	3	1	9	0	2	7	1	9	31
7:45 AM	0	7	12	2	19	0	22	5	0	27	0	4	9	0	13	59
8:00 AM	0	7	17	0	24	0	29	9	3	38	0	15	11	2	26	88
8:15 AM	0	9	11	2	20	0	14	3	0	17	0	11	4	2	15	52
Total	0	27	49	4	76	0	71	20	4	91	0	32	31	5	63	230
Approach %	0.0	35.5	64.5	-	-	0.0	78.0	22.0	-	-	0.0	50.8	49.2	-	-	-
Total %	0.0	11.7	21.3	-	33.0	0.0	30.9	8.7	-	39.6	0.0	13.9	13.5	-	27.4	-
PHF	0.000	0.750	0.721	-	0.792	0.000	0.612	0.556	-	0.599	0.000	0.533	0.705	-	0.606	0.653
Lights	0	25	49	-	74	0	68	20	-	88	0	32	31	-	63	225
% Lights	-	92.6	100.0	-	97.4	-	95.8	100.0	-	96.7	-	100.0	100.0	-	100.0	97.8
Buses	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Buses	-	7.4	0.0	-	2.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	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	0	-	0	0	3	0	-	3	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	4.2	0.0	-	3.3	-	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	4	-	-	-	-	4	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Oak Street with Lincoln Avenue
TMC
Site Code:
Start Date: 02/14/2023

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Lincoln Avenue Eastbound					Oak Street Westbound					Lincoln Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	9	5	1	14	0	6	4	2	10	0	7	8	0	15	39
5:00 PM	0	6	10	0	16	1	7	5	1	13	0	5	20	1	25	54
5:15 PM	0	9	7	0	16	0	6	5	0	11	0	10	7	4	17	44
5:30 PM	0	2	6	0	8	0	9	3	0	12	0	9	11	2	20	40
Total	0	26	28	1	54	1	28	17	3	46	0	31	46	7	77	177
Approach %	0.0	48.1	51.9	-	-	2.2	60.9	37.0	-	-	0.0	40.3	59.7	-	-	-
Total %	0.0	14.7	15.8	-	30.5	0.6	15.8	9.6	-	26.0	0.0	17.5	26.0	-	43.5	-
PHF	0.000	0.722	0.700	-	0.844	0.250	0.778	0.850	-	0.885	0.000	0.775	0.575	-	0.770	0.819
Lights	0	26	26	-	52	1	28	17	-	46	0	31	46	-	77	175
% Lights	-	100.0	92.9	-	96.3	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	98.9
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	-	2	0	0	0	-	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	7.1	-	3.7	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	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	0	-	0	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
Pedestrians	-	-	-	1	-	-	-	-	3	-	-	-	-	7	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Site Plan

SITE PLAN

DEVELOPMENT SUMMARY

SITE AREA: 52,755 SF (1.21 ACRES) **ZONING DISTRICT:** C-2

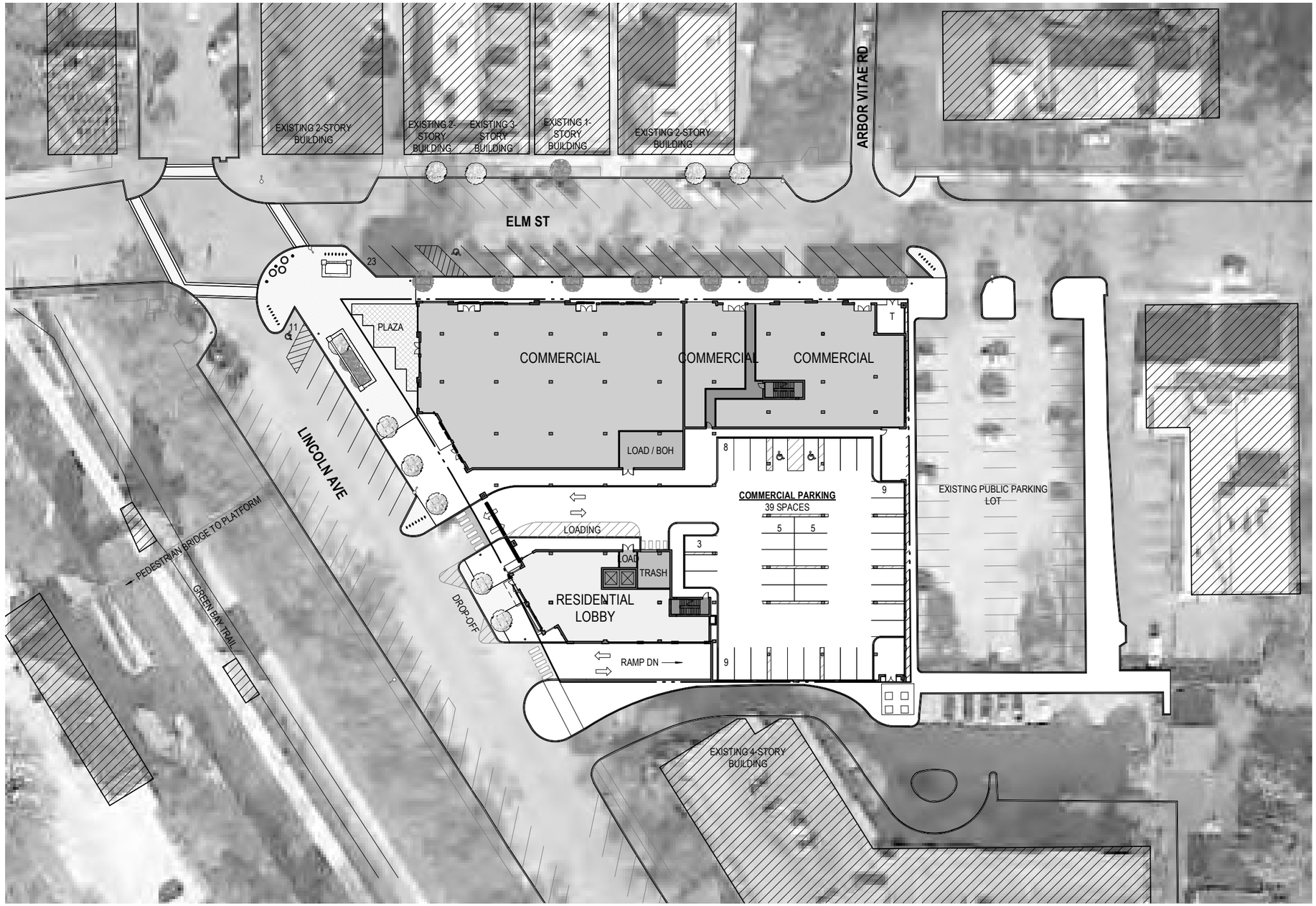
BUILDING AREA

	GROSS	RENTABLE (RESIDENTIAL)	COMMERCIAL	PARKING
LEVEL LL	47,950 SF	--	--	43,771 SF
LEVEL 01:	47,699 SF	--	19,500 SF	22,056 SF
LEVEL 02:	36,248 SF	28,735 SF	--	--
LEVEL 03:	35,924 SF	30,191 SF	--	--
LEVEL 04:	29,454 SF	25,045 SF	--	--
TOTAL:	**197,275 SF**	**85,077 SF**	**19,500 SF**	**65,827 SF**

AVERAGE UNIT SIZE: +/- 1,441 SF

PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	113		
GROUND LEVEL		39	
TOTAL PROVIDED	113	39	152
RATIO	1.9/UNIT	2.0/1,000 SF	



1 SITE PLAN
SCALE: 1" = 60'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

MDG

ROMSPEN

ONE WINNETKA - MIXED USE DEVELOPMENT
ELM ST. & LINCOLN AVE., WINNETKA, IL
May 19, 2023 Project #: 21077

ITE Trip Generation Summary Sheets

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

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

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

Land Use Subcategory

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

Additional Data

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

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

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

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

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

Source Numbers

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

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

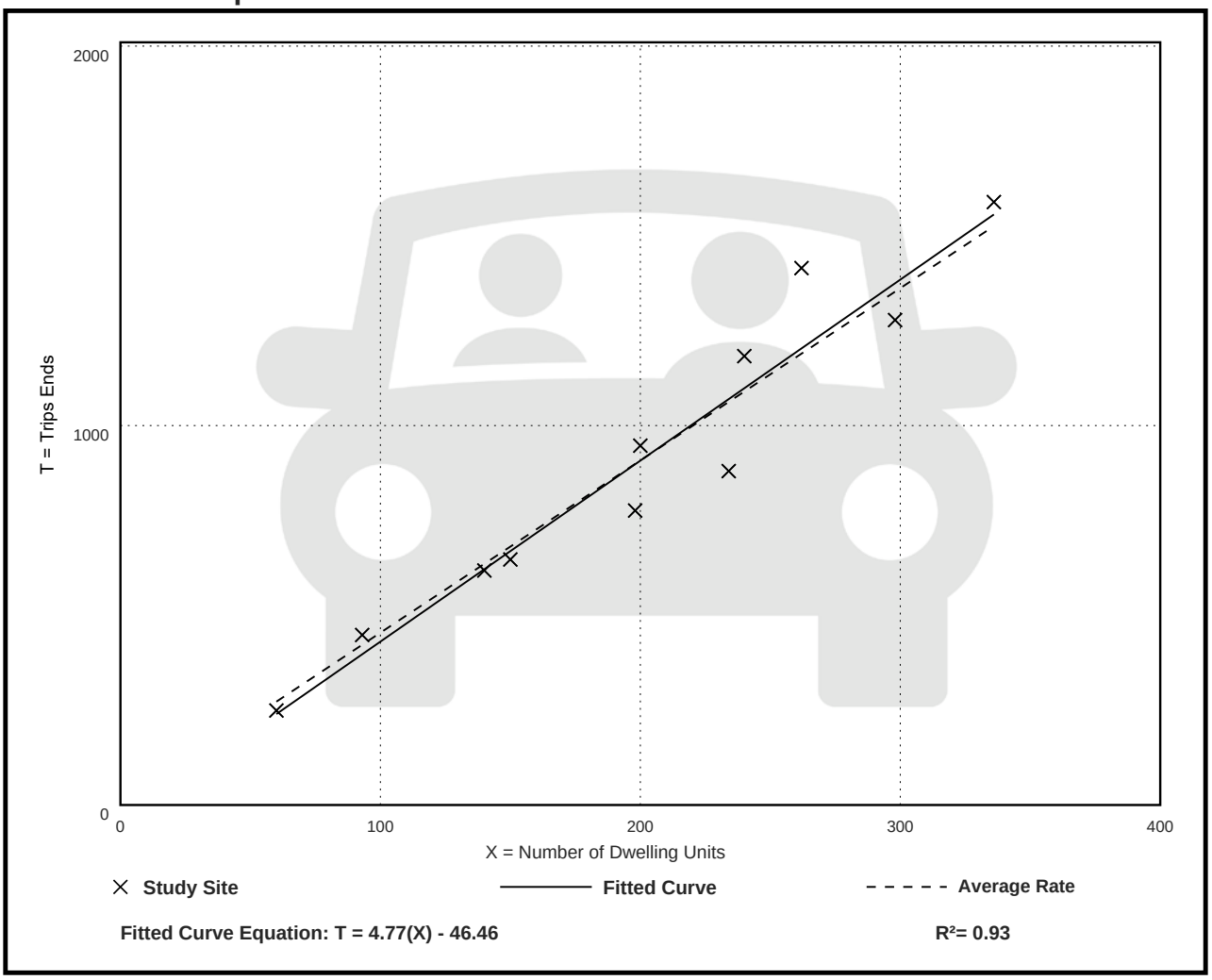
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: T = 4.77(X) - 46.46

R^2= 0.93

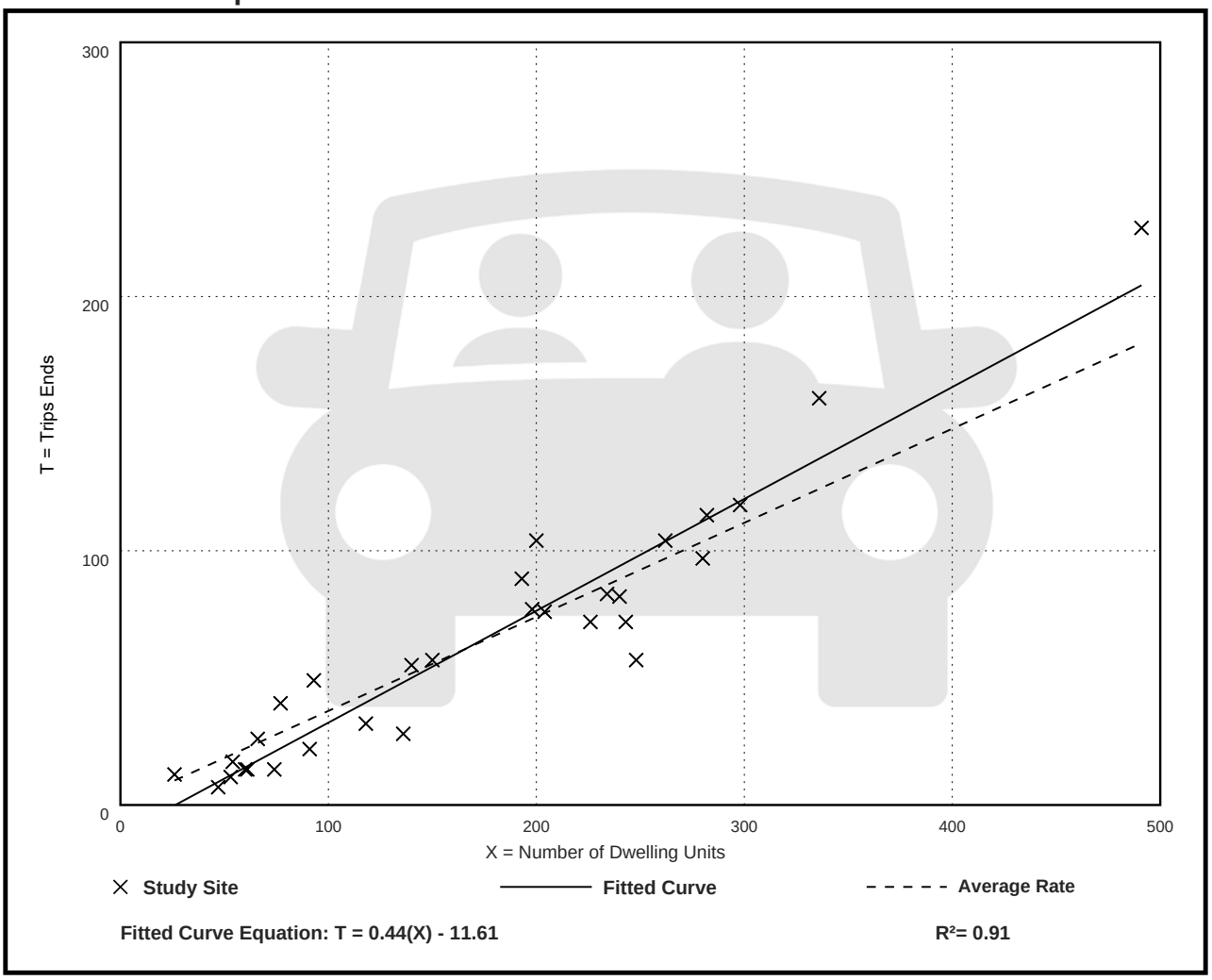
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



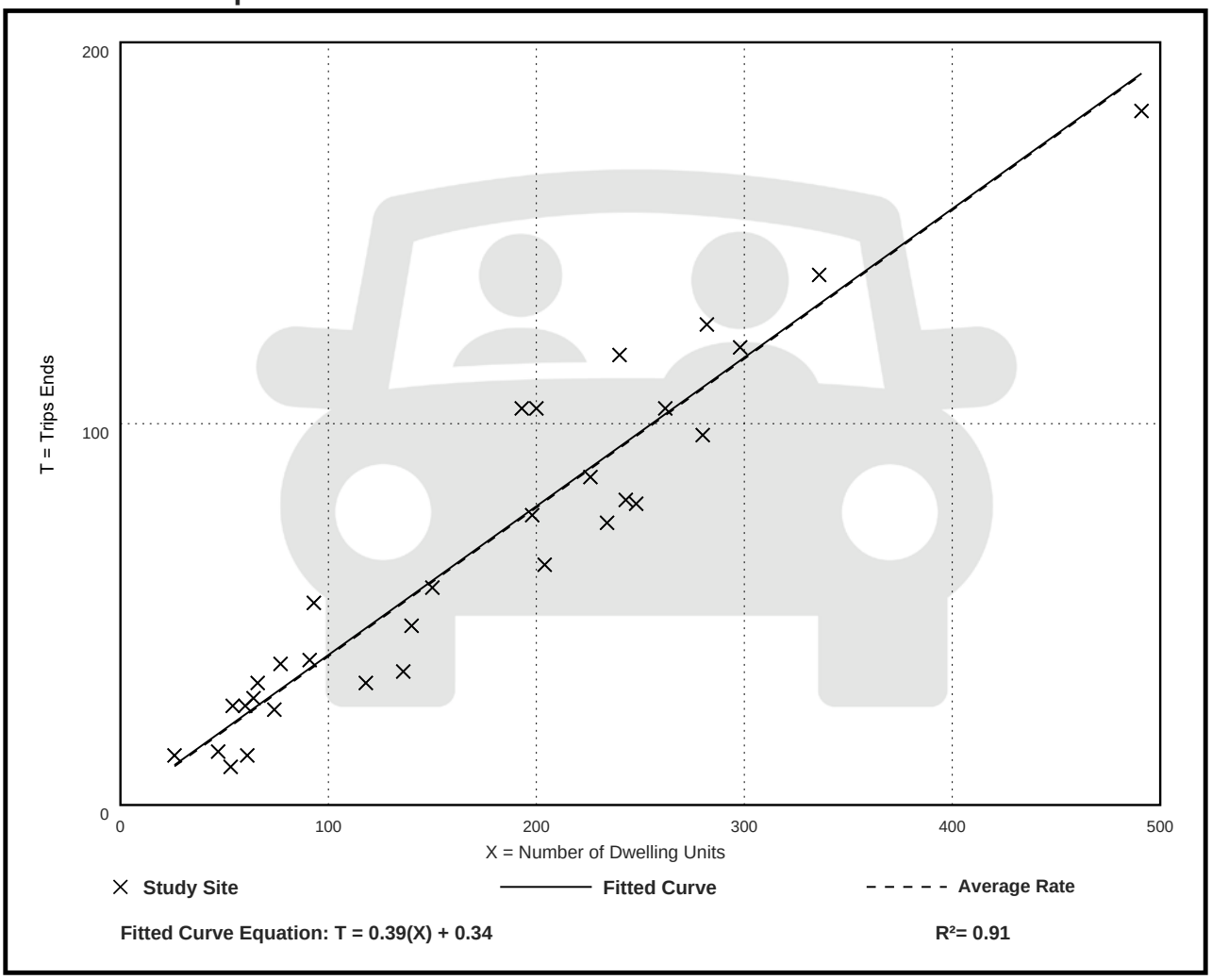
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Medical-Dental Office Building - Stand-Alone (720)

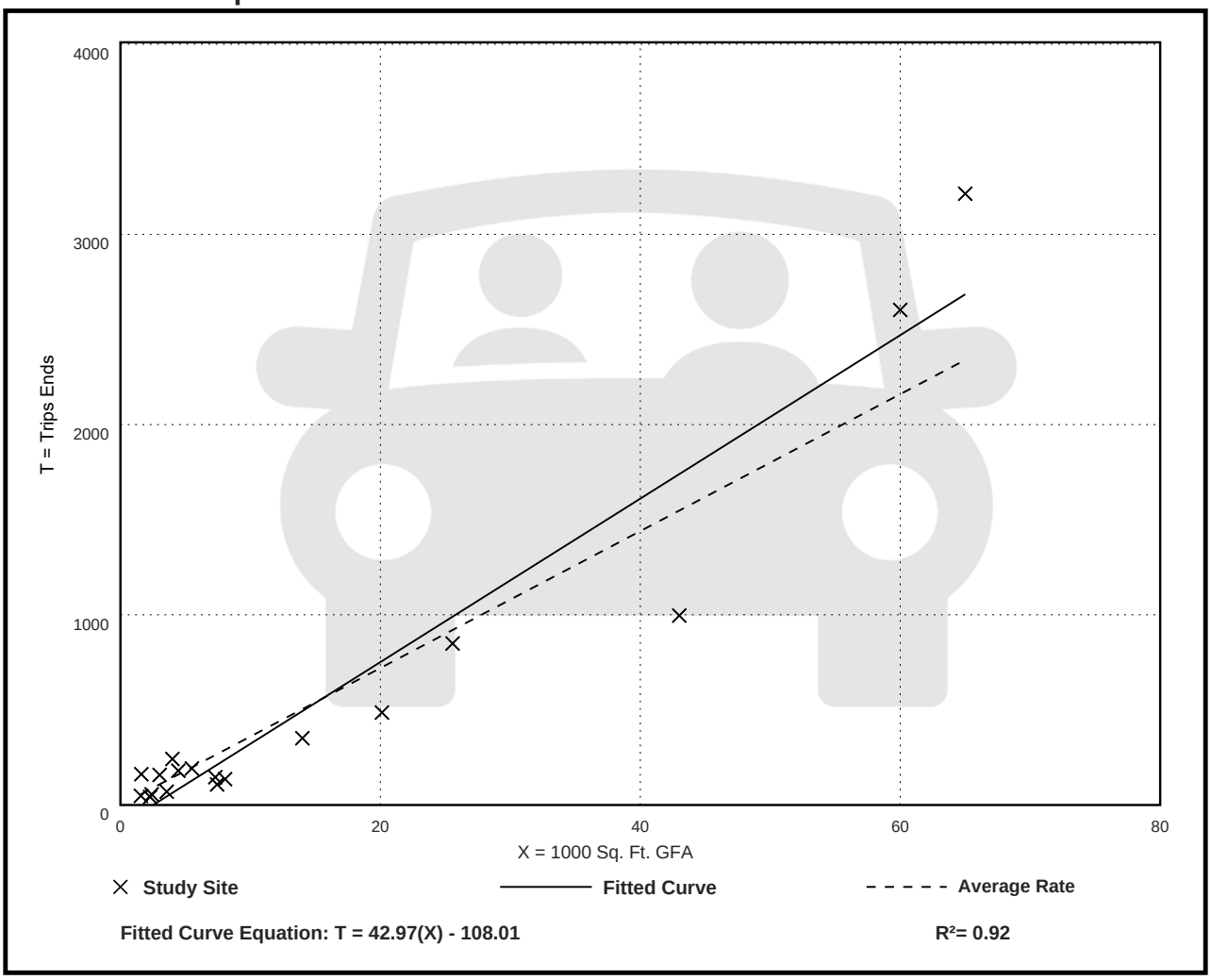
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



Fitted Curve Equation: T = 42.97(X) - 108.01

R^2= 0.92

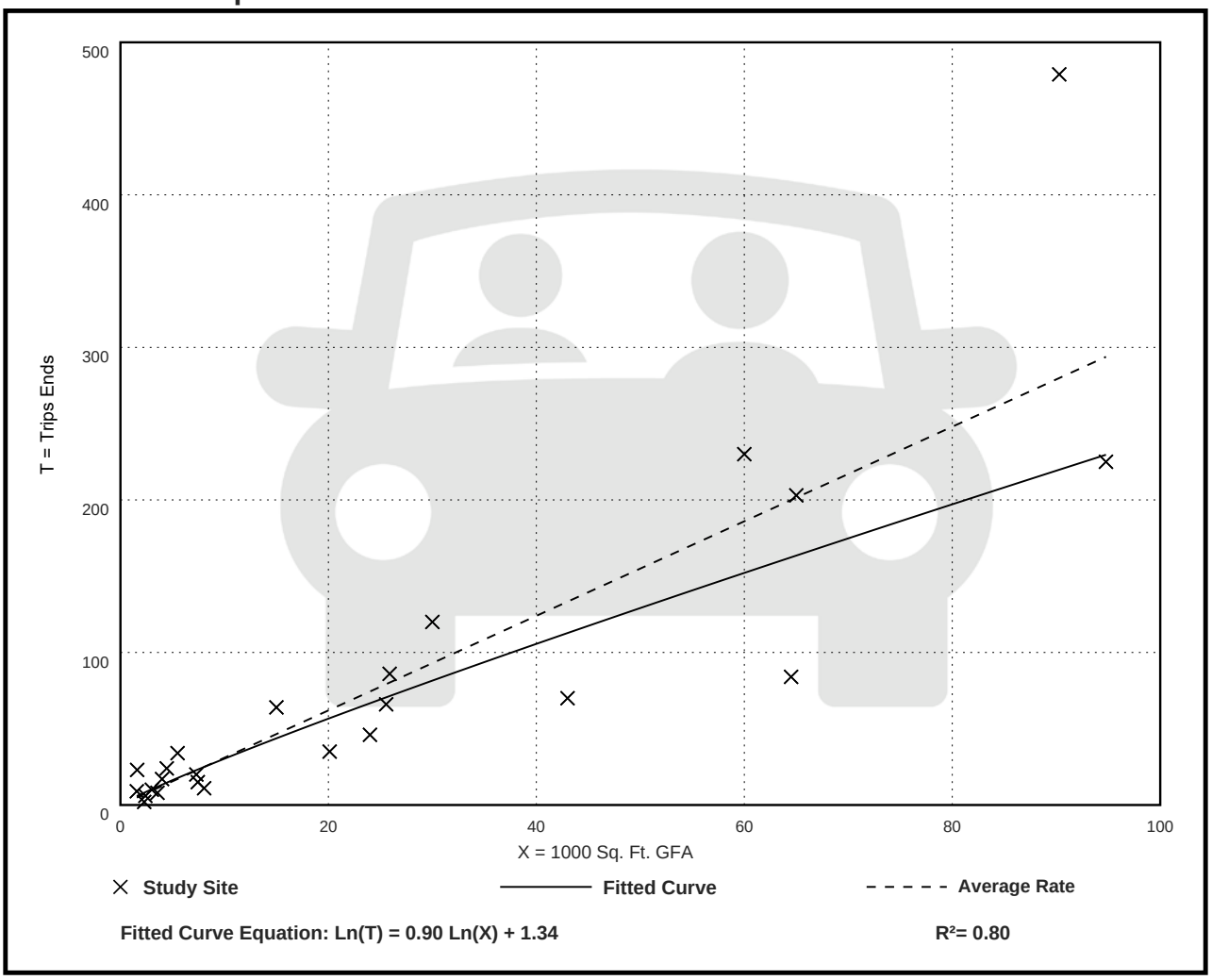
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 24
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



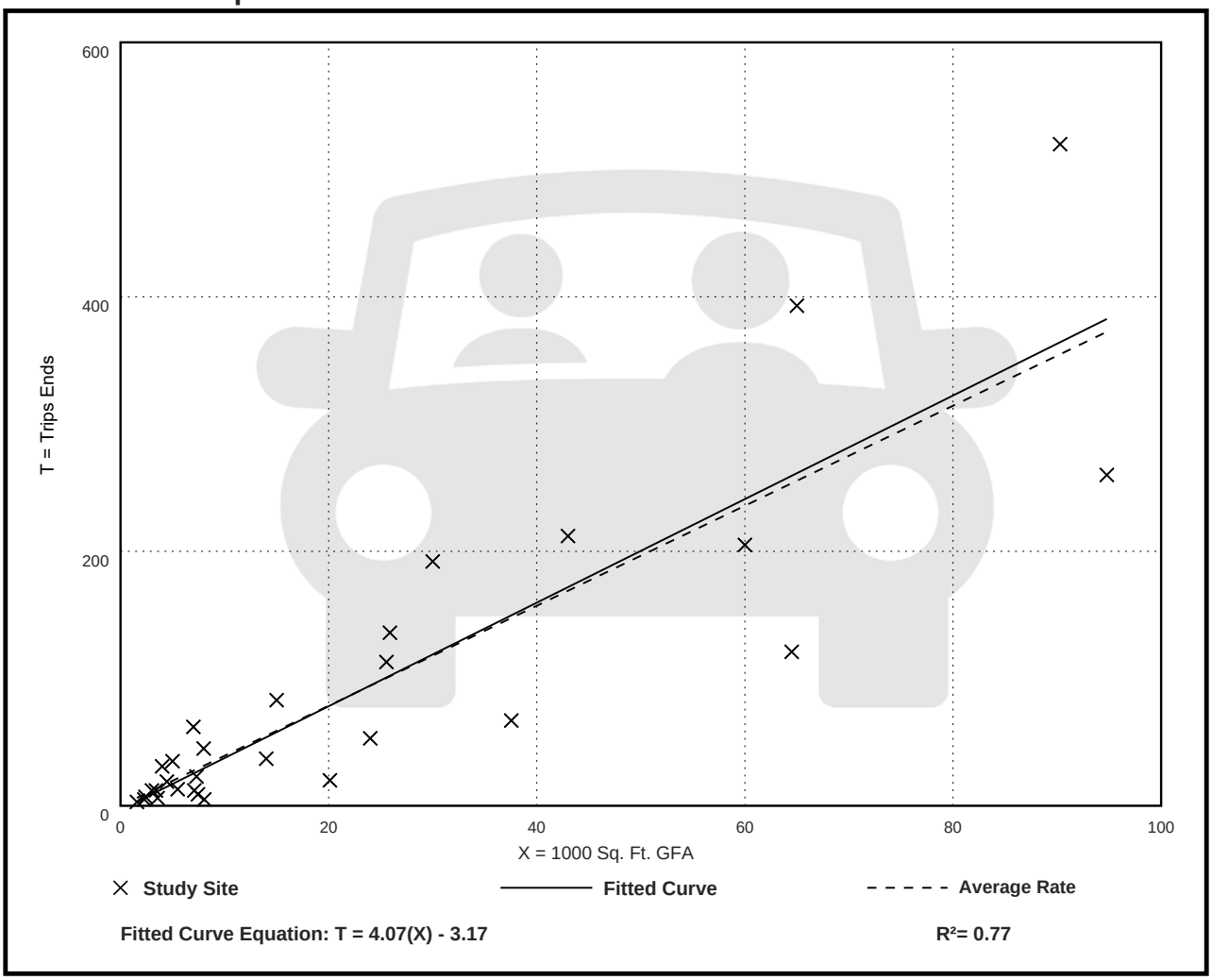
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Fitted Curve Equation: T = 4.07(X) - 3.17

R^2= 0.77

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k)
(822)

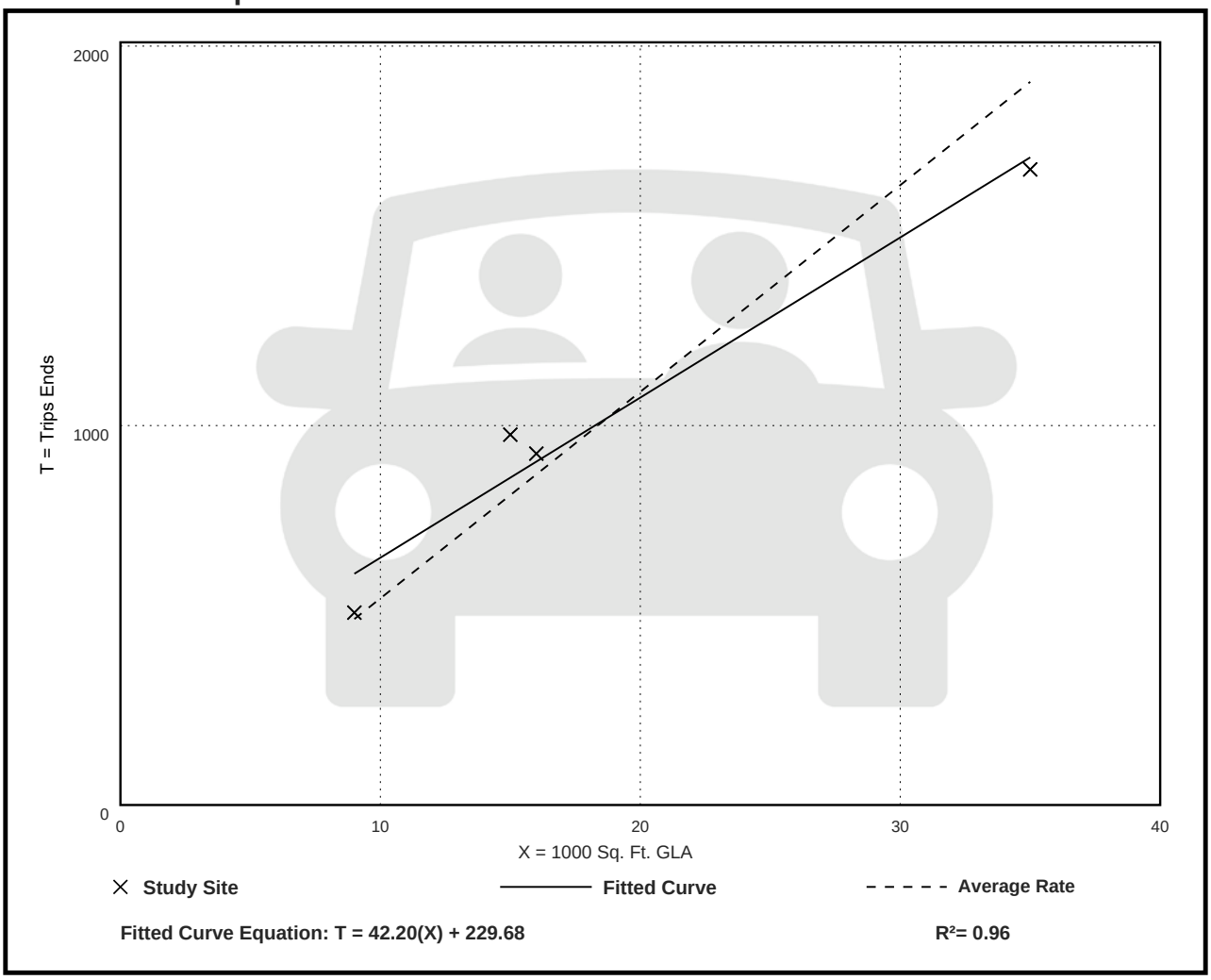
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

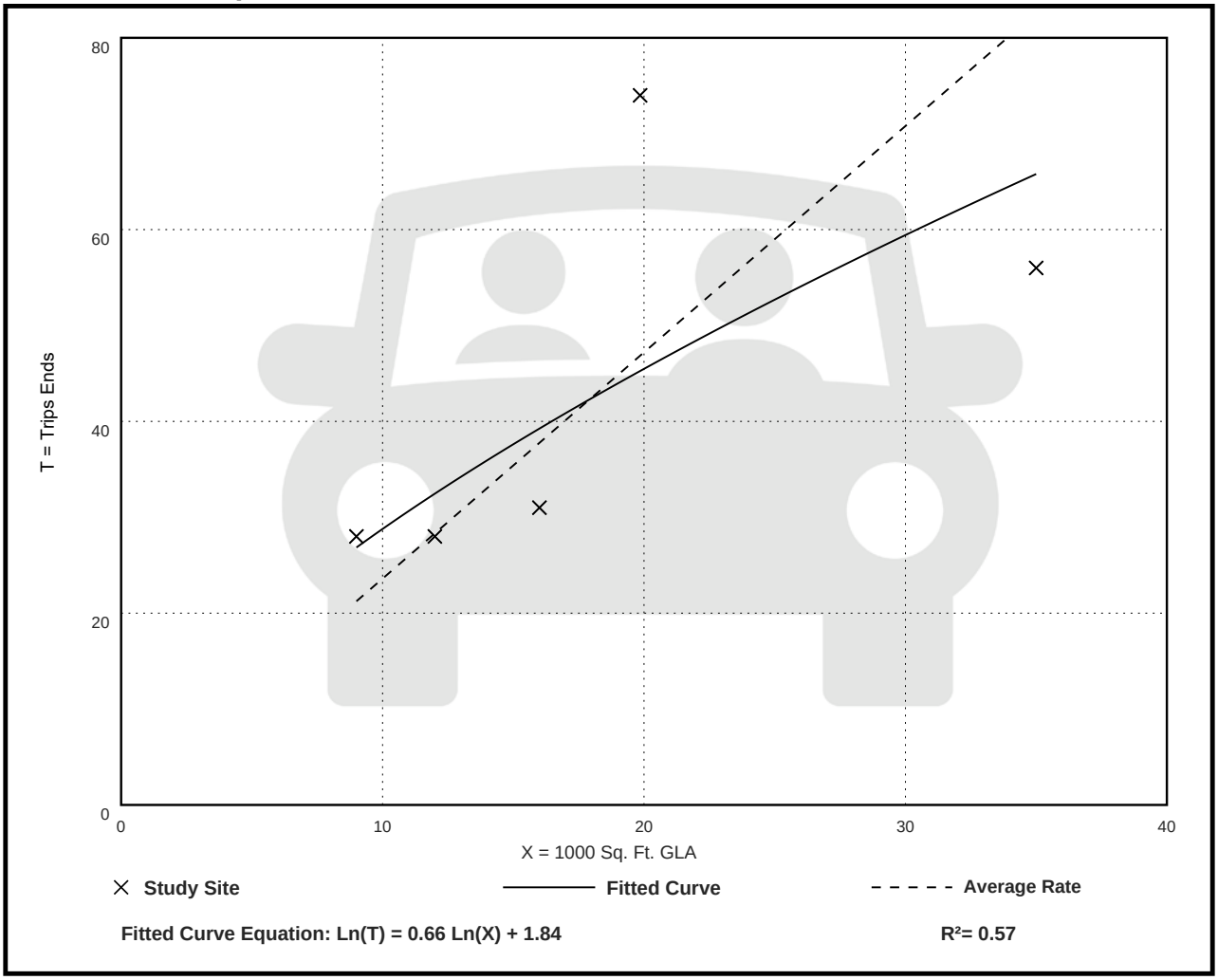
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

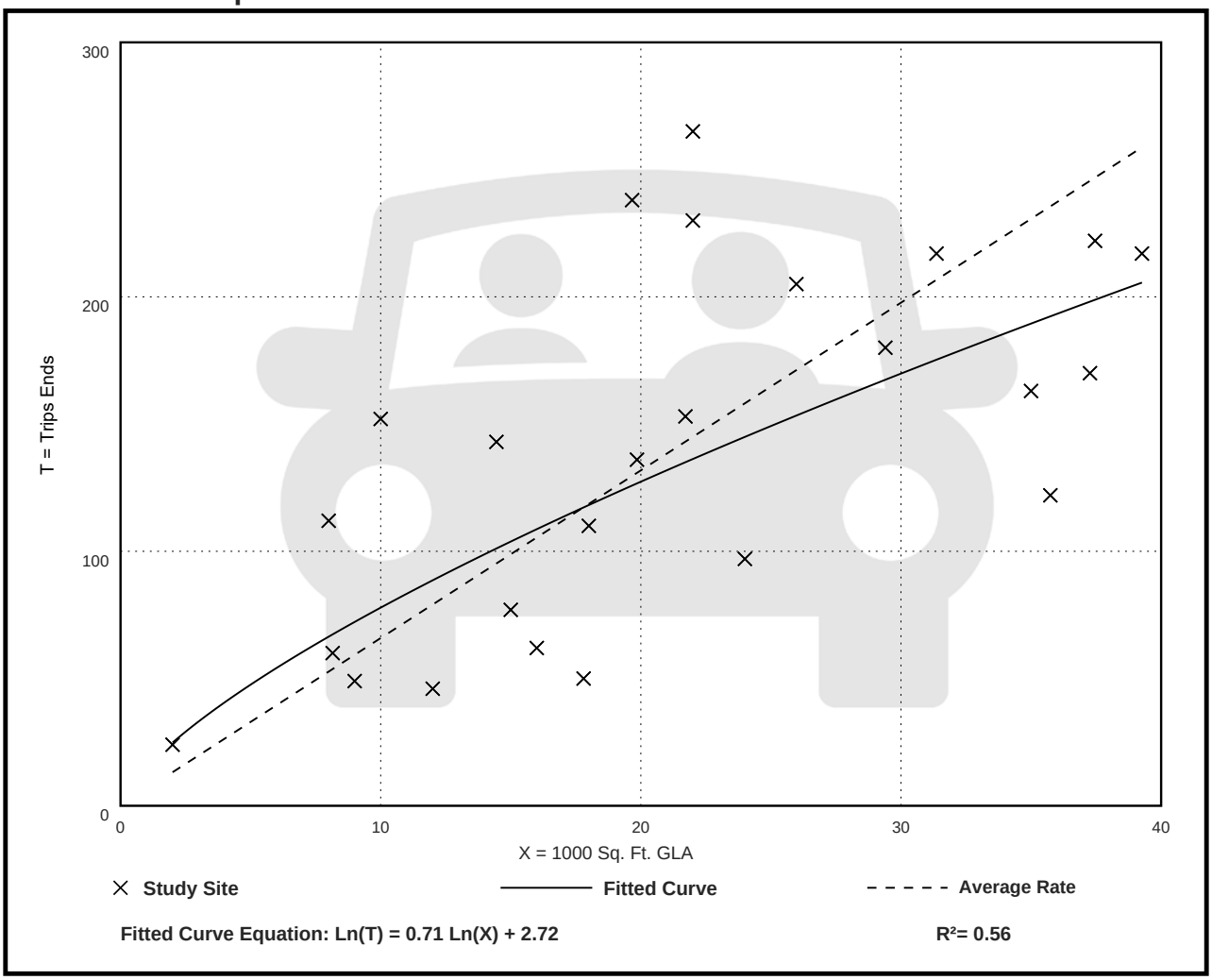
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

February 24, 2023

Shahrzad Ainkeshavarzi
Traffic Engineer
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Elm Street - Green Bay Road - Oak Street
IDOT

Dear Ms. Ainkeshavarzi:

In response to a request made on your behalf and dated February 24, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Elm St	2,500	2,700
Green Bay Rd	8,300	9,000
Oak St	1,150	1,250

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
\2023_TrafficForecasts\Winnetka\ck-33-23\ck-33-23.docxx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	79	29	12	75	69	12	422	45	91	380	17
Future Volume (vph)	28	79	29	12	75	69	12	422	45	91	380	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.971			0.934			0.986			0.995	
Flt Protected		0.990			0.996			0.999			0.991	
Satd. Flow (prot)	0	1767	0	0	3205	0	0	3415	0	0	3479	0
Flt Permitted		0.898			0.925			0.940			0.767	
Satd. Flow (perm)	0	1595	0	0	2968	0	0	3212	0	0	2688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			73			22			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	25		45	45		25	19		13	13		19
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	4%	2%	3%	2%	2%
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	165	0	0	504	0	0	514	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		56.0	56.0	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		15.7			15.7			57.3			57.3	
Actuated g/C Ratio		0.18			0.18			0.67			0.67	
v/c Ratio		0.47			0.27			0.23			0.28	
Control Delay		31.6			17.0			5.9			6.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.6			17.0			5.9			6.5	
LOS		C			B			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.6			17.0			5.9			6.5	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		61			22			45			49	
Queue Length 95th (ft)		108			45			78			87	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		443			856			2172			1814	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.19			0.23			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 96.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Elm Street



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	73	40	34	352	285	50
Future Volume (vph)	73	40	34	352	285	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.99		1.00	1.00	
Frt		0.850			0.978	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1787	1615	0	3469	3383	0
Flt Permitted	0.757			0.902		
Satd. Flow (perm)	1416	1593	0	3141	3383	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		43			45	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	9	2	2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	43	0	420	364	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effct Green (s)	8.8	8.8		43.5	43.5	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.38	0.16		0.18	0.15	
Control Delay	27.7	9.1		4.2	3.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.7	9.1		4.2	3.6	
LOS	C	A		A	A	
Approach Delay	21.1			4.2	3.6	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	26	0		24	17	
Queue Length 95th (ft)	57	22		48	37	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	472	559		2278	2466	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.08		0.18	0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	123	34	13	115	16	17	22	7	14	44	24
Future Vol, veh/h	58	123	34	13	115	16	17	22	7	14	44	24
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	3	3	0	3	0	18	0	0	0	2	0
Mvmt Flow	77	164	45	17	153	21	23	29	9	19	59	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	9.2	9.1	8.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	27%	9%	17%
Vol Thru, %	48%	57%	80%	54%
Vol Right, %	15%	16%	11%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	215	144	82
LT Vol	17	58	13	14
Through Vol	22	123	115	44
RT Vol	7	34	16	24
Lane Flow Rate	61	287	192	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.362	0.246	0.15
Departure Headway (Hd)	5.434	4.549	4.614	4.937
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	656	788	776	722
Service Time	3.5	2.594	2.662	2.997
HCM Lane V/C Ratio	0.093	0.364	0.247	0.151
HCM Control Delay	9.1	10.2	9.2	8.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	1.7	1	0.5

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	55	78	20	35	32
Future Vol, veh/h	29	55	78	20	35	32
Conflicting Peds, #/hr	5	0	0	5	4	4
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	65	65	65	65	65	65
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	45	85	120	31	54	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	156	0	-	0	320	145
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1394	-	-	-	678	908
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	650	901
Mov Cap-2 Maneuver	-	-	-	-	650	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	750
HCM Lane V/C Ratio	0.032	-	-	-	0.137
HCM Control Delay (s)	7.7	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	140	115	0	6	7
Future Vol, veh/h	0	140	115	0	6	7
Conflicting Peds, #/hr	21	0	0	21	5	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	69	69	69	69	69	69
Heavy Vehicles, %	0	4	4	0	17	0
Mvmt Flow	0	203	167	0	9	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	375	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	-	-	-	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	0	-	-	0	598	882
Stage 1	0	-	-	0	827	-
Stage 2	0	-	-	0	792	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	598	882
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	723
HCM Lane V/C Ratio	-	-	0.026
HCM Control Delay (s)	-	-	10.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	49	1	1	74
Future Vol, veh/h	2	1	49	1	1	74
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	3	1	61	1	1	93

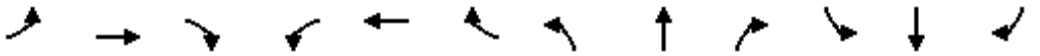
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	160	65	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	836	1005	-	-	1550	-
Stage 1	963	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	833	1002	-	-	1546	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	883	1546	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	55	32	40	110	87	15	433	35	66	596	32
Future Volume (vph)	38	55	32	40	110	87	15	433	35	66	596	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.965			0.945			0.989			0.993	
Flt Protected		0.985			0.992			0.998			0.995	
Satd. Flow (prot)	0	1743	0	0	3269	0	0	3483	0	0	3491	0
Flt Permitted		0.812			0.871			0.926			0.849	
Satd. Flow (perm)	0	1428	0	0	2851	0	0	3232	0	0	2977	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			92			14			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	25		45	45		25	19		13	13		19
Confl. Bikes (#/hr)			1			1			1			15
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
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	250	0	0	509	0	0	730	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		15.4			15.4			57.6			57.6	
Actuated g/C Ratio		0.18			0.18			0.68			0.68	
v/c Ratio		0.48			0.42			0.23			0.36	
Control Delay		30.8			20.6			5.9			6.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.8			20.6			5.9			6.9	
LOS		C			C			A			A	
Approach Delay		30.8			20.6			5.9			6.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		53			38			45			74	
Queue Length 95th (ft)		100			67			81			127	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		501			1033			2194			2020	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.24			0.23			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 100.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Elm Street





Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	59	20	21	375	327	38
Future Volume (vph)	59	20	21	375	327	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98		1.00	1.00	
Frt		0.850			0.985	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	1615	0	3523	3505	0
Flt Permitted	0.757			0.928		
Satd. Flow (perm)	1434	1588	0	3279	3505	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			28	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	5	5	2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	5%	2%	1%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	21	0	421	388	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effct Green (s)	8.1	8.1		47.7	47.7	
Actuated g/C Ratio	0.14	0.14		0.80	0.80	
v/c Ratio	0.32	0.09		0.16	0.14	
Control Delay	27.1	11.2		3.3	3.0	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.1	11.2		3.3	3.0	
LOS	C	B		A	A	
Approach Delay	23.1			3.3	3.0	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	21	0		23	18	
Queue Length 95th (ft)	49	15		44	38	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	478	543		2606	2792	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.13	0.04		0.16	0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 5.0		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	89	15	6	113	29	15	36	3	17	40	109
Future Vol, veh/h	52	89	15	6	113	29	15	36	3	17	40	109
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	67	114	19	8	145	37	19	46	4	22	51	140
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	9.3	8.7	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	33%	4%	10%
Vol Thru, %	67%	57%	76%	24%
Vol Right, %	6%	10%	20%	66%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	156	148	166
LT Vol	15	52	6	17
Through Vol	36	89	113	40
RT Vol	3	15	29	109
Lane Flow Rate	69	200	190	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.267	0.248	0.268
Departure Headway (Hd)	5.113	4.8	4.7	4.538
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	695	744	759	787
Service Time	3.187	2.861	2.76	2.596
HCM Lane V/C Ratio	0.099	0.269	0.25	0.271
HCM Control Delay	8.7	9.6	9.3	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.1	1	1.1

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	31	29	17	31	50
Future Vol, veh/h	28	31	29	17	31	50
Conflicting Peds, #/hr	7	0	0	7	3	1
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	82	82	82	82	82	82
Heavy Vehicles, %	0	7	0	0	0	0
Mvmt Flow	34	38	35	21	38	61

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	162	54
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	109	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1553	-	-	-	834	1019
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	806	1012
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1544	-	-	-	922
HCM Lane V/C Ratio	0.022	-	-	-	0.107
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	115	98	0	2	4
Future Vol, veh/h	0	115	98	0	2	4
Conflicting Peds, #/hr	19	0	0	19	9	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	86	86	86	86	86	86
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	134	114	0	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	257	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	736	944
Stage 1	0	-	-	0	916	-
Stage 2	0	-	-	0	889	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	736	944
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	863
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	47	0	0	69
Future Vol, veh/h	0	0	47	0	0	69
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	59	0	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	62	0	0	62	0
Stage 1	62	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	848	1009	-	-	1554	-
Stage 1	966	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	845	1006	-	-	1550	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1550	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Capacity Analysis Summary Sheets

Year 2029 No-Build Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	81	30	12	77	70	12	430	46	93	388	17
Future Volume (vph)	29	81	30	12	77	70	12	430	46	93	388	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.971			0.934			0.986			0.995	
Flt Protected		0.990			0.996			0.999			0.991	
Satd. Flow (prot)	0	1765	0	0	3201	0	0	3414	0	0	3479	0
Flt Permitted		0.893			0.925			0.940			0.763	
Satd. Flow (perm)	0	1584	0	0	2963	0	0	3211	0	0	2674	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			74			22			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	4%	2%	3%	2%	2%
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	168	0	0	514	0	0	524	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		56.0	56.0	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		16.0			16.0			57.0			57.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.48			0.27			0.24			0.29	
Control Delay		31.7			16.9			6.0			6.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.7			16.9			6.0			6.7	
LOS		C			B			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.7			16.9			6.0			6.7	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		63			22			46			51	
Queue Length 95th (ft)		111			46			81			90	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		440			855			2161			1796	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.34			0.20			0.24			0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Elm Street



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	74	41	35	359	291	51
Future Volume (vph)	74	41	35	359	291	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.99		1.00	1.00	
Frt		0.850			0.978	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1787	1615	0	3469	3383	0
Flt Permitted	0.757			0.901		
Satd. Flow (perm)	1415	1591	0	3138	3383	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		45			46	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	10	3	3			3
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	45	0	428	371	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effct Green (s)	8.8	8.8		43.5	43.5	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.39	0.17		0.19	0.15	
Control Delay	27.7	9.0		4.2	3.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.7	9.0		4.2	3.6	
LOS	C	A		A	A	
Approach Delay	21.0			4.2	3.6	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	27	0		24	17	
Queue Length 95th (ft)	58	22		49	38	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	471	560		2275	2465	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.08		0.19	0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	125	35	13	117	16	17	22	7	14	45	24
Future Vol, veh/h	59	125	35	13	117	16	17	22	7	14	45	24
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	3	3	0	3	0	18	0	0	0	2	0
Mvmt Flow	79	167	47	17	156	21	23	29	9	19	60	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	9.2	9.1	8.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	27%	9%	17%
Vol Thru, %	48%	57%	80%	54%
Vol Right, %	15%	16%	11%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	219	146	83
LT Vol	17	59	13	14
Through Vol	22	125	117	45
RT Vol	7	35	16	24
Lane Flow Rate	61	292	195	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.37	0.25	0.152
Departure Headway (Hd)	5.455	4.556	4.624	4.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	785	773	718
Service Time	3.525	2.601	2.675	3.021
HCM Lane V/C Ratio	0.093	0.372	0.252	0.155
HCM Control Delay	9.1	10.3	9.2	8.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	1.7	1	0.5

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	56	80	20	36	33
Future Vol, veh/h	30	56	80	20	36	33
Conflicting Peds, #/hr	6	0	0	6	5	5
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	65	65	65	65	65	65
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	46	86	123	31	55	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	328	150
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1389	-	-	-	671	902
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1382	-	-	-	641	894
Mov Cap-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	849	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1382	-	-	-	741
HCM Lane V/C Ratio	0.033	-	-	-	0.143
HCM Control Delay (s)	7.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	143	117	0	6	7
Future Vol, veh/h	0	143	117	0	6	7
Conflicting Peds, #/hr	23	0	0	23	6	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	69	69	69	69	69	69
Heavy Vehicles, %	0	4	4	0	17	0
Mvmt Flow	0	207	170	0	9	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	383	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	-	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	0	-	-	0	591	879
Stage 1	0	-	-	0	825	-
Stage 2	0	-	-	0	788	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	591	879
Mov Cap-2 Maneuver	-	-	-	-	591	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	718
HCM Lane V/C Ratio	-	-	0.026
HCM Control Delay (s)	-	-	10.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	50	1	1	74
Future Vol, veh/h	2	1	50	1	1	74
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	3	1	63	1	1	93

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	163	68	0	0	68	0
Stage 1	68	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	832	1001	-	-	1546	-
Stage 1	960	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	829	998	-	-	1541	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1541	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Year 2029 No-Build Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	56	33	41	112	89	15	442	36	67	608	33
Future Volume (vph)	39	56	33	41	112	89	15	442	36	67	608	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.965			0.945			0.989			0.993	
Flt Protected		0.985			0.992			0.998			0.995	
Satd. Flow (prot)	0	1740	0	0	3265	0	0	3483	0	0	3491	0
Flt Permitted		0.809			0.869			0.926			0.846	
Satd. Flow (perm)	0	1420	0	0	2839	0	0	3231	0	0	2965	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			94			14			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
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
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	255	0	0	519	0	0	746	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		15.6			15.6			57.4			57.4	
Actuated g/C Ratio		0.18			0.18			0.68			0.68	
v/c Ratio		0.49			0.43			0.24			0.37	
Control Delay		30.9			20.5			6.0			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.9			20.5			6.0			7.1	
LOS		C			C			A			A	
Approach Delay		30.9			20.5			6.0			7.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		54			39			47			77	
Queue Length 95th (ft)		101			68			83			132	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		498			1030			2186			2005	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.25			0.24			0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 101.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Elm Street



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	60	20	21	383	334	39
Future Volume (vph)	60	20	21	383	334	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98		1.00	1.00	
Frt		0.850			0.984	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	1615	0	3489	3467	0
Flt Permitted	0.757			0.928		
Satd. Flow (perm)	1434	1588	0	3247	3467	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			29	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	5	5	2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	3%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	21	0	429	396	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effct Green (s)	8.2	8.2		47.7	47.7	
Actuated g/C Ratio	0.14	0.14		0.80	0.80	
v/c Ratio	0.33	0.09		0.17	0.14	
Control Delay	27.2	11.2		3.3	3.0	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.2	11.2		3.3	3.0	
LOS	C	B		A	A	
Approach Delay	23.3			3.3	3.0	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	21	0		23	19	
Queue Length 95th (ft)	49	15		45	39	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	478	543		2580	2761	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.13	0.04		0.17	0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 40.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	91	15	6	115	30	15	37	3	17	41	111
Future Vol, veh/h	53	91	15	6	115	30	15	37	3	17	41	111
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	68	117	19	8	147	38	19	47	4	22	53	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.4	8.8	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	33%	4%	10%
Vol Thru, %	67%	57%	76%	24%
Vol Right, %	5%	9%	20%	66%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	159	151	169
LT Vol	15	53	6	17
Through Vol	37	91	115	41
RT Vol	3	15	30	111
Lane Flow Rate	71	204	194	217
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.273	0.254	0.275
Departure Headway (Hd)	5.141	4.822	4.718	4.562
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	740	755	782
Service Time	3.218	2.888	2.785	2.621
HCM Lane V/C Ratio	0.103	0.276	0.257	0.277
HCM Control Delay	8.8	9.7	9.4	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.1	1	1.1

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	32	30	17	32	51
Future Vol, veh/h	29	32	30	17	32	51
Conflicting Peds, #/hr	7	0	0	7	3	1
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	82	82	82	82	82	82
Heavy Vehicles, %	0	8	0	0	0	0
Mvmt Flow	35	39	37	21	39	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	167	56
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1550	-	-	-	828	1016
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1541	-	-	-	799	1009
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1541	-	-	-	916
HCM Lane V/C Ratio	0.023	-	-	-	0.111
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	117	100	0	2	4
Future Vol, veh/h	0	117	100	0	2	4
Conflicting Peds, #/hr	21	0	0	21	10	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	86	86	86	86	86	86
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	136	116	0	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	262	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	731	942
Stage 1	0	-	-	0	914	-
Stage 2	0	-	-	0	886	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	731	942
Mov Cap-2 Maneuver	-	-	-	-	731	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	859
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	48	0	0	70
Future Vol, veh/h	0	0	48	0	0	70
Conflicting Peds, #/hr	2	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	60	0	0	88

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	154	64	0	0	64	0
Stage 1	64	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	842	1006	-	-	1551	-
Stage 1	964	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	838	1003	-	-	1546	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1546	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Morning Peak Hour (Scenario 1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	84	30	12	80	79	12	430	46	101	388	17
Future Volume (vph)	29	84	30	12	80	79	12	430	46	101	388	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.971			0.931			0.986			0.995	
Flt Protected		0.990			0.996			0.999			0.990	
Satd. Flow (prot)	0	1765	0	0	3187	0	0	3414	0	0	3475	0
Flt Permitted		0.892			0.927			0.939			0.750	
Satd. Flow (perm)	0	1583	0	0	2958	0	0	3208	0	0	2627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			83			22			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	4%	2%	3%	2%	2%
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	180	0	0	514	0	0	532	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		56.0	56.0	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		16.1			16.1			56.9			56.9	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.48			0.29			0.24			0.30	
Control Delay		31.8			16.4			6.1			6.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.8			16.4			6.1			6.8	
LOS		C			B			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.8			16.4			6.1			6.8	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		64			23			46			53	
Queue Length 95th (ft)		114			47			82			94	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		440			860			2154			1760	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.34			0.21			0.24			0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 97.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Elm Street





Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	81	41	35	359	291	60
Future Volume (vph)	81	41	35	359	291	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98		1.00	1.00	
Frt		0.850			0.974	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1787	1615	0	3469	3371	0
Flt Permitted	0.757			0.900		
Satd. Flow (perm)	1406	1587	0	3134	3371	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		45			56	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	20	6	6			6
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	4%	4%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	45	0	428	381	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effct Green (s)	9.2	9.2		43.1	43.1	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.41	0.16		0.19	0.16	
Control Delay	27.9	8.7		4.4	3.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.9	8.7		4.4	3.7	
LOS	C	A		A	A	
Approach Delay	21.4			4.4	3.7	



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	29	0		25	18	
Queue Length 95th (ft)	61	21		51	39	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	468	559		2253	2439	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.19	0.08		0.19	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 6.5		Intersection LOS: A	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	125	46	19	117	16	29	23	13	14	46	24
Future Vol, veh/h	59	125	46	19	117	16	29	23	13	14	46	24
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	3	2	0	3	0	10	0	0	0	2	0
Mvmt Flow	79	167	61	25	156	21	39	31	17	19	61	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	9.5	9.3	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	26%	12%	17%
Vol Thru, %	35%	54%	77%	55%
Vol Right, %	20%	20%	11%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	230	152	84
LT Vol	29	59	19	14
Through Vol	23	125	117	46
RT Vol	13	46	16	24
Lane Flow Rate	87	307	203	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.129	0.393	0.266	0.157
Departure Headway (Hd)	5.372	4.617	4.73	5.06
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	661	776	754	702
Service Time	3.452	2.671	2.792	3.137
HCM Lane V/C Ratio	0.132	0.396	0.269	0.16
HCM Control Delay	9.3	10.7	9.5	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	1.9	1.1	0.6

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	14	56	10	17	76
Future Vol, veh/h	4	14	56	10	17	76
Conflicting Peds, #/hr	0	0	0	0	74	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	59	11	18	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	255	139	0	0	144	0
Stage 1	139	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	734	909	-	-	1438	-
Stage 1	888	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	679	853	-	-	1349	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	807	1349	-
HCM Lane V/C Ratio	-	-	0.023	0.013	-
HCM Control Delay (s)	-	-	9.6	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	56	80	23	39	40
Future Vol, veh/h	39	56	80	23	39	40
Conflicting Peds, #/hr	12	0	0	12	10	10
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	65	65	65	65	65	65
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	60	86	123	35	60	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	170	0	-	0	369	163
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1378	-	-	-	635	887
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	594	871
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	708
HCM Lane V/C Ratio	0.044	-	-	-	0.172
HCM Control Delay (s)	7.8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	0	149	123	0	6	7
Future Vol, veh/h	0	149	123	0	6	7
Conflicting Peds, #/hr	46	0	0	46	12	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	69	69	69	69	69	69
Heavy Vehicles, %	0	3	4	0	17	0
Mvmt Flow	0	216	178	0	9	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	406	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	-	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	0	-	-	0	573	870
Stage 1	0	-	-	0	818	-
Stage 2	0	-	-	0	776	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	573	870
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	702
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	60	2	1	79
Future Vol, veh/h	6	5	60	2	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	63	2	1	83

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	64	0	0	65	0
Stage 1	64	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1000	-	-	1537	-
Stage 1	959	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	842	1000	-	-	1537	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	1537	-
HCM Lane V/C Ratio	-	-	0.013	0.001	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	62	1	1	84
Future Vol, veh/h	2	1	62	1	1	84
Conflicting Peds, #/hr	0	0	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	3	1	78	1	1	105

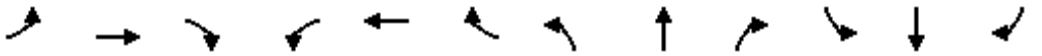
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	87	0	0	87	0
Stage 1	87	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	799	977	-	-	1522	-
Stage 1	941	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	793	970	-	-	1512	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	844	1512	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Morning Peak Hour (Scenario 2)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	85	30	12	80	79	12	430	46	106	388	17
Future Volume (vph)	29	85	30	12	80	79	12	430	46	106	388	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.972			0.931			0.986			0.995	
Flt Protected		0.990			0.996			0.999			0.990	
Satd. Flow (prot)	0	1767	0	0	3187	0	0	3414	0	0	3475	0
Flt Permitted		0.893			0.927			0.939			0.742	
Satd. Flow (perm)	0	1586	0	0	2958	0	0	3208	0	0	2599	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			83			22			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	4%	2%	3%	2%	2%
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	152	0	0	180	0	0	514	0	0	538	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		56.0	56.0	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		16.2			16.2			56.8			56.8	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.48			0.29			0.24			0.31	
Control Delay		32.0			16.3			6.1			6.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		32.0			16.3			6.1			6.9	
LOS		C			B			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		32.0			16.3			6.1			6.9	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		65			23			47			54	
Queue Length 95th (ft)		115			47			82			95	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		440			860			2151			1739	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.21			0.24			0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 97.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Elm Street



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	81	41	35	359	291	62
Future Volume (vph)	81	41	35	359	291	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98		1.00	1.00	
Frt		0.850			0.974	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1787	1615	0	3469	3365	0
Flt Permitted	0.757			0.899		
Satd. Flow (perm)	1406	1587	0	3130	3365	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		45			58	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	20	6	6			6
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	45	0	428	383	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effct Green (s)	9.2	9.2		43.1	43.1	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.41	0.16		0.19	0.16	
Control Delay	27.9	8.7		4.4	3.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.9	8.7		4.4	3.6	
LOS	C	A		A	A	
Approach Delay	21.4			4.4	3.6	



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	29	0		25	18	
Queue Length 95th (ft)	61	21		51	39	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	468	559		2250	2435	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.19	0.08		0.19	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 6.5		Intersection LOS: A	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	125	52	21	117	16	29	23	13	14	47	24
Future Vol, veh/h	59	125	52	21	117	16	29	23	13	14	47	24
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	3	3	0	3	0	10	0	0	0	2	0
Mvmt Flow	79	167	69	28	156	21	39	31	17	19	63	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	9.6	9.3	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	25%	14%	16%
Vol Thru, %	35%	53%	76%	55%
Vol Right, %	20%	22%	10%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	236	154	85
LT Vol	29	59	21	14
Through Vol	23	125	117	47
RT Vol	13	52	16	24
Lane Flow Rate	87	315	205	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.403	0.271	0.16
Departure Headway (Hd)	5.4	4.615	4.75	5.087
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	658	774	752	698
Service Time	3.484	2.671	2.813	3.167
HCM Lane V/C Ratio	0.132	0.407	0.273	0.162
HCM Control Delay	9.3	10.8	9.6	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	2	1.1	0.6

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	14	55	13	26	76
Future Vol, veh/h	4	14	55	13	26	76
Conflicting Peds, #/hr	0	0	0	0	74	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	58	14	27	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	273	139	0	0	146	0
Stage 1	139	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	716	909	-	-	1436	-
Stage 1	888	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	657	853	-	-	1347	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	800	1347	-
HCM Lane V/C Ratio	-	-	0.024	0.02	-
HCM Control Delay (s)	-	-	9.6	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	56	80	24	39	40
Future Vol, veh/h	41	56	80	24	39	40
Conflicting Peds, #/hr	12	0	0	12	10	10
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	65	65	65	65	65	65
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	63	86	123	37	60	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	172	0	-	0	376	164
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1375	-	-	-	629	886
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	586	870
Mov Cap-2 Maneuver	-	-	-	-	586	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1361	-	-	-	702
HCM Lane V/C Ratio	0.046	-	-	-	0.173
HCM Control Delay (s)	7.8	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	0	149	125	0	6	7
Future Vol, veh/h	0	149	125	0	6	7
Conflicting Peds, #/hr	46	0	0	46	12	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	69	69	69	69	69	69
Heavy Vehicles, %	0	4	4	0	17	0
Mvmt Flow	0	216	181	0	9	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	409	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	-	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	0	-	-	0	571	867
Stage 1	0	-	-	0	815	-
Stage 2	0	-	-	0	776	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	571	867
Mov Cap-2 Maneuver	-	-	-	-	571	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	700
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	63	2	1	79
Future Vol, veh/h	6	5	63	2	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	66	2	1	83

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	152	67	0	0	68	0
Stage 1	67	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	840	997	-	-	1533	-
Stage 1	956	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	839	997	-	-	1533	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1533	-
HCM Lane V/C Ratio	-	-	0.013	0.001	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	65	1	1	84
Future Vol, veh/h	2	1	65	1	1	84
Conflicting Peds, #/hr	0	0	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	3	1	81	1	1	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	197	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	796	973	-	-	1518	-
Stage 1	939	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	790	967	-	-	1508	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	841	1508	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Evening Peak Hour (Scenario 1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	63	33	41	119	112	15	442	36	91	608	33
Future Volume (vph)	39	63	33	41	119	112	15	442	36	91	608	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.967			0.938			0.989			0.993	
Flt Protected		0.986			0.993			0.998			0.994	
Satd. Flow (prot)	0	1747	0	0	3238	0	0	3483	0	0	3488	0
Flt Permitted		0.808			0.874			0.925			0.806	
Satd. Flow (perm)	0	1423	0	0	2831	0	0	3227	0	0	2824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			118			14			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
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
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	286	0	0	519	0	0	771	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		16.0			16.0			57.0			57.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.50			0.45			0.24			0.41	
Control Delay		31.4			19.2			6.2			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.4			19.2			6.2			7.6	
LOS		C			B			A			A	
Approach Delay		31.4			19.2			6.2			7.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		58			41			48			84	
Queue Length 95th (ft)		106			71			85			144	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		499			1043			2167			1895	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.27			0.24			0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 102.4%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Elm Street





Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	78	20	21	383	334	59
Future Volume (vph)	78	20	21	383	334	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98		1.00	1.00	
Frt		0.850			0.977	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	1615	0	3489	3435	0
Flt Permitted	0.757			0.926		
Satd. Flow (perm)	1429	1581	0	3240	3435	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			47	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	10	10	4			4
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	3%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	21	0	429	418	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effct Green (s)	8.9	8.9		43.4	43.4	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.39	0.08		0.18	0.17	
Control Delay	27.7	10.6		4.2	3.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.7	10.6		4.2	3.7	
LOS	C	B		A	A	
Approach Delay	24.3			4.2	3.7	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	28	0		25	21	
Queue Length 95th (ft)	59	15		49	43	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	476	541		2344	2498	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.04		0.18	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	91	46	21	115	30	45	39	18	17	44	111
Future Vol, veh/h	53	91	46	21	115	30	45	39	18	17	44	111
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	68	117	59	27	147	38	58	50	23	22	56	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	10.3	9.8	10.1
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	28%	13%	10%
Vol Thru, %	38%	48%	69%	26%
Vol Right, %	18%	24%	18%	65%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	190	166	172
LT Vol	45	53	21	17
Through Vol	39	91	115	44
RT Vol	18	46	30	111
Lane Flow Rate	131	244	213	221
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.342	0.301	0.302
Departure Headway (Hd)	5.403	5.049	5.1	4.925
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	664	714	704	730
Service Time	3.437	3.078	3.13	2.954
HCM Lane V/C Ratio	0.197	0.342	0.303	0.303
HCM Control Delay	9.8	10.7	10.3	10.1
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.7	1.5	1.3	1.3

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	43	52	20	42	77
Future Vol, veh/h	20	43	52	20	42	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	45	55	21	44	81

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	235	66	0	0	76	0
Stage 1	66	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	753	998	-	-	1523	-
Stage 1	957	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	730	998	-	-	1523	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1523	-
HCM Lane V/C Ratio	-	-	0.074	0.029	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	32	30	24	39	69
Future Vol, veh/h	49	32	30	24	39	69
Conflicting Peds, #/hr	14	0	0	14	6	2
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	82	82	82	82	82	82
Heavy Vehicles, %	0	8	0	0	0	0
Mvmt Flow	60	39	37	29	48	84

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	231	68
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	165	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1531	-	-	-	762	1001
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	713	988
Mov Cap-2 Maneuver	-	-	-	-	713	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1513	-	-	-	867
HCM Lane V/C Ratio	0.039	-	-	-	0.152
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	132	115	0	2	4
Future Vol, veh/h	0	132	115	0	2	4
Conflicting Peds, #/hr	42	0	0	42	20	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	86	86	86	86	86	86
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	153	134	0	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	307	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	689	920
Stage 1	0	-	-	0	897	-
Stage 2	0	-	-	0	862	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	689	920
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	828
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s)	-	-	9.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	68	7	7	90
Future Vol, veh/h	5	4	68	7	7	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	72	7	7	95

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	185	76	0	0	79	0
Stage 1	76	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	804	985	-	-	1519	-
Stage 1	947	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	800	985	-	-	1519	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	873	1519	-
HCM Lane V/C Ratio	-	-	0.011	0.005	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	75	0	0	95
Future Vol, veh/h	0	0	75	0	0	95
Conflicting Peds, #/hr	2	0	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	94	0	0	119

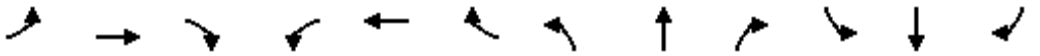
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	223	102	0	0	102	0
Stage 1	102	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	770	959	-	-	1503	-
Stage 1	927	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	763	953	-	-	1493	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1493	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Evening Peak Hour (Scenario 2)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	63	33	41	119	111	15	442	36	87	608	33
Future Volume (vph)	39	63	33	41	119	111	15	442	36	87	608	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.967			0.938			0.989			0.993	
Flt Protected		0.986			0.993			0.998			0.994	
Satd. Flow (prot)	0	1747	0	0	3238	0	0	3483	0	0	3488	0
Flt Permitted		0.808			0.874			0.925			0.812	
Satd. Flow (perm)	0	1423	0	0	2831	0	0	3227	0	0	2846	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			117			14			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
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
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	285	0	0	519	0	0	767	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		16.0			16.0			57.0			57.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.50			0.45			0.24			0.40	
Control Delay		31.4			19.2			6.2			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.4			19.2			6.2			7.6	
LOS		C			B			A			A	
Approach Delay		31.4			19.2			6.2			7.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		58			41			48			83	
Queue Length 95th (ft)		106			71			85			143	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		499			1042			2167			1910	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.27			0.24			0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 102.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Elm Street





Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	77	20	21	383	334	55
Future Volume (vph)	77	20	21	383	334	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98		1.00	1.00	
Frt		0.850			0.979	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	1615	0	3489	3443	0
Flt Permitted	0.757			0.926		
Satd. Flow (perm)	1429	1581	0	3240	3443	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			43	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	10	10	4			4
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	3%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	21	0	429	414	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effct Green (s)	8.9	8.9		43.4	43.4	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.39	0.08		0.18	0.17	
Control Delay	27.6	10.6		4.2	3.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.6	10.6		4.2	3.7	
LOS	C	B		A	A	
Approach Delay	24.1			4.2	3.7	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	27	0		25	21	
Queue Length 95th (ft)	58	15		49	43	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	476	541		2344	2503	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.04		0.18	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	91	42	19	115	30	44	41	18	17	44	111
Future Vol, veh/h	53	91	42	19	115	30	44	41	18	17	44	111
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	68	117	54	24	147	38	56	53	23	22	56	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	10.3	9.7	10.1
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	28%	12%	10%
Vol Thru, %	40%	49%	70%	26%
Vol Right, %	17%	23%	18%	65%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	186	164	172
LT Vol	44	53	19	17
Through Vol	41	91	115	44
RT Vol	18	42	30	111
Lane Flow Rate	132	238	210	221
Geometry Grp	1	1	1	1
Degree of Util (X)	0.197	0.337	0.297	0.301
Departure Headway (Hd)	5.379	5.084	5.088	4.906
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	711	706	732
Service Time	3.417	3.084	3.12	2.939
HCM Lane V/C Ratio	0.198	0.335	0.297	0.302
HCM Control Delay	9.7	10.6	10.3	10.1
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.7	1.5	1.2	1.3

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	44	52	16	36	77
Future Vol, veh/h	19	44	52	16	36	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	46	55	17	38	81

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	221	64	0	0	72	0
Stage 1	64	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	767	1000	-	-	1528	-
Stage 1	959	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	747	1000	-	-	1528	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	1528	-
HCM Lane V/C Ratio	-	-	0.073	0.025	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	32	30	24	39	68
Future Vol, veh/h	45	32	30	24	39	68
Conflicting Peds, #/hr	14	0	0	14	6	2
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	82	82	82	82	82	82
Heavy Vehicles, %	0	8	0	0	0	0
Mvmt Flow	55	39	37	29	48	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	221	68
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1531	-	-	-	772	1001
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	726	988
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1513	-	-	-	873
HCM Lane V/C Ratio	0.036	-	-	-	0.149
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	132	113	0	2	4
Future Vol, veh/h	0	132	113	0	2	4
Conflicting Peds, #/hr	42	0	0	42	20	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	86	86	86	86	86	86
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	153	131	0	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	304	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	692	924
Stage 1	0	-	-	0	900	-
Stage 2	0	-	-	0	862	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	692	924
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	831
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s)	-	-	9.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	64	7	7	89
Future Vol, veh/h	5	4	64	7	7	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	67	7	7	94

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	179	71	0	0	74	0
Stage 1	71	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	811	991	-	-	1526	-
Stage 1	952	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	807	991	-	-	1526	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	880	1526	-
HCM Lane V/C Ratio	-	-	0.011	0.005	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

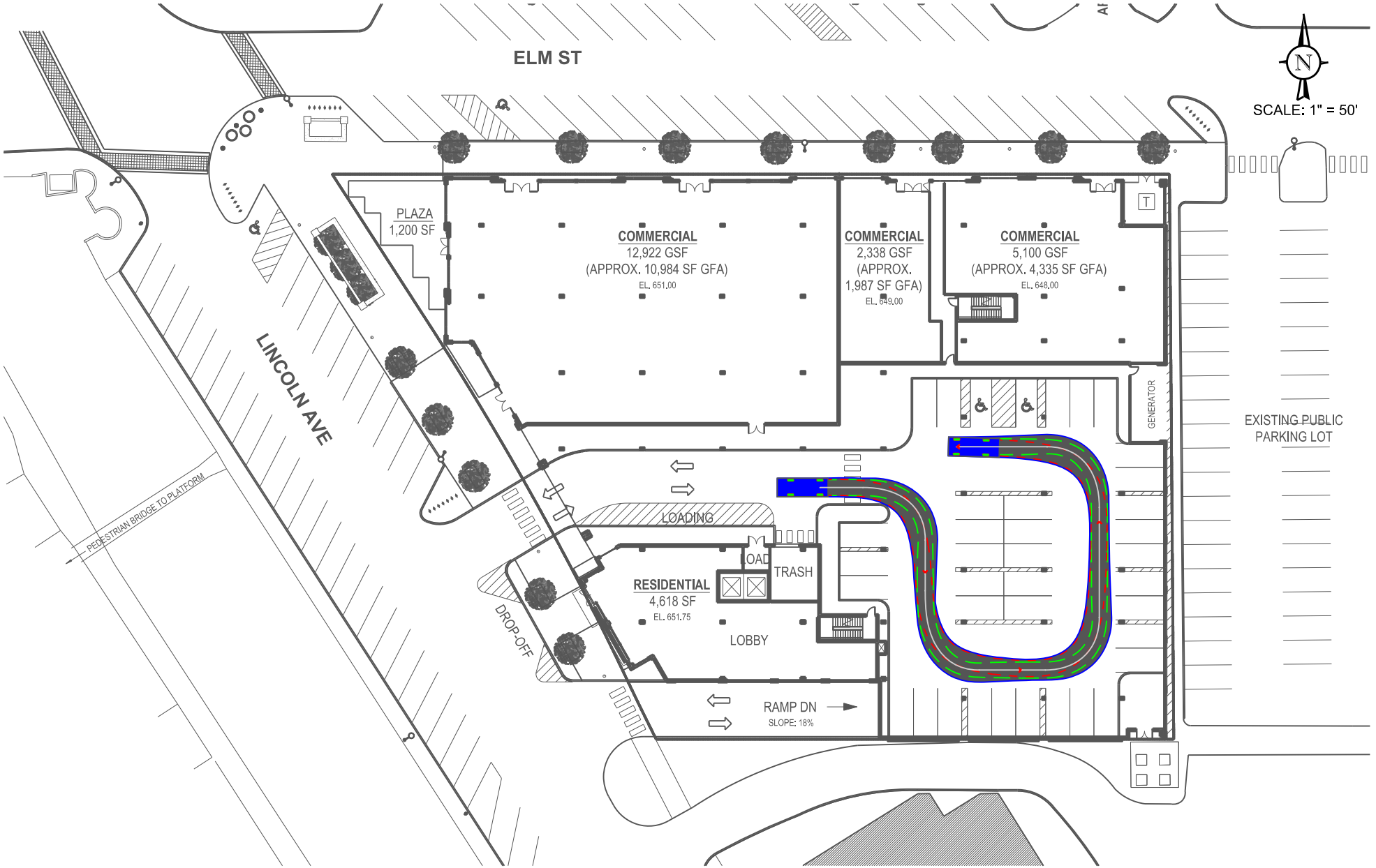
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	71	0	0	94
Future Vol, veh/h	0	0	71	0	0	94
Conflicting Peds, #/hr	2	0	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	89	0	0	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	217	97	0	0	97	0
Stage 1	97	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	776	965	-	-	1509	-
Stage 1	932	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	769	959	-	-	1499	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	908	-	-	-	-	-

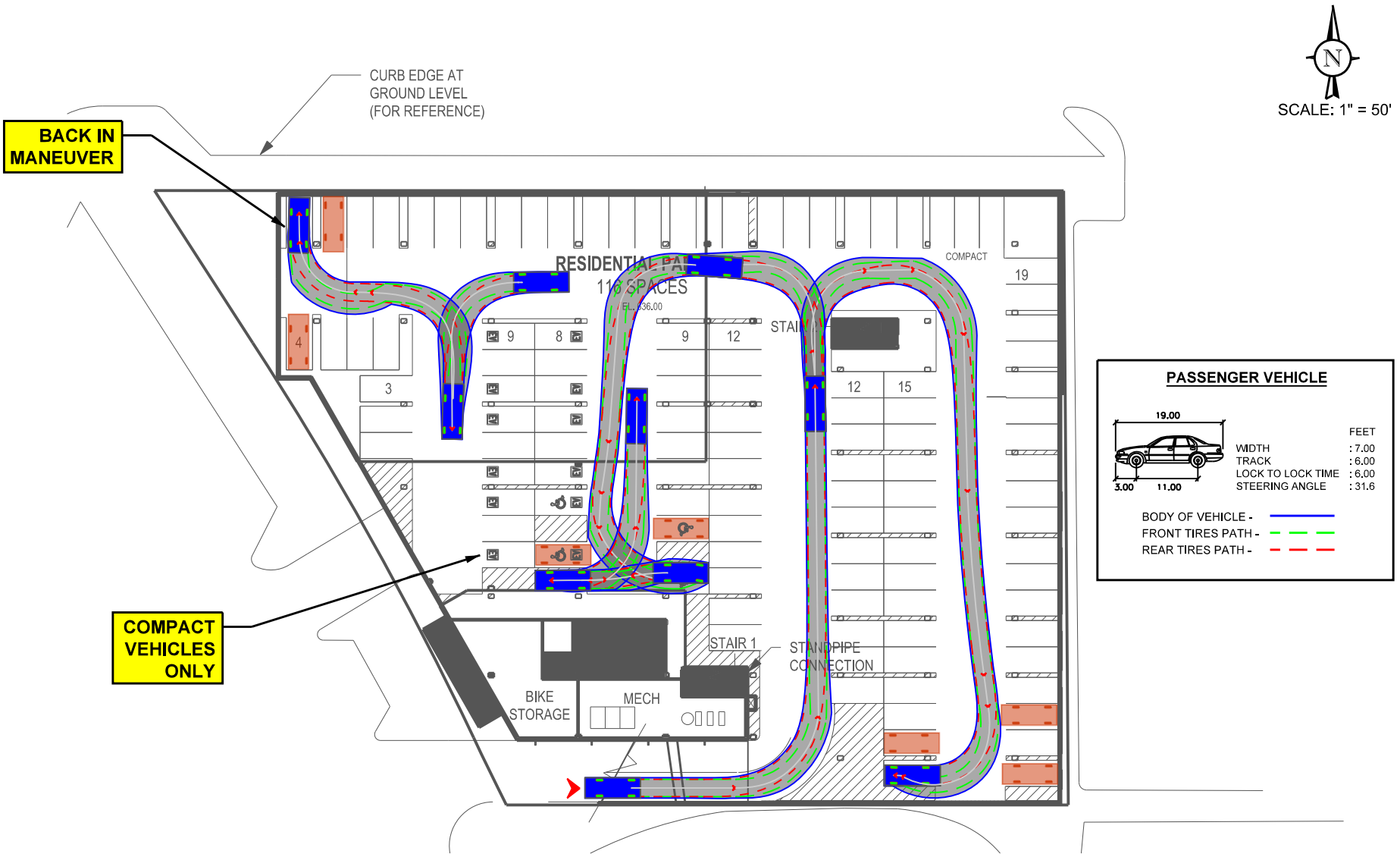
Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Auto Turn Runs



ONE WINNETKA DEVELOPMENT WINNETKA, ILLINOIS	**PASSENGER VEHICLE MANEUVER GROUND LEVEL**	DRAWN: DS CHECKED: JM DATE: 05-24-23 REV: 06-30-23 PROJECT #: 23-039 EXHIBIT: D KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.



ONE WINNETKA
DEVELOPMENT
WINNETKA, ILLINOIS

PASSENGER VEHICLE MANEUVERS
LOWER LEVEL

DRAWN: DS CHECKED: JM
DATE: 05-24-23 REV: 06-30-23
PROJECT #: 23-039
EXHIBIT: E

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Village of
WINNETKA, IL
Office of the Village Manager
847.716.3541

510 Green Bay Road • Winnetka, IL 60093 • 847.501.6000
contactus@villageofwinnetka.org • villageofwinnetka.org

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, the undersigned, do hereby certify that I am the duly appointed, qualified and Deputy Village Clerk of the Village of Winnetka, Cook County, Illinois (the "Village") and as such officer I am the keeper of the official journal of proceedings, books, records, minutes, and files of the Village and of the Council (the "Village Council") thereof.

I do further certify that attached hereto is a full, true, and complete copy of an Ordinance entitled:

ORDINANCE NO. M-01-2025

AN ORDINANCE GRANTING FINAL APPROVAL OF A PLANNED DEVELOPMENT, ZONING EXCEPTIONS, A SPECIAL USE FOR GROUND FLOOR PARKING, AND SPECIAL USE FINDINGS FOR MEDICAL AND FINANCIAL SERVICES USES (511-515 LINCOLN AVENUE AND 714-740 ELM STREET) (ONE WINNETKA SUBDIVISION)

Adopted by the Winnetka Village Council on January 21, 2025.

I do further certify that the deliberations of the Council on the adoption of said Ordinance were taken openly; that the vote on the adoption of said Ordinance was taken openly; that said meeting was held at a specified time and place convenient to the public; that notice of said meeting was duly given to all of the news media requesting such notice of said meeting; that said meeting was called and held in strict accordance with the provisions of the Open Meetings Act of the State of Illinois, as amended; and that the Council have complied with all of the applicable provisions of said Act, their procedural rules and the Village charter in the adoption of said Ordinance.

IN WITNESS WHEREOF, I have hereunto affixed my official signature and the seal of the Village this 21st day of January 2025.

[SEAL]

By: [redacted]
Berina Gradjan
Deputy Village Clerk

ORDINANCE NO. M-01-2025

AN ORDINANCE GRANTING FINAL APPROVAL OF A PLANNED DEVELOPMENT, ZONING EXCEPTIONS, A SPECIAL USE FOR GROUND FLOOR PARKING, AND SPECIAL USE FINDINGS FOR MEDICAL AND FINANCIAL SERVICES USES (511-515 LINCOLN AVENUE AND 714-740 ELM STREET) (One Winnetka)

WHEREAS, RIC (Winnetka Lincoln) LLC, an Illinois limited liability company (***"Previous Owner"***) is the previous owner of the properties commonly known as 714-716 Elm Street, 718-732 Elm Street, 736 Elm Street, 740 Elm Street, 511 Lincoln Avenue, and 515 Lincoln Avenue (collectively, ***"Property"***), which Property is legally described in ***Exhibit A*** attached to this Ordinance; and

WHEREAS, the Property is generally located on the southeast corner of Elm Street and Lincoln Avenue in Winnetka, and is located in the C-2 General Retail Commercial District and C-2 Commercial Overlay District; and

WHEREAS, the Property is immediately west of and adjacent to an existing Village-owned, public parking lot with ingress and egress by way of a driveway on Elm Street (***"East Parking Lot"***); and

WHEREAS, currently located on the Property are several one- and two-story buildings that have been occupied by various street level retail users (***"Existing Buildings"***); and

WHEREAS, the Previous Owner desired to demolish the Existing Buildings and develop on the Property (i) a four-story mixed-use building with ground floor commercial space and 59 apartments on the upper level (***"Building"***); and (ii) related on-site improvements, including a new ground level parking lot with 39 parking spaces and an underground parking lot with 113 parking spaces (collectively, ***"Prior Proposed Development"***); and

WHEREAS, the Property is required to be developed as a planned development in accordance with Chapter 17.58 (***"Planned Development Regulations"***) of the "Winnetka Zoning Ordinance," as amended (***"Zoning Code"***); and

WHEREAS, on October 18, 2022, Previous Owner, with the assistance of Murphy Development Group LLC, filed an application (***"Application"***) with the Village for: (i) approval of a preliminary plat of subdivision to create one lot of record; (ii) approval of an exception from Section 16.12.010 of the "Winnetka Village Code," as amended (***"Village Code"***) to permit a side lot line to abut a rear lot line; (iii) preliminary approval of a planned development and preliminary develop plan (***"Preliminary Development Plan"***); (iv) approval of an exception to Section 17.46.020.B of the Zoning Code to allow for a building height of 63 feet and four stories; (v) approval of an exception to Section 17.46.030 of the Zoning Code to allow for a 42 foot, one inch setback along Lincoln Avenue; (vi) approval of an exception to Section 17.46.030 of the Zoning Code to allow for a corner yard setback of 18 feet, 10 inches along Elm Street; (vii) approval of an exception to Section 17.46.030 of the Zoning Code to allow for a rear setback of one foot; (viii) approval of an exception to Section 17.46.103 of the Zoning Code to allow for no landscape area

to be installed along the rear yard; (ix) approval of an exception to Section 17.46.025 of the Zoning Code to allow for a fourth story setback of four feet, nine inches along Lincoln Avenue; (x) approval of an exception to Section 17.46.025 of the Zoning Code to allow for a fourth story setback of nine feet along Elm Street; (xi) approval of a special use to allow for parking on the ground level of the Property; and (xii) approval of certain special use findings for financial services and medical uses on the Property (collectively, ***"Prior Requested Relief"***); and

WHEREAS, on January 17, 2023, the Village Council conducted a concept plan review for the Preliminary Development Plan; and

WHEREAS, pursuant to proper notice and in accordance with the Zoning Code, the Winnetka Design Review Board considered the Prior Proposed Development at its meetings on April 20, May 18, and June 15, 2023; and

WHEREAS, on June 15, 2023, the Design Review Board determined that, as a whole, the proposed Preliminary Development Plan was consistent with the Village of Winnetka Design Guidelines and recommended that it be approved by the Village Council subject to certain modifications to the Preliminary Development Plan; and

WHEREAS, pursuant to proper notice and in accordance with the Zoning Code, the Winnetka Planned Development Commission (***"PDC"***) held a public hearing on the Application and the Prior Proposed Development, which public hearing commenced on July 19, 2023, and continued on August 14, 2023; and

WHEREAS, on August 14, 2023, the PDC recommended that the Village Council approve the Preliminary Development Plan for the Prior Requested Relief, subject to certain conditions; and

WHEREAS, pursuant to Section 17.50.080 of the Zoning Code, the findings and recommendations of the PDC and the Design Review Board, were submitted to the Village Council, along with the complete records of the two bodies, all supporting materials, and all correspondence and written comments received at any time related to the Application and the Prior Proposed Development; and

WHEREAS, on April 2, 2024, the Village Council adopted Ordinance No. M-01-2024 preliminarily approving the Prior Requested Relief, including the Preliminary Development Plan (***"Preliminary PD Ordinance"***); and

WHEREAS, as a condition of the Preliminary PD Ordinance, the Previous Owner was required to enter into a development agreement with the Village, which the Owner executed on April 29, 2024 (***"Development Agreement"***); and

WHEREAS, the Development Agreement authorized the Previous Owner to transfer ownership of the Property to Murphy Development Group, LLC, or a subsidiary thereof, via a transferee assumption agreement, which transfer assumption agreement, among other things, required Murphy Development Group, LLC, or a subsidiary thereof to assume the obligations of the Previous Owner under the Development Agreement; and

WHEREAS, the Previous Owner and MDG Winnetka One, LP, an Illinois limited partnership and subsidiary of Murphy Development Group, LLC, entered into a purchase and sale agreement whereby MDG Winnetka One, LP (***"Owner"***) obtained ownership of the Property to develop the Prior Proposed Development and agreed to comply with all terms, requirement, and obligations of the Development Agreement; and

WHEREAS, pursuant to Section 17.58.090 of the Zoning Code, an applicant for a planned development is required to apply for approval of a final development plan, which final development plan must be in substantial conformance with the Preliminary Development Plan; and

WHEREAS, the Owner modified the Prior Proposed Plan and desires to demolish the Existing Buildings and develop on the Property (i) a four-story mixed-use building with ground floor commercial space and 59 apartments on the upper level (***"Building"***); and (ii) related on-site improvements, including a new ground level parking lot with 39 parking spaces and an underground parking lot with 111 parking spaces (***"Revised Proposed Development"***) (the Prior Proposed Development, as modified by the Revised Proposed Development, is the ***"Proposed Development"***); and

WHEREAS, on September 13, 2024, the Owner submitted an application for final approval of the Prior Requested Relief, including approval of a final development plan (***"Final Development Plan"***) and a final plat of subdivision (***"Final Plat of Subdivision"***); and

WHEREAS, under the Final Development Plan, variations to the Prior Requested Relief were revised to include (i) an exception to Section 17.46.020.B of the Zoning Code to allow for a increased building height of 65 feet to accommodate firefighters on the rooftop stairwell; and (ii) an exception to Section 17.46.020.B of the Zoning Code to allow an increase in the height of the parapet on the northeast corner of the Building to 57.10 feet to meet energy code insulation requirements (***"Revised Requested Relief"***) (the Prior Requested Relief, as modified by the Revised Requested Relief, is the ***"Requested Relief"***); and

WHEREAS, the Final Development Plan also includes the following modifications from the Preliminary Development Plan: (i) a reduction in the number of residential parking spaces from 113 to 111; (ii) changes to window and door fenestrations on all levels with the most significant changes along a portion of Elm Street; (iii) periodic use of the western row of parking spaces in the Elm Street parking lot as a safety zone for demolition of the existing adjacent building and for portions of the vertical construction for the Proposed Development; and (iv) use of one parking space in the southwest corner of the Elm Street parking lot for the location of a temporary electric transformer; and

WHEREAS, pursuant to proper notice and in accordance with the Village Zoning Ordinance, the Village Council considered the Final Development Plan and Final Plat of Subdivision at its meeting on January 21, 2025; and

WHEREAS, on January 21, 2025, the Village Council adopted Resolution R-07-2025, approving the Final Plat of Subdivision for the Proposed Development (***"Final Plat of Subdivision Resolution"***); and

WHEREAS, the Village of Winnetka is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970; and

WHEREAS, the Village Council has determined that approval of the Requested Relief pursuant to this Ordinance is in the best interest of the Village and its residents;

NOW, THEREFORE, the Council of the Village of Winnetka ordains as follows:

SECTION 1: RECITALS. The foregoing recitals are incorporated into, and made a part of, this Ordinance as the findings of the Village Council.

SECTION 2: ADDITIONAL FINDINGS. The Village Council further finds as follows:

A. Subject to the terms and conditions of this Ordinance, the Preliminary Development Plan is consistent with the Village of Winnetka Comprehensive Plan, *Winnetka Futures 2040*.

B. Subject to the terms and conditions of this Ordinance, and pursuant to Sections 17.58.090 and 17.58.100 of the Zoning Ordinance, the Final Development Plan is in substantial conformance with the Preliminary Development Plan.

C. Subject to the terms and conditions of this Ordinance, the Proposed Development and Final Development Plan comply or will comply with all applicable Village ordinances.

D. Subject to the terms and conditions of this Ordinance, the Proposed Development and Final Development Plan considered both as a whole and in their respective component parts are in conformity or will be in conformity with the Village of Winnetka Design Guidelines.

E. Subject to the terms and conditions of this Ordinance, the Proposed Development and Final Development Plan meet the standards for approval of special use permits, as established in Chapter 17.56 of the Zoning Code.

E. Subject to the terms and conditions of this Ordinance, the exceptions from and modifications to the building height of the Proposed Development, as depicted in the Final Development Plan, meet the standards for modification pursuant to Section 17.46.020(B) of the Zoning Code.

F. Subject to the terms and conditions of this Ordinance, the exceptions from and modifications to the upper story, front yard, corner yard, and rear yard setbacks of the Proposed Development, as depicted in the Final Development Plan, meet the standards for modification pursuant to Sections 17.46.025 and 17.46.030 of the Zoning Code.

G. Subject to the terms and conditions of this Ordinance, the Proposed Development and Final Development Plan meet the general purpose and intent of the Planned Development Ordinance, as set out in Section 17.58.020 of the Planned Development Ordinance.

SECTION 3: APPROVAL OF A SPECIAL USE PERMIT FOR A PLANNED DEVELOPMENT AND A CERTIFICATE OF APPROPRIATENESS.

A. **Special Use Permit.** Subject to the terms, conditions, and restrictions, set forth in Sections 8 through 14 of this Ordinance, the Village Council hereby grants a special use permit for a planned development for the Proposed Development for the Property in accordance with, and pursuant to Chapter 17.58 of the Zoning Ordinance and the home rule powers of the Village.

B. **Certificate of Appropriateness.** Subject to the terms, conditions, and restrictions, set forth in Sections 8 through 14 of this Ordinance, the Certificate of Appropriateness is granted for Property, pursuant to Section 15.40.010 of the Village Code and the home rule powers of the Village.

SECTION 4: APPROVAL OF A FINAL DEVELOPMENT PLAN. Subject to, and contingent upon, the terms, conditions, restrictions, and provisions set forth in Sections 8 through 14 of this Ordinance, the Final Development Plan for the Proposed Development of the Property, is hereby, approved, and consists of the following documents (collectively, ***"Final Development Plan"***):

A. The ***Floor and Site Plan***, consisting of seven sheets, prepared by OKW Architects with a latest revision date of January 13, 2025, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit B***;

B. The ***Elevation, Materials, & Diagram Plan***, consisting of 16 sheets, prepared by OKW Architects, dated January 13, 2025, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit C***;

C. The ***Renderings and Aerial Views Plan***, consisting of seven sheets, prepared by OKW Architects, dated January 13, 2025, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit D***;

D. The ***Landscape & Lighting Plan***, consisting of 14 sheets, prepared by Kathryn Talty, consisting of the most recent revision date of January 13, 2025, and consisting of five sheets prepared by OKW Architects, dated January 13, 2025, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit E***;

E. The ***Final Site Engineering Plans***, consisting of 13 sheets, prepared by Erikkson Engineering Associates, Ltd., a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit F***;

F. The ***Building Material Details***, consisting of 21 pages, prepared by OKW Architects, dated July 31, 2023, a copy of which is attached to, and by this reference a part of, this Ordinance as ***Exhibit G***;

G. The ***Construction Schedule and Staging Plan***, consisting of seven pages, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit H***;

H. The ***Preservation Plan***, which elements are incorporated in the Final Site Engineering Plan and the Landscape & Lighting Plan; and

I. The ***Vibration & Movement Construction Monitoring Plan***, dated December 20, 2024, consisting of two pages, a copy of which is attached to and by this reference made a part, of this Ordinance as ***Exhibit I***.

SECTION 5: APPROVAL OF SPECIAL USE FOR PARKING. Subject to the terms, conditions, and restrictions, set forth in Sections 8 through 14 of this Ordinance, the special use approval in Section 5.A of the Preliminary PD Ordinance is hereby ratified. The approval provided in Section 5 of this Ordinance will remain in effect notwithstanding the provisions of Section 17.56.100(A) of the Zoning Code provided Owner is proceeding in accordance with the Construction Schedule and Staging Plan attached to this Ordinance as ***Exhibit H***. Any conflicts between the timeframes set forth in Section 17.56.100(A) of the Zoning Code and the timeframes set forth in the Development Agreement, are resolved in favor of the latter.

SECTION 6: APPROVAL OF EXCEPTIONS. Subject to, and contingent upon, the terms, conditions, restrictions, and provisions set forth in Sections 8 through 14 of this Ordinance, the following exceptions and modifications from the provisions of the Village Code are granted:

A. Lot Lines. An exception from and modification to Section 16.12.010.D.6 of the Village Code to permit a side lot line to abut a rear lot line on the Property.

B. Building Height. An exception from and modification to the 45-foot building height limitation of Subsection 17.46.020(B) of the Zoning Code, to allow for a maximum building height, as measured pursuant to the Zoning Code, of (i) 57.10 feet for the parapet on the northeast corner of the building; and (ii) 65 feet for the rooftop mechanical screening on top of the building specifically depicted in **Exhibit C**.

C. Upper Story Setback. An exception from and modification to the setback limitations of Section 17.46.025 of the Zoning Code to (i) reduce the upper story setback along Lincoln Avenue from 10 feet to no less than four feet, nine inches; and (ii) to reduce the upper story setback along Elm Street from 10 feet to no less than nine feet.

D. Front Yard Setback. An exception from and modification to the front yard setback limitations of Section 17.46.030 of the Zoning Code along Lincoln Avenue to increase the front yard setback from three feet to no greater than 42 feet, 1 inch.

E. Corner Yard Setback. An exception from and modification to the corner yard setback limitations of Section 17.46.030 of the Zoning Code along Elm Street to increase the corner yard setback from three feet to no greater than 18 feet, 10 inches.

F. Rear Yard Setback. An exception from and modification to the rear yard setback limitations of Section 17.46.030 of the Zoning Code to reduce the rear yard setback from ten feet to no less than one foot.

G. Landscape Area. An exception from and modification to the landscape area limitations of Section 17.46.130 of the Zoning Code to reduce the required landscape area along the rear yard from five feet in depth to zero feet in depth.

SECTION 7: PARTIAL APPROVAL OF CERTAIN SPECIAL USE FINDINGS FOR MEDICAL AND FINANCIAL SERVICES.

A. Special Use Findings.

1. Subject to, and contingent upon, the conditions, restrictions and provisions set forth in this Section and Sections 8 through 14 of this Ordinance, the Village Council hereby finds that medical uses, including medical and dental offices, and financial uses, including, accounting, auditing and bookkeeping services, bank or credit unions without drive-through facilities, and financial counseling services, satisfy the following special use standards set forth in Section 17.56.120(A) of the Zoning Code, provided that the conditions in subsection 7.B of this Ordinance are satisfied:

   a. That the establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, comfort, morals or general welfare;

   b. That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;

   c. That the establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

2. Subject to, and contingent upon, the conditions, restrictions and provisions set forth in this Section and Sections 8 through 14 of this Ordinance, the Village Council hereby finds that medical uses, including medical and dental offices, and financial uses, including, accounting, auditing and bookkeeping services, bank or credit unions without drive-through facilities, and financial counseling services, satisfy the following special use standards set forth in Section 17.44.020(B)(2)(b) of the Zoning Code that apply in the C-2 Commercial Overlay District, provided that the conditions in subsection 7.B of this Ordinance are satisfied:

   a. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses.

   b. The proposed special use at the proposed location will provide for active display windows, provided that the street facing windows remain open and transparent as viewed from the sidewalk into the tenant space. The proposed special use at the proposed location will

provide for facades, signage and lighting similar in nature and compatible with that provided by retail uses.

B. Conditions.

1. The findings and approvals set forth in Section 7.A of this Ordinance are hereby, expressly subject to and contingent upon the redevelopment, use, and maintenance of the Property in compliance with each and all of these conditions:

   a. No medical or financial use must occupy the northwesternmost corner of the ground floor commercial space on the Property, further defined as being a space which is not less than 2,500 square feet, with a minimum of 60 linear feet east along Elm Street and 40 linear feet south along Lincoln Avenue, as measured from the northwest corner of the Building.

   b. Financial uses and medical uses must not occupy in the aggregate greater than 50 percent of the gross commercial square footage, or 9,750 square feet, of the Building.

   c. No individual financial use must occupy more than one third of the gross commercial square footage, or 6,500 square feet, of the Building.

   d. No individual medical use must occupy more than 3,250 square feet of gross commercial square footage of the Building.

C. Limitation of Approval.

1. In the event that the Owner desires to use any portion of the Property for a medical or financial use, the Owner must obtain a special use approval pursuant to the procedures set forth in Section 17.56 of the Zoning Code and satisfy all of the applicable standards set forth in Section 17.56.020 of the Zoning Code, and except for those standards found to be satisfied in Section 7.A.1 of this Ordinance, as well as all of the applicable standards set forth in Section 17.44.020(B)(2)(b) of the Zoning Code except for those standards found to be satisfied in Section 7.A.2 of this Ordinance.

2. The findings and approvals provided in Section 7.A of this Ordinance will be effective only for a period of 10 years from the date of this Ordinance.

SECTION 8: CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Winnetka Village Code or the Zoning Ordinance, or any other rights Owner, individually or collectively, may have, the approvals granted in Sections Three, Four, Five, Six, and Seven, of this Ordinance are hereby, expressly subject to and contingent upon the redevelopment, use, and maintenance of the Property in compliance with each and all of the conditions set forth in this Section:

A. Standard Conditions.

1. Compliance with Regulations. The redevelopment, use, operation, and maintenance of the Property must comply with all applicable Village codes and ordinances, as the same have been or may be amended from time to time, except to the extent specifically provided otherwise in this Ordinance or the Development Agreement.

2. Compliance with the Final Development Plan. The redevelopment, use, operation, and maintenance of the Property must comply with the Final Development Plan except for minor changes and site work approved in accordance with all applicable Village ordinances and standards.

B. Single Phase Development. The construction of the Proposed Development must take place in one continuous phase.

C. Parking.

1. The Owner must construct and provide (i) 111 underground private parking spaces on the Property for use by the residences and guests of the Proposed Development; and (ii) 39 parking spaces on the ground level of the Property for use of the commercial tenants and customers of the commercial space (***"Commercial Parking Lot"***) all as specifically provided in the Preliminary Development Plan.

2. The Owner must pay to the Village $225,000, which sum the Village agrees to use to reconstruct the East Parking Lot, at the time required by Section 5.G of the Development Agreement.

D. Vehicular Ingress and Egress. The Owner must ensure that all ingress and egress from the Proposed Development, including the parking lots, as depicted on the Floor and Site Plan, have adequate turning radiuses for vehicular use, including delivery trucks and refuse collection trucks, and provide for adequate sightlines and access as depicted in the Final Site Engineering Plans submitted and approved as part of the Final Development Plan.

E. Installation of Signage. The installation, construction, location, and maintenance of all signage on the Property must comply with Chapter 15.60 of the Village Code.

F. Existing Streetscape Lights, Furnishings, Trees, and Landscaping. The Owner must preserve or relocate any existing streetscape lights, furnishings, trees and landscaping during construction of the Proposed Development as depicted in the Preservation Plan.

G. Ventilation. All exhaust emanating from commercial kitchens and similar facilities within the non-residential portions of the Proposed Development must be vented through the roof of the Building at elevations in excess of existing buildings adjacent to the Property.

H. Building Materials and Design Elements. The building materials and design elements must be as described and depicted in the Elevation, Materials & Diagram Plan, the Renderings and Aerial View Plan, and the Building Material Details.

I. **Video Surveillance System.** The Owner must install a video surveillance system for the Commercial Parking Lot and the outside of the Building that is compatible and integrated with the Village's existing video surveillance system, as approved by the Village Police Chief prior to the issuance of any building permit for the Proposed Development.

J. **Landscaping.** The Owner must install and maintain all landscaping as depicted on the Landscape and Lighting Plan, including specifically, without limitation, (in accordance with the Development Agreement) landscaping, hardscape, and lighting improvements within the Village rights-of-way along Elm Street and Lincoln Avenue. Additionally, the Owner will construct a small plaza area on private property at the corner of Elm Street and Lincoln Avenue

K. **Site Utilities.** As further provided and required pursuant to the Development Agreement and in the Final Site Engineering Plans as provided in the Final Development Plan, the Owner must provide, at its sole cost and expense, for the extension, installation and connection of all public and private utility facilities necessary to serve the Proposed Development, including specifically, without limitation (a) water service connections and meters, fire hydrants and standpipes, electric service connections and individual service lines, electric meters and transformers, sanitary sewer lines and storm sewer lines; (b) all applicable service and connection fees; and (c) any upgrades to Village utility systems that the Village determines is directly attributable and reasonably necessary to provide adequate utility service to the Proposed Development. Where utility service is provided by the Village, the Village will retain all authority and discretion, pursuant to applicable State law and the Winnetka Village Code, to determine the nature and extent of the utility facilities necessary to serve the Proposed Development and to determine the methods of construction. Further, prior to issuance of any building permit for the project the Owner will provide the following easements:

1. An easement agreement over the location of the proposed transformer located in the northeast corner of the Property, which is necessary to service the Proposed Development, to allow other potential nearby redevelopment sites in the future to tie into either the proposed transformer or an upgraded transformer in that location. The easement agreement must include language regarding cost reimbursements, upgrade responsibilities, insurance and indemnification that any future user(s) of the transformer must provide the Owner.

2. An access easement through the Proposed Development and the provision of doors through its Building wall in alignment with the doors to switch gear on the 711 Oak Street property to provide the Village access to the switch gear.

3. A 12-inch easement along the east side of the Property for proposed underground conduits which will extend from the 711 Oak Street property to Elm Street.

L. **Electrical Power Cables.** Pursuant to the Final Development Plans, the Proposed Development will require the existing electrical power cables and transformers to be removed. When Owner proceeds with the construction of the Proposed Development, the Owner, at its sole cost, must remove such electrical power cables and transformers in a manner approved by the Director of Water and Electric.

M. **Public Improvements.** Pursuant to the Development Agreement, the Owner will construct certain public improvements, including streetscape improvements on Lincoln Avenue

which includes the entire existing Elm Street and Lincoln Avenue roadways adjacent to the Proposed Development, and will mill, resurface, and stripe those roadways due to anticipated wear and tear from the construction of the Proposed Development. Owner will also (i) construct a retaining wall, pad, and fence for a transformer and lighting controller; (ii) install lighting controller on the pad, and purchase and install the conduit and cable from the lighting controller to the east side of Lincoln Avenue.

N. Use and Maintenance of the Property. To assure that the public health, safety, and general welfare are protected during construction of the Proposed Development and specifically pending and during the demolition and redevelopment of the Existing Buildings on the Property, the following minimum standards set forth in Village Code Sections 15.32.150 and 15.48, for the use and maintenance of the Property apply:

1. Prior to demolition, the Owner must maintain the current conditions of the Property or any of the Existing Buildings on the Property and must promptly make all necessary repairs should the Existing Buildings or Property fall into further disrepair. The Owner must also maintain the Existing Buildings and the Property in a safe and proper condition and in good repair.

2. As used in this subsection, "proper" means:

    a. That the Owner must use commercially reasonable efforts, as determined by the Director of Community Development, under the supervision of the Village Manager, to ensure (i) that exterior enclosures (exterior walls, windows, doors, etc.) are adequately maintained, watertight and in good operating condition; (ii) that roofing systems are adequately maintained and do not become less watertight; (iii) that fire alarm system serving the existing buildings and commercial tenant spaces are maintained in good repair and remain functional at all times; (iv) that parking areas are kept clean; and (v) that structural systems are maintained in good repair, with any indication of structural deterioration promptly and safely repaired;

    b. That the Owner must use its best efforts, as determined by the Director of Community Development, under the supervision of the Village Manager, to ensure (i) that any damage from vandals, including graffiti, are promptly removed; (ii) that any debris and accumulations of dirt are promptly removed; (iii) that salt or similar de-icers are applied to pedestrian walkways, vehicular driveways and parking areas to protect against the accumulation of snow and ice; and (iv) that accumulations of snow and ice on such areas be promptly and safely removed; and

    c. That the Owner must promptly replace any cracked or broken windows within seven days, unless otherwise approved by the Director of Community Development.

3. All materials used in maintaining and repairing the Property and the Existing Buildings must be of equal or better quality than the existing materials.

O. Taxes and Utilities. The Owner must pay all taxes and utility fees as and when due and provide proof that the Property is free of utility, tax or other liens as a condition for the issuance of any permits.

P. Term of Building Permit. The building permit issued for the construction of the Proposed Development will be in effect for a term of 24 months from the date of issuance.

Q. Binding Effect; Non-Transferability. The privileges, obligations, and provisions of each and every section and requirement of this Ordinance are for and insure solely to the benefit of the Owner, and are binding on the Owner, upon any and all of the Owner's successors, and assigns, and upon any and all of the respective successor legal and or beneficial owners of all or any portion of the Property, except as otherwise expressly provided in this Ordinance or in the Development Agreement. Nothing in this Ordinance will be deemed to allow the Owner to transfer any of the rights or interests granted herein to any other person or entity, except as provided in the Development Agreement, without the prior approval of the Village Council by a duly adopted amendment to this Ordinance.

R. No Third-Party Beneficiaries. Nothing in this Ordinance creates, or may be construed or interpreted to create, any third-party beneficiary rights.

S. Continued Cooperation. Owner will meet separately on a regular basis with the Hadley Institute and representatives from the 711 Oak Street property in order to eliminate, or reduce to the greatest extent possible, the impact on those properties and operations of the construction and use of the Proposed Development. Unless the Owner and the respective representatives of the Hadley Institute and 711 Oak Street agree otherwise, these meetings will occur once a month during the first 12 months after commencement of construction and once every two months thereafter until the final certificate of occupancy for the Proposed Development is issued. The Owner will provide the Village with reasonably documented written reports outlining the issues discussed at the meetings undertaken pursuant to this Subsection; provided, however, if the Village is also in attendance at the meeting, a report by the Owner to the Village is not required. Nothing in this paragraph (or the consultations required under this paragraph) will create any different obligations or restrictions than those provided otherwise in this Agreement, except as the Village and the Owner may mutually agree.

T. Interference Mitigation for Businesses. Owner's construction activities for the Development will be performed pursuant to a plan that demonstrates how the Owner will minimize, to the extent reasonably possible, interference with the businesses and pedestrian and vehicular traffic, including parking, in the vicinity of the Property (***"Interference Mitigation Plan"***). The Interference Mitigation Plan will be subject to approval by the Director of Engineering and Director of Community Development and upon that approval will be incorporated into the Construction and Traffic Management Plan approved pursuant to Section 6.F of the Development Agreement. As part of the creation of the Interference Mitigation Plan, the Owner will meet with surrounding businesses in the vicinity of the Property to understand their respective operations in order to tailor the Plan to most effectively minimize business interference and disruption.

U. **License Agreement.** The Owner must execute a license agreement with the Village to allow the Owner to use a portion of the Village's Elm Street Parking Lot for the location of a temporary transformer and a construction safety zone (***"License Agreement"***) in substantially the same form as set forth in **Exhibit J** except for minor changes approved by the Village Attorney. The License Agreement must be executed by the Owner prior to the issuance of any demolition and building permits for the Property.

V. **Protection of Buildings on Adjoining Properties During Demolition, Construction and Seismic Monitoring.** Owner will be solely responsible for protecting the buildings on adjoining properties from damage during Owner's demolition of the Existing Buildings and existing structures and construction of the Proposed Development and will be solely responsible for any damage or injury to such buildings or properties caused by such demolition or construction. The means and methods for providing such protection are included in the Vibration and Movement Construction Monitoring Plan, attached to this Ordinance as Exhibit H, subject to any necessary adjustments approved by the Director of Engineering and Director of Community Development or their designees.

W. **Contribution for Public Streetscape Transformer and Lighting Controller.** As part of the streetscape improvements within the public right-of-way adjacent to the Property that the Applicant has agreed to install, the Applicant agrees to pay 50% of the cost to purchase and install the transformer, lighting controller, retaining wall and pad for the transformer and lighting controller, and electric conduit and cable necessary to provide power to said streetscape improvements. The Village will be responsible for the remaining 50% of said costs. The location of transformer and lighting controller, which is along the west side of Lincoln Avenue, is identified on the Final Site Engineering Plans. The Applicant and Village agree to work together to identify the most cost-effective and optimal design for said items. The Owner must (i) construct a retaining wall, pad, and fence for the transformer and lighting controller; (ii) install a lighting controller on the pad, and; (iii) purchase and install the conduit and cable from the lighting controller to the east side of Lincoln Avenue.

SECTION 9: FAILURE TO COMPLY WITH CONDITIONS. Upon failure or refusal of the Owner, or any of its officers, employees, or agents, to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, the Development Agreement, or the Final Plat of Subdivision (collectively, ***"Final Approval Documents"***), the permits and approvals granted in the Final Approval Documents may, at the sole discretion of the Village Council, by ordinance duly adopted, be revoked and become null and void. In the event of revocation, the development and use of the Property will be governed solely by the regulations of the C-2 General Retail Commercial and C-2 Commercial Overlay Districts, as the same may, from time to time, be amended. Further, in the event of a revocation of the permits or approvals granted pursuant to the Final Approval Documents, the Village Manager and Village Attorney are hereby authorized and directed to bring any zoning or other enforcement action that may be appropriate under the circumstances.

SECTION 10: PAYMENT OF VILLAGE FEES AND COSTS. Except as otherwise provided in the Development Agreement, the Owner must pay to the Village, as and when due, all application, review, inspection, and permit fees, all water and sewer general and special connection fees, tap-on fees, charges and contributions, and all other fees, expenses, charges and contributions

required by applicable Village codes, ordinances, resolutions, rules or regulations, including, without limitation, the fees, charges and contributions provided in the fee schedules set by Village resolution or established by Village Code. All payments must be at the rates that are in effect at the time the charge is incurred, and the Village reserves its right and discretion to establish or increase rates from time to time.

SECTION 11: NON-INTERFERENCE WITH BUSINESSES. All construction activities for the Proposed Development must be performed so as to minimize, to the greatest extent possible, or eliminate interruption of or interference with the businesses on adjacent properties, and any interference with pedestrian and vehicular traffic, including parking, and other businesses in the vicinity of the Property.

SECTION 12: EFFECT OF FINAL PLAN APPROVAL.

A. Duration of Final Approval. Except as provided in Subsection B of this Section, final approval of the Proposed Development will expire 90 days from the effective date of this Ordinance unless the Owner has, by that date, submitted a complete application for a building permit for the Proposed Development pursuant to the Village Code.

B. Extension of Final Approval. The Village Council by resolution duly adopted may grant two consecutive 90-day extensions to the time for filing a complete building permit application for the Proposed Development, provided the Village determines the Owner has met the following conditions:

1. The Owner has made good faith effort to meet the applicable filing deadline;

2. The inability of the Owner to meet the applicable filing deadline is due to circumstances beyond the Owner's control, provided that the financial condition of the Owner will not be considered a condition beyond the Owner's control; and

3. The Owner is in full compliance with all other applicable development requirements, including the terms of the Final Approval Documents.

C. Construction. The Owner must commence construction, beyond mere fencing and preparation of the worksite, of the Proposed Development within 60 days after the issuance by the Village of a building permit for the Proposed Development. The construction of the Proposed Development must be substantially complete no later than 24 months after the issuance by the Village of the building permit for the Proposed Development. The timeframes set forth in this Subsection (C) may be extended by the Village Council, by resolution duly adopted, without having to amend this Ordinance, provided the Application: (i) demonstrates that it has proceeded diligently to commence or substantially complete such construction and that its failure to do so is due to circumstances beyond the Owner's control, provided that the financial condition of the Owner shall not be considered a condition beyond the Owner's control; (ii) the Owner is in full compliance with all other applicable development requirements, including the terms of the Final Approval Documents.

D. **No Work Authorization.** Nothing in this Ordinance will be construed as authorizing the issuance of any permits for the demolition of any of the Existing Buildings on Property or for the construction of the Proposed Development.

SECTION 13: HOME RULE POWERS. This Ordinance is passed by the Council of the Village of Winnetka in the exercise of its home rule powers pursuant to Section 6 of Article VII of the Illinois Constitution of 1970.

SECTION 14: EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. passage by the Village Council of the Village of Winnetka in the manner required by law;

2. publication in pamphlet form in the manner required by law; and

3. the filing by the Owner, within 10 days after the passage of this Ordinance by the Village Council, for recording in the Office of the Cook County Recorder of Deeds, of an Unconditional Agreement and Consent, signed by Owner, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance. The Unconditional Agreement and Consent must be in the form of ***Exhibit K*** attached to, and by this reference made a part of, this Ordinance.

B. In the event that the Owner does not file with the Village Clerk a fully executed copy of the Unconditional Agreement and Consent required pursuant to Paragraph 14.A.3 of this Ordinance within 10 days after the date of passage of this Ordinance by the Village Council then, at the option of the Village Council by resolution duly adopted, this Ordinance will be of no force or effect and be rendered null and void.

[*signature page to follow*]

PASSED this 21st day of January 2025, pursuant to the following roll call vote:

AYES: Trustees Albinson, Apatoff, Dalman, Handler, and Orsic
NAYS: _____
ABSENT: Trustee Dearborn

APPROVED this 21st day of January, 2025.

Signed:

[redacted]

Village President

Countersigned:

[redacted]

Village Clerk

Published by authority of the President and Village Council of the Village of Winnetka, Illinois, this 21st day of January, 2025.

Introduced: January 21, 2025
Passed and Approved: January 21, 2025

EXHIBIT A

Legal Description of Property

PARCEL 1: THE EAST 106 FEET OF THE WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 OF WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST QUARTER OF SECTION 20 AND THE NORTH HALF OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT HEREFROM THE NORTH 40 FEET TAKEN FOR ELM STREET) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON WEST LINE OF SAID EAST 106 FEET AT A DISTANCE OF 85 FEET SOUTH OF SOUTH LINE OF ELM STREET THENCE EAST PARALLEL WITH SOUTH LINE OF ELM STREET 10 FEET THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 45.84 FEET TO THE NORTH WALL OF A ONE STORY BRICK BUILDING; THENCE WEST ALONG NORTH WALL OF SAID BRICK BUILDING 10 FEET TO WEST LINE OF SAID EAST 106 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 46 FEET TO PLACE OF BEGINNING) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT SOUTHWEST CORNER OF THE ABOVE DESCRIBED PROPERTY AND RUNNING THENCE NORTH ALONG WEST LINE THEREOF 46.35 FEET TO INTERSECTION WITH A CURVED LINE OF 1163 FOOT RADIUS CONVEX NORTHEASTERLY; THENCE SOUTHEASTERLY ALONG SAID CURVED LINE OF 1163 FOOT RADIUS, 25.88 FEET, AS MEASURED ALONG THE CHORD TO A POINT OF REVERSE CURVE; THENCE SOUTHERLY ALONG A CURVED LINE OF 1087 FEET RADIUS CONVEX SOUTHWESTERLY 25.69 FEET MEASURED ALONG THE CHORD TO A POINT IN SOUTH LINE OF AFORESAID EAST 106 FEET OF WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 WINNETKA, 22.26 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND THENCE WEST ALONG SAID SOUTH LINE 22.26 FEET TO PLACE OF BEGINNING) ALSO, THE EAST 54 FEET OF THE WEST 163 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 OF CHARLES E. PECK'S SUBDIVISION LYING SOUTH OF THE SOUTH LINE OF ELM STREET IN WINNETKA IN FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS;

PARCEL 2: THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211.00 FEET OF SAID BLOCK 24, ALSO THE WEST 3.00 FEET OF THE NORTH 211.00 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING IN THE NORTH LINE OF SAID LOT, 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10.00 FEET TO THE NORTHEAST CORNER OF SAID LOT; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211.00 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST, WITH A RADIUS OF 1163.00 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE, WITH A LINE DRAWN 72.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT; THENCE EAST ALONG SAID PARALLEL LINE, 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE PLACE OF BEGINNING, IN THE VILLAGE OF WINNETKA, IN COOK COUNTY,ILLINOIS;

PARCEL 3: THAT PART OF THE EAST 106.00 FEET OF THE WEST 109.00 FEET OF THE NORTH 251.00 FEET (EXCEPT THE NORTH 40.00 FEET TAKEN FOR ELM STREET) OF BLOCK 24 IN WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST 1/4 OF SECTION 20 AND THE NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE WEST LINE OF SAID EAST 106.00 FEET AT A DISTANCE OF 85.00 FEET SOUTH OF THE SOUTH LINE OF ELM STREET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF ELM STREET, 10.00 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 45.84 FEET TO A POINT; THENCE WEST 10.00 FEET TO THE WEST LINE OF SAID EAST 106.00 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 46.00 FEET TO THE PLACE OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS;

PARCEL 4: THE EAST 55.4 FEET OF THE WEST 218.4 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 LYING SOUTH OF ELM STREET IN THE VILLAGE OF WINNETKA IN SECTION 20 AND SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS;

PARCEL 5: THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25 LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD (EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24) ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID LOT 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1, 44.3 FEET, THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1, 72 FEET, THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID LOT 41.15 FEET TO THE INTERSECTION OF A CURVED LINE CONVEX NORTHEASTERLY WITH A RADIUS OF 1,163 FEET, THENCE NORTHWESTERLY ALONG SAID CURVED LINE 6.12 FEET AS MEASURED ALONG THE CHORD TO ITS INTERSECTION WITH A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT FROM A POINT IN THE NORTH LINE OF SAID LOT 153.5 FEET EAST OF NORTHWEST CORNER THEREOF, THENCE NORTH ALONG SAID PARALLEL LINE TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS;

PARCEL 6: LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24 ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, ALL IN TOWNSHIP 42 N, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1, 44.35 FEET, THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1, 72 FEET, THENCE WEST PARALLEL, WITH THE NORTH LINE OF SAID LOT 1, 44.35 FEET, THENCE NORTH 72 FEET MORE OR LESS TO THE POINT OF BEGINNING; AND ALSO EXCEPT THAT PART OF SAID LOT 1 LYING SOUTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, BEING THE SOUTH LINE OF ELM STREET, 110.79 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1 AND

RUNNING THENCE SOUTHEASTERLY PARALLEL WITH AND 93 FEET NORTHEASTERLY OF AS MEASURED AT RIGHT ANGLES TO THE SOUTHWESTERLY LINE OF SAID LOT 1, 62.41 FEET TO A POINT OF CURVE, THENCE SOUTHEASTERLY ALONG A CURVED LINE CONVEX NORTHEASTERLY AND HAVING A RADIUS OF 1163 FEET, 17.1 FEET AS MEASURED ALONG THE CHORD OF SAID CURVE TO A POINT IN A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT 1 FROM A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE SOUTH ALONG SAID PARALLEL LINE, 5.20 FEET TO A POINT 72 FEET SOUTH OF THE NORTH LINE OF SAID LOT 1, THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID LOT 1, 3.20 FEET TO A POINT OF INTERSECTION WITH THE PROLONGATION OF A CURVED LINE OF 1163 FEET RADIUS HEREINBEFORE DESCRIBED, THENCE SOUTHEASTERLY ALONG SAID CURVED LINE 105.94 FEET AS MEASURED ALONG THE CHORD TO A POINT IN THE EAST LINE OF SAID LOT 1, 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24; AND ALSO EXCEPT THAT PART OF LOT 1 DESCRIBED AS FOLLOWS: BEGINNING IN THE NORTH LINE OF SAID LOT 1, 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 1 TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST WITH A RADIUS OF 1163 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE WITH A LINE DRAWN 72 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1 AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT 1; THENCE EAST ALONG SAID PARALLEL LINE 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PINs:

05-20-213-004-0000
05-20-213-005-0000
05-20-213-006-0000
05-21-109-003-0000
05-21-109-012-0000
05-21-109-017-0000
05-21-109-020-0000

EXHIBIT B

Floor and Site Plan

SITE PLAN

DEVELOPMENT SUMMARY

SITE AREA: 52,755 SF (1.21 ACRES) **ZONING DISTRICT:** C-2

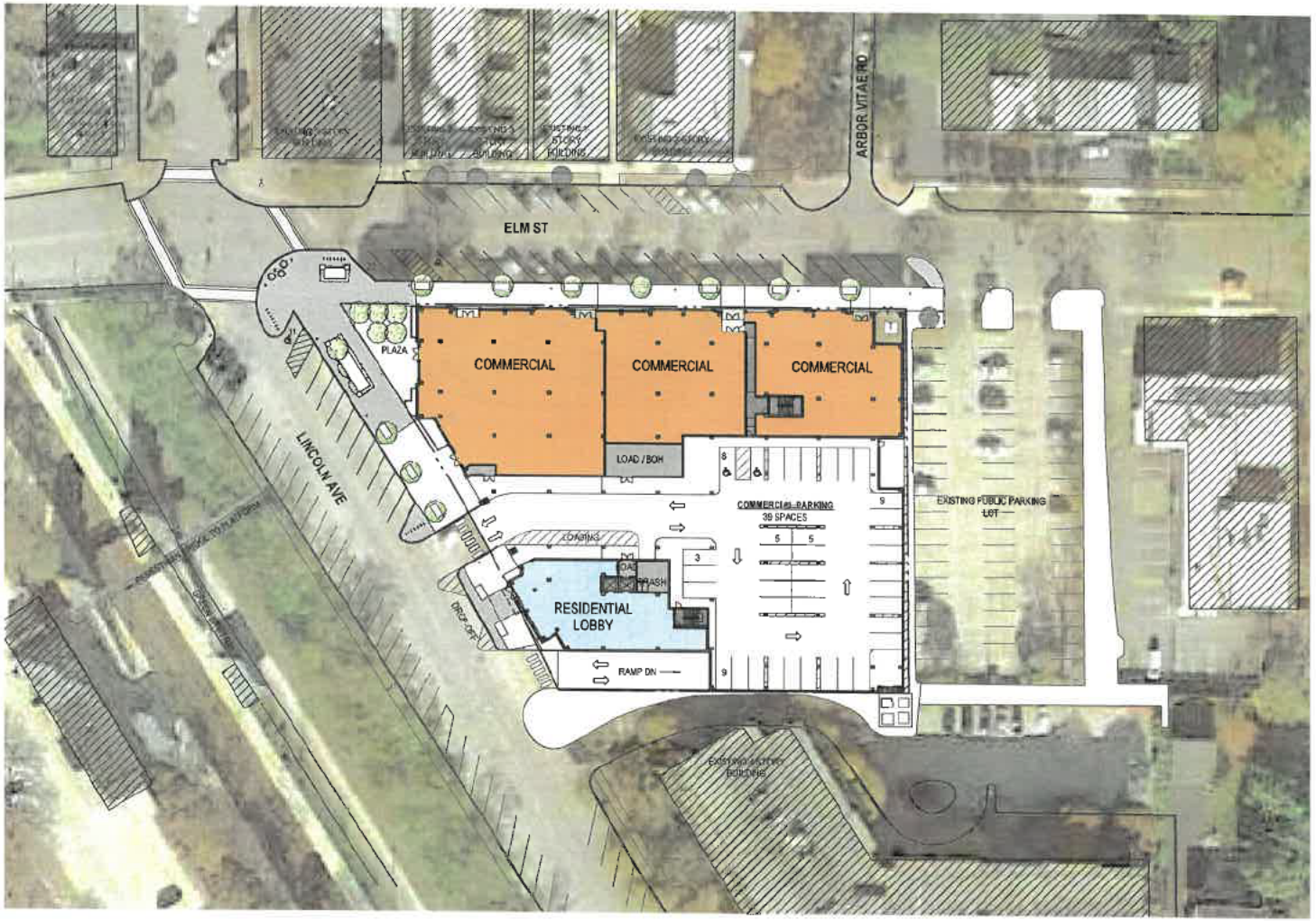
BUILDING AREA

	GROSS	RENTABLE (RESIDENTIAL)	COMMERCIAL	PARKING
LEVEL LL	47,950 SF	--	--	43,771 SF
LEVEL 01	47,099 SF	--	19,500 SF	22,056 SF
LEVEL 02	36,248 SF	28,735 SF	--	--
LEVEL 03	35,924 SF	30,819 SF	--	--
LEVEL 04	29,454 SF	25,045 SF	--	--
TOTAL:	197,275 SF	84,599 SF	19,500 SF	65,827 SF

AVERAGE UNIT SIZE: +/- 1,441 SF

PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	111		
GROUND LEVEL		39	
TOTAL PROVIDED	111	39	150
RATIO	1.0/UNIT	2.0/1,000 SF	



1 SITE PLAN
SCALE: 1" = 60'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

MDG

ONE WINNETKA - MIXED USE DEVELOPMENT
ELM ST. & LINCOLN AVE., WINNETKA, IL
January 13, 2025 Project #: 21077

FLOOR PLANS

REQUIRED EXCEPTIONS

FRONT SETBACK - MAXIMUM 42'-0" PROPOSED (ALONG LINCOLN AVE)

CORNER SETBACK - MAXIMUM 18'-10" PROVIDED (ALONG ELM)

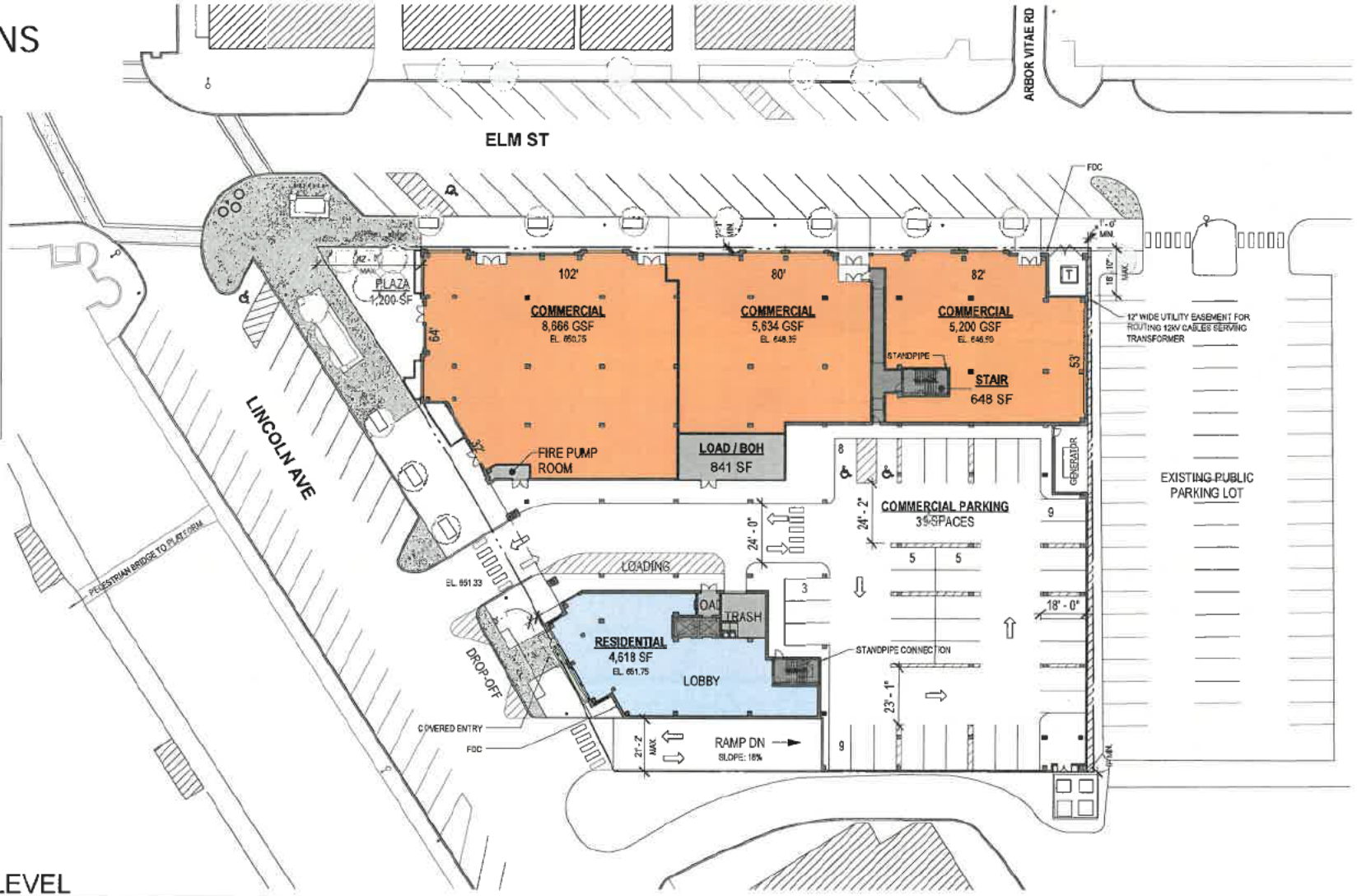
REAR SETBACK - MIN. 1'-0" PROPOSED (ALONG EAST PROPERTY LINE)

NO 5'-0" LANDSCAPE AREA PROPOSED (ALONG EAST PROPERTY LINE)

REAR LOT LINE ABUTTING A SIDE LOT LINE EXCEPTION (ALONG EAST PROPERTY LINE)

SPECIAL USE REQUIRED

- PARKING ON STREET (GROUND) LEVEL.
- MEDICAL AND FINANCIAL SERVICES AT GROUND FLOOR.



1 GROUND LEVEL
SCALE: 1" = 40'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

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MDG

ONE WINNETKA - MIXED USE DEVELOPMENT
ELM ST. & LINCOLN AVE., WINNETKA, IL
January 13, 2025 Project #: 21077

5