Planned Development Application

1000 Lake Street Development

Oak Park, Illinois 60301

Submitted:

June 2017

ALBION™

RESIDENTIAL

HPA

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Planned Development Application

1000 Lake Street Development

Oak Park, IL 60301

1. Petition for Public Hearing with Legal Description and Proof of Ownership

ALBION RESIDENTIAL

HPA

ALBION
RESIDENTIAL

Craig M. Failor, Village Planner
Tammie Grossman, Director of Developer Customer Services
Village of Oak Park, Illinois
123 Madison Street
Oak Park, IL 60302

Dear Craig and Tammie,

Albion Residential is pleased to submit this planned development application for the project located 1000 Lake Street. Albion Residential has been working diligently with project consultants, local residents, business owners, the Village of Oak Park's Consultants, and staff at the Village of Oak Park to ensure the 1000 Lake Street redevelopment is a complete success.

The planned development is located on the north-west corner of Lake Street and Forest Avenue in Downtown Oak Park at 1000 Lake Street. The planned development will consist of a mixed-use residential community that includes 265 residential units, 235 parking stalls, 2 designated Zipcar stalls, 6 motorcycle stalls, 265 bike parking stalls, and 9,500 square feet of ground floor retail space.

Included in this planned development application are the revisions to the Project Review Team's comments with references to the respective tabs. Outstanding items from the Restrictions & Covenants are currently being negotiated and all up-to-date information will be made available for review prior to and during Planning Commission.

It has been a pleasure working with you thus far and we look forward to building a high-quality development within the Village of Oak Park.

Sincerely,

Andrew J. Yule
Albion Residential
Vice President, Development

Oak Park

Petition for Public Hearing

Planned Development Application _____ MINOR [*10-30K*] __X__ MAJOR [*>30K*]

YOU MUST PROVIDE THE FOLLOWING INFORMATION: IF ADDITIONAL SPACE IS NEEDED, ATTACH EXTRA PAGES TO THE PETITION.

Address/Location of Property in Question: 1000 Lake Street, Oak Park, IL 60301

Property Identification Number(s)(PIN): 16-07-120-031 & (16-07-120-030, which will be Subdivided)

Name of Property Owner(s): OP Partners LLC

Address of Property Owner(s): 4956 N. O'Connor Road, Irving, TX 75062

If Land Trust, name(s) of all beneficial owners: (A Certificate of Trust must be filed.)

_____ _____

_____ _____

_____ _____

Name of Applicant(s): Albion Residential LLC

Applicant's Address: 188 W. Randolph Street, Ste. 202, Chicago, IL 60601

Applicant's Phone Number: Office 312-335-2652 E-Mail ayule@albion-residential.com

Other: _____

Project Contact: (if Different than Applicant) Andrew J. Yule

Contact's Address: 188 W. Randolph Street, Ste. 202, Chicago, IL

Contact's Phone Number: Office 312-335-2652 E-Mail ayule@albion-residential.com

Other: _____

Property Interest of Applicant: ____Owner ____Legal Representative __X__ Contract Purchaser ____Other

(Describe): _____

Existing Zoning: B-4 **Describe Proposal**: Albion Residential is submitting the planned development application for an 18-story mixed-use multifamily building that includes 265 units, 235 parking stalls, 2 designated Zipcar stalls, 6 motorcycle stalls, 265 bike parking stalls, and 9,500 square feet of ground floor retail space.

Zoning Category Requested: (Circle One if Applicable) or NA (Not Applicable)

R-1	R-2	R-3	R-4	R-5	R-6	R-7
B-1	B-2	B-3	B-4	C	H	PD

Planned Development Requested: (Circle One if Applicable) or NA (Not Applicable)

ResPD BusPD ComPD MIX

Size of Parcel (from Plat of Survey): 29,973 Square Feet or Acre (circle one)

ATTACH LEGAL DESCRIPTION OF ALL APPLICABLE PROPERTY AS IT APPEARS ON THE DEED.

Adjacent Zoning Districts and Land Uses:

To the North: R-1 Public Park

To the South: B-4/PD Mixed-Use Building

To the East: B-4 Vantage Oak Park

To the West: B-4/PD 1010 Lake Street Office Building

How the property in question is currently improved? (Circle One)

COMMERCIAL/BUSINESS RESIDENTIAL MIXED USE OTHER:_____

Describe Improvement: Vacant office/retail with parking lot.

Is the property in question currently in violation of the Zoning Ordinance? ____Yes X No

If Yes, how? _____

Is the property in question presently subject to a Special Use or Planned Development? ____Yes X No

If Yes, how? _____

If Yes, please provide Ordinance No.'s _____

Is the subject property located within any Historic District? ____ Yes X No

If Yes, which district: ____ Frank Lloyd Wright ____ Ridgeland/Oak Park ____ Gunderson

Is the subject property located within the Transit Overlay District? X Yes ____ No

Is the subject property located within the Perimeter Overlay District? ____ Yes X No

From what Section(s) of the Zoning Ordinance are you requesting approval / relief?

3.8.3.A.1 - 3.8.3.B.1 - 3.9.4.E.1 - 6.2.3.B/C - 7.7.15.B.1 - 7.7.15.B.4 - 7.7.15.D.3

Explain why, in your opinion, the grant of this request will be in harmony with the neighborhood and not contrary to the intent and purpose of the Zoning Ordinance or Comprehensive Plan.

The downtown comprehensive plan suggests that density is encouraged in the business district. Density of the amount asked for is required for necessary financial returns. New tax revenue from property taxes and increased sales taxes will benefit the village, as will the compensating benefits suggested in beautifying the site.

I (we) certify that all the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief.

I (we) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Oak Park for the purpose of securing information, posting, maintaining and removing such notices as may be required by law. Owner's signature must be notarized.

(Signature) Applicant — Date: 3/6/17

(Signature) Owner — Date

Owner's Signature must be notarized

SUBSCRIBED AND SWORN TO BEFORE ME THIS

6th DAY OF March, 2017

Melissa A. Gomez
(Notary Public)

OFFICIAL SEAL
MELISSA A GOMEZ
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:12/17/20

NORTH AMERICAN PROPERTIES

January 9, 2017

Craig M. Failor, Village Planner
Village of Oak Park
123 Madison Street
Oak Park, IL 60302

Dear Craig,

OP Partners, LLC authorizes Albion Residential, LLC to act as the authorized officer for the owner of the property located at 1000 Lake Street, Oak Park, Illinois 60301. This specific authorization by OP Partners, LLC to Albion Residential, LLC has been granted for the purpose of filing the planned development application and to obtain zoning.

Sincerely,

Michael L. Pacillio, Authorized Agent
OP Partners, LLC

4956 North O'Connor Road • Irving, Texas 75062
ph: 972-374-5300 fax: 214-596-9270 web: www.naproperties.com
Atlanta | Cincinnati | Dallas | Ft. Myers | Minneapolis

FORM - 1

AFFIDAVIT OF OWNERSHIP

COUNTY OF DALLAS)

) SS

STATE OF TEXAS)

I, MICHAEL L. PACILLIO, under oath, state that I am
(Print Name)

☐ the sole owner of the property

☐ an owner of the property

☒ an authorized officer for the owner of the property

commonly described as 1000 LAKE STREET

OAK PARK, IL 60301

and that such property is owned by OP PARTNERS, LLC as of this date.
(Print Name / Company)

(Signature)

SUBSCRIBED AND SWORN TO BEFORE ME THIS

9th DAY OF JANUARY, 2017

(Notary Public)

JILL MASTERS
Notary ID # 1092249
My Commission Expires
June 28, 2017

ALTA COMMITMENT FOR TITLE INSURANCE

CHICAGO TITLE INSURANCE COMPANY

Commitment Number:

16025956LFE
Revision 3

CHICAGO TITLE INSURANCE COMPANY, a Nebraska corporation ("Company"), for a valuable consideration, commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the Proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest in the land described or referred to in Schedule A, upon payment of the premiums and charges and compliance with the Requirements; all subject to the provisions of Schedules A and B and to the Conditions of this Commitment.

This Commitment shall be effective only when the identity of the Proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A by the Company.

All liability and obligation under this Commitment shall cease and terminate six (6) months after the Effective Date or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue the policy or policies is not the fault of the Company.

The Company will provide a sample of the policy form upon request.

This Commitment shall not be valid or binding until countersigned by a validating officer or authorized signatory.

IN WITNESS WHEREOF, CHICAGO TITLE INSURANCE COMPANY has caused its corporate name and seal to be affixed by its duly authorized officers on the date shown in Schedule A.

Chicago Title Insurance Company

By:

President

Attest:

Secretary

ORIGINATING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Chicago Title Company, LLC 10 South LaSalle Street, Suite 2930 Chicago, IL 60603 Main Phone: 312-223-2809 Email: loopcommercial@ctt.com	Chicago Title and Trust Company 10 South LaSalle Street, Suite 2930 Chicago, IL 60603 Main Phone: 312-223-2809 Main Fax: 312-223-2920

Issued By: Chicago Title Company, LLC
10 South LaSalle Street, Suite 2930
Chicago, IL 60603

SCHEDULE A

ORDER NO. 16025956LFE

Property Ref.: 1000 Lake St, Oak Park, IL 60301
1010 Lake Street, Oak Park, IL 60301

1. Effective Date: October 6, 2016

2. Policy or (Policies) to be issued:

   a. ALTA Owner's Policy 2006
   Proposed Insured: Albion Residential LLC, an Illinois limited liability company
   Policy Amount: $10,000.00

   b. ALTA Loan Policy 2006
   Proposed Insured: to come, its successors and/or assigns as their respective interests may appear
   Policy Amount: $10,000.00

3. The estate or interest in the land described or referred to in this Commitment is:

   Fee Simple

4. Title to the estate or interest in the land is at the Effective Date vested in:

   OP Partners, LLC, as to Parcel 1

   and

   OP Office Partners, LLC, as to Parcel 2

SCHEDULE A
(continued)

5. The land referred to in this Commitment is described as follows:

PARCEL 1:

THAT PART OF BLOCK 1 IN AUSTIN ADDITION TO OAK PARK IN THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN:

COMMENCING AT THE JUNCTION OF THE NORTH LINE OF LAKE STREET WITH THE WEST LINE OF FOREST AVENUE AND RUNNING THENCE WEST ALONG THE NORTH LINE OF LAKE STREET 140.21 FEET RECORDED (140.29 MEASURED); THENCE NORTH ON A LINE EXTENDED ALONG THE WEST FACE OF A BRICK BUILDING 114.72 FEET RECORDED (113.63 MEASURED) ; TO A POINT BEING THE NORTHWEST CORNER OF SAID BRICK BUILDING AND LOCATED 139.01 FEET RECORDED (138.70 FEET MEASURED) WEST OF THE WEST LINE OF FOREST AVENUE; THENCE EAST ALONG THE NORTH FACE OF SAID BRICK BUILDING AND THE LINE EXTENDED EAST 139.01 FEET (138.70 FEET MEASURED) TO THE WEST LINE OF FOREST AVENUE; THENCE SOUTH ALONG THE WEST LINE OF FOREST AVENUE 114.88 FEET RECORDED (111.00 FEET MEASURED) MORE OR LESS TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK IN THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE JUNCTION OF THE NORTH LINE OF LAKE STREET WITH THE WEST LINE OF FOREST AVENUE, RUNNING THENCE WEST ALONG THE NORTH LINE OF LAKE STREET TO A POINT WHICH IS 170 FEET EAST OF THE WEST LINE OF SAID BLOCK 1 TO THE TRUE POINT OF BEGINNING; RUNNING THENCE NORTH ALONG A LINE PARALLEL WITH AND DISTANCE 170 FEET FROM THE WEST LINE OF SAID BLOCK 1, A DISTANCE OF 200 FEET TO THE SOUTH LINE OF A 20 FOOT ALLEY; THENCE EAST ALONG THE SOUTH LINE OF SAID ALLEY TO THE WEST LINE OF FOREST AVENUE; THENCE SOUTH ON THE WEST LINE OF FOREST AVENUE, A DISTANCE OF 85.16 FEET RECORDED (89.00 FEET MEASURED) TO THE POINT OF INTERSECITON OF THE WEST LINE OF FOREST AVENUE WITH THE NORTH FACE OF A BRICK BUILDING EXTENDED EAST; THENCE WEST ALONG THE NORTH FACE OF SAID BUILDING, A DISTANCE OF 139.01 FEET RECORDED (138.0 FEET MEASURED) FEET TO THE NORTHWEST CORNER OF SAID BUILDING; THENCE SOUTH ALONG THE WEST FACE OF SAID BUILDING TO THE NORTH LINE OF LAKE STREET, A DISTANCE OF 114.72 FEET RECORDED (113.63 FEET MEASURED); THENCE WEST ALONG THE NORTH LINE OF LAKE STREET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

EXCEPT THAT PART LYING WEST OF A LINE 96.44 FEET EAST OF THE INTERSECTION OF THE NORTH RIGHT OF WAY OF LAKE STREET AND LINE 170 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF BLOCK 2 IN AUSTIN'S ADDITION TO OAK PARK AS MEASURED ALONG SID NORTH RIGHT OF WAY LINE OF LAKE STREET AND 95.91 FEET EAST OF THE INTERSECTION OF THE SOUTH LINE OF PUBLIC ALLEY AND LINE 170 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK AS MEASURED ALONG SAID SOUTH LINE OF PUBLIC ALLEY.

SCHEDULE A
(continued)

END OF SCHEDULE A

SCHEDULE B

Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company:

General Exceptions

1. **Rights or claims of parties in possession not shown by Public Records.**

2. **Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the Land.**

3. **Easements, or claims of easements, not shown by the Public Records.**

4. **Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.**

5. **Taxes or special assessments which are not shown as existing liens by the Public Records.**

6. **We should be furnished a properly executed ALTA statement and, unless the land insured is a condominium unit, a survey if available. Matters disclosed by the above documentation will be shown specifically.**

7. **Note for Information: The coverage afforded by this commitment and any policy issued pursuant hereto shall not commence prior to the date on which all charges properly billed by the company have been fully paid.**

A 8.

1. Taxes for the year(s) 2016
2016 taxes are not yet due or payable.

1A. Note: 2015 first installment was due March 1, 2016
Note: 2015 final installment was due August 1, 2016

Perm tax#	Pcl	Year	1st Inst	Stat	2nd Inst	Stat
16-07-120-031-0000	1 of 2	2015	$76,248.89	Paid	$37,155.66	Paid
(Affects Parcel 1)						
16-07-120-030-0000	2 of 2	2015	$198,748.15	Paid	$106,857.53	Paid

(Affects Parcel 2 and other property)
Perm tax# 16-07-120-031-0000 Pcl 1 of 2 Volume 141

4A Special Service area number 1, the Village of Oak Park, recorded as document number 0736109066, ordinance number 2007-0-62.

Perm tax# 16-07-120-030-0000 Pcl 2 of 2 Volume 141

4B Special service area number 1, the Village of Oak Park, recorded as document number 0736109066, ordinance number 2007-0-62.

SCHEDULE B
(continued)

B 9. Construction Mortgage with Absolute Assignment of Leases and Rents, Security Agreement and Fixture Filing dated August 4, 2014 and recorded August 13, 2014 as Document No. 1422516037 made by OP Partners, LLC and OP Office Partners, LLC to The Huntington National Bank to secure an indebtedness in the amount of $5,970,000.00.

(Affects land and other property)

C 10. Security interest of The Huntington National Bank, secured party, in certain described chattels on the land, as disclosed by financing statement naming OP Office Partners, LLC and OP Partners, LLC as debtor and recorded August 13, 2014 as Document No. 1422516038.

(Affects land and other property)

Y 11. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document entitled Subordination, Non-Disturbance and Attornment Agreement, OP Office Partners, LLC, lessor, RGN - Oak Park I, LLC, lessee, recorded on May 20, 2015 as Document No. 1514015013, beginning (not shown) and ending (not shown).

And all rights thereunder of, and all acts done or suffered thereunder by, said Lessee or by any party claiming by, through or under said Lessee.

AA a. Subordination, Non-Disturbance and Attornment Agreement made by and between The Huntington National Bank and RGN - Oak Park I, LLC, a Delaware limited liability company, recorded May 20, 2015 as Document Number 1514015013.

W 12. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

SCHEDULE B
(continued)

E 13. The Company will require the following documents for review prior to the issuance of any title assurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: OP Partners, LLC

a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member

b) If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendments thereto with the appropriate filing stamps

c) If the Limited Liability Company is member-managed, a full and complete current list of members certified by the appropriate manager or member

d) If the Limited Liability Company was formed in a foreign jurisdiction, evidence, satisfactory to the Company, that it was validly formed, is in good standing and authorized to do business in the state of origin

e) If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

Z 14. The Company will require the following documents for review prior to the issuance of any title assurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: OP Office Partners, LLC

a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member

b) If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendments thereto with the appropriate filing stamps

c) If the Limited Liability Company is member-managed, a full and complete current list of members certified by the appropriate manager or member

d) If the Limited Liability Company was formed in a foreign jurisdiction, evidence, satisfactory to the Company, that it was validly formed, is in good standing and authorized to do business in the state of origin

e) If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

SCHEDULE B
(continued)

F 15. The Company will require the following documents for review prior to the issuance of any title assurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: Albion Residential LLC

a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member

b) If a domestic Limited Liability Company, a copy of its Articles of Organization and all amendments thereto with the appropriate filing stamps

c) If the Limited Liability Company is member-managed, a full and complete current list of members certified by the appropriate manager or member

d) If the Limited Liability Company was formed in a foreign jurisdiction, evidence, satisfactory to the Company, that it was validly formed, is in good standing and authorized to do business in the state of origin

e) If less than all members, or managers, as appropriate, will be executing the closing documents, furnish evidence of the authority of those signing.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

G 16. Existing unrecorded leases and all rights thereunder of the lessees and of any person or party claiming by, through or under the lessees.

H 17. The Company should be furnished a statement that there is no property manager employed to manage the Land, or, in the alternative, a final lien waiver from any such property manager.

X 18. Information should be furnished establishing whether any written agreement has been entered into by and between any party and a broker for the purposes of buying, selling, leasing or otherwise conveying any interest in the Land described herein. If such an agreement has been entered into, satisfactory evidence should be furnished establishing that the compensation agreed upon in such agreement has been paid and the broker's lien, or right to a lien, for such amount has been extinguished. In the event said evidence is not furnished, our policy(ies), when issued, will be subject to the following exception:

Any lien, or right to a lien, imposed by law under the provisions of the Commercial Real Estate Broker Lien Act for compensation agreed upon by a broker and the broker's client or customer under the terms of a written agreement entered into for the purposes of buying, selling, leasing, or otherwise conveying any interest in the Land described in Schedule A.

N 19. Our legal description is subject to our review of a current survey and subject to such further exceptions as may be deemed necessary.

SCHEDULE B
(continued)

O 20. The Land described in Schedule A either is unsubdivided property or constitutes part of a subdivided lot. As a result, a Plat Act Affidavit should accompany any conveyance to be recorded. In the alternative, compliance should be had with the provisions of the Plat Act (765 ILCS 205/1 et seq.)

D 21. Municipal Real Estate Transfer Tax Stamps (or proof of exemption) must accompany any conveyance and certain other transfers or property located in Oak Park. Please contact said municipality prior to closing for its specific requirements, which may include the payment of fees, an inspection or other approvals.

J 22. Lease made by LaSalle Bank NA Trustee ("Landlord") to Subway Real Estate Corp. Dated July 24, 2002, a memorandum of which was recorded May 24, 2004 as Document No. 0414522204, demising the Land for a term of years beginning July 24, 2002 and ending September 29, 2013, and all rights thereunder of, and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said Lessee. Said lease provides for right to renew for 1-4 years option.

AB 23. Hazardous Substances Certificate and Indemnity Agreement dated February 1, 2008 among Oaklake Park Associates, L.P., an Illinois Limited partnership and North Bank recorded March 5, 2008 as Document Number 0806533002.

AC 24. Easements, covenants and restrictions for lateral support and for maintenance of retaining wall and ingress and egress over the Land for the benefit of premises adjoining West as reserved in the deed recorded April 21, 1954 as Document 15886967 from Oak Park Realty and Amusement Company, a corporation of Illinois to American National Bank and Trust Company of Chicago, a National Banking Association, as Trustee.

SCHEDULE B
(continued)

AD 25. Easements for ingress and egress and loading dock as disclosed in notice of lease dated October 29, 1965 and recorded December 2, 1965 as Document 19672400 made by Woodmen of the World Life Insurance Society for the benefit of owners and occupants of the building located at the North West corner of Lake Street and Forest Avenue in Oak Park, Illinois, over and upon and across the following:

Commencing at the intersection of the West Line of Forest Avenue with the North Line of Lake Street; thence 140 feet 2 1/2 inches West along North line of Lake Street to the projection of the West Face of a brick wall; thence 114 feet 8 5/8 inches North along the projection and West face of the brick wall to the North West Corner of the building; Thence 4 feet 9 3/4 inches East along the North face of the brick wall to the point of beginning; thence continuing East along said North face of the brick wall 24 feet 9 3/8 inches to a point; thence 9 feet North at right angles to said North face of the brick wall to a point; thence 20 feet 9 3/8 inches West and parallel to the North face of the brick wall to a point; thence 5 feet 4 inches North at right angles to a point; thence 14 feet 4 inches South at right angles to the point of beginning, also said easement to extend clear height between Elevation 52 feet 0 Inches and elevation 65 feet 9 inches according to the datum and elevations as shown on survey prepared by Edmund M. Burke and associates, dated June 10, 1965;

also

Commencing at the intersection of the West Line of Forest Avenue with the North Line of Lake Street; thence 140 feet 2 1/2 inches West along said North Line of Lake Street to the projection of the West Face of a brick wall; thence 114 feet 8 5/8 inches North along the projection and face of the brick wall to the North West Corner of the building; Thence 4 feet 9 3/4 inches East along the North face of the brick wall to the point of beginning; thence 14 feet 4 inches North, at right angles to said North face of the brick wall, to a point; thence 7 feet 8 inches West and parallel to said North face of the brick wall to a point; thence 32 feet North at right angles to a point; thence 10 feet 8 inches West at right angles to a point; thence 46 feet 4 inches South at right angles to a point; thence 18 feet 4 inches East to the point of beginning; and

also

A perpetual mutual easement for ingress and egress in favor of the owners and occupants of the premises herein demised and the owners and occupants from time to time of the building located at the North West corner of Lake Street and Forest Avenue in Oak Park, Illinois described in sub-paragraph B hereof over, upon and across those parts or portions of the premises hereinabove described as:

Commencing at the intersection of the West Line of Forest Avenue with the North Line of Lake Street; thence 140 feet 2 1/2 inches West along said North Line of Lake Street to the projection and West face of the brick wall to the North West Corner of the building; Thence 4 feet 9 3/4 inches East along the North face of the brick wall to a point; thence 14 feet 4 inches North, at right angles to said North face of the brick wall to a point; thence 7 feet 8 inches West and parallel to said North face of the brick wall to a point; thence 32 feet North, at right angles to a point of beginning; thence 20 feet West at right angles to a point; thence 39 feet 0 3/4 inches North at right angles to the South Line of the 20 foot alley; thence 20 feet East along said South Line of the alley to a point; thence 39 feet 0 3/8 inches South to the point of beginning.

K 26. Encroachment of the five story concrete garage located mainly on the Land onto the property East and adjoining by approximately 0.19 of a foot, as shown on Plat of Survey Number 47136 Prepared by MM Surveying Co., Inc., dated October 19, 1999.

SCHEDULE B
(continued)

V 27. The land lies within the boundaries of a special service area as disclosed by ordinance recorded as recording no. 0736109066, and is subject to additional taxes under the terms of said ordinance and subsequent related ordinances.

L 28. Encroachment of the canopy located mainly on the Land onto the property East and adjoining by an undisclosed amount, as shown on Plat of survey number 47136 prepared by MM Surveying Co., Inc., dated October 19, 1999.

M 29. Rights of the telephone company disclosed by Survey No. 47136 to maintain the phone box located partially on the Land South and adjoining by an undisclosed amount.

AE 30. Rights of the utility companies disclosed by Survey No. 47136 to maintain the utility wires located partially on the Land North and adjoining by an undisclosed amount.

P 31. The Company may pay current year Cook County taxes when furnished an original tax bill at or before the time the Company is requested to make payments. If an original tax bill is not furnished, the Company will pay current taxes via ach payment, which results in an additional $7 duplicate tax bill fee payable to Cook County and collected from the taxpayer at closing.

Q 32. Effective June 1, 2009, pursuant to Public Act 95-988, satisfactory evidence of identification must be presented for the notarization of any and all documents notarized by an Illinois notary public. Satisfactory identification documents are documents that are valid at the time of the notarial act; are issued by a state or federal government agency; bear the photographic image of the individual's face; and bear the individual's signature.

R 33. Effective June 1, 2009, if any document of conveyance for Cook County Residential Real Property is to be notarized by an Illinois notary public, Public Act 95-988 requires the completion of a Notarial Record for each grantor whose signature is notarized. The Notarial Record will include the thumbprint or fingerprint of the grantor. The grantor must present identification documents that are valid; are issued by a state or federal government agency, or consulate; bear the photographic image of the individual's face; and bear the individual's signature. The Company will charge a fee of $25.00 per Notarial Record.

S 34. The "Good Funds" section of the Title Insurance Act (215 ILCS 155/26) is effective January 1, 2010. This Act places limitations upon our ability to accept certain types of deposits into escrow. Please contact your local Chicago Title office regarding the application of this new law to your transaction.

T 35. Note: The land lies within a county which is subject to the Predatory Lending Database Act (765 ILCS 77/70 et seq. as amended). A Certificate of Compliance with the act or a Certificate of Exemption therefrom must be obtained at time of closing in order for the Company to record any insured mortgage. If the closing is not conducted by the company, a certificate of compliance or a certificate of exemption must be attached to any mortgage to be recorded.

Note: for Kane, Will and Peoria counties, the act applies to mortgages recorded on or after July 1, 2010.

SCHEDULE B
(continued)

U 36. All endorsement requests should be made prior to closing to allow ample time for the company to examine required documentation.
(This note will be waived for policy).

END OF SCHEDULE B

CONDITIONS

1. The term mortgage, when used herein, shall include deed of trust, trust deed, or other security instrument.
2. If the proposed Insured has or acquired actual knowledge of any defect, lien, encumbrance, adverse claim or other matter affecting the estate or interest or mortgage thereon covered by this Commitment other than those shown in Schedule B hereof, and shall fail to disclose such knowledge to the Company in writing, the Company shall be relieved from liability for any loss or damage resulting from any act of reliance hereon to the extent the Company is prejudiced by failure to so disclose such knowledge. If the proposed Insured shall disclose such knowledge to the Company, or if the Company otherwise acquires actual knowledge of any such defect, lien, encumbrance, adverse claim or other matter, the Company at its option may amend Schedule B of this Commitment accordingly, but such amendment shall not relieve the Company from liability previously incurred pursuant to paragraph 3 of these Conditions.
3. Liability of the Company under this Commitment shall be only to the named proposed Insured and such parties included under the definition of Insured in the form of policy or policies committed for and only for actual loss incurred in reliance hereon in undertaking in good faith (a) to comply with the requirements hereof, or (b) to eliminate exceptions shown in Schedule B, or (c) to acquire or create the estate or interest or mortgage thereon covered by this Commitment. In no event shall such liability exceed the amount stated in Schedule A for the policy or policies committed for and such liability is subject to the insuring provisions and Conditions and the Exclusions from Coverage of the form of policy or policies committed for in favor of the proposed Insured which are hereby incorporated by reference and are made a part of this Commitment except as expressly modified herein.
4. This Commitment is a contract to issue one or more title insurance policies and is not an abstract of title or a report of the condition of title. Any action or actions or rights of action that the proposed Insured may have or may bring against the Company arising out of the status of the title to the estate or interest or the status of the mortgage thereon covered by this Commitment must be based on and are subject to the provisions of this Commitment.
5. *The policy to be issued contains an arbitration clause. All arbitrable matters when the Amount of Insurance is $2,000,000 or less shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. You may review a copy of the arbitration rules at http://www.alta.org.*

END OF CONDITIONS

Oak Park

The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302

708.383.6400
Fax 708.383.6692
village@oak-park.us
www.oak-park.us

February 22, 2017

Andrew Yule
Albion Residential LLC
188 West Randolph Street – Suite 202
Chicago, IL 60601

Sent Via E-Mail and Regular Mail

RE: Albion Oak Park - NWC Lake Street and Forest Avenue
[*1000 Lake Street, Oak Park, IL*]

Dear Mr. Yule:

The staff Project Review Team (PRT) met on Tuesday, February 21, 2017 to discuss your application request for a Planned Development at the above-referenced property. All Tabs not identified below are acceptable. Our specific comments are as follows:

Tab 1: Petition for Public Hearing

1. Please add PIN for property to the north (parking lot). The petition only includes the parcel number where the building is located. See Tab 1
2. Please complete the form section of "Describe Proposal". See Tab 1
3. Add the zoning and use on the second page; North: R-1 - Public Park; South: B-4/PD; West: B-4/PD; and East B-4. See Tab 1
4. Please list the sections of the zoning ordinance that you are seeking relief from. See Tab 1
5. Please have the form signed and notarized. See Tab 1

Tab 2: Affidavit of Notice.

1. This includes only the neighborhood meeting information. Please include the Public Hearing information as well with the final application packet. See Tab 2
2. Please include the actual signed Affidavit of Notice. See Tab 2

Tab 4: Project Summary

1. Please include a list of the proposed allowances (variations) of the zoning ordinance and sign code. In a chart, please indicate what the codes require and what you are proposing. *For example*; Height required: 80 Feet, Height Proposed: 180 Feet, etc. If you need assistance, Mike Bruce, Zoning Administrator can help identify the necessary provisions. mbruce@oak-park.us or 708/358-5449. See Tab 4
2. Please identify your Compensating Benefits (pedestrian walkway improvements, streetscape improvements, etc.) you are contributing. See Tab 4
3. Also indicate that you will be working with the Oak Park Area Arts Council regarding your public art contribution. Please contact Tammie Grossman, Development Customer Services Director regarding this process at tgrossman@oak-park.us or 708/358-5422 after March 13th. See Tab 4

Tab 7: Plat of Survey

1. The Plat of Survey is acceptable. Included in Tab 7
2. Please remove or modify the last drawing (colored 3 lot drawing) as it may be confusing to the Plan Commission. If you want to use it in the presentation where you can explain what it means, that would be fine. Revision Made
3. Please submit your Plat of Subdivision along with the Planned Development application. Included in Tab 7 with Subdivison application and signature pages

Tab 8: List of Property Owners

1. Please confirm that this list is based on either single PIN identified in the Petition or the 1000 Lake Street lot and the parking lot behind the building. See Revisions in Tab 8

Tab 9: Restrictions and Covenants

1. Remove references to Parcel two in Title Report. Title Report Included in Tab 1
2. Please provide your draft agreement for the 37 parking spaces for Village legal review. Included in Tab 9
3. There is no need to include the sign variance statement here. This should be included in your request for zoning relief (please quote the appropriate section of the Village Sign Code as indicated above). If you need assistance, Mike Bruce, Zoning Administrator can help identify the necessary provisions. mbruce@oak-park.us or 708/358-5449. Revision Made

Tab 13/14: Traffic and Parking Study

The Parking and Traffic Report is still under review. Comments should be available next week. Necessary revisions to these documents would not hold up the referral step in this process. We want to ensure that any revisions are made prior to the public hearing. Updated Traffic/Parking study included with modifications due to parking changes.

Tab 15 Village Services

Please submit letters from Fire Department, Police Department and Public Works with the final application. Please confirm that you have or need examples of these letters. See Tab 15

Tab 20: Site Plan.

1. Please include the dimension from the western edge of the building to the west property line. See Tab 20
2. Please provide exact details of the usage of the proposed roof top areas and the proposed occupant load. See Tab 20
3. Add all access points (e.g. loading and garage aprons) to Vantage onto site plan. See Tab 20
4. Landscape plan (Tab 21) and site plan do not match. Please review and revise. Revision Made

Tab 22: Sign Elevations

1. Please include elevation drawing in this section depicting the locations of the proposed signs. See Tab 23 - Building Elevations - for sign locations
2. Please include in the Project Summary a list of necessary variances from the Sign Code. See Tab 22

Tab 23: Building Elevations

Since the building elevations are being reviewed by the Village's architectural design consultant most of the design comments will be coming from them, but we want to ensure that the rear building façade at the first floor level, abutting the alley, is of the same quality as the other three sides of the building as this side will be viewed extensively by park users and those driving and walking along the alley and Forest Avenue. Met with Floyd Anderson on 2/23/2017. Elevations have been revised. See Tab 23

Tab 26: Shadow Study

1. It is recommended, due to community concerns, the shadow study be expanded to include an animation of the full daylight span for each of the required equinox days of the year in March, June, September, and December. This would provide an understanding of just how much the park is in shade during each of these days. See Tab 26
2. It is recommended that you provide a more accurate survey of trees within Austin Gardens with their species listed, either on the shadow study or on the landscape plan. Wolff Landscape and Albion have engaged a professional Arborist

Tab 31: LEED Requirements

Staff supports your request for a waiver of the required bond for LEED points. See Tab 31 for revisions

General:

1. Please provide a garbage pick-up and route plan. See Tab 15
2. Please know that you must provide recycling services for residential units. See Tab 15
3. The building elevations must be reviewed by the Historic Preservation Commission prior to the Plan Commission as this property is within 250 feet of a local land mark building (19th Century Club). The HPC review is mandatory, but their review comments are advisory. Please coordinate with Doug Kaarre, Urban Planner/Historic Preservation who is the staff liaison to the HPC. dkaarre@oak-park.us or 708/358-5417. See Tab 15
4. It is recommended that you consult a landscape specialist as an expert witness who can speak to any impacts from the proposed building's shadows on Austin Gardens. Wolff Landscape and Albion have engaged a professional Arborist.
5. Please review the 2009 IBC, IMC, IFGC, IFC, NEC 2008, Illinois State Plumbing Code, and the Illinois Accessibility Code. Refer to our municipal amendments on our web page. See Tab 15
6. Please review Section 3002.4 in the IBC regarding elevator size requirements – floor area not less than 60 inches by 85 inches clear inside of walls and handrails to accommodate the typical stretcher. Note that you will need two fire department standpipe connections in the stairwells. For more information

please contact Scott Bartelt, Deputy Fire Chief at sbartelt@oak-park.us or 708-358-5626. See Tab 15

If you have any questions regarding this letter please feel free to contact me at 708/358-5418 or by e-mail at cfailor@oak-park.us. At this time, the Plan Commission public hearing process is scheduled for April pending a tentative referral by the Village Board in March. Please contact me for more details on this process.

Respectfully,

VILLAGE OF OAK PARK
Department of Development Customer Services

Craig Failor, AICP, LEED AP, ENV SP
Village Planner

c. Project Review Team

The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302

708.383.6400
Fax 708.383.6692
village@oak-park.us
www.oak-park.us

February 28, 2017

Andrew Yule
Albion Residential LLC
188 West Randolph Street – Suite 202
Chicago, IL 60601

Sent Via E-Mail and Regular Mail

RE: **Albion Oak Park - NWC Lake Street and Forest Avenue**
[*1000 Lake Street, Oak Park, IL*]

Dear Mr. Yule:

The staff Project Review Team (PRT) met on Tuesday, February 21, 2017 to discuss your application request for a Planned Development at the above-referenced property. Please see the Engineering Division's comments below. Please provide a disposition of comments with a resubmittal.

Tab 9: Restrictions and Covenants

1. Provide draft easement plat for sidewalk easement on Lake Street and between buildings, foundation encroachments, and any other anticipated easements. See Tab 9

Tab 10: Construction Schedule

2. Include site work in construction schedule. See Tab 10-11
3. Completing underground work in January is optimistic. Consider revising to allow for weather delays, although not required. See Tab 10-11

Tab 11: Construction Traffic Schedule

4. Logistics Plan: provide means for protecting permeable alley. Add note indicating that pre and post-construction infiltration testing, vacuum cleaning and aggregate replacement, and/or removing and resetting pavers may be required to restore permeability of green alley. See Tab 10-11
5. Show truck routing within the site for trucks entering and existing site. See Tab 10-11
6. Add note that loading from the alley is for small vehicles only, no trucks. See Tab 10-11
7. Add note that the contractor will need to install temporary vehicle detection to maintain traffic signal function for southbound Forest Avenue. See Tab 10-11
8. Add note that the contractor will be responsible for reimbursing the Village for cost to relocate Divvy station from the site. See Tab 10-11
9. Add note that the contractor will be responsible for providing hydrant access from the street for any hydrants that will be within the fenced areas. See Tab 10-11
10. Add note that the contractor shall be responsible for completely removing and restoring conflicting pavement markings for lane shifts due to work and all temporary pavement markings. See Tab 10-11

11. Add note that the contractor shall protect existing traffic signal control cabinet. See Tab 10-11
12. Traffic Plan: show trucks using the site to turn around to exit the site going south on Forest and east on Lake St. See Tab 10-11
13. Identify either using Oak Park Ave to get to North Ave and/or using Lake to get to Central Ave. See Tab 10-11

Tab 13: Traffic Study

Traffic study is still being reviewed. Comments are anticipated by March 13th.

Tab 14: Parking Study

14. KLOA study indicates 255 parking spaces. PD application references 243. See comments for floor plans affecting parking garage which may further reduce parking stall number. Revise parking study to make the parking count reflect final PD submittal count. Updated Traffic/Parking study included with modifications due to parking changes. See Tab 13-14.
15. Parking study does not mention use of tandem stalls and how they relate to parking requirements. Revise to indicate that tandem stalls need to be assigned to individual units and cannot be shared. Provide narrative on how remaining stalls will be allocated for units assuming larger units will be utilizing the tandem stalls and there may be excess capacity in tandem stalls. See Tab 13-14
16. Provide assumed number of vehicles per unit for each unit type since this will vary between studio and 3 bedroom units. See Tab 13-14

Tab 15 Village Services

17. Provide anticipated population of building and anticipated sewer flow rate from site at 10 year 1 hour design storm for the site so sewer impacts can be evaluated for Public Works support letter. Current civil plans indicate sanitary and storm sewers are connecting to different sewer mains with different flow paths. Please confirm design intent so sewer impacts can be evaluated. See Tab 27
18. Provide anticipated water service size for domestic and fire so water supply impacts can be evaluated. See Tab 27

Tab 20: Site Plan (ground level).

19. Add note that the developer shall coordinate and install streetscape improvements for the Lake Street and Forest Avenue frontages of the development matching the streetscape palate, design, and specifications of the proposed Lake Street streetscape project. In general, the streetscape elements include bluestone sidewalks, decorative black concrete curb, granite curbed planters, decorative street and pedestrian lighting, tree pits and grates, granite paver driveway aprons, irrigation and electrical circuits, and site furnishings (bike racks, garbage cans, movable planters, benches, etc.). See Tab 21
20. Add note that the Village will determine final curb geometry, location of final light poles, trees, etc., and design and layout of any municipal infrastructure in the public right-of-way on the development's frontage as part of the Lake Street streetscape project's design. See Tab 21

21. Add note that the Village may install wayfinding signage at locations on the development frontage, new traffic signal equipment, and a specialty feature in the public sidewalk near the southwest corner of the site as part of the streetscape project. The developer shall coordinate with the Village on the installations of these items to ensure any necessary underground conduits and utilities needed for these items are either installed in association with the development project or protected during the development's construction to minimize disturbing the developments finished streetscape. See Tab 21
22. Revise site plan to match landscape plan for building setback, tree locations, loading area layout, etc. Revisions made

Tab 21: Landscape Plan

23. Show granite pavers for sidewalk and driveway aprons at loading dock and garage entrance. See Tab 21
24. The proposed crosswalk in the alley may not be approved pending final review of detailed design due to concerns surrounding numerous different materials and edges with the permeable alley and concrete sidewalks and considering high volume of truck traffic in this alley. Add note that the Village shall have final approval of the proposed crosswalk. See Tab 21
25. Are you proposing a speed table in the public alley as part of the new crosswalk? Speed Table is not being proposed
26. Label drop off enclave for either decorative colored concrete or granite pavers. See Tab 21
27. Label existing traffic signal controller. See Tab 21
28. Show ADA ramps with detectable warning panels. See Tab 21 & 24
29. Revise labels for street lights to indicate proposed street lights matching Lake Street streetscape with final locations to be determined by the Village. See Tab 21
30. Include site furnishing (bike racks, garbage cans, movable planters, benches, etc.) with labels indicating site furnishing matching Lake Street streetscape project with final location to be determined by the Village. See Tab 21
31. Label curb as decorative black concrete curb matching Lake Street streetscape with final geometry and elevations to be coordinated with the Village's streetscape project. See Tab 21
32. Label trees with grates as proposed tree and grate with drip irrigation and structural soil. See Tab 21
33. Ensure building setback on Landscape plans is consistent with rest of submittal which shows building being built to property line without significant cantilevering. See Tab 24

Tab 23: Building Elevations

34. Building elevations (along with site and floor plans) show building being built to property line (Lake Street in particular) without setback which is different from landscape plan. Revise to make consistent. Revisions Made.

Tab 24: Floor Plans

35. Floor plans show building being built to lot line. Ensure plans are consistent. Revisions Made. See Tab 24

36. Show individual sheets for each parking garage floor 2 through 4 and ensure entrance ramp is considered for floor 2 layout. See Tab 24
37. Label minimum parking stall and drive aisle dimensions and ADA stalls and hatched areas. See Tab 24
38. Provide table summarizing parking stalls with counts per floor for each type of stall including ADA van, ADA, compact, standard, and tandem with minimum dimensions being used and summary of total counts per floor. See Tab 24

Tab 25: Exterior Lighting Plan

39. Label zones. See Tab 25
40. What is lighting plan illustrating in public way, existing or proposed lighting? See Tab 25

Tab 27: Preliminary Engineering Plan

41. Switch storm and sanitary line styles. See Tab 27
42. Cannot reuse existing sanitary service. See Tab 27
43. Provide more detail for proposed sizes of domestic and fire water supply, sanitary, storm, and combined sewer. See Tab 27
44. Show pavement resurfacing along frontage on Forest to street centerline consisting of ¾" leveling binder and 2" HMA surface mix D N50. See Tab 27
45. Include additional lighting on Forest Ave. See Tab 21
46. Provide for inspection manholes per MWRD requirements. See Tab 27
47. Make consistent with landscaping plan. Revision Made
48. Ensure building footprint is consistent. Revision Made
49. Does green roof provide enough storm water management to meet MWRD requirements or will detention be required? See Tab 27

If you have any questions regarding this letter please feel free to contact me at 708/358-5418 or by e-mail at cfailor@oak-park.us or Bill McKenna at 708/358-5722 or by e-mail at bmckenna@oak-park.us. At this time, the Plan Commission public hearing process is scheduled for April pending a tentative referral by the Village Board in March. Please contact me for more details on this process.

Respectfully,

VILLAGE OF OAK PARK
Department of Development Customer Services

Craig Failor, AICP, LEED AP, ENV SP
Village Planner

c. Project Review Team

Oak Park

The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302

708.383.6400
Fax 708.383.6692
village@oak-park.us
www.oak-park.us

March 20, 2017

Andrew Yule
Albion Residential LLC
188 West Randolph Street – Suite 202
Chicago, IL 60601

Sent Via E-Mail and Regular Mail

RE: **Albion Oak Park - NWC Lake Street and Forest Avenue**
Revised PD Application – Engineering Division Review Comments
Including Parking and Traffic Review Comments
[*1000 Lake Street, Oak Park, IL*]

Dear Mr. Yule:

Please see the Engineering Division's comments below related to the revised submittal of the Plan Development Application including comments on the Parking and Traffic section. Included with this letter are three attachments for your reference and response including a traffic review letter from the Village's consultant WSP Parsons Brinckerhoff, conceptual streetscape plans showing your frontage, and a subdivision plat showing signatures which will be required. Please provide a disposition of comments including how comments were addressed with any resubmittals.

Tab 7: Legal Survey

The signatures on the subdivision plat need to be revised. See attached signature page example for reference. Revision Made

Tab 13 & 14: Traffic Study and Parking Study: Comments listed out in a memo drafted by KLOA in Tab 1

2. See attached review comments from WSP Parsons Brinckerhoff related to the parking and traffic study. Please address these comments in addition to the comments below. WSP PB will model KLOA's study once they address the initial comments and revise their study. See Tab 1
3. Retail space square footage is inconsistent with PD application cover letter. Revise to be consistent and update required sections. See Tab 1
4. Revised site plan does not indicate shared spaces. Ensure site plan is correct or revise parking study to remove shared space references. See Tab 1
5. Revised floor plans show 33 standard parking spaces on 2nd floor, 33 on 3rd floor, and 36 on 4th floor. Based on floor plan total parking count is 102 standard spaces, 14 compact, 56 tandem (2 spaces each), 6 ADA, 1 ADA van, and 6 motorcycle. Parking study references two spaces being zip car spaces which is not shown on floor plans which would count against standard spaces. Tandem spaces cannot be shared between units and must be assigned to an individual unit. Market Feasibility section has breakdown of 75 studios, 74

convertibles, 66 1-Bdrm, 46 2-Bdrm, and 4 3-Bdrm. Engineering plans show 75 efficiency/studio, 93 1-Bdrm, 93 2-Bdrm, & 4-3Bdrm. Parking section has breakdown of units as 133 studio/convertible, 66 1-Bdrm, 62 2-Bdrm, & 4 3-Bdrm. Provide final proposed breakdown of units being proposed as it affects parking utilization. Revision Made. See Tab 15 for updated building population and parking matrix.

6. PD cover letter lists 265 bike parking spaces verses 250 in the parking section. Revise to make consistent. See Tab 1
7. ITE trip generation for high turnover restaurant (LUC 832, not 932) needs to be updated based on 6,250 sq ft not 6,000 sq ft. See Tab 1
8. Include Harlem & Lake intersection in analysis. See Tab 1
9. Forest St & Access Drive/Parking Garage Drive Synchro reports do not include any pedestrian or bike volumes. Need to include exist+future (Albion, other developments, background growth) volumes. See Tab 1
10. Because the study states use of the Vantage parking garage for retail auto trips additional pedestrian volumes (to & from store/garage) beyond what would be expected if a parking space for retail was in the Albion development should be included in the analysis. See Tab 1
11. Most but not all future conditions signalized intersections include increased number of pedestrians. None of the future conditions signalized intersections include increased number of bikes. Pedestrian and bike volumes are not included on the unsignalized intersections reports. Cannot ascertain whether or not pedestrian and bike volumes increase from existing to future conditions. See Tab 1
12. Tables 4 & 5 Lake/Forest Capacity Analysis – analysis appears better than reality as WB Lake in Table 4 and EB Lake in Table 5 is shown as LOS A with on average delay less than 5.0 seconds. Can you combine the results of the two T intersections into one offset intersection. See Tab 1
13. Discussion and Recommendations (D&R) section, first paragraph – capacity analyses show that all of the intersections within study area generally operate at an acceptable LOS during peak hours. However, based on our observations and results of traffic simulation runs, some approaches and specific movements experience long delays and queues that are not reflected in the capacity analyses. Confirm findings match typical conditions. See Tab 1
14. If simulation runs are more realistic than capacity analyses, why are sim runs not used instead of capacity analyses? See Tab 1
15. Provide more detail (including simulations) on area used by Albion and by Vantage Development for both the loading docks and garage entrances plus the alley to ensure any queuing on Forest does not extend into signalized intersection or Ontario intersection. See Tab 1
16. Can garbage collection be restricted to off-peak hours to minimize conflicts? Albion will coordinate garbage collection with Waste Management. Currently assuming a collection time that is in line with its neighbors.
17. Figure 3 - there is no parking on east side of Forest. Please revise. See Tab 1
18. Alternative modes of transportation – add that Pace currently uses northbound Forest and westbound Ontario to manage their southbound

Harlem route 307. They run 2 buses per hour from 5am-8pm. There are no stops on internal streets. See Tab 1

19. Provide comments and any recommended improvements to address any concerns regarding pedestrian safety at the N-S crosswalks on Ontario at Forest and the E-W crosswalk of Forest at the south jog of Ontario. See Tab 1
20. Development traffic generations appear to not include the 37 parking spaces that will be leased to 1010 Lake Street. Include in traffic generation numbers and revise study. Also increase number of apartment use trips being generated to leave the site in am and return in pm based on this 37 leased space requirement (i.e. I think the 40% reduction should only be applied to the number of units minus the 37 spaces required to vacate the building each day). See Tab 1

Tab 11: Construction Traffic Schedule

Still need to show truck routing inside of site fencing per previous comments. See Revision in Tab 11-12

Tab 15 Village Services

22. Village is currently simulating sewer impacts in the Village's all-pipe hydraulic model. Upon receipt of report from the Village's consultant staff will generate a letter commenting on the proposed development's impacts to the sewer and water supply systems. Please see comment #5 in this letter and provide final unit type count and corresponding population equivalent so sewer impact can be evaluated. See Tab 15 for Population and Parking Matrix
23. Still need to provide anticipated water service size for domestic and fire so water supply impacts can be evaluated. See Tab 27

Tab 20: Site Plan (ground level).

24. Revise concrete pavement hatching at loading and garage driveway aprons to use granite pavers per previous comment. Revision Made - See Tab 20
25. Revise single long planter with trees spaced at 14' along Lake Street and other amenities to reflect preliminary layout of Lake Street streetscape project (see attached file). At least 2 tree species will be required along Lake Street and it should be different from what is planted along Forest. Structural soil limits will also need to be called out. Village agrees to planters

Tab 21: Landscape Plan

26. Revise single long planter with trees spaced at 14' along Lake Street and other amenities to reflect preliminary layout of Lake Street streetscape project (see attached file). At least 2 tree species will be required along Lake Street and it should be different from what is planted along Forest. Structural soil limits will also need to be called out. Village agrees to planters

Tab 23: Building Elevations

27. Building elevations (along with site and floor plans) show building being built to property line (Lake Street in particular) without setback which is different from landscape plan. Revise to make consistent. Revisions Made

Tab 24: Floor Plans

28. Revise single long planter with trees spaced at 14' along Lake Street and other amenities to reflect preliminary layout of Lake Street streetscape project (see attached file). Village agrees to planters due to Retail & Residential lobby presence and to avoid obstruction with the street signals on Lake Street
29. Revise parking stall count table to not include ½ of tandem stalls as standard stalls. Revision Made - See Tab 24
30. Label location of zip cars or other shared car spaces and adjust parking table to reflect loss of spaces. Revision Made - See Tab 24

Tab 27: Preliminary Engineering Plan

31. Switch storm and sanitary line styles. SpaceCo Engineering plan is showing storm & sanitary as proposed based on their standards.
32. Provide proposed sizes of domestic and fire water supply. See Tab 27
33. Include additional lighting on Forest Ave – approximate spacing of 40-50 feet See Tab 25 Exterior Lighting Plan for revisions
34. Revise single long planter with trees spaced at 14' along Lake Street and other amenities to reflect preliminary layout of Lake Street streetscape project (see attached file). Village agrees to planters due to Retail & Residential lobby presence and to avoid obstruction with the street signals on Lake Street
35. Show granite pavers at loading and garage apron area. Revision Made – See Tab 27
36. Revise unit count and population equivalent to be consistent. Population Equivalent Calculation estimate is in accordance to Title 35 – Section 370, Appendix A Table No.1 – Resident Occupancy Criteria. Convertibles are being calculated as One–Bedrooms in the table provided

If you have any questions regarding this letter please feel free to contact Bill McKenna a 708/358-5722 or by email at bmckenna@oak-park.us or me at 708/358-5418 or by e-mail at cfailor@oak-park.us.

Respectfully,

VILLAGE OF OAK PARK
Department of Development Customer Services

Craig Failor, AICP, LEED AP, ENV SP
Village Planner
c. Project Review Team

WSP | PARSONS BRINCKERHOFF

30 N. LaSalle Street
Suite 4200
Chicago, IL 60602
Main: 312-782-8150
wspgroup.com/usa
pbworld.com/usa

March 15, 2017

Bill McKenna, P.E.
Village Engineer
Village of Oak Park
201 South Blvd
Oak Park, IL 60302

RE: 1000 Lake Street – Traffic and Parking Impact Study Review – DRAFT COMMENTS

Mr. McKenna:

WSP Parsons Brinckerhoff (WSP PB) has completed our review of the 1000 Lake Street Plan Development documents, specifically the Traffic and Parking Study. In reviewing the traffic operations along Lake Street, we recognize that while most study intersections operate generally at acceptable levels of service (LOS), there are locations that fall below the acceptable threshold. These study intersections currently operate at or near the acceptable LOS (LOS D) and the additional traffic generated by the 1000 Lake Street Plan does not create a significant change to current operations based on the Synchro analysis results. See summary table of the 1000 Lake Street Traffic Study traffic operations below:

	Peak Hour	Lake Street @Marion		Lake Street @ Forest (west)		Lake Street @ Forest (east)		Lake Street @ Kenilworth	
		Existing Condition	Future Condition	Existing Condition	Future Condition	Existing Condition	Future Condition	Existing Condition	Future Condition
1000 Lake Street Development	Weekday AM	28.6 / C	30.2 / C	11.7 / B	15.6 / B	10.1 / B	12.7 / B	41.3 / D	44.4 / D
	Weekday PM	28.2 / C	31.1 / C	19.9 / B	28.2 / C	8.5 / A	10.7 / B	41.1 / D	44.0 / D (43.8 / D)
	Saturday Peak	50.7 / D	80.7 / F (70.1 / E)	19.0 / B	35.8 / C (26.4 / C)	18.4 / B	23.7 / C (19.9 / B)	33.4 / C	81.3 / F (36.9 / D)

Note:

( ) Assumes minor signal timing modification

As shown in the table above, modifications to signal timings in the study area may improve operations at particular locations. However, as these results reflect modeled future conditions, they may not accurately reflect actual driver behavior and associated operations. Modification to signal timing likely will improve overall efficiency, but certain locations still may not operate under standard “acceptable” conditions. An independent traffic analysis has been conducted for the PM peak hour operations along Lake Street and is generally consistent with the findings of this study, including modifications to signal timings to improve efficiency.

Based on our review and understanding of the study area, the recommendations for signal timing modifications should be further evaluated to determine any additional improvements to

efficiency on Lake Street. In particular, the operations at Forest Avenue should investigate concurrent left-turn phasing for northbound and southbound Forest Avenue onto Lake Street. Providing additional green time to Lake Street may improve operations throughout the corridor. Also, provide an all-pedestrian phase at both Marion Street and Forest Avenue. The all-pedestrian phase may also allow for additional green time to be provided for Lake Street. The all-pedestrian phase should allow for adequate crossing time for the eastbound/westbound and northbound/southbound pedestrian movements only. No accommodation for diagonal crossing should be provided. Eastbound/westbound pedestrian crossing time should also be accommodated during the eastbound/westbound Lake Street vehicular movements. Please include an updated analysis that includes the specific recommendations above, in the next submittal.

Additional comments on the 1000 Lake Street Plan Development documents are listed below. **See revision comments to questions stated below in Tab 1.**

Page 1 and Page 15: Be consistent - Cover letter for application calls out 265 residential units, 243 parking stalls, 9500 ground floor retail. Traffic study calls out 265 units, 255 parking spaces (of which 37 will be used as flex spaces between 9 am and 5 pm for 1010 Lake Street office building, 3250 retail, 6000 restaurant.

Pages 5-7: Please provide ADT consistently through the description of adjacent roadways.

Page 8: Under the public transportation section, the trains are called out to run on holidays, is this true for the buses?

Page 10: The description of bicycle routes is a bit out of date. There is a current DIVVY station on the west side of Forest adjacent to the proposed development site. Please update and reference proposed relocation.

Page 15 and 39: Was there discussion in the Vantage Oak Park development report that documents the public parking availability to cover the 1000 Lake Street development or that there would be excess parking to cover the required retail demand from the 1000 Lake Street? Please provide.

Page 15: The discussion of the lay-by lane does not discuss any time limitation (e.g., 15 minute loading/unloading only). Is this expected to be time limited with signage or other management techniques?

Page 16: The loading dock discussion talks about one dock on Forest and one in the alley. The Development Application states two loading areas on Forest (pg. 35 of 395). Please clarify.

Page 18: Please update the third sentence under the Development Traffic Generation to read, “However, the ITE trip rates are based on sites with a variety of sizes, price ranges, locations, and ages”.

Page 19: The generated traffic reported for the Retail land use code 820 is off. Please review and update.

Page 17-26: For all exhibits showing future access to the site, please label the Access Drive on the exhibits. Currently difficult to see in the exhibits and providing label will assist with review.

Page 28-35: Please update Synchro naming convention to match the callouts of the tables on these pages.

Page 40: For the second bullet of auto ownership of rental units within ¼ mile of train station, are there statistics of the number of bedrooms of those units?

Page 41: Bullet three – please add language to include that there will be “minimal increased in delays from existing conditions”

Page 41: Bullet four – please include the length of the queue in the worst case scenario and include along with distance to the access drive for comparison.

Appendix: The Harlem/Ontario “SAT Total - signal modifications" Synchro analysis looks to be the same as the "SAT Total" Synchro analysis. To eliminate confusion, please remove “SAT Total - signal modifications" Synchro file from the appendix.

Throughout document:

Include what the “existing year” and the “future year” are in the document. Document currently only lists “Existing” and “Projected conditions” without a year associated.
Appendices:

Please include individual exhibits in the appendix that show the traffic volumes associated with the additional developments in the area

Naming of Synchro files is inconsistent with the summary tables in the document making it difficult to compare and find information. In the future, please name consistently for ease of review.

Please order all Synchro reports in same intersection order as listed in the tables on pages 28-35 for ease of review.

The Harlem/Ontario “SAT Total - signal modifications" Synchro analysis looks to be the same as the "SAT Total" Synchro analysis. To eliminate confusion, please remove “SAT Total - signal modifications" Synchro file from the appendix.

Sincerely,
WSP| PARSONS BRINCKERHOFF, INC.

Jessie Carroll

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

March 27, 2017

Mr. Andrew Yule
Vice President of Development
Albion Residential
188 W. Randolph Street, Suite 202
Chicago, Illinois 60601

Re: 1000 Lake Street
Traffic and Parking Impact Study

Dear Andrew:

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has received WPS Parsons Brinckerhoff and the Village of Oak Park comments in their letters dated March 15 and March 20, 2017, respectively. Below are our responses to the comments.

WSP Parsons Brinkerhoff Comments

Page 1 and Page 15: Be consistent – Cover letter for application calls out 265 residential units, 243 parking stalls, 9500 ground floor retail. Traffic study calls out 265 units, 255 parking spaces (of which 37 will be used as flex spaces between 9 am and 5 pm for 1010 Lake Street office building, 3250 retail, 6000 restaurant.

The number of units, parking spaces and retail space have been corrected in the revised traffic impact study.

Pages 5-7: Please provide ADT consistently through the description of adjacent roadways.

Based on IDOT's Annual Average Daily Traffic webpage, some roads do not have ADT volumes available. However, those that had ADT volumes available have been provided on the description of the roadways in the revised traffic impact study.

Page 8: Under the public transportation section, the trains are called out to run on holidays, is this true for the buses?

Based on the PACE webpage, the Pace Bus Routes 309 and 313 do provide service on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Page 10: The description of bicycle routes is a bit out of date. There is a current DIVVY station on the west side of Forest adjacent to the proposed development site. Please update and reference proposed relocation.

Noted.

Page 15 and 39: Was there discussion in the Vantage Oak Park development report that documents the public parking availability to cover the 1000 Lake Street development or that there would be excess parking to cover the required retail demand from the 1000 Lake Street? Please provide.

The development is planning to use the valet service of the Village of Oak Park for the proposed 6,250 square feet high turnover restaurant parking vehicles on either the Vantage Oak Park parking garage or the Holly Court parking garage. For the remaining 3,250 square feet of retail, it is anticipated that the majority of the customers will be foot traffic. However, the parking demand is expected to be accommodated by the Vantage Oak Park parking garage and the on-street metered parking in the vicinity of the site.

Page 15: The discussion of the lay-by lane does not discuss any time limitation (e.g., 15 minute loading/unloading only). Is this expected to be time limited with signage or other management techniques?

The lay-by lane will be signed for drop-off and pick-up and limited to 15 minutes.

Page 16: The loading dock discussion talks about one dock on Forest and one in the alley. The Development Application states two loading areas on Forest (pg. 35 of 395). Please clarify.

The description and discussion of the loading docks have been corrected in the revised traffic study.

Page 18: Please update the third sentence under the Development Traffic Generation to read, "However, the ITE trip rates are based on sites with a variety of sizes, price ranges, locations, and ages".

Noted.

Page 19: The generated traffic reported for the Retail land use code 820 is off. Please review and update.

This was a typo. The trip generation was based on land use code 826 and not 820.

Page 17-26: For all exhibits showing future access to the site, please label the Access Drive on the exhibits. Currently difficult to see in the exhibits and providing label will assist with review.

Noted.

Page 28-35: Please update Synchro naming convention to match the callouts of the tables on these pages.

Noted.

Page 40: For the second bullet of auto ownership of rental units within ¼ mile of train station, are there statistics of the number of bedrooms of those units?

There is no statistics available of the number of bedroom for those units.

Page 41: Bullet three – please add language to include that there will be "minimal increased in delays from existing conditions"

Noted.

Page 41: Bullet four – please include the length of the queue in the worst case scenario and include along with distance to the access drive for comparison.

Noted.

Appendix: The Harlem/Ontario "SAT Total – signal modifications" Synchro analysis looks to be the same as the "SAT Total" Synchro analysis. To eliminate confusion, please remove "SAT Total – signal modifications" Synchro file from the appendix.

Noted.

Lastly, it was requested that the operations at Forest Avenue should investigate concurrent left-turn phasing for northbound and southbound Forest Avenue onto Lake Street as well as providing an all-pedestrian phase at both Marion Street and Forest Avenue. Based on discussions with Village of Oak Park staff, the Village is currently exploring these potential alternatives

Village of Oak Park Comments

Please note that the responses below are only to those comments that pertain to the traffic impact study. The remaining comments in the Village of Oak Park letter will be addressed by others.

2. **See attached review comments from WSP Parsons Brinckerhoff related to the parking and traffic study. Please address these comments in addition to the comments below. WSP PB will model KLOA's study once they address the initial comments and revise their study.**

   Please see responses to WSP Parsons Brinckerhoff.

3. **Retail space square footage is inconsistent with PD application cover letter. Revise to be consistent and update required sections.**

   Noted. Traffic Study has been revised to reflect the correct square footage.

4. **Revised site plan does not indicate shared spaces. Ensure site plan is correct or revise parking study to remove shared space references.**

   The revised site plan and the population/parking matrix show the two shared parking spaces.

6. **PD cover letter lists 265 bike parking spaces versus 250 in the parking section. Revise to make consistent.**

   Noted. Traffic study has been revised to reflect 265 bike spaces.

7. **ITE trip generation for high turnover restaurant (LUC 832, not 932) needs to be updated based on 6,250 sq ft not 6.000 sq ft.**

   The ITE trip generation table has been corrected to reflect 6,250 square feet.

8. **Include Harlem & Lake intersection in analysis.**

   Noted. The intersection of Harlem and Lake have been included in the revised traffic impact study.

9. **Forest St & Access Drive/Parking Garage Drive Synchro reports do not include any pedestrian or bike volumes. Need to include exist+future (Albion, other developments, background growth) volumes.**

   Pedestrian and bicycle volumes have been added to this intersection.

10. **Because the study states use of the Vantage parking garage for retail auto trips additional pedestrian volumes (to & from store/garage) beyond what would be expected if a parking space for retail was in the Albion development should be included in the analysis.**

    Noted. Pedestrian movements between the Vantage Oak Park parking garage and the site have been included in the revise traffic study.

11. **Most but not all future conditions signalized intersections include increased number of pedestrians. None of the future conditions signalized intersections include increased number of bikes. Pedestrian and bike volumes are not included on the unsignalized intersections reports. Cannot ascertain whether or not pedestrian and bike volumes increase from existing to future conditions.**

    Pedestrian and bicycle volumes have been increased at all studied intersections. Please note that the unsignalized capacity analyses printouts do not show pedestrians or bicycles. However, we can provide the Village with the electronic Synchro files.

12. **Tables 4 & 5 Lake/Forest Capacity Analysis – analysis appears better than reality as WB Lake in Table 4 and EB Lake in Table 5 is shown as LOS A with an average delay less than 5.0 seconds. Can you combine the results of the two T intersections into one offset intersection.**

    While we acknowledge that the calculated LOS for the through movements at this intersection are better than what they are in the field, the intersection cannot be analyzed as one offset intersection given the existence of internal stop bars.

13. **Discussion and Recommendations (D&R) section, first paragraph – capacity analyses show that all of the intersections within study area generally operate at an acceptable LOS during peak hours. However, based on our observations and results of traffic simulation runs, some approaches and specific movements experience long delays and queues that are not reflected in the capacity analyses. Confirm findings match typical conditions.**

    The movements that experience long delays and queues matched typical conditions that were observed in the field.

14. **If simulation runs are more realistic than capacity analyses, why are sim runs not used instead of capacity analyses?**

    The primary purpose of SimTraffic is to check and fine tune traffic signal operations and should be used in conjunction with the results of the capacity analyses. While a simulation run might give you in some instances a more realistic result than the capacity analyses sometimes it does the opposite since it cannot take into account all human behavior factors.

15. **Provide more detail (including simulations) on area used by Albion and by Vantage Development for both the loading docks and garage entrances plus the alley to ensure any queuing on Forest does not extend into signalized intersection or Ontario intersection.**

    As discussed in the traffic study, based on the results of the capacity analyses and the simulation runs, the southbound queue on Forest Avenue at its intersection with Lake Street will not exceed 130 feet and as such will not extend to the proposed access drive/Vantage Oak Park/Public Garage drive.

17. **Figure 3 – there is no parking on the east side of Forest. Please revise.**

    Noted.

18. **Alternative modes of transportation – add that Pace currently uses northbound Forest and westbound Ontario to manage their southbound Harlem route 307. They run 2 buses per hour from 5am-8pm. There are no stops on internal streets.**

    Noted.

19. **Provide comments and any recommended improvements to address any concerns regarding pedestrian safety at the N-S crosswalks on Ontario at Forest and the E-W crosswalk of Forest at the south jog of Ontario.**

    As shown on page 55 of the MUTCD, sign R1-6a "State Law Stop For Pedestrians Within Crosswalk" could be placed on the existing pole within the median along the Forest/Ontario jog. It is recommended that the background color be a fluorescent yellow-green color instead of yellow.

20. **Development traffic generations appear not to include the 37 parking spaces that will be leased to 1010 Lake Street. Include in traffic generation numbers and revise study. Also increase number of apartment use trips being generated to leave the site in am and return in pm based on this 37 leased space requirement (i.e. I think the 40% reduction should only be applied to the number of units minus the 37 spaces required to vacate the building each day).**

    The traffic that would be generated by the 37 parking spaces is already on the existing traffic stream but as mentioned in the traffic study (page 22), the inbound and outbound trips anticipated to be generated by the 37 parking spaces were included and added to the turning movements at the garage access drive shown in Figure 12

If you need anything else, please let me know.

Sincerely,

Javier Millan
Senior Consultant

2. Affidavit of Notice

ALBION RESIDENTIAL

HPA

FORM - 3

AFFIDAVIT OF NOTICE
FOR ADJACENT PROPERTY OWNERS

The undersigned Applicant, on oath states that the undersigned provided the Village of Oak Park, in writing, the list of owners of all property within 500 feet, excluding rights-of-way, in each direction of the property to which the petition relates; that documentation from a reputable title company [or other approved agency] indicating the identity of all such owners required to receive notice has been submitted; that such list was prepared in sufficient time for the Applicant to provide notice no less than fifteen (15) days prior to such hearing; and that the owners so notified, are those shown on the last available tax records of the county. (*Please attach a list of the notified property owners*)

Andrew J Yule
(Printed Name of Applicant)

(Signature of Applicant)

SUBSCRIBED AND SWORN TO BEFORE ME THIS

6th DAY OF March, 2017

Melissa A. Gomez
(Notary Public)

OFFICIAL SEAL
MELISSA A GOMEZ
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:12/17/20

ALBION
RESIDENTIAL

Date: January 11, 2017

Dear Neighboring Property Owner,

The Oak Park Zoning Ordinance requires owners of property within 500 feet of the subject property be notified of a Neighborhood Group Meeting. The property owner shall be notified of the nature of the proposal, the date, time, and place of the neighborhood group meeting regarding the proposal.

A legal notice has appeared in the January 11, 2017 edition of the Wednesday Journal. The meeting will take place from 6:00PM to 7:00PM on January 30, 2017 and will be located in the 19th Century Club Building at 178 Forest Avenue, Oak Park, Illinois 60301.

The Applicant, Albion Residential, on behalf of the current owner OP Partners, LLC, is seeking approval for a mixed-use residential community located at 1000 Lake Street, Oak Park, Illinois 60301.

The Albion Residential team along with the project architect, Hartshorne Plunkard Architecture, will be in attendance to answer any questions and discuss the planned development with local residents and business owners.

Thank you for your time and consideration.

Sincerely,

Andrew J. Yule
Albion Residential
Vice President, Development

CLASSIFIED

(708) 613-3333 • FAX: (708) 524-0447 • E-MAIL: CLASSIFIEDS@OAKPARK.COM | CLASSIFIED

PUBLIC NOTICES

PUBLIC NOTICE

Oak Park River Forest High School District 200 is soliciting proposals to provide Benefit Consultant/Broker Services for its employee benefit plans. Benefit plans include group health insurance, group life, dental, Section 125 flexible spending accounts (FSA), HRA VEBA and other plans as they are added or developed.

Oak Park River Forest District 200 currently offers 4 medical plan options. Employee contributions are a percentage of premium. The self-insured/cost plus health plans, currently administered through Blue Cross Blue Shield, consists of 1 PPO plans, two HMO plans and a HDHP plan. District offers a self-insured dental administered by Delta Dental. The basic life, AD&D and supplemental life plan are insured through MetLife. All full-time employees are eligible for medical

PUBLIC NOTICES

PUBLIC NOTICE

Neighborhood Group Meeting for the redevelopment of 1000 Lake Street in Downtown Oak Park. Meeting will be held between 6:00PM - 7:00PM on January 30th at the 19th Century Club Building located at 178 Forest Avenue, Oak Park, IL 60301. Neighboring residents and business owners are invited to attend.

Published in Wednesday Journal 1/11/17

REAL ESTATE FOR SALE

IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS COUNTY DEPARTMENT– CHANCERY DIVISION JPMORGAN CHASE BANK, NATIONAL ASSOCIATION Plaintiff,

REAL ESTATE FOR SALE

will NOT be open for inspection and plaintiff makes no representation as to the condition of the property. Prospective bidders are admonished to check the court file to verify all information. If this property is a condominium unit, the purchaser of the unit at the foreclosure sale, other than a mortgagee, shall pay the assessments and the legal fees required by The Condominium Property Act, 765 ILCS 605/ 9(g)(1) and (g)(4). If this property is a condominium unit which is part of a common interest community, the purchaser of the unit at the foreclosure sale other than a mortgagee shall pay the assessments required by The Condominium Property Act, 765 ILCS 605/18.5(g-1). IF YOU ARE THE MORTGAGOR (HOMEOWNER), YOU HAVE THE RIGHT TO REMAIN IN POSSESSION FOR 30 DAYS AFTER ENTRY OF AN ORDER OF POSSESSION IN ACCORDANCE

REAL ESTATE FOR SALE

AVENUE, OAK PARK, IL 60304 Property Index No. 16-17-331-007-0000. The real estate is improved with a yellow brick two story single family home with a two car detached garage. Sale terms: 25% down of the highest bid by certified funds at the close of the sale payable to The Judicial Sales Corporation. No third party checks will be accepted. The balance, including the Judicial sale fee for Abandoned Residential Property Municipality Relief Fund, which is calculated on residential real estate at the rate of $1 for each $1,000 or fraction thereof of the amount paid by the purchaser not to exceed $300, in certified funds/or wire transfer, is due within twenty-four (24) hours. No fee shall be paid by the mortgagee acquiring the residential real estate pursuant to its credit bid at the sale or by any mortgagee, judgment creditor, or

REAL ESTATE FOR SALE

30 DAYS AFTER ENTRY OF AN ORDER OF POSSESSION, IN ACCORDANCE WITH SECTION 15-1701(C) OF THE ILLINOIS MORTGAGE FORECLOSURE LAW. You will need a photo identification issued by a government agency (dr iver's license, passport, etc.) in order to gain entry into our building and the foreclosure sale room in Cook County and the same identification for sales held at other county venues where The Judicial Sales Corporation conducts foreclosure sales. For information: Visit our website at service.atty-pierce.com. between the hours of 3 and 5 pm. McCalla Raymer Pierce, LLC, Plaintiff's Attorneys, One North Dearborn Street Suite 1300, CHICAGO, IL 60602. Tel No. (312) 476-5500. Please refer to file number 7999. THE JUDICIAL SALES CORPORATION One South

REAL ES FOR SA

15 CH 10122
1020 Washington Bl
Oak Park, IL 60302
NOTICE OF
PUBLIC NOTICE
GIVEN that pursuant
of Foreclosure and
in the above cause
2016, an agent for
Sales Corporation,
AM on February 14,
Judicial Sales Corp
South Wacker Driv
CHICAGO, IL, 60606
auction to the highest
forth below, the follow
real estate: Commo
1020 Washington B
Oak Park, IL 60302
No. 16-07-316-054-1
estate is improved w
tial condominium. T
amount was $160,
terms: 25% down o

State of Illinois
County of Cook
Oak Park, Illinois

I, Dan Haley do hereby certify that I am one of the publishers of the WEDNESDAY JOURNAL, a secular newspaper, published by WEDNESDAY JOURNAL, INC., of Oak Park, County of Cook and in the State of Illinois for more than one year prior to this date.

January 11, A.D. 2017

I do further certify that the said WEDNESDAY JOURNAL has been a secular newspaper of general circulation throughout the Villages of Oak Park & River Forest, Cook County, Illinois for more than one year past, and is in compliance with Illinois revised Statute, Chapter 100.

I do further certify that the printed notice re: PUBLIC NOTICE Neighborhood Group Meeting for the redevelopment of 1000 Lake Street in Downtown Oak Park. Meeting will be held on . . . January 30th at the 19th Century Club Building

attached hereto is a true, perfect and complete copy of the notice which was published in the said WEDNESDAY JOURNAL in each and every copy of its issue dated:

A.D. 2017
January 11, A.D. 2017
A.D. 2017

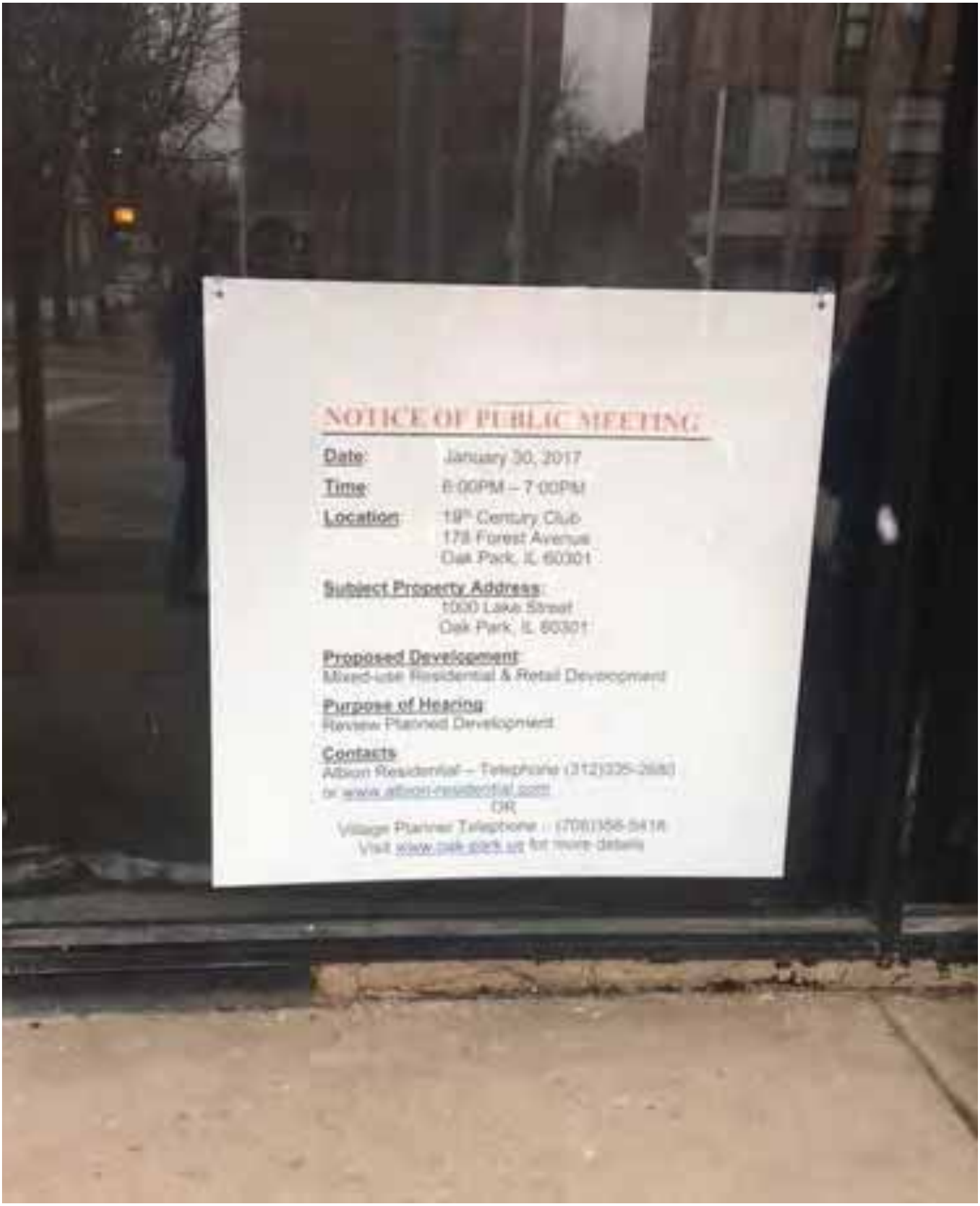
I do further certify that I am duly authorized by said WEDNESDAY JOURNAL, INC. to make this certificate and affidavit.

One of the publishers

Sworn and subscribed to me this 11th day of January A.D. 2017

Notary Public

OFFICIAL SEAL
LAURA J. MYERS
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires Oct. 9, 2020


NOTICE OF PUBLIC MEETING
Date: January 30, 2017
Time: 6:00PM – 7:00PM
Location: 19th Century Club
178 Forest Avenue
Oak Park, IL 60301
Subject Property Address:
1000 Lake Street
Oak Park, IL 60301
Proposed Development:
Mixed-use Residential & Retail Development
Purpose of Hearing
Review Planned Development
Contacts
Albion Residential – Telephone (312)335-2680
or www.albion-residential.com
OR
Village Planner Telephone : (708)358-5418
Visit www.oak-park.us for more details

ALBION
RESIDENTIAL

PLANNED DEVELOPMENT NEIGHBORHOOD GROUP MEETING

Project:	1000 Lake Street Site, Oak Park, IL 60301	**Meeting Date:**	January 30, 2017 6:00PM – 7:00PM
Location:	19th Century Club – 178 Forest Ave., Oak Park, IL 60301	**Hosted by:**	Albion Residential & Hartshorne Plunkard Architecture

	Name/Business	Local Address	E-Mail	Neighbor Type
1	Margaret Burke	203 N. Kenilworth, 3H OP	[redacted]	Resident or Business Owner
2	Dena Andrews	900 n. Combard Ave. 60302 OP	[redacted]	Resident or / and Business Owner
3	GALEN GLICKEL	1111 Ontario	[redacted]	Resident or Business Owner
4	David Wick		[redacted]	Resident or Business Owner
5	Paula O'connor	164 N. Euclid Ave	[redacted]	Resident or Business Owner
6	Belinda Bremner	117 NKENILWORTH	[redacted]	Resident or Business Owner
7	Kathy + Pat Bastecilli	150 Forest Ave OP		Resident or Business Owner
8	JEFF CLARK	401 FOREST	[redacted]	Resident or Business Owner
9	HENRY KRANZ	930 ONTARIO 3C	[redacted]	Resident or Business Owner
10	Chris Lindgren	45 South Blvd	[redacted]	Resident or Business Owner
11	Catherine L. Kay	1111 Ontario St.	[redacted]	Resident or Business Owner

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	Name/Business	Local Address	E-Mail	Neighbor Type
12	Danielle Guralnick	138 Frank Llyod Wright Ln	[redacted]	Resident or Business Owner
13	Nancy Hammond	1033 Ontario	[redacted]	Resident or Business Owner
14	Carol Yetken	706 N. Lombard Ave	[redacted]	Resident or Business Owner
15	Steve Schering	777 W. Chicago Ave Chicago	[redacted]	Resident or Business Owner Media
16	Lucy Case	125 N. MARION #205		Resident or Business Owner
17	Sophie Bessell	1121 pauling street		Resident or Business Owner
18	Mathilde Figueroa-Carrillo	303 N. Oak Park Ave. 2B	[redacted]	Resident or Business Owner
19	Cathy Yen	1021 S. Grove OP	[redacted]	Resident or Business Owner
20	D Harrell	1111 Ontario	—	Resident or Business Owner
21	Marvin Sheehan	1100 N Linden	[redacted]	Resident or Business Owner
22	Marielle Donley	930 Ontario 3E	[redacted]	Resident or Business Owner
23	Abby Bankes	742 N. Grove Ave	[redacted]	Resident or STUDENT Business Owner
24	John Perch	1013 Erie St	[redacted]	Resident or Business Owner
25	JASON BRAW	1013 Erie St	[redacted]	Resident or Business Owner
26	Deborah Nossbaum	837 Hayes Ave	[redacted]	Resident or Business Owner

Linda Reece 1033 Ontario St. [redacted]

Claire Rasmussen 1167 S. Scoville resident

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	Name/Business	Local Address	E-Mail	Neighbor Type
27	Pastor of Oak Pk	219 Madison	[redacted]	Resident or Business Owner
28	Paul Beckwith	721 [redacted] Ontario #403	[redacted]	Resident or Business Owner
29	Janet Hartman	165 N. Kenilworth, 5-K	[redacted]	Resident or Business Owner
30	Jeanette Mancuso	220 N Kenilworth Ave, Apt 12	[redacted]	Resident or Business Owner
31	Joan Fiscella	222 N Grove #1E, OP, IL	[redacted]	Resident or Business Owner
32	Norma Gkantos	151 N Kenilworth 4D OP	[redacted]	Resident or Business Owner
33	Nancy Piccotti	1218 N. OP Ave, OP	[redacted]	Resident or Business Owner
34	Greg Marsey	160 Harvey Ct, OP	[redacted]	Resident or Business Owner
35	Douglas Nelson	900 Belefort Ave. OP	[redacted]	Resident or Business Owner
36	Carrie Bankes	742 N. Grove Ave O.P.	[redacted]	Resident or Business Owner
37	Nina Gegenheimer	626 So. Cuyler Ave - O.P.	[redacted]	Resident or Business Owner
38	Kainn Grimes	154 N. Humphrey, Oak Park	[redacted]	Resident or Business Owner
39	Marge Chesney	225 S. Lombard, Oak Park	[redacted]	Resident or Business Owner
40	Lois Bond	305 N. East Ave	[redacted]	Resident or Business Owner
41	LAURA THOMPSON	241 HOME OP	[redacted]	Resident or Business Owner

ALBION
RESIDENTIAL

	Name/Business	Local Address	E-Mail	Neighbor Type
42	Kevin Cole	723 Hayes Ave.	[redacted]	Resident or Business Owner
43	Kaitlin Howell	21 Harrison St Apt. 3 oakpark	[redacted]	Resident or Business Owner
44	Jerremy Howell	" " "	[redacted]	Resident or Business Owner
45	FRANK HEITZMAN	213 S. EUCLID	[redacted]	Resident or Business Owner
46	Tina Hare	1146 Clarence Ave	[redacted]	Resident or Business Owner
47	JUDY ECKBERG	1022 S. SCOVILLE	[redacted]	Resident or Business Owner
48	Zachary Wagner	1033 Ontario St. #3DN	[redacted]	Resident or Business Owner
49	Chris Smith	1024 Erie St	[redacted]	Resident or Business Owner
50	[redacted]	[redacted]	[redacted]	Resident or Business Owner
51	Kleinman, B & M	245 N. Kenilworth Ave.		Resident or Business Owner
52	Nancy Coggins	1134 S. Scoville	[redacted]	Resident or Business Owner
53	Linda Koss	210 N. Oak Park Ave	[redacted]	Resident or Business Owner
54	JAY & LYNN KEJSEN	1033 ONTARIO ST #2E5	[redacted]	Resident or Business Owner
55	Aaron Stiegner	1101 Highland	[redacted]	Resident or Business Owner
56	Kelly Wilson	265 Home Ave	[redacted]	Resident or Business Owner

ALBION
RESIDENTIAL

	Name/Business	Local Address	E-Mail	Neighbor Type
57	Helen Callahan	221 N. Kenilworth Ap.	[redacted]	Resident or Business Owner
58	Jack Chasen		[redacted]	Resident or Business Owner
59	Amy Fenton	832 N. Humphrey Ave.	[redacted]	Resident or Business Owner
60	Julie Carpenter	156 N. Oak Park #1F	[redacted]	Resident or Business Owner
61	ERIK WISE	429 Home Ave Oak Park	[redacted]	Resident or Business Owner
62	Laly Acosta	544 N Humphrey Ave	[redacted]	Resident or Business Owner
63	Stasia Jamell	822 N. Euclid Ave.	[redacted]	Resident or Business Owner
64	Heather Cianciolo	*please have actual meeting* 1016 Chicago	[redacted]	Resident or Business Owner
65	STEPHEN MORALES	233 LINDEN AVE	[redacted]	Resident or Business Owner
66				Resident or Business Owner
67				Resident or Business Owner
68				Resident or Business Owner
69				Resident or Business Owner
70				Resident or Business Owner
71				Resident or Business Owner

ALBION
RESIDENTIAL

	Name/Business	Local Address	E-Mail	Neighbor Type
72	Melissa Nykoma Nyah	539 Belleforte Ave Oak Park / Resident	[redacted]	Resident or Business Owner
73	Marnelle Curtis	116 S. Maple Ave. 60302		Resident or Business Owner
74	Nile Wendorf	223 S. Grove Ave.	[redacted]	Resident or Business Owner
75	JHENAI MOORE OAK PARK FESTIVAL THEATRE	125 N MARION Suit 301	[redacted]	Resident or Business Owner
76	Dawn Haney	949 Lake A-1 60301	[redacted]	Resident or Business Owner
77	PAUL ENGELHARDT	" "	[redacted]	Resident or Business Owner
78	Marirose Ferrara	302 N. Oak Park Ave Oak Park	[redacted]	Resident or Business Owner
79	KIM DAUNIS	556 N. Marion OP 60302	[redacted]	Resident or Business Owner
80	Emily Reyes	212 N. Grove OP 60302	[redacted]	Resident or Business Owner
81	David Reyes	212 N. Grove OP 60302	[redacted]	Resident or Business Owner
82	Ada Tikkanen			Resident or Business Owner
83	Wendy Negron	179 N Harvey OP 60302		Resident or Business Owner
84	PAUL ZAMMERMANN	543 S EUCLID AVE of 60304		Resident or Business Owner
85	MIKE BESSELL	1121 Pauling	[redacted]	Resident or Business Owner
86	MICHELANGELO D'AGOSTINO		[redacted]	Resident or Business Owner

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	Name/Business	Local Address	E-Mail	Neighbor Type	
87	Terry Grace	227 S. Taylor	[redacted]	Resident or Business Owner	X
88	Judy Gaiette-Grace	same	[redacted]	Resident or Business Owner	X
89	Julie Samuels	613 S. Lombard	[redacted]	Resident or Business Owner	X
90	Joseph E. McDonald	300 N. Maple #10	[redacted]	Resident or Business Owner	
91	Dawanna Wall	336 S. Maple	[redacted]	Resident or Business Owner	
92	Stacey + Theon Katsis	931 Ontario	[redacted]	Resident or Business Owner	
93	John Ney	1015 Linden	[redacted]	Resident or Business Owner	
94	Marcia Ashton	222 N. Marion St 3F	[redacted]	Resident or Business Owner	
95	Peter Senger	528 Marion	[redacted]	Resident or Business Owner	
96	Michelle Hapfonstahl	1114 S. Cuyler Ave	[redacted]	Resident or Business Owner	
97	TERESA TRIPLETT	1040 Ontario	[redacted]	Resident or Business Owner	
98	Rose Hermanns	412 N. Marion St #3A	[redacted]	Resident or Business Owner	
99	Karen Brammer	210 Forest Avenue	[redacted]	Resident or Business Owner	
100	Marcelle Curtis	116 S. Maple	[redacted]	Resident or Business Owner	No

ALBION
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Planned Development Neighborhood Group Meeting

Project:	1000 Lake Street Site, Oak Park, IL 60301	**Meeting Date:**	January 30, 2017 6:00PM – 7:00PM
Location:	19th Century Club – 178 Forest Ave., Oak Park, IL 60301	**Hosted by:**	Albion Residential & Hartshorne Plunkard Architecture

	Name/Business	Local Address	E-Mail	Neighbor Type
1	Rica A Elwood	807 Fillmore #3 O.P		Resident or Business Owner
2	Isabel Sevilla	1217 Edmer Ave	[redacted]	Resident or Business Owner
3	Blagica Bottigliero	622 Lyman Ave	[redacted]	Resident or Business Owner
4	Chris Boss	232 N-Oak Park Ave	[redacted]	Resident or Business Owner
5	GORDON HELLWIG	522 S KENILWORTH		Resident or Business Owner
6	WILLIS & SHIRLEY JOHNSON	1018 Lake	[redacted]	Resident or Business Owner
7	MIKE & TRUDY DOYLE	151 N. Kenilworth	[redacted]	Resident or Business Owner
8	Diane Stephenson	930 Ontario	[redacted] yahoo.com	Resident or Business Owner
9	Joyce Riordan	1111 Ontario		Resident or Business Owner
10	Ruth Willey	1111 Ontario	[redacted]	Resident or Business Owner
11	Mary Ginzpre	11 11 Ontario		Resident or Business Owner

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	Name/Business	Local Address	E-Mail	Neighbor Type
12	Marilyn Meier	938 Ontario St., #10		Resident or Business Owner
13	KATHRYN JONAS	124 S. EAST AVE OP		Resident or Business Owner
14	Karen Heller	315 S. Harvey O.P.	[redacted]	Resident or Business Owner
15	Sharlyn Peck	220 N Kenilworth OP		Resident or Business Owner
16	ELLEN KUNEZ	726 S. EUCLID		Resident or Business Owner
17	Jill Allread	179 N. Linden Ave		Resident or Business Owner
18	SUSAN BOGNER	619 CLINTON AVE.		Resident or Business Owner
19	Barbara Carlson	930 Ontario ST OP		Resident or Business Owner
20	Brad Magyar	1146 N Kenilworth		Resident or Business Owner
21	Mateo Reyes	[redacted]	212 N. Grove	Resident or Business Owner
22	ERIN SCHOOP	515 N. HARLEM	[redacted]	Resident or Business Owner
23	Sydney Nica	217 S. Cuyler		Resident or Business Owner
24	Jeffrey Staffeldt	235 S. Marion St. Unit K	[redacted]	Resident or Business Owner
25	Len Grossman	624 CLINTON PL	[redacted]	Resident or Business Owner
26	Suzanne Andriukaitis	1032 Ontario	[redacted]	Resident or Business Owner

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	Name/Business	Local Address	E-Mail	Neighbor Type
27	Rene Lennelli	162 N. Scoville Ave OP	[redacted]	Resident or Business Owner
28	Jan Arnold	608 S. East Ave, OP	[redacted]	Resident or Business Owner
29	Lee Barry	7208 [illegible] Ave, RF	[redacted]	Resident or Business Owner
30	Marsha Borders	108 Frank Lloyd Wright Ln, OP	[redacted]	Resident or Business Owner
31	Sue Samuel	813 N. Taylor Avenue	—	Resident or Business Owner
32	Shirley Shubat	411 N. Marion O.P.		Resident or Business Owner
33	Caralyn Sheehan	823 Lake St. O.P.	[redacted]	Resident or Business Owner
34	Dirk DeLor	820 Highland Ave.	[redacted]	Resident or Business Owner
35	Frankie Gore	178 N Lombard Ave	[redacted]	Resident or Business Owner
36	Lorena Driscoll	922 Ontario	[redacted]	Resident or Business Owner
37	Chris Dour	210 N Marion	[redacted]	Resident or Business Owner
38	Jackie Grepp	324 N. Marion St	—	Resident or Business Owner
39	Joshua Klayman	324 N Marion St	[redacted]	Resident or Business Owner
40	Nina Street	1110 Erie St # 1F	[redacted]	Resident or Business Owner
41	KADER GACEM	309 First Avenue	[redacted]	Resident or Business Owner

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	Name/Business	Local Address	E-Mail	Neighbor Type
42	Sandy Lentz	823 North Humphrey Ave Oak Park	[redacted]	Resident or Business Owner
43	Carolyn Cullen	929 S. Grove, O.P.	[redacted]	Resident or Business Owner
44	Tim Kirkpatrick	949 Myrtle Ave, O.P.	[redacted]	Resident or Business Owner
45	Cheryl Vlazney	165 N. Kenilworth OP		Resident or Business Owner
46	MARILYN WARDLE	100 FOREST PLACE APT 901 OP		Resident or Business Owner
47	JACOB SHUBAT	411 NORMANDY ST		Resident or Business Owner
48	Shirley Spear	111 Ontario St Oak Park	[redacted]	Resident or Business Owner
49	Mikey Colchamiro	930 Ontario St	[redacted]	Resident or Business Owner
50	MARTIN Colghamiro	930 Ontario St	[redacted]	Resident or Business Owner
51	Kate Todd	217 S Cuyler	[redacted]	Resident or Business Owner
52	ERIC DAVIS	1112 N. LOMBARD AVE.	[redacted]	Resident or Business Owner
53	Jeanie Forbes	745 N Grove Ave		Resident or Business Owner
54	MARK NUSSBAUM	837 HAYES AVE	[redacted]	Resident or Business Owner
55	Peggy McGrath	222 N. Marion	[redacted]	Resident or Business Owner
56	Makesha Benson Cuslard	921 Chicago Ave.	[redacted]	Resident or Business Owner

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	Name/Business	Local Address	E-Mail	Neighbor Type
57	Carol Summers	217 N. Grove Ave Unit B	[redacted]	Resident or Business Owner
58	Victoria Patrick	710 Clinton Ave OP	[redacted]	Resident or Business Owner
59	Maureen Crotty	165 S Oak Park Ave #7	[redacted]	Resident or Business Owner
60	Bryce Samuels	613 S. Lombard	[redacted]	Resident or Business Owner
61	DANIEL CRIMMINS	526 S CLINTON	[redacted]	Resident or Business Owner UNITY TEMPLE
62	Linda Francis	430 Wisconsin Ave.	[redacted]	Resident or Business Owner
63	Warren Bakker	126 S Scoville Ave	[redacted]	Resident or Business Owner
64	Cathi Knickrehm	911 N. Elmwood, OP	[redacted]	Resident or Business Owner
65	KEVIN MURPHY	210 FOREST AVE, OP	[redacted]	Resident or Business Owner
66	DAVID POPE	306 S. Humphrey Ave. OP	[redacted]	Resident or Business Owner
67	Kristin Carlson Vagen	Work: 1049 Lake St	[redacted]	Resident or Business Owner
68	JIM TIERNEY	821 N Grove O.P.	[redacted]	Resident or Business Owner
69	RICH WEICHTER			Resident or Business Owner
70	Erica Curren	109 N. Marion St. OP	[redacted]	Resident or Business Owner
71	Susie Breetenstein	1139 GUNDERSON OP	[redacted]	Resident or Business Owner

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	Name/Business	Local Address	E-Mail	Neighbor Type
72	Laura Stamp	1143 Woodbine	[redacted]	Resident or Business Owner
73	Jessica Sylvester	1034 Home Ave		Resident or Business Owner
74	Douglas Kelner	721 Ontario	[redacted]	Resident or Business Owner
75	Charles Ruedebusch	737 Woodbine	[redacted]	Resident or Business Owner
76	Beth Rooney	831 Clarence Ave	[redacted]	Resident or Business Owner
77	Pam Todd West Cook Wildlife Orgs	1108 Rossell, Oak Park	[redacted]	Resident or Business Owner
78	Chris George	928 Wenonah Ave	[redacted]	Resident or Business Owner
79	Laura Derks	316 N. Scoville	[redacted]	Resident or Business Owner
80	Robert Keller	201 S. Maple Ave	[redacted]	Resident or Business Owner
81	Melissa Kausa	432 N. Kenilworth Ave	[redacted]	Resident or Business Owner
82	Ellen Robinson	150 Forest Ave	[redacted]	Resident or Business Owner
83	Kate Okeefe	547 N. Marion St	[redacted]	Resident or Business Owner
84	Tansri Wood	1013 Superior St	[redacted]	Resident or Business Owner
85	Michelle Morrison	805 Woodbine OP	[redacted]	Resident or Business Owner
86	Sunder Geory	823 Lake St. OP	[redacted]	Resident or Business Owner

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	Name/Business	Local Address	E-Mail	Neighbor Type
87	[illegible]	[illegible]	[redacted]	Resident or Business Owner
88	Tara Zinger	204 Forest	[redacted]	Resident or Business Owner
89	Debra McQueen	1022 Ontario OP	[redacted]	Resident or Business Owner
90	Cameron Gecaren	306 Home AVE 60302	[redacted]	Resident or Business Owner
91	Frank Lipo	535 N. Ridgeland 60302	[redacted]	Resident or Business Owner
92	Nathan Helsabeck	1134 Gunderson Ave 60304	[redacted]	Resident or Business Owner
93	Thomas W Geary	809 LINDEN AVE		Resident or Business Owner
94	Lynn Geary	809 Linden Ave		Resident or Business Owner
95	Rosemarie Nowicki	222 N. Marion 3B	[redacted]	Resident or Business Owner
96	Marie Jordan		[redacted]	Resident or Business Owner
97	Laurie Casey	645 N Kenilworth	[redacted]	Resident or Business Owner
98	Mary Anderson	608 S. East Ave.	[redacted]	Resident or Business Owner
99	Mary Pikul	820 S. Ridgeland 60304	[redacted]	Resident or Business Owner
100	Andrew Basney	721 N Oak Park Ave	[redacted]	Resident or Business Owner

NAME / BUSINESS	LOCAL ADDRESS	EMAIL	NEIGHBOR TYPE
Susan Roberts	202 Forest Ave	[redacted]	Resident
Angela Cataldo	815 Wesley Ave	[redacted]	Resident
Kathleen Porreca	1018 Division	[redacted]	Resident
Cate Reading	207 S. Cuyler Ave	[redacted]	Grant emp. Resident
MARTY BERNSTEIN	734 GUNDERSEN	[redacted]	RESIDENT
Rachel Glick	60301	[redacted]	Forest Park In Opposition!!
Gayle Riedmann	206 Forest Ave	[redacted]	Resident
Sandra Sokol	222 N Marion	[redacted]	Resident
Kelly Fischer	721 S. Euclid Ct	[redacted]	RESIDENT

January 30, 2017

Neighborhood Group Meeting
Hosted by: Albion Residential
Time: 6:00PM to 7:00PM

178 Forest Avenue
Oak Park, Illinois 60301

Meeting Minutes

Albion Residential – Developer

- What was the thought process in selecting the site and the design of the building?
  - Albion Residential looks for transit oriented development sites surrounded by a vibrant urban/suburban downtown core, strong employment, and a strong local business base. Albion also looks for markets with strong local demographics. Approximately 63% of residents in Oak Park have received a bachelor's degree indicating that local residents are highly educated and well compensated in the workplace. In addition to the site's location, there have only been 5 multifamily assets built in Oak Park totaling 1,104 units since 1986 averaging approximately 35 units per year. The stabilization in occupancy of Vantage Oak Park, Elevate Oak Park, and the proposed development at 1000 Lake Street will contribute to the long-standing drought of multifamily supply within the village.
- Is there any Green Space?
  - Yes, there will be green space on the rooftop amenity deck as well as a mix of faux and real Boston ivy on the parking levels façade to give the building contrast.
- Who is Albion's ideal resident?
  - Albion's target demographic consists of millennials who are looking for smaller units at a cost effective price point and a building that offers first class amenities. The 1000 Lake Street Site will also attract baby boomers who are downsizing and trading in homeownership for a maintenance free lifestyle.
- Have we talked with the school district?
  - No formal meeting has been scheduled to date.
- Has the impact on the schools been investigated?

  - The impact has not yet been investigated. Although, due to prior management experience, Albion does not foresee that the planned development will have an overbearing impact on the local schools. Albion will be coordinating with its management company to gather information on local comparable multifamily properties in Oak Park to see how many families with children currently occupy units in those respective developments.
- Albion needs to do a better job of documenting and communicating through social media what we are doing and what our plans are.
  - Albion Residential will consider setting up a social media and document sharing site so that residents can stay up to speed on the project.
- A person who identified herself as a Park Board Member wanted to know what we're doing about the shadows on the park?
  - Questions deferred to HPA Architecture
- Why can't Albion design an 8-story building on the site which current zoning allows?
  - Albion cannot design an 8 story building that the current zoning allows because the purchase price of the land is so significant that it affects the economics of the project.
- What is the parking ratio?
  - .91:1
- How many units and parking stalls?
  - 265 units and 243 parking stalls
- What variances are you asking for?
  - Albion Residential is seeking a height variance through the filing of its planned development application/
- Can you build within the current zoning?
  - Albion will not consider investment in 1000 Lake Street under current zoning
- Will there be a village meeting?
  - Yes, Planning Commission once the planned development application is submitted and reviewed.
- Will there be pets allowed in the building?
  - Yes, the site will be a pet friendly building. The planned development will also include a dog run and a pet spa to limit the usage of Austin Garden's by pets so that the park can maintain its serenity.
- Will you be putting solar panels on your building?

  - No
- Is anybody here from the Park District?
  - Yes, but they have not identified themselves to Albion representatives.
- Will you consider putting in bird friendly windows to deter migrating birds from flying into the building?
  - Question Deferred to HPA Architecture
- Has the village seen any of the project details to date?
  - Yes the village is aware of the nature of the planned development
- Concerns about vehicular speed traveling down Forest Avenue.
- Have you considered having speed tables installed on Forest Avenue?
  - No, we will coordinate with the Village and our traffic consultant to see how this issue can be addressed.
- Positive feedback regarding the loading docks on the north side of the property boarding the alley.
- Positive feedback regarding the public greenway connecting Lake Street to Austin Gardens Park
- Expressed displeasure that the meeting was an open house format.

Comments drafted by an Oak Park resident and given to Albion Residential

- Has the Village of Oak Park performed a density impact study of the downtown for this building?
- Has the Village of Oak Park performed a traffic impact study for this building?
- Is low-income housing included in this proposed building?
  - No
- What is the mix of studios, 1 bedroom, 2 bedroom apartments?
  - Unit mix will be provided in the planned development application
- Is there enough parking for renters, commercial workers and shoppers for those stores?
  - Yes, given the occupancy of the Vantage Oak Park garage and the growing relevance of ride sharing services such as Lyft, Uber, and Zipcar, Albion Residential strongly feels that adequate parking is being provided to residents and visitors of the planned development.
- What open space is provided for this building?
  - The building will offer the community a serene greenway connecting lake street to Austin Garden's. The greenway will also include local public art.
  - Residents will have access to the 5th floor pool and amenity deck, as well as the rooftop deck located at the top of the planned development.

ALBION
RESIDENTIAL

- Does an apartment building of this size get special tax breaks or depreciation allowances?
    - Typically yes, However Albion is not asking for any public money.
- How does the construction of this building effect the Village of Oak Park's proposed 2018 reconstruction of Lake Street.
    - Albion Residential will be working closely with Village staff and architects that represent the village to ensure that both the planned development and the 2018 reconstruction of Lake Street incorporate similar qualities that tie both project in together successfully.
- What is the process of choosing a developer for a project? Any local people ever considered?
- How big of an effort was made to consider local architects in the design?
    - Floyd Anderson, a local architect selected by the Village of Oak Park, has been in contact with HPA Architecture and Albion Residential to offer up suggestions in regards to the planned development's design.
- How is Forest Avenue going to accommodate the traffic generated by Vantage and your development?
    - Deferred to Traffic Consultant
- What are you doing to accommodate traffic along Lake Street?
    - Deferred to Traffic Consultant
- Traffic volumes and speed on Forest Avenue going north has been getting worse since Vantage was built. There was an accident not too long ago along the curb portion of Forest/Ontario in which a vehicle jumped the curb several times. Neighbors got together and discussed several alternatives that could be considered (i.e. speed table, arch/entryway, etc.). The arch could be low enough that it would deter trucks from traveling from/to the north on Forest but not preclude emergency vehicles from traveling.

MEMO

date	1.31.17
to	Andrew Yule
company	Albion Residential
from	Paul Alessandro
project	1000 Lake Street Oak Park Illinois
regarding	Resident Meeting

Andrew,

Below is a list of questions and how we addressed them when asked. In addition we have indicated in red, where applicable, how we can architecturally address the concerns raised about the design.

1. Aesthetics

Q. What was the concept behind the design?

A. The design is intended to create a dynamic structure along the main retail street in Oak Park. The offset massing and giant order of the glazing pattern serve to disguise the bulk of the building and break down the scale in to smaller elements compatible with the scale of the existing context.

Q. Floyd Anderson asked in his comments for the business of the building to be reduced and to have a cleaner appearance at the base.

A. HPA & Albion plan to work with Floyd Anderson diligently.

2. Bird Strike

Q. What can be done to avoid bird strikes on the building?

A. There are several methods we are using to minimize bird strikes. From a building viewpoint. 70% of bird strikes occur within 40' of the ground. Our building base is predominately solid at these elevations to deter bird strikes. Above this level, the building has a high percentage of solid wall that further reduces bird strikes. All of the exterior lighting will be shielded to minimize attraction to night migrating birds. Further, tenant education and use of blinds during semi-annual migration periods will further reduce the incidence of bird strikes.

3. Community Benefit

Q. What benefits will the community realize from this project?

A. The Village's intent with the encouraging of density in the retail corridor is to provide housing for residents who desire to live within the village but are not yet ready to commit to a large single family home as well as increase the tax base. Encouraging residents to start in a community at a young age increases the likelihood that they will stay in the community and move to larger housing options as their situation changes.

HARTSHORNE PLUNKARD ARCHITECTURE
232 NORTH CARPENTER STREET | CHICAGO, IL 60607 | T 312.226.4488 | F 312.226.4499 | HPARCHITECTURE.COM

Additionally, housing in this location takes advantage of the benefits the Village enjoys with good public transportation and keeps people near the downtown amenities and the smaller unit sizes encourages people to step out and enjoy the businesses and opportunities the retail/entertainment district has to offer. Finally, Albion being a build and hold developer, the residents can be comfortable that the building will be maintained and that the quality level and longevity of finishes will be considered as part of the project.

4. **Demographics**

Q. Who will be living in this building?

A. This building will contain the same cross section of people who currently live in the community. The building offers options for people looking for entry level and/or workforce housing in an area where there was previously few options.

5. **Density Concerns**

Q. Why are there so many units?

A. We deferred these questions to Ownership

6. **Eight Story option**

Q. Why are you building over the 8-story limit and can we see what shadows an 8-story building will create?

A. We looked at the option of an 8-story "super-block" design and found that it created as much shadow on the park as the current design that was modeled to minimize its shadow on the park. Additionally, the "super-block" design left few opportunities to mitigate the building's bulk and provide the green elements that we desired.

7. **Footprint Issues**

Q. Can you set the building back further off the park?

A. We used the same answer as above. We indicated that the built square footage would remain constant to meet the financial model and that stepping it back off the park would make it taller and cast similar shadows.

8. **Garbage**

Q. How will you be dealing with trash removal?

A. Trash will be held internally in a designated trash room along with recyclables. The trash will be removed by a scavenger service who will roll the dumpsters out to the loading dock to empty. Schedules for trash removal will be coordinated with building management and the neighbors.

9. **Green**

Q. What green initiatives will be included with the building?

A. We will be attaining LEED Silver designation for the building which will include increased energy performance, insulation, management of water flow to the sewers (via our green roof areas), use of environmentally safe finishes and recycled content. Additionally, through our green roofs, we are providing a significant additional quantity of "par" area to a site that is currently all concrete. These vertical parks act the same as grade parks to encourage animal life and mitigate urban heat islands.

MEMO

10. Height

Q. Can you step the building back at the park to reduce the shadow?

A. See 7 above

11. Job Creation

Q. How many full and part time jobs will you be creating?

A. These questions were deferred to Ownership.

12. Loading

Q. How will the loading be handled? Won't they just block the curb lane?

A. As Albion actively manages their properties, deliveries will be coordinated so that the 2 internal loading docks will be available for all deliveries.

Q. Will you be providing any improvements to the site landscaping?

A. See 9 above. Additionally, we are providing street level art installation(s) and new plantings. We are also creating a greenway path from Lake Street to Austin Gardens creating a landscaped connection.

13. Parking

Q. How much parking are you providing? Why is it less than required by code?

A. Studies indicate that in projects that are predominately smaller units, the parking absorption hovers in the 35% -40% range. As this is a commuter suburb and in light of us having larger units, we are providing a 90% parking ration. In terms of trips, Studies done by Transportation Engineers indicate that TOD projects generate 44% fewer daily trips when compared to similar projects not located near public transportation. The site has a walkability score of 81 out of 100 meaning most errands can be done on foot further reducing car trips. Additionally, we will be providing charging stations for alternate fuel vehicles as well as ride share spaces in the garage and 1:1 bike parking and Bike maintenance facilities.

14. Pets

Q. We have too many dogs walking off leash in the park.

A. The building has a dedicated dog play area on the roof as well as an indoor doggy spa that will minimize the need for off-leash play outside of the building.

15. Property Values

Q. All of these units will reduce my property values.

A. The building is geared towards workforce housing. That includes young professionals starting out after college. It will also serve empty nesters who no longer need their large homes but desire to stay in the Village. The residents here will be no different from the existing Village demographic and as such fears of reduced property values due to the residents are not valid.

16. Rent / Affordability

Q. What will the rent be? Are any of these unit affordable?

A. We directed these questions to Ownership.

Q. What happens if the project fails or the developer can't finish the project?

A. We directed these questions to Ownership.

17. Shadows on the Park

Q. You are shadowing the trees and the solar panels on the visitor center.

A. Our building was designed to minimize the shadows on the park. Our shadow studies indicate that the new building will add approximately 60 minutes of additional shadow to trees and study centers PV panels. This amount of time is minimal and will not affect either structure.

18. Social Interaction

Q. Will this building be an enclave or will amenities be available to the neighborhood?

A. We directed these questions to ownership.

19. Wind

Q. The Vantage building created a horrible wind condition and on windy days you can't walk around the corner. Will this make it worse?

A. The Vantage building presents a large flat face to the prevailing wind. Wind strikes the west elevation and is pushed down to the ground creating a wind tunnel effect. The offset design of our building is specifically designed to break up these wind flows and should ameliorate the onsite condition.

ALBION
RESIDENTIAL

Dear Neighboring Oak Park Resident,

The Oak Park Zoning Ordinance requires that a planned development applicant shall notify taxpayers of record and those business owners within 500 feet of the subject property that a complete planned development application will be filed with the Village of Oak Park. The posting of said notice shall also be affixed on the front doors and in the lobbies of all multifamily rental buildings, not more than 30 days before filing.

The Applicant, Albion Residential, on behalf of the current owner OP Partners, LLC, is prepared to submit a planned development application for the approval of a mixed-use residential community located at 1000 Lake Street, Oak Park, Illinois 60301.

Thank you for your time and consideration.

Sincerely,

Andrew J. Yule
Albion Residential
Vice President, Development

ALBION
RESIDENTIAL

Dear Neighboring Property Owner:

The Oak Park Zoning Ordinance requires owners of property within 500 feet of the subject property be notified of a public hearing for a Planned Development. The property owner shall be notified of the nature of the proposal, and the date, time, and place of the public hearing regarding the proposal.

A Legal Notice will appear in the weekly edition of the Oak Leaves. The hearing will take place at 7:00 p.m. on April 6, 2017 and will be located in the Council Chambers Room 201 at Village Hall, 123 Madison Street, Oak Park, IL. The hearing is open to the public and comments / questions from the public on the proposal are invited. Those property owners within the 500-foot notice area and those persons with a special interest beyond that of the general public ("Interested Parties") wishing to cross-examine witnesses must complete and file an appearance with the Village Clerk not later than 5:00 PM on the business day preceding the public hearing. Forms are also available in the Clerk's Office, Village Hall.

The Applicant, Albion Residential located at 188 W. Randolph Street, Chicago, Illinois 60601 seeks approval of a Planned Development for a mixed-use residential community, located at 1000 Lake Street, Oak Park, Illinois 60301.

If you have any questions or concerns regarding this proposal prior to the public hearing, please contact, Albion Residential at (312)335-2680 or email info@albion-residential.com or Craig Failor, Village of Oak Park Planner at (708)358-5418 or by e-mail at cfailor@oak-park.us.

Thank you for your time and consideration.

Respectfully,

Andrew J. Yule
Albion Residential
Vice President, Development

NOTICE OF PUBLIC HEARING

Before the

Oak Park Plan Commission

Identification Number: PC 17-01

Date: To Be Determined

Time: 7:00PM or soon there after

Location: Village Hall 123 Madison Street
Room 201- Council Chambers

Subject Property Address:

1000 Lake Street
Oak Park, IL 60301

Proposed Development: Mixed-use Residential & Retail Development

Purpose of Hearing: Planned Development Application Review

Contacts: Albion Residential – Telephone (312) 335-2680 or info@albion-residential.com

OR

Village Planner Telephone – (708)358-5418

OR

Visit www.oak-park.us for more details

1010 Lake Street, Suite 114
Oak Park, IL 60301
708.383.4145 ph
708.383.4975 fax
www.downtownoakpark.net

April 2017

Village of Oak Park Plan Commission
123 Madison Street
Oak Park, IL, 60302

Dear Plan Commission Members,

The Downtown Oak Park (DTOP) Board of Directors has met and discussed the most recent plans for the proposed 1000 Lake Street project. We are pleased to recommend the development for this location. This underutilized corner is appropriate for commercial reinvestment and we are encouraged with what the project sets forth. It brings a signature building to one of the most prominent locations in the district. The addition of 300 new apartment units in downtown Oak Park will bring more vitality that will certainly increase retail sales and dining opportunities. The additional retail use along Lake Street will provide a distinctive entrance to the downtown retail district.

We met with the developers of Albion and discussed their project. They spent time going over, in detail, the scope of this project. We are pleased with their effort to include Downtown Oak Park in conversations related to their proposed development and are furthermore encouraged that they have made a concerted effort to work with the Park District of Oak Park.

We look forward to working together to see that the construction process is minimally disruptive for our existing downtown businesses. We anticipate the architectural design of 1000 Lake Street will sustain the exceptional beauty of the village. Should you have any questions, please do not hesitate to contact our Executive Director, Max Austin-Williams at 708-383-4145.

Sincerely,

Frank Heitzman, President

A Division of Tivoli Enterprises, Inc.
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Downers Grove, IL 60515-3774

630/968-1600
FAX 630/968-1626

May 3, 2017

Village of Oak Park Plan Commission
123 Madison Street
Oak Park, IL 60302

Dear Plan Commission Members,

As the owner and operator of the Lake Theatre and Building, I want to express my support for the proposed new development at 1000 Lake Street. To me, the height is totally appropriate between the Vantage building and the 1010 building. It is architecturally attractive in keeping with the eclectic architecture of Oak Park. The additional living units add to the vitality of Downtown Oak Park plus it contributes to the goal of blending the DTOP district with the Hemmingway district.

I would ask that you approve the Albion development proposal.

Sincerely,

Willis Johnson
President

cc: Oak Park Board of Trustees

WJ/tj

North Avenue Business Association

c/o Sassetti LLC
6611 W. North Avenue
Oak Park, Illinois 60302
Phone: 708/386-1433
Fax: 773/622-1443
Email: info@northavenuebusinessassociation.com
www.northavenuebusinessassociation.com

May 16, 2017

Village of Oak Park Planning Commission
123 Madison Street
Oak Park, Illinois 60302

Dear Commission Members,

I am Lee Owens President of the North Avenue Business Association (NABA). The North Avenue Business Association is a business and community organization that represents businesses and residents interest in the North Avenue Business District which runs from Harlem to Austin on North Avenue and surrounding area and includes both Chicago and Oak Park.

The North Avenue Business Association has been asked to comment on the proposed Albion project at 1000 Lake Street in Oak Park. While not directly affected, by the proposed project, NABA is always for projects that help both Chicago and the Village of Oak Park grow and prosper and this project looks to do just that for Oak Park with its additional retail and apartment space.

We are also aware that there are disagreements between the developers and the Park District of Oak Park as to the new development's impact to the surrounding area. Developers promise to work with the Park District of Oak Park and we encourage both sides to work together to come up with a solution that befits both sides and both can live with.

Lee Owens
President of the North Avenue Business Association

FITNESS FORMULA CLUBS

5/12/17

Village of Oak Park Plan Commission
123 Madison Street
Oak Park, IL. 60302

Dear Plan Commission Members,

FFC has reviewed the proposed plans for 1000 Lake Street project and feel that it would a welcome addition the Downtown Oak Park District. The building would help beautify the area as the current building is an eye sore. Also, the additional residence would help all of the business in the area.

Please let me know if you have any questions or I can provide additional feedback.

In Health,

Jeff Long
FFC Oak Park
General Manager

17 May 2017

Dear Plan Commission Members,

The Pleasant District Association (PDA) Board of Directors has met with Albion Residential and discussed their plans for the proposed project at 1000 Lake Street. While all in attendance thought the presentation was helpful in clarifying some issues, not all members are ultimately in support of the project.

However, not specific to the Albion project, the PDA is supportive of further economic development in the greater downtown Oak Park area, including the Pleasant District. Our expectation is that any new development will have the potential to bring much-needed new customers, tax revenue and increased vitality to downtown as a whole.

We hope that you will consider the long-term impact to local businesses owners when making decisions about residential and commercial development now and in the future.

Respectfully,

The Pleasant District Association Board of Directors

3. Application Fee

Albion Residential, LLC has made a check payable to the Village of Oak Park for the planned development application fee of $2,000.00.

THIS DOCUMENT CONTAINS A GREEN BACKGROUND AND A TRUE WATERMARK – HOLD TO A LIGHT TO VIEW

Village Green Development
a div of Village Green Holding LLC
30833 Northwestern Hwy Ste 300
Farmington Hills, MI 48334-2583
www.villagegreen.com

Huntington Bank
801 W. Big Beaver Road
Troy, MI 48084

74-347
724

DATE	CHECK NO.	AMOUNT
January 30, 2017	3552	*$2,000.00

Pay:**********Two thousand dollars and no cents

VOID IF NOT CASHED WITHIN 90 DAYS

PAY
TO THE
ORDER OF Village of Oak Park

Two (2) signatures required if over $50,000.00

Diane Batayeh, President

Security Features Included. Details on back.

⑈00003552⑈ ⑆072403473⑆ 0138232635 9⑈

4. Project Summary

ALBION
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Albion Residential is proposing a LEED Silver or Green Globe certified building named The Albion at Oak Park located at 1000 Lake Street – at the north-west corner of Lake Street and Forest Avenue. The Albion at Oak Park will be an 18-story residential apartment project encompassing 265 units and 243 parking spaces. The building design aims to mitigate the building height, by modulating the tower massing, creating an arresting composition on the skyline as well as something instantly and uniquely recognizable from the adjacent transit lines. The height and orientation of the backwards L shape of the building allows the shadows to contort away from the Austin Gardens Park after the high noon hour allowing minimal shadow cast to the lower quadrant of the park at all times. The building skin is a combination of glass, brick, stone, and metal panel with bronze accents. Luxuriously planted terraces and balconies combine with the harder edge materials to bring a sense of warmth and nature to the composition tying together the immediate context of vintage commercial street and public park.

The first floor contains the interactive residential lobby which will be open to the public, 9,500 square feet of rentable commercial space designed to continue to energize Lake Street, in addition to a loading dock with 2 bays on Forest and 1 bay in the alley, parking ramp access, a secure bike storage room that can fit 1:1 bike parking within the building, a pet spa, and residential storage.

The project will include a public greenway between the 1000 Lake Street Site and the 1010 Lake Street Building to the west that conforms to the Zoning Guidelines. The green way will give pedestrians a right of way to access Lake Street and Austin Garden's Park. The greenway will include plush landscaping, park benches, tables, outdoor seating for the restaurant tenant located on the southwest corner of the planned development, several types of outdoor lighting, and a combination of public art.

Albion Residential plans to collaborate with local Oak Park artists and the Oak Park Area Arts Council to incorporate a meaningful display of art that both captures the attention of pedestrians as well as properly represents the strong community culture in Oak Park.

Albion Residential, in conjunction with its landscape architect, will collaborate with the Village of Oak Park and its consultants to incorporate a similar palate, design, and specifications of the proposed Lake Street streetscape program in the greenway, along Lake Street, and along Forest Avenue. In general, the streetscape elements include bluestone sidewalks, decorative black concrete curbs, granite curbed planters, decorative

street and pedestrian lighting, tree pits and grates, granite paver driveway aprons, irrigation and electrical circuits, and site furnishings, which include bike racks, garbage cans, moveable planters, benches, etc.

Floors 2, 3 and 4 contain 243 parking stalls with direct access to stairwells and 3 elevators to exit into the lobby or an egress door.

The upper floors are improved with a mix of studio, one, two, and three bedroom apartments as well as extensive tenant amenity areas and landscaped outdoor roof decks.

The building's design reflects the predominate 2-4 story massing of the Lake Street retail district at the property line with a continuous open and active retail storefront. The tower sets back above the base to further define the retail datum. Its height and massing responds to the Downtown Lake Street Building Height and Massing Overlay District guidelines and has a gross building area of 378,270 square feet and is proposed at 197 feet tall.

ALBION
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Comprehensive Plan Standards

The statements listed below highlight the planned development's relationship to the Envision Oak Park Comprehensive Plan adopted by the Village of Oak Park on September 15, 2014.

> *"Downtown Mixed Use areas include multi-story development with a variety of uses, including retail, office, and residential. These areas include Oak Park's largest scale development, and are pedestrian-oriented. Uses in these areas cater to residents, but also attract visitors from other communities."* –Envision Oak Park p.56

The planned development proposal is consistent with the future land use plans outlined in the Envision Oak Park Comprehensive Plan. The planned development will incorporate both residential and retail components that satisfy the mixed-use demands within the downtown business district.

Source: Envision Oak Park Comprehensive Plan P.60

Housing Development Opportunity Sites

1. ***Station Street Development.***
Current Zoning: B-4
Current Use: Surface parking
Potential Development: Mixed-use planned development incorporating ground floor retail along Lake Street, upper floor multi-family residential throughout the site, structured parking to serve residential and commercial uses, and an internal pedestrian/circulation network

2. ***South Boulevard/Harlem.***
Current Zoning: B-1/B-2
Current Use: Surface parking
Potential Development: Retail or service ground floor with upper floor multi-family residential, possible structured parking to serve on-site uses and maximize development density

3. ***Marion Street (north of Lake).***
Current Zoning: B-4
Current Use: Parking
Potential Development: Mixed-use development with ground floor retail and upper floor multi-family residential that creates an appropriate transition between Downtown and townhouses to the north

4. ***Lake/Forest (northwest corner).***
Current Zoning: B-4
Current Use: Retail
Potential Development: Mixed-use development with ground floor retail and upper floor multi-family residential that is consistent in character to other development in Downtown Oak Park

5. ***Lake/Forest (northeast corner).***
Current Zoning: B-3, B-4
Current Use: Parking garage, vacant
Potential Development: Mixed-use building with ground floor retail and upper floor residential that takes advantage of existing parking structure

6. ***Marion Street (south of Lake).***
Current Zoning: B-4
Current Use: Parking
Potential Development: Mixed-use development with ground floor retail and upper floor multi-family residential that fills in street wall on Marion Street

7. ***Forest Avenue.***
Current Zoning: B-4
Current Use: Parking
Potential Development: Mixed-use development with ground floor retail and upper floor multi-family residential that is compatible with surrounding development on Forest Avenue

8. ***Lake between Oak Park Avenue and Kenilworth Avenue.***
Current Zoning: B-3
Current Use: Drive-thru bank, multi-family residential
Potential Development: Coordinated mixed-use redevelopment that transforms the bank site into multi-family residential and improves the existing multi-family tower for better site access and pedestrian connectivity

9. ***Lake between Oak Park Avenue and Euclid Avenue.***
Current Zoning: B-1/B-2
Current Use: Office
Potential Development: Mixed-use with ground floor retail and upper floor multi-family residential that integrates existing historic facades and extends verticaly in a senstivie manner

10. ***Oak Park Avenue between South Boulevard and Pleasant.***
Current Zoning: B-1/B-2
Current Use: Surface parking
Potential Development: Mixed-use infill with ground floor service or retail and upper floor multi-family residential

11. ***Oak Park Avenue/South Boulevard.***
Current Zoning: B-1/B-2
Current Use: Office
Potential Development: 2-3 story mixed-use with ground floor office or retail and upper floor multi-family residential

12. ***South Boulevard and Ridgeland (southwest corner).***
Site area:
Current Zoning: C
Current Use: Mixed-use
Potential Development: Mixed-use development with ground floor retail or service use with upper floor residential

13. ***Lake/Ridgeland (North).***
Current Zoning: B-1/B-2/C
Current Use: Dry cleaner, gas station, retail, residential, auto repair
Potential Development: Mixed-use development with ground floor retail or service use with upper floor residential that appropriately integrates historic facades and structures

14. ***Lake Street between Lombard and Harvey.***
Current Zoning: C
Current Use: Auto repair, retail
Potential Development: Mixed-use development near Harvey Avenue with multi-family residential that is consistent with surorunding neighborhood

15. ***Lake/Ridgeland (South).***
Current Zoning: B-1/B-2/C
Current Use: Grocery store, gas station, fitness/recreation
Potential Development: Mixed-use planned development with "urban" grocery store, mixed-use development along Lake Street, multi-family throughout the remainder of the site, and structured parking to accommodate access to all uses.

16. ***Lake between Austin and Humphrey.***
Current Zoning: B-1/B-2
Current Use: Auto repair, retail, mixed-use.
Potential Development: Planned mixed-use development that includes ground floor retail uses and upper floor multi-family residential that creates an attractive gateway to Oak Park

17. ***North Boulevard/Austin.***
Current Zoning: B-1/B-2
Current Use: Office
Potential Development: Mixed-use development that reuses and preserves the traditional facade of the existing building

18. ***South Boulevard.***
Current Zoning: B-1/B-2
Current Use: Office
Potential Development: 2-3 story mixed-use development that reuses and preserves the traditional facade of the existing building and includes ground floor retail or office with upper floor residential

Source: Envision Oak Park Comprehensive Plan P.60

The planned development's transit-oriented location will help the project as a well-positioned mixed-use building within a culturally vibrant and growing destination. Albion Residential prioritizes the ground level experience by carefully selecting retail tenants that are long-term stakeholders in the community. Service based retail tenants serve as a vital amenity for residents and members in the community making the tenant selection process an important component to the

overall project. The ground-floor service based-retail located in the planned development will focus on providing residents and members of the community a unique and incomparable retail experience within the downtown district.

The planned development will provide a desirable and accessible mix of housing options at various price points. Albion Residential focuses on developing smaller, more efficient floor plans that include innovative and best-in-class in-unit features.

Albion Residential plans to implement its Live Well concept within the planned development. The Live Well concept designates several select floors throughout the building that prohibit pets, smoking, and other activities so that residents are able to live a healthy lifestyle. In-unit features throughout the Live Well concept include mecho shades that allow for optimal REM sleep cycles, air purifiers, and warm white fluorescent CFLs that mimic the glow of an incandescent bulb while remaining energy efficient. The goal of the Live Well concept is to provide residents the ability and choice to live a health conscientious lifestyle within the planned development. The Live Well concept will offer an amenity within the planned development that has yet to be successfully implemented in the marketplace.

Goal 4.3"Diversify the economy and strengthen the tax base through land use and development." – Envision Oak Park p.51

"It is also important that land use and development be appropriately used to strengthen our local economy – providing a diverse range of jobs, goods, services, and the tax revenue necessary to maintain high quality community facilities and services." – Envision Oak Park p.46

The planned development will strengthen the local economy by providing a diverse range of jobs, services, and tax revenue to the Village of Oak Park. The planned development will create approximately 520 jobs throughout various industries including retail, real estate, and construction. The planned development is expected to generate increases in sales and property tax revenues beyond the current property tax revenues that are being generated from the vacant office building. Additionally, the planned development will generate revenue for the village in the form of building permits that will be pulled for construction. The

overall economics produced by allowing the planned development will result in various jobs, retail services, and increases in revenue that helps maintain quality community facilities and services.

"The close proximity between housing, shopping, and jobs fosters a walkable environment with convenient access to everyday needs. New infill development exhibits quality architecture and has been context sensitive. This has served to transform vacant and underutilized properties, creating more intact and sustainable neighborhoods, corridors, and commercial districts." – Envision Oak Park p.46

The planned development will replace a decrepit, underutilized two-story office building into a vibrant mixed-use building that adds density and urbanization to Oak Park's downtown business district. The planned development will inspire local residents to engage in a walkable environment whether it be along the Lake Street Corridor, the proposed Greenway, Austin Gardens, or by participating in a Frank Lloyd Wright architecture tour.

Albion Residential has taken a pragmatic approach to designing the planned development by coming up with a building that is architecturally significant, meets the residential and retail demands within the community, and by proposing a project that is feasible for Albion's design, development, and construction team. Albion Residential has worked diligently to address questions and concerns voiced by residents, business owners, and Village staff members so that the project transforms a decrepit underutilized site into an unparalleled asset within the community. Albion's long-term approach ensures that each project built maintains a level of functionality and relevance throughout the test of time.

"*Residential areas continue to be the foundation of a healthy and vibrant Oak Park. Local architecture, tree-lined streets, and strong bicycle and pedestrian networks accommodate new and life-long residents at all stages of life.*" – Envision Oak Park p.46

Albion Residential anticipates that the planned development will become an arterial hub to live, work, play, relax, and to be within downtown Oak Park. By providing additional density, small businesses will flourish creating an increased incentive for new companies, business, and development to continue within Oak Park.

Albion Residential has been coordinating with the Village of Oak Park and the Village of Oak Park's third-party streetscape architect to incorporate a landscaped streetscape plan that merges tree-lined streets, a strong bicycle presence, and an interactive area for pedestrians to live, entertain, and relax. The planned development will include 1:1 secure bike parking within the planned development as well as additional bike parking along the Lake Street streetscape. Albion Residential has also been coordinating with the Village of Oak Park to incorporate a divvy bike station within proximity to the planned development.

Objective 13.1.2. "Support and promote green buildings, energy-efficient systems and practices, renewable energy installations, and net zero developments for both new construction and existing building renovations through grants, incentives, and regulations"

The planned development will be pursuing LEED Silver certification or the equivalent Green Globe certification. See Tab 31 – LEED Requirements for more information.

Municipal Services Standards

The establishment, maintenance, and operation of the planned development will not be detrimental or endanger the public health, safety, morals, or general welfare of the residents. Albion Residential has conducted several meetings with staff members from the Village of Oak Park to ensure that the planned development will not impede or affect any municipal organization from providing services to the residents in the Village of Oak Park.

Albion Residential has conducted several meetings and has been actively coordinating with the Village Engineer, Village Planner, and our third party consultants to ensure that the planned development provides adequate utilities, road access, and drainage.

Albion Residential has conducted meetings with the Oak Park Fire Chief and Chief of Police to ensure that the planned development will not have a significant impact and will not require additional village services beyond what is currently in place.

The planned development will have adequate ingress and egress access that allows residents and other pedestrians the ability to enter and exit the planned development safely. The planned development consists of four pedestrian ingress/egress locations, two staircases, and three elevators. Additionally, the planned development is showing one area for vehicular ingress/egress. The Vehicle loading ingress/egress was strategically designed at the northernmost portion of the site boarding Forest Avenue to mitigate traffic congestion at the Lake Street and Forest Avenue intersection.

For additional information related to Municipal Services Standards, please see Tab 15 – Village Services and Tab 27 – Preliminary Engineering Plan of this planned development application.

Neighborhood Standards

The planned development will not have a substantial adverse effect upon property values within the vicinity. Recent mixed-use developments in Oak Park have garnered regional publicity as a result of the great resurgence of growth within downtown Oak Park and its surrounding neighborhoods. New developments within Oak Park have increased the desirability for retailers and new businesses, therefore positively improving the effect on surrounding property values around new development.

The planned development will have a positive effect on neighboring property values as the culmination of the Lake Street corridor, Vantage Oak Park, Austin Garden's, and the planned development grow to become a vital epicenter of a thriving downtown core. The proposed design and combination of uses will complement the character of the surrounding neighborhood by creating a dense transit oriented development hub that supports local businesses all the way down Lake and Marion Street.

Economic Development Standards

Albion Residential is a real estate investment company focused on the acquisition, development, and operation of Midwestern private residences. Albion Residential has successfully completed several acquisition, development, and adaptive-reuse projects in Chicago, Minneapolis, Pittsburgh, Columbus, and various other Midwestern markets. The Albion Residential team hails from diverse backgrounds in acquisition, development, construction, interior design, management, accounting, and finance. The

ALBION
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Albion Residential team shares the following core values: an uncompromising dedication to customer satisfaction and the work ethic to take the extra step in every pursuit. With invaluable residential real estate experience, Albion Residential implements all lessons learned from previous real estate ventures on every project in order to create incomparable residential communities in each of their respective markets.

Albion Residential is wholly owned by Compatriot Capital. Compatriot Capital directs the real estate investment strategy for Sammons Enterprises, Inc. Headquartered in Dallas, Texas, Sammons Enterprises, Inc. is one of the nation's largest privately owned companies with assets exceeding $80 Billion.

Executives at Albion Residential have also maintained relationships with several financial institutions that have expressed interest in providing financing for the planned development. For more information regarding previous Albion Residential projects and proposed financing letters, please see Tab 5 – Professional Qualifications and Tab 6 – Proposed Financing.

The planned development's combination of uses is economically feasible and does not cause a potential burden on the services, tax base, or economic factors that affect financial operations of the Village. Albion Residential feels strongly that the planned development will strongly benefit the Village of Oak Park by providing a combination of jobs, services, and tax revenues that will truly contribute to the overall growth and development of the community. Albion Residential has been proactive in the planned development process by meeting with Village Staff, members of the community, neighborhood groups, business districts, and several other municipal organizations.

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The Albion at Oak Park Proposed Community Benefits

- **Economic Impact** – The planned development is expected to generate approximately +/-$1,000,000 in property and sales tax revenue

- **Greenway** – Albion Residential plans to incorporate a public landscaped Greenway that connects Lake Street to Austin Gardens Park. The Greenway will include park benches and outdoor restaurant seating.

- **Austin Gardens Grant** – Albion Residential has been working with the Park District of Park to provide a grant to help defray costs associates with the maintenance and upkeep of Austin Gardens Park.

- **Interactive Public Lobby** – The lobby in the planned development will be an interactive atmosphere where residents are welcomed to come read a book, and meet up with other community members.

- **Public Art** – Albion Residential is open to working with Oak Park Art Districts and local art councils to implement public art throughout the planned development.

- **Affordable Housing Contribution** – Albion Residential will make affordable housing contributions to Housing Center Complete, Housing Forward, and the Oak Park Housing Fund.

- **Training Workshops** – Albion Residential plans to coordinate training workshops to be held in conjunction with Oak Park River Forest High School students interested in careers in engineering and construction.

- **LEED Silver Certification** – The planned development will be pursuing LEED Silver Certification. Albion Residential has been coordinating with a licensed LEED verifier to ensure that the planned development meets and exceeds all sustainability initiatives.

- **Streetscape Implementation** – Albion Residential has been coordinating with the Village of Oak Park to implement similar streetscape features that are consistent within Lake Street Streetscape Plan.

- **Two Car-Sharing Parking Stalls** – Albion Residential will include two car-sharing stalls in the planned development. Recent statistics, provided by our parking consultant, show that car-sharing programs help reduce approximately 15 cars off the road.

Project	1000 Lake Street , Oak Park, IL
Date	03-10-2017
project	Mixed-use Development
Zoning	B-4 Downtown-Business-District
Overlay Districts	Downtown Lake Street Building Height & Massing Overlay District (DLSOD)
	Transit-Related Overlay District (TROD)

The following is a list of the zoning regulation issued found in the Oak Park Zoning Ordinance. Following each Zoning Regulation is a proposed variance in ***bold italics*** by Hartshorne Plunkard Architecture.

Zoning Section	Variance / Credit
3.8.3.A.1	**Existing Zoning:** Bulk Regulations – Minimum Lot Size and Intensity of Use No less than 3,000 sf of land for the first two multiple-family dwelling units and additional 700 sf of land for each dwelling unit in excess of 2. 3,000 SF/DU = 2 DU (First two units Per Code) 700 SF/DU = 38 DU (all units in excess of two Per Code) 40 Units Max **265 Units Proposed** **Proposed Variance:** 265 units proposed – 40 units allowed = 225 Unit DU Variance requested.
3.8.3.B.1	**Existing Zoning:** Required Yards 5'-0" setback where frontage in the block is party in this district and partly in a residential district. **Proposed Variance:** 0'-0" setback along Forest Street
3.8.3.B.2	**Existing Zoning:** Required Yards 10'-0" setback where adjacent to a residential district and an alley separates the two lots. **Proposed Variance:** 0'-0" setback at alley
3.9.4.E.1 (DLSOD)	**Existing Zoning:** Building Height No building shall exceed 80 feet in height. **Proposed Variance:** 198'-6" plus elevator override +/- 5'-0"

Zoning Section	Variance / Credit
6.2.3.B/C	**Existing Zoning:** Parking Credits 322 Parking stalls are required per code <u>Multifamily Off-Street Parking</u> Studio – 1.00 multiplier: 75 units – 75 stalls Convertible – 1.00 multiplier: 74 units – 74 stalls One Bed – 1.25 multiplier: 66 units – 83 stalls Two Bed – 1.50 multiplier: 46 units – 69 stalls Three Bed – 2.00 multiplier: 4 units – 8 stalls <u>Retail –</u> Ground Floor - 6,250 sf - 1 stall per 500 sf – 13 stalls *Total – 322 Stalls* **Proposed Credits:** 25% parking reduction – Transit Accessibility and On Site Bicycle Rooms 322 x .75 = 242 Parking stalls required subsequent to reduction 2x site are reduction 30,000 sf site area = 60,000 sf equivalent to 3 residential floors Delete: Studio – 1.00 multiplier: 18 units – 18 stalls Convertible – 1.00 multiplier: 18 units – 18 stalls One Bed – 1.25 multiplier: 15 units – 18 stalls Two Bed – 1.50 multiplier: 12 units – 18 stalls Total 72 stalls removed 242 – 72 stalls = 170 stalls required (235 parking stalls provided) 7 Accessible parking stalls (inclusive of 1 van parking stall) **Proposed Variance:** No parking variance required.
6.4.2.A	**Existing Zoning:** Building Setbacks: Setbacks areas along all public streets shall be planted with a minimum of 1 tree and 10 shrubs per 40 lineal feet of setback. **Proposed Variance:** 0'-0" proposed setback along Lake Street, Forest Street, and the public alley.

Zoning Section	Variance / Credit
6.4.2.B	**Existing Zoning:** Site-Perimeter Landscaping Abutting Adjoining Parcels: Setbacks areas along all public streets shall be planted with a minimum of 1 tree and 10 shrubs per 40 lineal feet of setback. **Proposed Variance:** 0'-0" proposed setback along the public alley.

5. Professional Qualifications

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Building Communities at the Intersection of Style & Culture

Albion Residential is a real estate investment firm, operating under Village Green that is focused on the acquisition, development, and operations of Midwestern luxury rental apartments. Albion Residential analyzes each opportunity from a unique and practiced perspective. The company's objective does not stop at developing or acquiring apartment buildings. Instead, Albion Residential focuses on cultivating vibrant environments to live, work, play, entertain, and relax.

In an effort to distinguish the acquisition and development division from Village Green's Management business, our team's executives re-branded as a newly formed company in June 2016 called Albion Residential. Albion Residential has since brought together a group of top industry professionals from Village Green who have diverse backgrounds in development, management, interior design, and construction.

Albion concentrates on ground-up development sites located in dynamic urban neighborhoods with strong employment opportunity and chic entertainment scenes. These new development projects typically require innovative architectural and construction techniques as well as extensive re-zoning requirements achieved through collaboration with the local neighborhood groups and municipalities.

Albion Residential also focuses on adaptive reuse projects throughout the urban core of Midwestern cities. These long neglected projects result in ideal opportunities to restore underutilized 1900's buildings. Albion Residential has utilized Federal Historic Tax Credits on numerous conversions and have the experience, knowledge and relationships to maximize otherwise overlooked opportunities. Albion Residential considers existing historic office space opportunities to convert to multifamily with a minimum requirement of approximately 200,000 gross square feet.

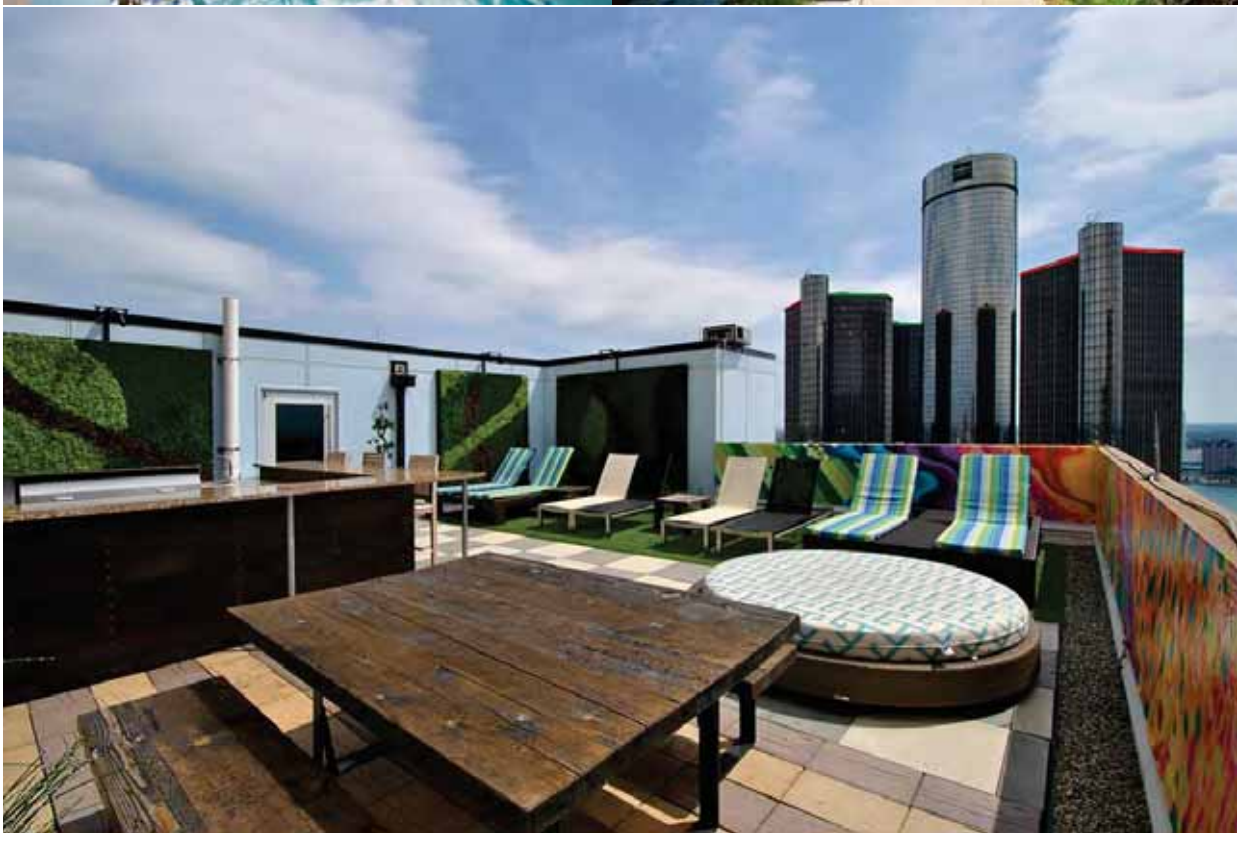
Albion focuses on targeting specific on-market and off-market assets for acquisition. Typical acquisition targets include assets in need of moderate to extensive capital expenditures, including interior unit and common area renovations, property repositioning and improvement in management and marketing efforts. Albion Residential typically acquires garden style, mid-rise or high-rise assets with a minimum of 150 units. Albion is constantly looking for assets in desirable urban-suburban locations with high visibility, within proximity to public transportation, and markets with substantial barriers to entry.

VG
VILLAGEGREEN

Village Green is a partner company of Albion Residential focused on the management of luxury apartment communities. Village Green is one of the nation's largest third party managers of luxury apartment communities and has set the standard for apartment living since 1919. Village Green's portfolio includes approximately 40,000 apartments in 158 properties, of which 26 properties totaling 7,387 units are located in greater Chicago.

Both Albion Residential and Village Green are wholly owned by Compatriot Capital. In 2006 Compatriot Capital acquired a 50% interest in Village Green and in June 2016 Compatriot acquired the remaining interest in the company.

Established in 2011, Compatriot Capital directs the real estate investment strategy for Sammons Enterprises, Inc. Headquartered in Dallas, Texas, Sammons Enterprises, Inc. is one of the nation's largest privately owned companies with assets exceeding $75 Billion.



ALBION RESIDENTIAL PROJECT EXECUTIVES

Jason Koehn – *President*

As President, Jason Koehn is directly responsible for the development and implementation of Albion's overall business strategy and portfolio composition. His oversight includes the development, acquisition, project financing, and asset management for the company's portfolio of owned assets as well as maintaining and managing relationships with construction lenders, equity partners, and permanent mortgage lenders to maximize the profitability of each individual asset. Since 2011, Jason has been a member of the Board of Directors of Village Green and has served as the Chief Investment Officer of Village Green. Prior to joining Village Green, Jason was a director of Structured Equity Investments for GE Capital. Earlier in his career, he was also employed by McShane Corporation, Equity Office Properties Trust, and served as an officer in the United Stated Army.

Jason received his Bachelor of Science Degree in Finance from the University of Illinois and his Master of Business Administration in Real Estate/Finance from the Kellogg School of Management at Northwestern University where he was named the Top Real Estate Student in 2003.

Andrew Yule – *Vice President, Development*

Andrew Yule is responsible for all ground up new construction and adaptive re-use development projects. Prior to joining Albion Residential, Andrew was a Village Green associate for 11 years. Andrew was involved in every facet of apartment operations and development during his tenure at Village Green and provides a unique insight to development.

Recently Andrew has served as the developer for over $100 million of ground up construction projects in Pittsburgh and also developed a large adaptive re-use project in urban Cincinnati. Andrew received his Bachelor Degree from Illinois State University with a double major in Finance and Management.

Darrell Williams – *Vice President, Construction*

Darrell Williams is a 25-year veteran of the construction industry. At Albion Residential he is responsible for the oversight and management of preliminary and final hard cost budgeting, general contractor selection, contract negotiations and the performance and adherence to schedule and budget by the general contractor.

Prior to joining Albion Residential, Darrell worked with Structured Management Midwest, LLC as their Director of Construction. He also worked with Lennar Urban – Chicago as their Vice President of Operations and Vice President of Project Management & Purchasing. Darrell's previous positions also include CarrAmerica Development as Project Manager and Capitol Construction Group as their Senior Project Manager.

Darrell received his Bachelor of Science degree in Construction Engineering and Management from Bradley University and his MBA in Real Estate Finance from DePaul University's Charles H. Kellstadt Graduate School of Business.

Beth Raquepau – *Assistant Vice President, Design and Development*

Beth is responsible for leading the design direction and execution of the Albion brand concept. Beth began her career at Village Green as Director of Visual Merchandising and formed the entity Village Green Interiors, LLC in early 2006. In 2010 she was promoted to Senior Director of Visual Merchandising and in 2014 she was promoted again to Assistant Vice President of Design, overseeing both design and landscape architecture services. To date, she has successfully completed over 25 full-scale construction or acquisition rehab projects, which include FFE and/or interior finish specifications and documentation.

The industry leading "City" brand that has been instituted at many of the projects Beth has worked on have gone on to win numerous awards based on her design vision.

Prior to working with Village Green, Beth held the coveted roles of project management and interior designer at Kathleen McGovern Studio of Interior Design in Gross Pointe, MI and Detroit Urban Living.

Beth received her Bachelor of Fine Arts in Interior Design from Michigan State University and is a proud member of the American Society of Interior Designers.

ALBION RESIDENTIAL DEVELOPMENT PROJECTS

PROJECT	CTIY	YEAR BUILT
Morrow Park City Apartments	Pittsburgh, PA	2016
SouthSide Works City Apartments	Pittsburgh, PA	2016
Soo Line City Apartments	Minneapolis, MN	1915/2013
Ann Arbor City Apartments	Ann Arbor, MI	2014
Randolph Tower City Apartments	Chicago, IL	1929/2012
Mill District City Apartments	Minneapolis, MN	2011

Albion Residential has taken a unique approach to developing smaller, high quality, luxury units. This strategy has allowed Albion to focus its efforts on providing interior finishes and common area amenities that go above and beyond the residents expectations. The design and development of previous Albion Residential projects closely resemble features seen throughout a boutique hotel rather than an apartment building. Albion's adaptive and informed approach towards apartment living inspires our team come up with new ways to incorporate innovative technologies and interior features that will help distinguish the Albion brand.

Morrow Park City Apartments

Morrow Park City Apartments is a 6-story wood frame ground-up development located on the corner of Liberty Avenue and Baum Boulevard in Pittsburgh, Pennsylvania. Morrow Park City Apartments was completed in 2016 and consists of 213 luxury apartment units and 188 parking stalls constructed on a 1.5-acre site.

Morrow Park City Apartments is a highly amenitized building that provides its residents with best-in-class features. The property offers numerous common area amenities including an indoor/outdoor swimming pool and spa, fitness center, sauna, covered underground parking, grilling stations, common area lounge space, outdoor lounge areas, and a Zen garden. Morrow Park City Apartments attained a building efficiency certification from the National Association of Home Builders National Green Building Standard and is highly regarded as one of the best properties in the Bloomfield/Shadyside neighborhood.

SouthSide Works City Apartments

SouthSide Works City Apartments is a 6-story wood frame ground-up development located less than 3 miles from downtown Pittsburgh, Pennsylvania. The property is well positioned within proximity to many of Pittsburgh's largest corporate headquarters. SouthSide Works City Apartments, which was completed in 2016, consists of 264 luxury apartment units and includes an adjacent 6-story 560 stall parking garage with bike racks and was constructed in partnership with the Urban Redevelopment Authority of Pittsburgh. SouthSide Works also includes 11,500 square feet of retail space.

SouthSide Works City Apartments is situated on the southern curve of the Monongahela River offering residents exceptional views, an indoor/outdoor pool and spa, fitness center, a spacious courtyard, a business center and conference room, clubroom with lounge seating, fireplace, gourmet kitchen, and gaming area. In-unit features consist of energy efficient floor to ceiling windows, wood flooring and plush bedroom carpet, full-sized whirlpool in-unit washer and dryers, 9 to 18 foot ceilings, and 2-story loft style apartment units.

Soo Line City Apartments

Originally constructed in 1915 for the First National Bank of Minneapolis, Soo Line Building was previously a historic office building spanning 19-stories. The Soo Line Building underwent a complete renovation converting the office building into a multifamily luxury high-rise featuring 254 units and approximately 18,000 square feet of retail and office space. The building was listed on the National Register of Historic Places in 2008 and completed construction in 2013.

Upon the project's completion, Soo Line Building City Apartments was named the Best Large Apartment Community by the National Apartment Association. The Building also received an efficiency certification from the National Association of Home Builders National Green Building Standard.

Soo Line Building City Apartments offers access to the skyway connecting various downtown locations through the building's main atrium. The building also includes a locally acclaimed restaurant tenant and a breathtaking rooftop skyclub. The skyclub includes first-class amenities such as an indoor/outdoor pool and spa, lounge area, grilling stations, common area entertainment kitchen, and a spacious outdoor terrace. The project finance team utilized federal and state historic tax credits to help increase the projects overall economic feasibility.

Ann Arbor City Apartments

Ann Arbor City Apartments is a 9-story ground up development that was completed in 2014. Located one mile from the University of Michigan, Ann Arbor City Apartments caters to well-educated graduate students, working professionals, and families within the area. The property consists of 155 units and best-in class amenities that outperform the competition in the market.

Ann Arbor City Apartments offers three distinct finish packages, large sun-lit windows, hardwood floors throughout, gourmet kitchens with moveable granite islands, built-in wine racks, contemporary cabinetry, 36-inch soaker tub and 5-foot rain shower, Whirlpool in-unit washer and dryers, track lighting, 9-feet to 10-feet 6-inch ceilings, and custom walk-in closets. Building features consist of in-house dry cleaning, pet sitting, home package delivery, overnight guest suites, a rooftop skyclub, and an outdoor Zen garden. Ann Arbor City Apartments has received a building efficiency certification from The National Association of Home Builders National Green Building Standard.

Randolph Tower City Apartments

Originally known as the Steuben Club building built in 1929, Randolph Tower is one of Chicago's historic last gothic revival skyscrapers. Randolph Tower is recognizable for its terra-cotta clad exterior that underwent extensive renovations in order to preserve the building and maintain its original facade. The City of Chicago designated the structure a landmark in 2006 and in May of 2007, the building was officially listed on the National Register of Historic Places. In 2011, Randolph Tower underwent an extensive interior renovation and now consists of 312 luxury apartment units. The renovation was completed in 2012 and is regarded as an iconic piece of history recognized by many who now call it home. The building also consists of approximately 24,000 square feet of office and retail space located on the first and second floors.

Randolph Tower City Apartments mixes traditional architecture with a contemporary design in many ways including the repurposing of a large open spaced ballroom into a skyclub lounge and fitness center. Randolph Tower City Apartments offers residents an indoor rooftop pool, home theatre, game room, entertainment kitchen, outdoor grilling stations, and a 24/7 concierge, as well as some of the best floor plans and unit finishes in the market.

Mill District City Apartments

Mill District City Apartments is a 5-story, 173-unit unit ground up development that was completed in 2011. Mill District City Apartments is located in the heart of the Mill District in downtown Minneapolis on the western bank of the Mississippi River. This luxury apartment community is recognized by its extraordinary outdoor amenity space with a 14,000-square-foot private park on-site as well as breathtaking views of downtown Minneapolis. Mill District City Apartments offers residents 39 unique apartment floor plans and 3 finish packages, soaring 9 to 18 foot ceilings with Penthouse loft options, moveable granite islands, built-in wine racks, oversized kitchen sinks featuring gooseneck faucets, custom closets, space-saving pocket, bi-fold and barn doors, bathrooms with 36-inch soaking tub, and rain shower heads with hand massage.

Building amenities include an indoor/outdoor pool with a double sided movie screen, social sauna, club room with gaming area, 24/7/365 fitness center, extended-hour concierge, business center and conference room, and an on-site restaurant featuring indoor/outdoor dining. Mill District City Apartments received a building efficiency certificate from The National Association of Home Builders National Green Building Standard upon completion. Some of the unique features that allowed Mill District City Apartments to receive this prestigious certification include the energy efficient windows with a U-Value of 0.35 designed to reduce heating and cooling bills, programmable thermostats, high efficiency water heaters that are 96% efficient vs. the standard 80% efficient models, LED lighting, reduced flow showerheads, faucets and toilets, and Energy Star appliances and bathroom fans.

ABOUT HPA

Founded in 1987, Hartshorne Plunkard Architecture is an award winning, full service architecture, interior and planning design firm located in Chicago's Fulton Market District. Leaders in new construction, historic preservation, green/sustainable, mixed-use and renovation projects, HPA design interpretations transform the way we live, work and interact with each other.

The Hartshorne Plunkard design team is comprised of talented, experienced and progressive architects and designers who thrive on each challenge presented. We utilize a single studio approach that fosters creativity and cumulative, effective design strategies. We are like-minded problem solvers, innovators and partners throughout the entire process. Our staff of 50 team members is substantially sized to accommodate substantial, complex projects, yet nimble to respond to buildings large and small.

HPA's design approach involves a creative response to the unique attributes of each project. We have a proven track record of successfully meeting our client's budgetary and schedule requirements, as well as effective administration of the process from conceptual design to project close-out. The result of our approach is a seamless delivery of exceptional, sustainable and creative design solutions that address the programmatic and budgetary requirements of our clients.

Our Interiors team creates inviting and timeless environments that enable our clients to work and live to their fullest. We plan and design multi-dimensional and layered interiors that reflect personality, brand and function. Our concepts are seamlessly integrated with the overall building architecture to deliver a unified, cohesive design.

Hartshorne Plunkard Architecture
232 N. Carpenter Street
Chicago, Illinois, USA 60607
T 312.226.4488 / F 312.226.4499
www.hparchitecture.com

Firm Contact:
Ray Hartshorne, Partner
rhartshorne@hparchitecture.com
312.226.4488 x104

Scope of Services

Architecture, Urban Planning, Interior Design

Year Established

1987

Hartshorne Plunkard Architecture specializes in designing mixed-use, multi-family residential developments. Throughout our 30-year history, HPA has designed the full range of residential market product types, from affordable housing to luxurious, amenity-rich communities. We collaborate closely with our clients to create elegant, timeless designs that fit within the spatial context -- and are informed by resident needs and trends. As a result, we have established a successful history of delivering projects on schedule and budget.

As urban infill projects represent the core of our practice, we've immersed ourselves in the mindset of our developer clients, staying apprised of trends from leasing rates, operational and construction costs, property branding, and diverse funding sources such as tax credits. This hands-on involvement has shaped our ability to design elegant and innovative design solutions for all budgets – and to realize tens of thousands of built residential units.

Our client base is primarily comprised of real-estate developers who retain HPA for real-estate development projects. They are drawn to the firm for its proven track record of driving to completion challenging projects that meet defined schedules and budgets. They value HPA's skill at managing complex entitlement and zoning issues, garnering support from a wide variety of stakeholders, and activating urban infill sites. Because of this, HPA maintains long-term relationships with repeat clients who retain the firm on an ongoing basis.

HPA's multi-family residential clients include:

- Hines
- AMLI Residential
- JDL Development
- JFJ Development
- Harlem Irving Companies
- Newcastle Limited
- Village Green
- Cedar Street
- Core Spaces
- CA Ventures
- Gerding Edlen

SUSTAINABLE DESIGN APPROACH

Sustainable design strategies have been at the core of HPA's practice since our inception. We are inspired to create efficient, long lasting structures with minimal environmental impact. As a member of the United States Green Building Council (USGBC) and the AIA 2030 Commitment, HPA is committed to designing buildings that are sustainable -- regardless of whether LEED certification is sought. Collaborating with our clients and design team members, we find creative yet realistic solutions to make projects more sustainable without compromising budget, schedule or design intent.

The Green Exchange - *LEED Platinum*

Every project is evaluated for sustainable best practices, including extensive envelope analysis and environmentally responsive site orientation. Using an integrative design approach, we work collaboratively with stakeholders and consultants to design high performance buildings in a holistic manner. We encourage advanced energy model analysis to predict energy use and building performance. Isolating individual variables recognizes which design choices have the greatest impact without adding cost.

Parc Huron - *LEED Gold*

While developing the architectural design, HPA architects consider LEED credit guidelines, and make conscientious design choices. Together with the engineering consultants, we consider strategies to yield a high-performing building envelope and mechanical system that meets the project budget. We specify low-emitting, renewable and recyclable materials when possible. We integrate green features, such as green terraces and outdoor spaces, that meet sustainability objectives as well as provide amenities for end users. These design decisions are made as part of an integrated process that involves continuous dialogue and coordination between the client, architect, consultants, and construction manager.

Using Sefaira Architecture software at the project's onset, our designers undertake real-time performance analysis of energy and daylighting metrics to make cost-benefit decisions throughout the design process.

1225 Old Town - *LEED Silver*

Ray Hartshorne AIA
Partner
Project Role: Project Visionary

Co-founder of HPA, Ray Hartshorne has over 25 years of experience designing developments acorss the country. Ray's expertise encompasses a range of market types, from private homes to large-scale, mixed-use complexes. His portfolio of recent projects includes Randolph Tower City Apartments, 2116 Chestnut, and the Tower at OPOP. Ray will be responsible for concept visioning and design, and overall client management and satisfaction.

Paul Alessandro RA, LEED AP BD+C
Partner
Project Role: Partner in Charge - Architecture

Paul Alessandro has more than 25 years of experience in the architectural design of complex mixed-use, residential, cultural and civic projects. He most recently led the adaptive re-use of the landmarked Chicago Athletic Association Building and the Chicago Motor Club Building into boutique hotels. For this project, Paul will serve as the Partner in Charge of Architecture, leading the planning and design efforts and coordinating them with the Owner and consultants.

Aracely Nevarez AIA, ASID
Partner
Project Role: Partner in Charge - Branding

An HPA partner and head of the firm's interior design team, Aracely Nevarez is skilled at using bold design to energize and revitalize projects. Her recent projects include Soho House Chicago and AMLI Lofts. Aracely will serve as the Partner in Charge of Branding, and give design direction for branded architecture that effortlessly harmonizes with the building design.

John Donoghue
Associate
Project Role: Project Architect (Entitlements)

Since joining HPA in 2012, John has managed several of HPA's complex planning projects, including Essex on the Park and the Montrose and Clarendon Development. A key member of HPA's Planning Group, he will serve as the project architect, taking the lead during the entitlement process.

Ray Hartshorne AIA
PARTNER

Raymond Hartshorne is the co-founder of Hartshorne Plunkard Architecture, an award-winning architecture, planning and interior design firm that practices nationally from its Fulton Market studio in Chicago.

Ray's experience spans over 25 years across a range of building types that includes Commercial, Interiors, Planning, Preservation and Residential. His portfolio of notable, award-winning projects includes 1K Fulton, the headquarters of Google Chicago and SRAM International; the LEED Platinum-rated Green Exchange, the country's largest development for green-focused enterprises; and Randolph Tower, a historic landmark and one of Chicago's tallest terra cotta-clad towers.

Ray's success lies in collaborating with clients to develop unique design and brand identity for their projects. His strategies have helped HPA's clients create some of the most successful buildings in real estate today.

EDUCATION

Bachelor of Architecture, Iowa State University
Master of Architecture, University of Illinois at Chicago

REGISTRATIONS

Member, American Institute of Architects
Registered Architect - IL, IN, WI, KY, CO
NCARB Certificate Holder

AWARDS

Randolph Tower
AIA Illinois, Louis Sullivan Award
Landmarks Illinois, Project of the Year

Hairpin Lofts
AIA Illinois, Crombie Taylor Honor Award
Landmarks Illinois, Preservation Award of Rehabilitation
Chicago Building Congress, Merit Award Winner

Medical Dental Arts Building
AIA Illinois, Crombie Taylor Honor Award

1KFulton
Chicago Commercial Real Estate Awards - Redevelopment of the Year

RELEVANT EXPERIENCE

2116 Chestnut, Philadelphia, PA
New construction of a 34-story high-rise in the city's Designated Historic District. The mixed-use development includes 309 upscale apartments, a full amenity floor and ground-level retail

Atrium Village Redevelopment, Chicago, IL
Architectural and interior design of a new 32-story, 405-unit lifestyle building with a seven-story attached parking structure and ground-level retail space

Randolph Tower City Apartments, Chicago, IL
Adaptive reuse of a 45-story landmarked office tower into a mixed-use property with 313 apartments, extensive amenities, commercial space and retail

Medical Dental Arts Building, Chicago, IL
Adaptive reuse of a historic 24-story office tower into residential use with 190 apartments and amenity space

Library Lofts, 619 S. LaSalle, Chicago, IL
Conversion of a landmarked book bindery designed by Holabird & Roche into 106 upscale apartments, with a rooftop amenity addition

Belmont House Renovation, Chicago, IL
Interior design of themed amenity spaces and finishes within a historic 1924 residential hotel converted into apartment use

Hairpin Lofts, Chicago, IL
Adaptive reuse of a landmarked flatiron building into a LEED-Gold property with affordable housing units, a community art center, and retail storefronts

Chicago Motor Club Renovation, Chicago, IL
Adaptive reuse of a landmarked 17-story Art Deco skyscraper into the 143-key, select-service Hampton Inn Chicago Downtown

Tower at OPOP, St. Louis, MO
Interior build-out of a 25-story concrete shell into 128 luxury apartments with extensive amenity spaces, including a double-height clubroom and rooftop terrace

1KFulton, Chicago, IL
Adaptive reuse of a cold storage building into a Class A high-tech commercial office and retail destination, now headquarters of Google Chicago

Paul Alessandro RA, LEED AP
PARTNER

Paul Alessandro is an architect and partner at Hartshorne Plunkard Architecture, with more than 25 years of experience in the architectural design of complex mixed-use, residential, cultural and civic projects.

Paul specializes in renovating, restoring and adaptively re-using historic structures. His portfolio of award-winning historic projects includes The Powerhouse, an adaptive re-use of an abandoned power station into a commercial and retail development, and Randolph Tower, the conversion of one of Chicago's tallest terra cotta-clad high-rises from commercial office use to upscale rental apartments. He is currently overseeing the renovation of the Essex Inn Hotel and addition of a 56-story residential tower.

EDUCATION

Bachelor of Architecture, Carnegie Mellon University

REGISTRATIONS

Registered Architect - IL, OH
LEED Accredited Professional, Building Design + Construction
NCARB Certificate Holder

AWARDS

Randolph Tower City Apartments

AIA Illinois, Louis Sullivan Award

Landmarks Illinois, Preservation Award for Rehabilitation

Chicago Athletic Association

AIA Chicago, Distinguished Building Award

AIA Illinois, Crombie Taylor Preservation Award

Gold Key Hospitality Award, Best Hotel - Upscale

Hospitality Design Award, Public Spaces (Lifestyle)

ULI Chicago Vision Award - Historic Preservation

Landmarks Illinois, Preservation Award for Rehabilitation

The Powerhouse

AIA Illinois, Crombie Taylor Honor Award

Landmarks Illinois, Preservation Award for Exterior Restoration

RELEVANT EXPERIENCE

Essex on the Park, Chicago, IL
Renovation of the landmarked 1961 Essex Inn hotel with 254 keys, and new construction of an adjacent 56-story tower with 479 apartments

Halsted Flats, Chicago, IL
New 15-story apartment tower with 269 luxury apartments, commercial space, and a 20,000 green amenity deck

Parc Huron, Chicago, IL
New construction of a 21-story, 356,000 SF residential building with 221 luxury apartments, ground-level commercial space, and amenity spaces such as an aqua center, theater, and fitness room. First LEED Gold high-rise apartment building in Illinois

2116 Chestnut, Philadelphia, PA
New construction of a 34-story high-rise in the city's Designated Historic District. The mixed-use development includes 309 upscale apartments, a full amenity floor and ground-level retail

Randolph Tower City Apartments, Chicago, IL
Adaptive reuse of a 45-story landmarked office tower into a mixed-use property with 313 apartments, extensive amenities, commercial space and retail

800 Tower City Apartments, Louisville, KY
Renovation and repositioning of the iconic Mid-Century 800 Apartments building to including extensive amenity areas

Western Auto Lofts, Kansas City, MO
Adaptive reuse of a circa 1915 Beaux-Arts building, which once served as the Coca-Cola headquarters, and two historic buildings into a condominium development

Medical Dental Arts Building, Chicago, IL
Adaptive reuse of a historic 24-story office tower into residential use with 190 apartments

Hairpin Lofts, Chicago, IL
Adaptive reuse of a landmarked flatiron building into a LEED-Gold property with affordable housing units, a community art center, and retail storefronts

Chicago Athletic Association Hotel, Chicago, IL
Adaptive reuse of an 1893 landmarked men's athletic club building into a 241-key luxury hotel with retail, restaurants, special event space and a rooftop addition

Aracely Nevarez AIA, ASID
PARTNER

Aracely Nevarez joined Hartshorne Plunkard Architecture in 1997, and has led architecture and interior design commissions for corporate and commercial facilities, residential, retail, institutional and hospitality projects.

She is the head of HPA's interior design studio, and works closely with clients to express and detail cohesive building environments that meet their design visions.

EDUCATION

Bachelor of Architecture, University of Illinois at Chicago

REGISTRATIONS

Member, American Institute of Architects
Member, American Society of Interior Designers
Registered Architect - IL
Licensed Interior Designer
Certified Document Technologist, Construction Specifications Institute

AWARDS

Medical Dental Arts Building
AIA Illinois, Crombie Taylor Award

Sprinkles Cupcakes
AIA Chicago, Interior Architecture Award, Citation of Merit

AMLI Lofts
ASID Illinois Design Excellence Award - First Place, Hospitality
IIDA Illinois RED Award - Hospitality Design

1225 Old Town
Chicago Commercial Real Estate Awards - Development of the Year

Individual Award
Illinois Real Estate Journal, Women in Real Estate's Impact Award - Aracely Nevarez

RELEVANT EXPERIENCE

AMLI Lofts, Chicago, IL
Interior design of signature amenity spaces and common areas of an upscale residential development

Jones Chicago, Chicago, IL
Interior design of branded environments for a 25-story, LEED Gold high-rise with 188 luxury apartments with expansive community amenities

1225 Old Town, Chicago, IL
Architectural and interior design of a new 18-story mixed-use lifestyle development with 250 apartments and 35,000 SF retail. LEED Silver Certified

Atrium Village Redevelopment, Chicago, IL
Architectural and interior design of a new 32-story, 405-unit lifestyle building with a seven-story attached parking structure and ground-level retail space

640 N. Wells Street, Chicago, IL
Interior design of common areas and amenity spaces of a new 280-foot lifestyle apartment building with 251 upscale apartments

Belmont House Renovation, Chicago, IL
Interior design of themed amenity spaces and finishes within a historic 1924 residential hotel converted into apartment use

Medical Dental Arts Building, Chicago, IL
Interior design of lifestyle amenity spaces of a historic 24-story office tower that was renovated for residential use with 190 apartments

Soho House Chicago, Chicago, IL
Private members' club and 40-room boutique hotel with rooftop addition, cinema, spa, restaurants and fitness center

Rise at Riverfront Crossings, Iowa City, IA
New 577,5000 mixed-use development comprised of two 13-story towers, with a 145-key Hyatt House hotel, 305-unit student residence, and 28,300 SF office and retail space

Sprinkles Cupcakes, Chicago, IL
Architectural services for a branded retail space for a boutique gourmet bakery.

John Donoghue RA
PROJECT ARCHITECT

John joined Hartshorne Plunkard Architecture in 2012 after earning his Master of Architecture from UIUC. His previous work experience includes internships at design firms focusing on residential projects and architectural installations.

At HPA, John is a skilled project architect, whose responsibilities include creating detailed drawing sets, coordinating with consultants, and providing on-site construction administration.

John is also a valuable team member of HPA's Planning Group, where he collaborates with firm architects to develop the schematic design of all new projects. He undertakes zoning analysis, programmatic planning, feasibility studies, and initial design of thoughtful building forms and details that complement and positively enhance the built environment.

EDUCATION

Master of Architecture, University of Illinois at Chicago
Bachelor of Arts: Studio Art, Denison University

REGISTRATIONS

Registered Architect - IL

RELEVANT EXPERIENCE

HERE Champaign, Champaign, IL
New construction of a 16-story, mixed-use luxury student residence with 143 units. Amenities include ground-level retail, a fitness center, landscaped terrace and student lounge. LEED Gold Certified

Hub at Eugene, Eugene, OR
Architectural design of a new 230,000 SF student residence with 508 total beds among 182 total units for University of Oregon students. The 12-story building has a contemporary form marked by open-faced glass cubes that project out from and contrast with dark metal wall panels. LEED Silver Certified

Montrose and Clarendon Development, Chicago, IL
Redevelopment of an existing hospital site into a mixed-use complex comprised of a 27-story residential tower with 381 upscale apartments. built atop a podium with parking and retail storefronts, and eight townhomes

Wayfarer Superblock, Long Beach, NY
New construction of a 850,000 SF residential development along the Long Beach boardwalk, comprised of two towers with 522 units, parking and an amenity deck

Rise at Riverfront Crossings, Iowa City, IA
New 577,5000 mixed-use development comprised of two 13-story towers, with a 145-key Hyatt House hotel, 305-unit student residence, and 28,300 SF office and retail space

Essex on the Park, Chicago, IL
Renovation of the landmarked 1961 Essex Inn hotel with 254 keys, and new construction of an adjacent 56-story tower with 479 apartments

RESIDENTIAL EXPERIENCE

1225 Old Town
Chicago, IL
Upscale mixed-use residential development with 250 apartments
18 stories | 400,000 SF | 258-vehicle parking
LEED Silver Certified
Chicago Commercial Real Estate Awards - Development of the Year

Jones Chicago
Chicago, IL
Eco-friendly mixed-use residential development with 1,500 SF retail
25 stories | 278,000 SF | 188 apartments | 154-vehicle parking
LEED Gold Certified

Parc Huron
Chicago, IL
New construction mixed-use tower with 14,000 SF community park
21 stories | 356,000 SF | 221 apartments
Green roof deck, aqua center and spa
LEED Gold Certified

Halsted Flats
Chicago, IL
New construction mixed-use building with 20,000 SF green roof
15 stories | 395,000 SF | 269 apartments
LEED Certified

1000 S. Clark
Chicago, IL
Mixed-use residential tower with expansive amenity spaces
29 stories | 600,000 SF | 469 apartments
Six resident lounges, including a game room and wine bar, 20,000 SF rooftop amenity, fitness center with running track

Silver Tower
Chicago, IL
Mixed-use condo development with ground-level retail
40 stories | 260,000 SF | 225 condominiums

Superior 110
Chicago, IL
Iconic mixed-use condo tower with ground-level retail
27 stories | 173,000 SF | 65 condominiums

2116 Chestnut
Philadelphia, PA
New construction mixed-use residential tower in city's historic district
34 stories | 400,000 SF | 309 apartments

Atrium Village Redevelopment
Chicago, IL
New lifestyle building with a seven-story attached parking structure and ground-level retail
32 stories | 646,500 SF | 405 apartments
Targeting LEED Silver Certification

Montrose and Clarendon Development
Chicago, IL
Redevelopment of an existing hospital site into a mixed-use high-rise built atop a podium with parking and retail storefronts, and eight townhomes
27 stories | 523,500 SF | 381 apartments

No. 9 Walton
Chicago, IL
Ultra luxurious mixed-use development with premium condominium units
35 stories | 465,000 SF | 67 units with private terraces
Indoor pool and spa, fitness center, private dining and entertainment space

640 N. Wells
Chicago, IL
Ultra luxurious mixed-use development with premium condominium units
23 stories | 251 apartments
Amenity spaces, rooftop deck, 12,000 SF retail
Targeting LEED Silver Certification

Hub on Campus
Tempe, AZ
New student residence at Arizona State University
19 stories | 420,000 SF | 269 units | 615 beds | 24,000 SF retail space
Club lounge, study rooms, fitness center, roof deck with pool, spa lounge
LEED Silver Certified

HERE Champaign
Champaign, IL
New student residence at the University of Illinois at Urbana-Champaign
16 stories | 310,000 SF | 143 units | 528 beds
Fitness center, landscaped terrace, parking garage
LEED Gold Certified

JONES CHICAGO

Chicago, Illinois

PROJECT INFORMATION

Project Type: Multi-Family Residential

Project Size: 290,000 SF; 26 stories
186 apartments

Completion: 2015

Client: Gerding Edlen

Services Provided

Feasibility Study, Programming, New Construction, Full Architectural Design Services, Construction Administration, Interior Design, LEED Certification

Awards and Designations

LEED Gold Certified

CAMME Award - Innovation Building Design

ASID Illinois Design Excellence Award

This new 26-story mixed-use building features 186 upscale apartments, retail space on the first floor and expansive amenity spaces. The LEED Gold development includes a high-performing building envelope and mechanical system, a green roof, and recycled and local products.

The unique facade integrates multiple materials -- including custom-designed perforated metal panels -- to break down the scale and locate the building into the neighborhood context.

To complement this contemporary loft approach, amenity and common-area spaces meld classic, urban modernism with raw textural design by emphasizing clean lines, exposed finishes and a sophisticated color palette.

1000 SOUTH CLARK

Chicago, Illinois

PROJECT INFORMATION

Project Type:	Multi-Family Residential
Project Size:	600,000 SF; 29 stories 469 apartments
Completion:	2016
Client:	JDL Development

Services Provided

Feasibility Study, Full Architectural Services, Programming, Entitlement, Construction Administration, Interior Design

Working in collaboration with the development team of JDL Development and iStar Financial, Hartshorne Plunkard Architecture is the architect and interior designer of a new 29-story apartment tower in Chicago's Printer's Row.

The contemporary architectural form features a sleek, concrete and glass tower resting atop a podium clad in brick and metal panels. The 469 units comprise a range of unit types, from efficient studio layouts through three-bedroom penthouse units with private terraces. Additionally, a townhome development wraps along the auto court, with three rental duplexes flanking the north and south sides of the tower.

Expansive amenity spaces cater to resident needs and interests. Recreational spaces include a fitness center and spa, racquetball and basketball courts, golf simulator and indoor pool. Pet owners enjoy a dog park and on-site pet hotel. A party room with exhibition kitchen offers space for private entertaining.

The property is well positioned nearby a variety of retail and dining options in the South Loop.

1225 OLD TOWN
Chicago, Illinois

PROJECT INFORMATION

Project Type: Multi-Use Residential

Project Size: 400,000 SF; 16 stories
250 apartments

Completion: 2013

Client: JDL Development | Hines Interests

Services Provided
Feasibility Study, Full Architectural Services, Programming, Entitlement, Historic Renovation/Adaptive Re-Use, Construction Administration, Interiors

Designations and Awards
LEED Silver Certified
2013 Chicago Commercial Real Estate Awards - Development of the Year
2013 Brick in Architecture Award - Gold Award

Located on a dense stretch of Wells Street in Chicago's Old Town neighborhood, 1225 Old Town is a 16-story mixed-use development with 250 luxury apartments, 35,000 SF of ground-level retail space, and structured parking for 258 vehicles. On-site resident amenities include an outdoor pool deck and hot tub, club room, demonstration kitchen, theater room, fitness center and cyber cafe. Certified LEED Silver, the building features a green roof, extensive daylighting, energy-efficient fixtures and recycled materials.

To break up the scale of the 360-foot-wide site, the building form is organized into two opaque masses that are separated by a glass connection. The façade is a modern treatment of traditional brick and glass materials. The tower is set back from the ground-level retail spaces to provide a pedestrian-friendly streetscape.

The project team efficiently developed the design within the client's fast-tracked schedule, and the building was occupied less than 20 months after conceptual design. The property sold in April 2013 for a record $632,000 per unit, setting a high for Chicago downtown apartment deals.

HALSTED FLATS
Chicago, Illinois

PROJECT INFORMATION

Project Type: Multi-Use Residential

Project Size: 395,000 SF; 15 stories
269 apartments

Completion: 2014

Client: JDL Development

Services Provided
Feasibility Study, Full Architectural Services, Programming, Entitlement, Construction Administration, Interior Design

Designations and Awards
LEED Certified

Halsted Flats is the first new full-amenity rental high-rise to rise in Chicago's Lakeview neighborhood in decades.

The concrete-framed structure supports two residential towers that arise from a podium that contains structured parking and 10,900 SF of ground-floor commercial space.

The unit mix offers 269 apartments with studio, one-bedroom and two-bedroom configurations. The luxury apartments feature 9'2" ceilings, floor-to-ceiling windows and upgraded interior finishes.

Common amenities include a fitness center, clubroom, exhibition kitchen, and a swimming pool and outdoor lounge atop the 20,000 SF green roof. The project is LEED certified, with a high-performance building envelope, green roofs, and use of spandrel glass.

PARC HURON
Chicago, Illinois

PROJECT INFORMATION

Project Type: Multi-Family Residential

Project Size: 356,000 SF; 21 stories
221 apartments

Completion: 2010

Client: M&R Development

Services Provided
Feasibility Study, Programming, Master Planning, New Construction, Full Architectural Design Services, Construction Administration, LEED Certification

Designations and Awards
LEED Gold Certified
ENR Midwest Best Projects - Award of Merit

The bucolic setting of Parc Huron, Chicago's first LEED Gold Certified apartment building, is a transformation from its previous use as a telecom switching station and industrial parking lot. Now occupying the last under-developed parcel in River North, this new 21-story mixed-use tower with 221 luxury apartments, a green roof deck, aqua center and other upscale amenity areas, and ground-level commercial office and retail space.

The high-performing building features an energy-efficient envelope and efficient mechanical, electrical and plumbing systems. The major building products featured high recycled content and local origin. The adjacent 14,000 SF park is planted with native and adaptive plants.

6. Proposed Financing

The PrivateBank

December 16, 2016

Craig M. Failor AICP, LEED AP, ENV SP

Village Planner

Village of Oak Park, Illinois

123 Madison Street

Oak Park, IL 60302

Dear Mr. Failor,

The team at Albion Residential approached me and have requested a bank reference letter relating to the redevelopment of 1000 Lake Street, Oak Park, Illinois. Albion's President, Jason Koehn, has mentioned this potential transaction with us over the past few months in connection with Albion's overall business plan.

The PrivateBank has known the principals at Albion Residential for a number of years and most recently financed a project in Chicago under Albion's previous name Village Green Development. That project, Gold Coast City Apartments, proved to be a professional and well run execution of a complex business plan. The PrivateBank looks forward to a long and successful partnership with Albion in the years to come.

Regarding the proposed multi-family development at 1000 Lake Street, subject to our company's normal underwriting requirements, formal committee approvals and satisfactory legal reviews, The PrivateBank would be interested in working with Albion Residential to provide construction financing for this exciting new project in downtown Oak Park.

If you have any questions or require additional information, please feel free to contact me.

Sincerely,

Maria K. Alexakis

Managing Director

The PrivateBank

usbank

COMMERCIAL REAL ESTATE

190 South LaSalle Street
11th Floor, MK-IL-SL11
Chicago, IL 60603

December 15, 2016

Craig M. Failor AICP, LEED AP, ENV SP

Village Planner

Village of Oak Park, Illinois

123 Madison Street

Oak Park, IL 60302

Dear Mr. Failor,

I understand the Village of Oak Park is requesting bank reference letters from Albion Residential for the redevelopment of 1000 Lake Street, Oak Park, Illinois.

I have worked with the principals at Albion Residential for many years and we highly value our long term relationship. Throughout this time, the team at Albion Residential has been an excellent borrower and trusted client. US Bank and Albion Residential have enjoyed several successful projects together and they have handled all of our past business dealings as agreed. Albion Residential is an excellent company to work with and we feel confident that they will perform with the same highly professional and diligent manner they have displayed in the past.

Subject to our company's normal underwriting requirements and process review, US Bank would be very interested in working with Albion Residential to provide the necessary financing for the redevelopment of 1000 Lake Street in Oak Park, Illinois.

If you have any questions or require additional information, please feel free to contact me.

Sincerely,

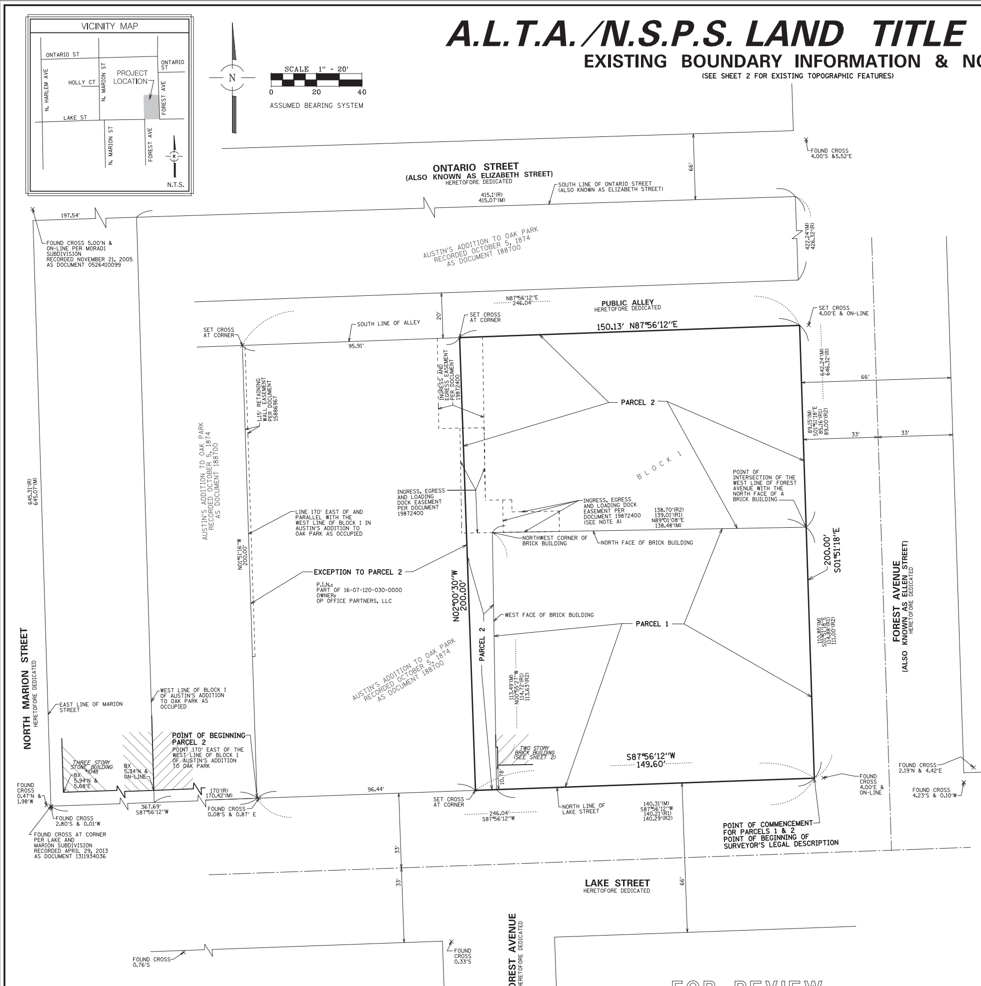
Don Pafford
Senior Vice President
Chicago Market Manager

7. Legal Current Year Plat of Survey

A.L.T.A./N.S.P.S. LAND TITLE SURVEY

EXISTING BOUNDARY INFORMATION & NOTES

(SEE SHEET 2 FOR EXISTING TOPOGRAPHIC FEATURES)



PREPARED FOR:
ALBION RESIDENTIAL
188 WEST RANDOLPH, SUITE 202
CHICAGO, IL 60601

FOR REVIEW PURPOSES ONLY

PROPERTY DESCRIPTION:

PARCEL 1:
THAT PART OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK IN THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COMMENCING AT THE JUNCTION OF THE NORTH LINE OF LAKE STREET WITH THE WEST LINE OF FOREST AVENUE AND RUNNING THENCE WEST ALONG THE NORTH LINE OF LAKE STREET 140.21 FEET RECORDED (140.29 MEASURED); THENCE NORTH ON A LINE EXTENDED ALONG THE WEST FACE OF A BRICK BUILDING 114.72 FEET RECORDED (113.63 MEASURED); TO A POINT BEING THE NORTHWEST CORNER OF SAID BRICK BUILDING AND LOCATED 139.01 FEET RECORDED (138.70 FEET MEASURED) WEST OF THE WEST LINE OF FOREST AVENUE; THENCE EAST ALONG THE NORTH FACE OF SAID BRICK BUILDING AND THE LINE EXTENDED EAST 139.01 FEET (138.70 FEET MEASURED) TO THE WEST LINE OF FOREST AVENUE; THENCE SOUTH ALONG THE WEST LINE OF FOREST AVENUE 114.88 FEET RECORDED (111.00 FEET MEASURED) MORE OR LESS TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK IN THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE JUNCTION OF THE NORTH LINE OF LAKE STREET WITH THE WEST LINE OF FOREST AVENUE, RUNNING THENCE WEST ALONG THE NORTH LINE OF LAKE STREET TO A POINT WHICH IS 170 FEET EAST OF THE WEST LINE OF SAID BLOCK 1 TO THE TRUE POINT OF BEGINNING; RUNNING THENCE NORTH ALONG A LINE PARALLEL WITH AND DISTANCE 170 FEET FROM THE WEST LINE OF SAID BLOCK 1, A DISTANCE OF 200 FEET TO THE SOUTH LINE OF A 20 FOOT ALLEY; THENCE EAST ALONG THE SOUTH LINE OF SAID ALLEY TO THE WEST LINE OF FOREST AVENUE; THENCE SOUTH ON THE WEST LINE OF FOREST AVENUE, A DISTANCE OF 85.16 FEET RECORDED (89.00 FEET MEASURED) TO THE POINT OF INTERSECTION OF THE WEST LINE OF FOREST AVENUE WITH THE NORTH FACE OF A BRICK BUILDING EXTENDED EAST; THENCE WEST ALONG THE NORTH FACE OF SAID BUILDING, A DISTANCE OF 139.01 FEET RECORDED (138.70 FEET MEASURED) FEET TO THE NORTHWEST CORNER OF SAID BUILDING; THENCE SOUTH ALONG THE WEST FACE OF SAID BUILDING TO THE NORTH LINE OF LAKE STREET, A DISTANCE OF 114.72 FEET RECORDED (113.63 FEET MEASURED); THENCE WEST ALONG THE NORTH LINE OF LAKE STREET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

EXCEPT THAT PART LYING WEST OF A LINE 96.44 FEET EAST OF THE INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF LAKE STREET AND LINE 170 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK AS MEASURED ALONG SAID NORTH RIGHT OF WAY LINE OF LAKE STREET AND 95.91 FEET EAST OF THE INTERSECTION OF THE SOUTH LINE OF PUBLIC ALLEY AND LINE 170 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK AS MEASURED ALONG SAID SOUTH LINE OF PUBLIC ALLEY.

SURVEYOR'S LEGAL DESCRIPTION:

THAT PART OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK IN THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT THE JUNCTION OF THE NORTH LINE OF LAKE STREET WITH THE WEST LINE OF FOREST AVENUE; THENCE SOUTH 87 DEGREES 56 MINUTES 12 SECONDS WEST, ALONG THE NORTH LINE OF LAKE STREET, A DISTANCE OF 149.60 FEET, TO A POINT 96.44 FEET EAST OF THE INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF LAKE STREET AND LINE 170 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF BLOCK 1 IN AUSTIN⅚₃₂S ADDITION TO OAK PARK AS MEASURED ALONG SAID NORTH RIGHT OF WAY LINE OF LAKE STREET; THENCE NORTH 02 DEGREES 00 MINUTES 30 SECONDS WEST, A DISTANCE OF 200.00 FEET, TO A POINT ON THE SOUTH LINE OF A 20 FOOT ALLEY, SAID POINT BEING 95.91 FEET EAST OF THE INTERSECTION OF THE SOUTH LINE OF PUBLIC ALLEY AND LINE 170 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF BLOCK 1 IN AUSTIN⅚₃₂S ADDITION TO OAK PARK AS MEASURED ALONG SAID SOUTH LINE OF PUBLIC ALLEY; THENCE NORTH 87 DEGREES 56 MINUTES 12 SECONDS EAST, ALONG THE SOUTH LINE OF SAID ALLEY, A DISTANCE OF 150.13 FEET, TO THE WEST LINE OF FOREST AVENUE; THENCE SOUTH 01 DEGREES 51 MINUTES 18 SECONDS EAST, ALONG SAID WEST LINE OF FOREST AVENUE, A DISTANCE OF 200.00 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

NOTES:

THIS SURVEY REFLECTS MATTERS OF TITLE AS LISTED ON A COMMITMENT FOR TITLE INSURANCE BY CHICAGO TITLE INSURANCE COMPANY ORDER NO. 16025956LFE WITH EFFECTIVE DATE OF OCTOBER 6, 2016.

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES, AND/OR ENGINEERING DESIGN PLANS. THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE. OTHER UTILITIES NOT SHOWN MAY EXIST. NO UNDERGROUND UTILITIES WERE LOCATED. BEFORE DIGGING CALL J.U.L.I.E. AT 1-800-892-0123.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

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

SPACECO, INC IS AN ILLINOIS PROFESSIONAL DESIGN FIRM REGISTERED UNDER LICENSE NUMBER 184-001157.

TAX P.I.N. (PER TITLE COMMITMENT):
ADDRESS (PER COOK COUNTY PROPERTY TAX PORTAL ONLINE):
(TABLE A ITEM 2)
16-07-120-031-0000 (AFFECTS PARCEL 1)
1000 LAKE STREET
OAK PARK, IL 60301
PART OF 16-07-120-030-0000 (AFFECTS PARCEL 2)
1010 LAKE STREET
OAK PARK, IL 60301

BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) NUMBER 17031C0389J AN INDEX, MAP REVISED AUGUST 19, 2008, IT IS OUR CONSIDERED OPINION THAT SAID PROPERTY LIES WITHIN COMMUNITY PANEL NUMBER *17031C0395J. SAID INDEX CONTAINS NOTATION "*PANEL NOT PRINTED - NO SPECIAL FLOOD HAZARD AREAS" AS IDENTIFIED BY SAID F.I.R.M. MAP.
(TABLE A ITEM 3)

PROPERTY SURVEYED CONTAINS 29,973 SQUARE FEET, OR 0.688 ACRES, MORE OR LESS.
(TABLE A ITEM 4)

(TABLE A ITEM 6B)
PER LETTER FROM MIKE BRUCE - ZONING ADMINISTRATOR
DEVELOPMENT CUSTOMER SERVICES
THE VILLAGE OF OAK PARK
DATED AUGUST 1, 2014

Re: 1000-1010 Lake Street
The properties are located within the corporate boundaries of the Village of Oak Park in a Zoning District classified as B-4 Downtown Business District. The regulations of this district are intended to identify the Oak Park Downtown Business District and to provide for the most concentrated retail, office and service uses in the Village. Parking and open-space regulations for this district recognize its unique requirements as a pedestrian-oriented shopping area and its location relative to public parking
Facilities. The subject properties were constructed prior to the adoption of the current B-4 Downtown Business District requirements and thus are grandfathered.

Parking
Regarding 1000 Lake Street and compliance with the Villages parking requirements, Section 6.2.2 (D) of the Village of Oak Park's Zoning Ordinance requires one parking space for every 500 square feet of floor area. The Subject property has no on-site parking. However, Section 6.2.2 (H) reduces the number of on-site parking spaces for uses located in the B-4 District. Section 6.2.2 (H) provides as follows:
In the B-4 District, floor area equal to twice the area of the lot shall be subtracted from the floor area of a building or structure to determine the number of off-street parking spaces required."

This Section reduces the number of required off-street parking spaces for the existing two-story building to zero (0). Therefore, parking for 1000 Lake Street is in compliance with the Zoning Ordinance.

Relative to 1010 Lake Street, this property consists of the land where the building sits and the parking lot behind 1000 Lake Street. To our knowledge this property is grandfathered with respect to parking.

Transit-Related Overlay District
The properties are also located in a Transit-Related Retail Overlay District. The purpose of the Transit-Related Retail Overlay District is to protect existing retail uses and encourage new retail development on the ground floor of buildings in areas adjacent to and in close proximity to mass transit stations; prohibit uses that are incompatible with or detract from the retail vitality of such areas; encourage pedestrian activity; and provide retail services for residents and users of transit.

The subject property at 1000 Lake Street is improved with a 2-story commercial building containing Quick Food Mart, Downtown Oak Park Foot Clinic (grandfathered use), Hair Cutlery, Subway, two vacant spaces and Accelerated Rehabilitation Physical Therapy located above. These uses are all permitted uses in the district and are in compliance with the Transit-Related Retail Overlay District in their current locations.

NOTE A:
EXTEND CLEAR HEIGHT BETWEEN ELEVATION 52 FEET 0 (ZERO) INCHES AND ELEVATION 65 FEET 9 INCHES ACCORDING TO THE DATUM AND ELEVATIONS AS SHOWN ON SURVEY PREPARED BY EDMUND M. BURKE AND ASSOCIATES, DATED JUNE 10, 1965.

NOTES CONTINUATION:

The subject property at 1010 Lake Street is improved with a 7-story building with commercial space (Oak Park Visitor Center) on the ground floor and office space above. These uses are all permitted uses in the district and are in compliance with the Transit-Related Retail Overlay District in their current locations.

Downtown-Lake Street Building Height Massing Overlay District
And finally, the properties are located in the Downtown-Lake Street Building Height and Massing Overlay District. The purpose of this Overlay District is to protect the unique and representative character of the existing Village streetscape and prevent the construction of buildings which would be disruptive and incompatible with the character of both the street and the Village.

Within this District, no buildings shall exceed 80 feet in height. The subject properties were constructed prior to the effective date of this Overlay District and thus are grandfathered.

PER LETTER FROM DOUGLAS KAARRE, AICP
URBAN PLANNER/HISTORIC PRESERVATION
VILLAGE OF OAK PARK
DATED DECEMBER 8, 2014

Per your request, I am providing you with the following information regarding the historic classification of your property at 1000 Lake Street. The two-story brick commercial building, originally Lytton's Department Store, is located on the northwest corner of Lake Street and Forest Avenue, and was constructed in 1956. The property is not located within an Oak Park Historic District or designated as an Oak Park Historic Landmark; however, the site is located within 250 feet of a designated Historic Landmark (Nineteenth Century Club, 178 Forest Avenue).

Section 7-9-10 of the Historic Preservation Ordinance states that for Planned Developments located within 250 feet of a Historic Landmark, the Oak Park Historic Preservation Commission "shall evaluate the anticipated effect of the zoning action requested in the application on the designated historic landmark and shall consider the long-term compatibility of the proposed zoning action with the character of the affected historic resource and the effect of any proposed zoning action on the long-range preservation of this resource."The ordinance also states that the HPC "may present its evaluation or opinion on the effects of such anticipated zoning action on a historic landmark to the board or commission hearing such zoning action."

THERE ARE 37 STRIPED PARKING SPACES ON THE SURVEYED PROPERTY, 2 OF WHICH ARE MARKED HANDICAPPED.
(TABLE A ITEM 9)

THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
(TABLE A ITEM 16)

TITLE NOTES

PROPERTY SUBJECT TO:
1. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY PUBLIC RECORDS.

2. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.

3. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.

AB 23. HAZARDOUS SUBSTANCES CERTIFICATE AND INDEMNITY AGREEMENT DATED FEBRUARY 1, 2008 AMONG OAKLAKE PARK ASSOCIATES, L.P., AN ILLINOIS LIMITED PARTNERSHIP AND NORTH BANK RECORDED MARCH 5, 2008 AS DOCUMENT NUMBER 0806533002.
(AFFECTS THE PREMISES IN QUESTION AND OTHER PROPERTY)
(SURVEYOR'S NOTE: AFFECTS PROPERTY BUT NOT A PLOTABLE ITEM)

AC 24. EASEMENTS, COVENANTS AND RESTRICTIONS FOR LATERAL SUPPORT AND FOR MAINTENANCE OF RETAINING WALL AND INGRESS AND EGRESS OVER THE LAND FOR THE BENEFIT OF PREMISES ADJOINING WEST AS RESERVED IN THE DEED RECORDED APRIL 21, 1954 AS DOCUMENT 15886967 FROM OAK PARK REALTY AND AMUSEMENT COMPANY, A CORPORATION OF ILLINOIS TO AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE.
(SURVEYOR'S NOTE: DOES NOT AFFECT THE SURVEYED PROPERTY. SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS)

AD 25. EASEMENTS FOR INGRESS AND EGRESS AND LOADING DOCK AS DISCLOSED IN NOTICE OF LEASE DATED OCTOBER 29, 1965 AND RECORDED DECEMBER 2, 1965 AS DOCUMENT 19672400 MADE BY WOODMEN OF THE WORLD LIFE INSURANCE SOCIETY FOR THE BENEFIT OF OWNERS AND OCCUPANTS OF THE BUILDING LOCATED AT THE NORTH WEST CORNER OF LAKE STREET AND FOREST AVENUE IN OAK PARK, ILLINOIS, OVER AND UPON AND ACROSS THE FOLLOWING:
COMMENCING AT THE INTERSECTION OF THE WEST LINE OF FOREST AVENUE WITH THE NORTH LINE OF LAKE STREET; THENCE 140 FEET 2 1/2 INCHES WEST ALONG NORTH LINE OF LAKE STREET TO THE PROJECTION OF THE WEST FACE OF A BRICK WALL; THENCE 114 FEET 8 5/8 INCHES NORTH ALONG THE PROJECTION AND WEST FACE OF THE BRICK WALL TO THE NORTH WEST CORNER OF THE BUILDING; THENCE 4 FEET 9 3/4 INCHES EAST ALONG THE NORTH FACE OF THE BRICK WALL TO THE POINT OF BEGINNING; THENCE CONTINUING EAST ALONG SAID NORTH FACE OF THE BRICK WALL 24 FEET 9 3/8 INCHES TO A POINT; THENCE 9 FEET NORTH AT RIGHT ANGLES TO SAID NORTH FACE OF THE BRICK WALL TO A POINT; THENCE 20 FEET 9 3/8 INCHES WEST AND PARALLEL TO THE NORTH FACE OF THE BRICK WALL TO A POINT; THENCE 5 FEET 4 INCHES NORTH AT RIGHT ANGLES TO A POINT; THENCE 14 FEET 4 INCHES SOUTH AT RIGHT ANGLES TO THE POINT OF BEGINNING, ALSO SAID EASEMENT TO EXTEND CLEAR HEIGHT BETWEEN ELEVATION 52 FEET 0 INCHES AND ELEVATION 65 FEET 9 INCHES ACCORDING TO THE DATUM AND ELEVATIONS AS SHOWN ON SURVEY PREPARED BY EDMUND M. BURKE AND ASSOCIATES, DATED JUNE 10, 1965;
ALSO
COMMENCING AT THE INTERSECTION OF THE WEST LINE OF FOREST AVENUE WITH THE NORTH LINE OF LAKE STREET;
THENCE 140 FEET 2 1/2 INCHES WEST ALONG SAID NORTH LINE OF LAKE STREET TO THE PROJECTION OF THE WEST FACE OF A BRICK WALL; THENCE 114 FEET 8 5/8 INCHES NORTH ALONG THE PROJECTION AND FACE OF THE BRICK WALL TO THE NORTH WEST CORNER OF THE BUILDING; THENCE 4 FEET 9 3/4 INCHES EAST ALONG THE NORTH FACE OF THE BRICK WALL TO THE POINT OF BEGINNING; THENCE 14 FEET 4 INCHES NORTH, AT RIGHT ANGLES TO SAID NORTH FACE OF THE BRICK WALL, TO A POINT; THENCE 7 FEET 8 INCHES WEST AND PARALLEL TO SAID NORTH FACE OF THE BRICK WALL TO A POINT; THENCE 32 FEET NORTH AT RIGHT ANGLES TO A POINT; THENCE 10 FEET 8 INCHES WEST AT RIGHT ANGLES TO A POINT; THENCE 46 FEET 4 INCHES SOUTH AT RIGHT ANGLES TO A POINT; THENCE 18 FEET 4 INCHES EAST TO THE POINT OF BEGINNING; AND
ALSO
A PERPETUAL MUTUAL EASEMENT FOR INGRESS AND EGRESS IN FAVOR OF THE OWNERS AND OCCUPANTS OF THE PREMISES HEREIN DEMISED AND THE OWNERS AND OCCUPANTS FROM TIME TO TIME OF THE BUILDING LOCATED AT THE NORTH WEST CORNER OF LAKE STREET AND FOREST AVENUE IN OAK PARK, ILLINOIS DESCRIBED IN SUB-PARAGRAPH B HEREOF OVER, UPON AND ACROSS THOSE PARTS OR PORTIONS OF THE PREMISES HEREINABOVE DESCRIBED AS:
COMMENCING AT THE INTERSECTION OF THE WEST LINE OF FOREST AVENUE WITH THE NORTH LINE OF LAKE STREET; THENCE 140 FEET 2 1/2 INCHES WEST ALONG SAID NORTH LINE OF LAKE STREET TO THE PROJECTION AND WEST FACE OF THE BRICK WALL TO THE NORTH WEST CORNER OF THE BUILDING; THENCE 4 FEET 9 3/4 INCHES EAST ALONG THE NORTH FACE OF THE BRICK WALL TO A POINT; THENCE 14 FEET 4 INCHES NORTH, AT RIGHT ANGLES TO SAID NORTH FACE OF THE BRICK WALL TO A POINT; THENCE 7 FEET 8 INCHES WEST AND PARALLEL TO SAID NORTH FACE OF THE BRICK WALL TO A POINT; THENCE 32 FEET NORTH, AT RIGHT ANGLES TO A POINT OF BEGINNING; THENCE 20 FEET WEST AT RIGHT ANGLES TO A POINT; THENCE 39 FEET 0 3/4 INCHES NORTH AT RIGHT ANGLES TO THE SOUTH LINE OF THE 20 FOOT ALLEY; THENCE 20 FEET EAST ALONG SAID SOUTH LINE OF THE ALLEY TO A POINT; THENCE 39 FEET 0 3/8 INCHES SOUTH TO THE POINT OF BEGINNING.
(SURVEYOR'S NOTE: AFFECTS THE SURVEYED PROPERTY AND HAS BEEN SHOWN HEREON. SEE DOCUMENT FOR PARTICULARS)

V 27. THE LAND LIES WITHIN THE BOUNDARIES OF A SPECIAL SERVICE AREA AS DISCLOSED BY ORDINANCE RECORDED AS RECORDING NO. 0736109066, AND IS SUBJECT TO ADDITIONAL TAXES UNDER THE TERMS OF SAID ORDINANCE AND SUBSEQUENT RELATED ORDINANCES.
(SURVEYOR'S NOTE: AFFECTS PROPERTY BUT NOT A PLOTABLE ITEM)

(M) = MEASURED
(R1) = PER DOCUMENT 1006854030 AND DOCUMENT 1422516032
(R2) = PER DOCUMENT 1422516032

PER SURVEYOR'S OPINION TYPO IN PARCEL 2 LEGAL DESCRIPTION. DISTANCE ALONG NORTH FACE OF BUILDING IN PARCEL 1 LEGAL DESCRIPTION IS 138.70' AND PARCEL 2 CALLS THE DISTANCE 138.0' WHICH APPEARS TO BE AN ERROR.

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

TO: CHICAGO TITLE INSURANCE COMPANY
AND TO: ALBION RESIDENTIAL LLC, AN ILLINOIS LIMITED LIABILITY COMPANY (PARCEL 1)
AND TO: OP OFFICE PARTNERS, LLC, AN OHIO LIMITED LIABILITY COMPANY (PARCEL 1 & 2)

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(b), 7(a), 7(b)(1), 8, 9, 11, 13 AND 16 OF TABLE "A" THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 18, 2016.

GIVEN UNDER MY HAND AND SEAL THIS __th DAY OF DECEMBER, 2016
IN ROSEMONT, ILLINOIS.

GABRIELA PTASINSKA, I.P.L.S. No. 035-3893
LICENSE EXPIRES: 11-30-2018
gptasinska@spacecoinc.com

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

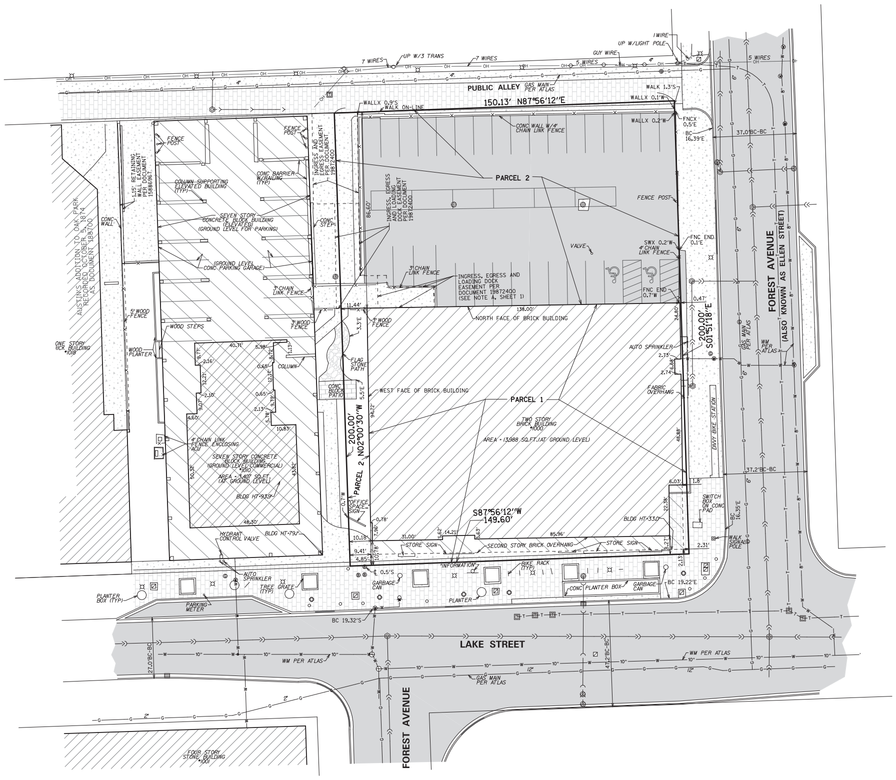
REVISIONS:
12/07/2016

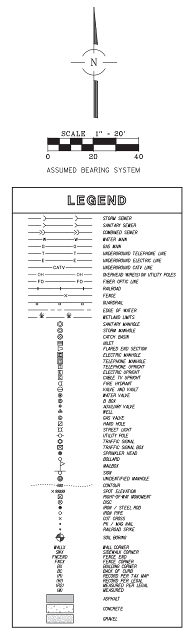
SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 11/29/2016
JOB NO: 8571
FILENAME: 8571ALTA-02
SHEET 1 OF 2

A.L.T.A./N.S.P.S. LAND TITLE SURVEY

EXISTING TOPOGRAPHIC FEATURES





UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES, AND/OR ENGINEERING DESIGN PLANS. THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE. OTHER UTILITIES NOT SHOWN MAY EXIST. NO UNDERGROUND UTILITIES WERE LOCATED. BEFORE DIGGING CALL J.U.L.I.E. AT 1-800-892-0123.

LIST OF THE RECEIVED AND REVIEWED RECORDS:

1) WATER MAIN ATLAS RECEIVED FROM THE VILLAGE OF OAK PARK ON 11/05/14
2) EXISTING UTILITY LAYOUT RECEIVED FROM THE VILLAGE OF OAK PARK ON 11/07/14
3) SEWER ATLAS RECEIVED FROM THE VILLAGE OF OAK PARK ON 11/05/14
4) NICOR MAP UPDATED 05/28/14
5) COMED MAP PRINTED 04/02/2015
6) COMCAST MAP DATED 08/19/95 (RECEIVED ON 01/05/15)
7) AT&T IS CLEAR - SITE IS LOCATED MORE THAN 500FT FROM AT&T CABLE (FAX RECEIVED ON 12/02/2016)

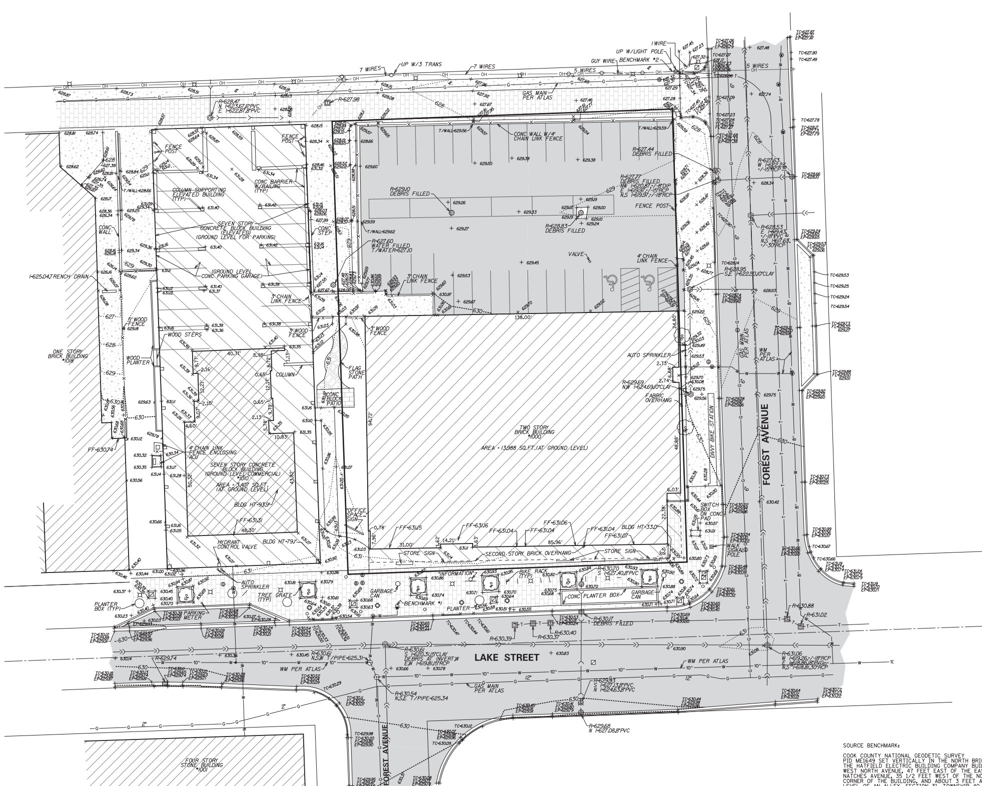
PREPARED FOR:
ALBION RESIDENTIAL
188 WEST RANDOLPH, SUITE 202
CHICAGO, IL 60601

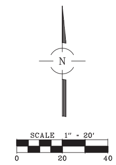
FOR REVIEW PURPOSES ONLY

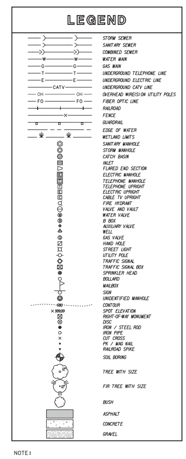
REVISIONS:
12/07/2016

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 11/29/2016
JOB NO: 8571
FILENAME: 8571ALTA-02
SHEET 2 OF 2







SOURCE BENCHMARK:

COOK COUNTY NATIONAL GEODETIC SURVEY
PID ME1649 SET VERTICALLY IN THE NORTH BRICK WALL OF THE HATFIELD ELECTRIC BUILDING COMPANY BUILDING AT 6478 WEST NORTH AVENUE, 47 FEET EAST OF THE EAST CURB OF NATCHES AVENUE, 35 1/2 FEET WEST OF THE NORTHEAST CORNER OF THE BUILDING, AND ABOUT 3 FEET ABOVE THE LEVEL OF AN ALLEY. SECTION 31, TOWNSHIP 40 NORTH, RANGE 13 EAST.

ELEVATION = 643.63 NAVD88

BENCHMARK #1:

NORTHEAST BOLT OF FIRE HYDRANT AT CENTERLINE OF FOREST AVENUE AND AT NORTH SIDE OF LAKE STREET.

ELEVATION = 631.59 NAVD88

BENCHMARK #2:

RAILROAD SPIKE IN WEST SIDE OF UTILITY POLE AT THE NORTHEAST CORNER OF THE ALLEY ON THE WEST SIDE OF FOREST AVENUE.

ELEVATION = 628.60 NAVD88

NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.
BEFORE DIGGING CALL J.U.L.I.E. AT 1-800-892-0123.

LIST OF THE RECEIVED AND REVIEWED RECORDS:

1) WATER MAIN ATLAS RECEIVED FROM THE VILLAGE OF OAK PARK ON 11/05/14
2) EXISTING UTILITY LAYOUT RECEIVED FROM THE VILLAGE OF OAK PARK ON 11/07/14
3) SEWER ATLAS RECEIVED FROM THE VILLAGE OF OAK PARK ON 11/05/14
4) NICOR MAP UPDATED 05/28/14
5) COMED MAP PRINTED 04/02/2015
6) COMCAST MAP DATED 08/19/95 (RECEIVED ON 01/05/15)
7) AT&T IS CLEAR - SITE IS LOCATED MORE THAN 500FT FROM AT&T CABLE (FAX RECEIVED ON 12/02/2016)

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

ORIGINAL DATE OF FIELD WORK: NOVEMBER 21, 2014.
LAST DATE OF FIELD WORK: NOVEMBER 18, 2016.

NO.	DATE	REMARKS

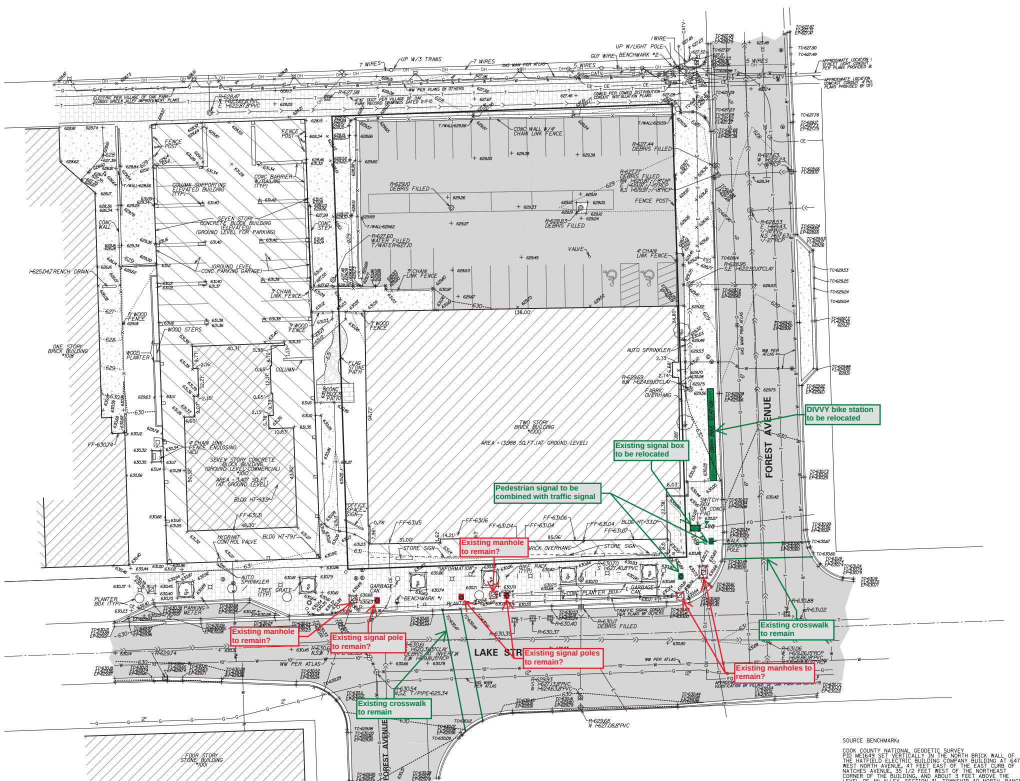
EXISTING CONDITIONS

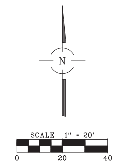
LAKE STREET & FOREST AVENUE SITE
OAK PARK, ILLINOIS

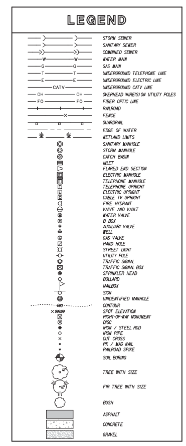
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 8571TOPO-02
DATE: 12/09/2016
JOB NO. 8571.02
SHEET E1 1 OF 1

N:\Projects\8571\SURVEY\8571TOPO-02.dgn Default User=gpiasenska







NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.
BEFORE DIGGING CALL J.U.L.I.E. AT 1-800-892-0123.

LIST OF THE RECEIVED AND REVIEWED RECORDS:

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SOURCE BENCHMARK:

COOK COUNTY NATIONAL GEODETIC SURVEY
PID ME1649 SET VERTICALLY IN THE NORTH BRICK WALL OF THE HATFIELD ELECTRIC BUILDING COMPANY BUILDING AT 6478 WEST NORTH AVENUE, 47 FEET EAST OF THE EAST CURB OF NATCHES AVENUE, 35 1/2 FEET WEST OF THE NORTHEAST CORNER OF THE BUILDING, AND ABOUT 3 FEET ABOVE THE LEVEL OF AN ALLEY. SECTION 31, TOWNSHIP 40 NORTH, RANGE 13 EAST.

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ELEVATION = 631.59 NAVD88

BENCHMARK #2:

RAILROAD SPIKE IN WEST SIDE OF UTILITY POLE AT THE NORTHEAST CORNER OF THE ALLEY ON THE WEST SIDE OF FOREST AVENUE.

ELEVATION = 628.60 NAVD88

NO.	DATE	REMARKS
1	01/18/17	UTILITIES PER COMMENTS

EXISTING CONDITIONS

LAKE STREET & FOREST AVENUE SITE

OAK PARK, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 8571TOPO-02

DATE: 12/09/2016

JOB NO. 8571.02

SHEET E1

1 OF 1

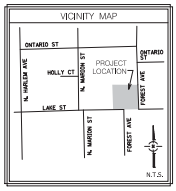
FINAL PLAT OF SUBDIVISION

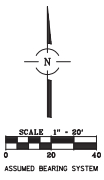
ALBION AT OAK PARK

BEING A SUBDIVISION OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS

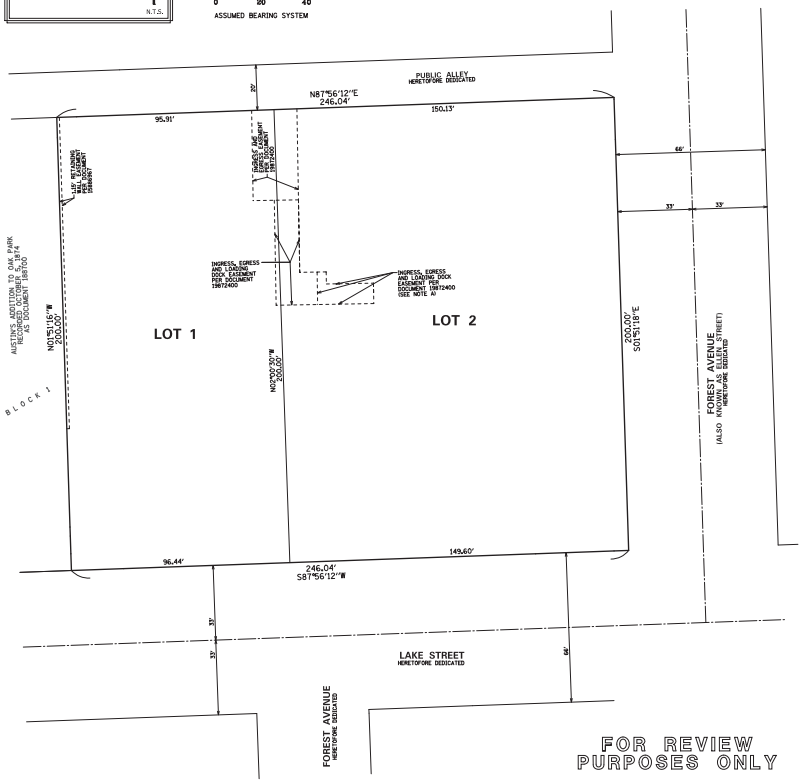
NEW LOT LAYOUT

(SEE SHEET 2 FOR EXISTING BOUNDARY INFORMATION & ADDITIONAL CERTIFICATES)





	SQUARE FEET	ACRES
LOT 1	18,236	0.442
LOT 2	29,973	0.688
TOTAL	49,208	1.130



FOR REVIEW PURPOSES ONLY

LOT 1

OWNER'S CERTIFICATE

STATE OF _____ }
COUNTY OF _____ } SS

THIS IS TO CERTIFY THAT I, _____, AM THE RECORD OWNER OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AFFIXED HEREON, AND DO HEREBY CONSENT TO THE SUBDIVISION OF SAID PROPERTY, AND THE VARIOUS DEDICATIONS, GRANTS AND RESERVATIONS OF EASEMENTS AND RIGHT-OF-WAY DEPICTED HEREON

THIS _____ DAY OF _____, 20____.

_____
SIGNATURE

_____
PRINTED NAME

_____
ATTEST

ADDRESS:

_____
_____
_____

NOTARY CERTIFICATE

STATE OF _____ }
COUNTY OF _____ } SS

I, _____, A NOTARY PUBLIC IN AND FOR THE AFORESAID COUNTY AND STATE, DO HEREBY CERTIFY THAT THE FOREGOING SIGNATURE OF THE OWNER'S CERTIFICATE IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS A FREE AND VOLUNTARY ACT OF THE USES AND PURPOSES THEREIN SET FORTH IN THE AFORESAID INSTRUMENT.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

THIS _____ DAY OF _____, 20____.

_____
NOTARY

_____
PRINTED NAME

MORTGAGEE'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF ____ } SS

THE UNDERSIGNED
UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED AND RECORDED IN THE RECORDER'S OFFICE OF _____ COUNTY, ILLINOIS ON ____ DAY OF _____, A.D. 20____, AS MORTGAGEE, AS DOCUMENT NUMBER _____, HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.

DATED THIS ____ DAY OF _____, A.D. 20____.

BY: _____

_____
PRINTED NAME AND TITLE

NOTARY PUBLIC CERTIFICATE

STATE OF _____ }
COUNTY OF _____ } SS

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____, TITLE _____

OF _____ WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

THIS ____ DAY OF _____, A.D. 20____.

_____
NOTARY PUBLIC

LOT 2

OWNER'S CERTIFICATE

STATE OF _____ }
COUNTY OF _____ } SS

THIS IS TO CERTIFY THAT ALBION RESIDENTIAL LLC IS THE RECORD OWNER OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AFFIXED HEREON, AND DOES HEREBY CONSENT TO THE SUBDIVISION OF SAID PROPERTY, AND THE VARIOUS DEDICATIONS, GRANTS AND RESERVATIONS OF EASEMENTS AND RIGHT-OF-WAY DEPICTED HEREON

THIS _____ DAY OF _____, 20____.

_____
SIGNATURE

_____
PRINTED NAME

_____
ATTEST

ADDRESS:

_____
_____
_____

NOTARY CERTIFICATE

STATE OF _____ }
COUNTY OF _____ } SS

I, _____, A NOTARY PUBLIC IN AND FOR THE AFORESAID COUNTY AND STATE, DO HEREBY CERTIFY THAT THE FOREGOING SIGNATURE OF THE OWNER'S CERTIFICATE IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS A FREE AND VOLUNTARY ACT OF THE USES AND PURPOSES THEREIN SET FORTH IN THE AFORESAID INSTRUMENT.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

THIS _____ DAY OF _____, 20____.

_____
NOTARY

_____
PRINTED NAME

DRAINAGE CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH ANNEXED PLATS OR ANY PART THEREOF, OR THAT 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 SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS 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 CONSTRUCTION OF THE ANNEXED PLAT.

DATED THIS ____ DAY OF _____, A.D. 20____.

_____
OWNER OR ATTORNEY

_____
OWNER OR ATTORNEY

_____
PROFESSIONAL ENGINEER

SCHOOL DISTRICT CERTIFICATE

THE LOTS CONTAINED IN THIS SUBDIVISION FALL WITHIN THE BOUNDARIES OF ELEMENTARY SCHOOL DISTRICT 97 AND HIGH SCHOOL DISTRICT 200.

DATED THIS _____ DAY OF _____, 20____.

BY: _____
OWNER

_____
PRINTED NAME

BY: _____
OWNER

_____
PRINTED NAME

PREPARED FOR:
ALBION RESIDENTIAL
188 WEST RANDOLPH, SUITE 202
CHICAGO, IL 60601

NOTE A:
EXTEND CLEAR HEIGHT BETWEEN ELEVATION 52 FEET 0 (ZERO) INCHES AND ELEVATION 66 FEET 9 INCHES ACCORDING TO THE DATUM AND ELEVATIONS AS SHOWN ON SURVEY PREPARED BY EDWARD M. BURKE AND ASSOCIATES, DATED JUNE 10, 1985.

REVISIONS:
03/22/2017 G.P.

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 02/27/2017
JOB NO: 8571
FILENAME: 8571SUB-01
SHEET 1 OF 2

FINAL PLAT OF SUBDIVISION

ALBION AT OAK PARK

BEING A SUBDIVISION OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS

EXISTING BOUNDARY INFORMATION

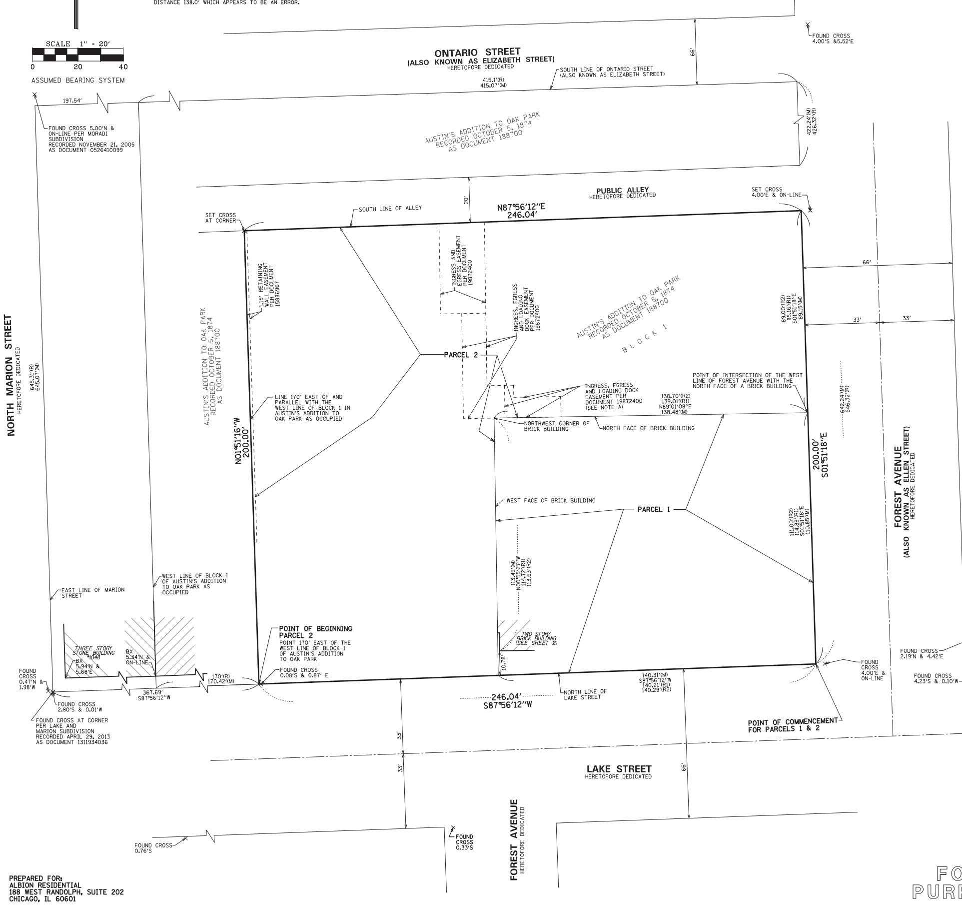
PIN:
16-07-120-031-0000
16-07-120-030-0000

NOTE A:
EXTEND CLEAR HEIGHT BETWEEN ELEVATION 52 FEET 0 (ZERO) INCHES AND ELEVATION 65 FEET 9 INCHES ACCORDING TO THE DATUM AND ELEVATIONS AS SHOWN ON SURVEY PREPARED BY EDMUND M. BURKE AND ASSOCIATES, DATED JUNE 10, 1965.

BX = BUILDING CORNER
(M) = MEASURED
(R1) = PER DOCUMENT 1006854030 AND DOCUMENT 1422516032
(R2) = PER DOCUMENT 1422516032

PER SURVEYOR'S OPINION TYPO IN PARCEL 2 LEGAL DESCRIPTION. DISTANCE ALONG NORTH FACE OF BUILDING IN PARCEL 1 LEGAL DESCRIPTION IS 138.70' AND PARCEL 2 CALLS THE DISTANCE 138.0' WHICH APPEARS TO BE AN ERROR.

SCALE 1" = 20'
0 20 40
ASSUMED BEARING SYSTEM



PREPARED FOR:
ALBION RESIDENTIAL
188 WEST RANDOLPH, SUITE 202
CHICAGO, IL 60601

FOR REVIEW PURPOSES ONLY

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I,____________________, AS CHAIRPERSON OF THE PLAN COMMISSION OF THE VILLAGE OF OAK PARK DO HEREBY CERTIFY THAT SAID PLAN COMMISSION HAD APPROVED THIS

DOCUMENT THIS______ DAY OF________________ , 20____.

____
PLAN COMMISSION CHAIRPERSON

BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I,____________________, AS PRESIDENT OF THE BOARD OF TRUSTEES OF THE VILLAGE OF OAK PARK, DO HEREBY APPROVE THIS DOCUMENT THIS______ DAY OF________________ , 20____.

____
PRESIDENT OF THE BOARD OF TRUSTEES

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OAK PARK, ILLINOIS

ON THIS______ DAY OF________________ , 20____.

____
VILLAGE CLERK

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THE VILLAGE COLLECTOR HAS VERIFIED THAT THERE ARE NO DELINQUENT OR CURRENT UNPAID SPECIAL TAXES OR ASSESSMENTS ON THE PROPERTY SHOWN

HEREON THIS______ DAY OF________________ , 20____.

____
VILLAGE COLLECTOR

COMMUNITY DEVELOPMENT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I,____________________, AS DIRECTOR OF DEVELOPMENT CUSTOMER SERVICES OF THE VILLAGE OF OAK PARK DO HEREBY APPROVE THIS DOCUMENT

THIS______ DAY OF________________ , 20____.

____
DIRECTOR OF DEVELOPMENT
CUSTOMER SERVICES

PUBLIC WORKS CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I,____________________, AS DIRECTOR OF PUBLIC WORKS OF THE VILLAGE OF OAK PARK, DO HEREBY APPROVE THIS DOCUMENT

THIS______ DAY OF________________ , 20____.

____
DIRECTOR OF PUBLIC WORKS

COUNTY CLERK'S CERTIFICATE

SURVEYOR'S CERTIFICATE:

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE, SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, DO HEREBY DECLARE THAT WE HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:

THAT PART OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK IN THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COMMENCING AT THE JUNCTION OF THE NORTH LINE OF LAKE STREET WITH THE WEST LINE OF FOREST AVENUE AND RUNNING THENCE WEST ALONG THE NORTH LINE OF LAKE STREET 140.21 FEET RECORDED (140.29 MEASURED); THENCE NORTH ON A LINE EXTENDED ALONG THE WEST FACE OF A BRICK BUILDING 114.72 FEET RECORDED (113.63 MEASURED); TO A POINT BEING THE NORTHWEST CORNER OF SAID BRICK BUILDING AND LOCATED 139.01 FEET RECORDED (138.70 FEET MEASURED) WEST OF THE WEST LINE OF FOREST AVENUE; THENCE EAST ALONG THE NORTH FACE OF SAID BRICK BUILDING AND THE LINE EXTENDED EAST 139.01 FEET (138.70 FEET MEASURED) TO THE WEST LINE OF FOREST AVENUE; THENCE SOUTH ALONG THE WEST LINE OF FOREST AVENUE 114.88 FEET RECORDED (111.00 FEET MEASURED) MORE OR LESS TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF BLOCK 1 IN AUSTIN'S ADDITION TO OAK PARK IN THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE JUNCTION OF THE NORTH LINE OF LAKE STREET WITH THE WEST LINE OF FOREST AVENUE, RUNNING THENCE WEST ALONG THE NORTH LINE OF LAKE STREET TO A POINT WHICH IS 170 FEET EAST OF THE WEST LINE OF SAID BLOCK 1 TO THE TRUE POINT OF BEGINNING; RUNNING THENCE NORTH ALONG A LINE PARALLEL WITH AND DISTANCE 170 FEET FROM THE WEST LINE OF SAID BLOCK 1, A DISTANCE OF 200 FEET TO THE SOUTH LINE OF A 20 FOOT ALLEY; THENCE EAST ALONG THE SOUTH LINE OF SAID ALLEY TO THE WEST LINE OF FOREST AVENUE; THENCE SOUTH ON THE WEST LINE OF FOREST AVENUE, A DISTANCE OF 85.16 FEET RECORDED (89.00 FEET MEASURED) TO THE POINT OF INTERSECTION OF THE WEST LINE OF FOREST AVENUE WITH THE NORTH FACE OF A BRICK BUILDING EXTENDED EAST; THENCE WEST ALONG THE NORTH FACE OF SAID BUILDING, A DISTANCE OF 139.01 FEET RECORDED (138.70 FEET MEASURED) FEET TO THE NORTHWEST CORNER OF SAID BUILDING; THENCE SOUTH ALONG THE WEST FACE OF SAID BUILDING TO THE NORTH LINE OF LAKE STREET, A DISTANCE OF 114.72 FEET RECORDED (113.63 FEET MEASURED); THENCE WEST ALONG THE NORTH LINE OF LAKE STREET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

AS SHOWN BY THE ANNEXED PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.
I FURTHER CERTIFY THAT THE LAND IS WITHIN THE VILLAGE OF OAK PARK, WHICH HAS ADOPTED A VILLAGE COMPREHENSIVE PLAN AND MAP, AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

WE FURTHER CERTIFY THAT BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 17031C0389J AN INDEX, MAP REVISED AUGUST 19, 2008, IT IS OUR CONSIDERED OPINION THAT SAID PROPERTY LIES WITHIN COMMUNITY PANEL NUMBER *17031C0395J. SAID INDEX CONTAINS NOTATION "*PANEL NOT PRINTED - NO SPECIAL FLOOD HAZARD AREAS" AS IDENTIFIED BY SAID F.I.R.M. MAP.

WE FURTHER DECLARE THAT STEEL REINFORCING RODS (UNLESS OTHERWISE NOTED) WILL BE SET AT ALL LOT CORNERS.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY, AS APPLICABLE TO PLATS OF SUBDIVISION.

GIVEN UNDER OUR HAND AND SEAL THIS _____ DAY OF________________ , 20____
IN ROSEMONT, ILLINOIS.

____
GABRIELA PTASINSKA, I.P.L.S. No. 035-3893
LICENSE EXPIRES: 11-30-2018
(VALID ONLY IF EMBOSSED SEAL AFFIXED)

REVISIONS:
03/22/2017 G.P.

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 02/27/2017
JOB NO: 8571
FILENAME: 8571SUB-01

APPLICATION FOR PLAT OF SUBDIVISION

VILLAGE OF OAK PARK, ILLINOIS

Subdivision Name: Albion at Oak Park

Date Filed: _____ Accepted by: _____

YOU MUST PROVIDE THE FOLLOWING INFORMATION: IF ADDITIONAL SPACE IS NEEDED, ATTACH EXTRA PAGES TO THE APPLICATION.

Address/Location of Property in Question: 1000 Lake Street, Oak Park, IL 60301

Property Identification Number(s) (PIN): 16-07-120-031 & (16-07-120-030, which will be Subdivided)

Name of Property Owner(s): OP Partners LLC

If Land Trust, name(s) of all beneficial owners: (A Certificate of Trust must be filed.)

_____ _____

_____ _____

_____ _____

Name of Applicant/Contact(s): Albion Residential LLC

Applicant/Contact's Address: 188 W. Randolph, Ste. 202, Chicago, IL 60601

Office Phone Number 312-335-2652 E-mail ayule@albion-residential.com

Property Interest of Applicant/Contact: ____Owner ____Legal Representative

X Contract Purchaser

____Other (Describe): _____

Existing Zoning: B-4 **Describe Request:** Albion Residential LLC, the contract purchaser, is is requesting the subdivision of parcel 16-07-120-030 to include the 37 stall parking lot with parcel 16-07-120-031 as agreed upon with OP Partners LLC, the current property owner of both 16-07-120-030 and 16-07-120-031

Size of Parcel (from Plat of Survey): 29,973 Square Feet or Acre (circle one)

Is the property in question currently in violation of the Zoning Ordinance? ____Yes X No

If Yes, how? _____

Is the property in question presently subject to a Special Use or Planned Development? ____Yes X No

If Yes, how? _____

Is the subject property located within any Historic District? ____Yes X No

I (we) certify that all the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief.

I (we) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Oak Park for the purpose of securing information, posting, maintaining and removing such notices as may be required by law. **Owner's signature must be notarized.**

(Signature) Applicant — Date: 3/6/17

(Signature) Owner — Date

SUBSCRIBED AND SWORN TO BEFORE ME THIS

6th DAY OF March, 2017

Melissa A. Gomez

(Notary Public)

OFFICIAL SEAL
MELISSA A GOMEZ
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:12/17/20

SUBMIT THE FOLLOWING WITH THIS APPLICATION:

- Legal Description As It Appears On the Deed. (1 copy)
- Current Plat of Survey of All Applicable Properties. (5 copies)
- Subdivision Plat with appropriate signature blocks, signed by the property owner(s) and surveyor. (5 copies)
- Then, twelve (12) folded paper copies must be submitted **after** staff approval, and then one (1) original signed Mylar or velum and one (1) 11X17 reduced paper copy or an electronic version must be submitted **after** Plan Commission approval.

General Process: 1) Approval by staff, Plan Commission, and Village Board; 2) Obtain Village signatures; 3) Record Plat and Ordinance

School District Certificate
(Required for all subdivision, resubdivision, consolidation and planned development plats)

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

This is to certify that to the best of (my / our) knowledge, (I / we) the undersigned as (Owner(s) / Trustee) of the property, which will be known as (subdivision name) is located within the boundaries of:

Elementary School District:_____
High School District:_____
College District:_____

in Cook County, Illinois.

Dated this _____ day of _____, 20____.

By:_____
(Owner(s) / Trustee)

County Clerk's Certificate
(Required for all subdivision, resubdivision, consolidation and planned development plats)

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

I, _____, County Clerk of Cook County, Illinois, do hereby certify that there are no delinquent general taxes, no unpaid current general taxes, no unpaid forfeited taxes, no delinquent or unpaid current special assessments, and no redeemable tax sales against any of the land included in the (subdivision/ resubdivision / consolidation / planned development) plat.

Given under my hand and seal of the County Clerk at Chicago, Illinois,

This _____ day of _____, 20____.

By:_____
County Clerk

Required Signature Blocks for Plats of Subdivision:

1. VILLAGE ENGINEER

State of Illinois>
SS
County of Cook>

I, _____, as Village Engineer of the Village of Oak Park, Illinois, Hereby certify that the land improvements described in the plat and the plans and specifications meet the minimum requirements of said Village and have been approved by all public authorities having jurisdiction thereof dated at Oak Park, Cook County, Illinois

THIS _____DAY OF _____, A. D. 20____.

_____
VILLAGE ENGINEER

2. VILLAGE CLERK'S CERTIFICATE

State of Illinois>
SS
County of Cook>

Approved by the President and Board of Trustees of the Village of Oak Park, Illinois on

THIS _____DAY OF _____, A. D. 20____.

_____
VILLAGE CLERK

3. CERTIFICATE AS TO SPECIAL ASSESSMENTS

State of Illinois>
SS
County of Cook>

I certify that there are no delinquent or current unpaid special assessments on the property shown on this Plat dated

THIS _____DAY OF _____, A. D. 20____.

_____
VILLAGE COLLECTOR

4. VILLAGE PLANNER CERTIFICATE

State of Illinois>
SS
County of Cook>

I_____, as Village Planner for the Village of Oak Park do hereby approve this document

THIS _____DAY OF _____, A. D. 20____.

_____
VILLAGE PLANNER

5. PLAN COMMISSION CERTIFICATE

State of Illinois>
SS
County of Cook>

I, _____, as Chairperson of the Plan Commission of the Village of Oak Park do hereby certify that said Plan Commission had approved this document

THIS _____DAY OF _____, A. D. 20____.

_____
PLAN COMMISSION CHAIRPERSON

6. BOARD OF TRUSTEES CERTIFICATE

State of Illinois>
SS
County of Cook>

I, _____, as President of the Village of Oak Park do hereby approve this document

THIS _____DAY OF _____, A. D. 20____.

_____
VILLAGE PRESIDENT

7. PUBLIC WORKS CERTIFICATE

State of Illinois>
SS
County of Cook>

I, _____ as Director of Public Works of the Village of Oak Park do hereby approve this document

THIS _____DAY OF _____, A. D. 20____.

_____
Director of Public Works

8. OWNER'S CERTIFICATE

State of Illinois>
SS
County of Cook>

These is to certify that I, _____, am the record owner of the property described in the Surveyor's Certificate affixed heron, and do herby consent to the subdivision of said property, and the various dedications, grants, and reservations of easement and rights-of-way depicted hereon

THIS _____DAY OF _____, A. D. 20____.

_____
Signature

Attest: _____

9. NOTARY CERTIFICATE

State of Illinois>
SS
County of Cook>

I, _____, a Notary Public in and for the aforesaid County and State, do hereby certify that the forgoing signature of the Owner's Certificate is personally know to me to be the same person whose name is subscribed to the forgoing instrument as a free and voluntary act of the uses and purposes therein set forth in the aforesaid instrument.

Given under my hand and Notorial Seal

THIS _____DAY OF _____, A. D. 20____.

_____
Notary

_____
Type or Print Name

8. List and Map of Surrounding Property Owners

Albion Residential met with the Village of Oak Park Assessor, Ali ElSaffar, on Tuesday December 21, 2016 to collect mailing information for all property owners within a 500-foot radius of all four corners of the planned development site. The four corners used to measure the 500-foot radius in this activity include the site's two southern corners located on Lake Street and the site's two northern corners of the parking lot that board the alley next to Austin Gardens Park.

Albion Residential also received mailing information for the surrounding business owners from Loretta Daly, the Business Services Manager for the Village of Oak Park.

Adjacent Property Owner Directory

1115 LAKE OAK PARK LLC
200 E 69TH ST 8B
NEW YORK, NY 10021
16-07-124-011-0000

19TH CENTURY CLUB
178 FOREST AVE
OAK PARK, IL 60301
16-07-121-035-0000

ABID SABEEH
1897 SUNSET DR
HANOVER PK, IL 60133
16-07-128-032-1019

AMIR SHEIBANY
1033 ONTARIO 2EN
OAK PARK, IL 60302
16-07-120-032-1025

ANDRZEJ KOTT
1083 ONTARIO #1EN
OAK PARK, IL 60302
16-07-120-032-1023

ANN M ROTTINGHAUS
747 N WABASH AVE 2502
CHICAGO, IL 60611
16-07-120-057-0000

ANTHONY ONEAL
1033 ONTARIO BFN
OAK PARK, IL 60302
16-07-120-032-1034

BERNICE SIMON
929 ONTARIO ST APT 1W
OAK PARK, IL 60302
16-07-121-038-1004

BETH ANN DRESSEL
1033 ONTARIO 2BS
OAK PARK, IL 60302
16-07-120-032-1006

BIG PAPA PROJECT LLC
3685 WOODHEAD DRIVE
NORTHBROOK, IL 60062
16-07-120-040-0000

BRIAN OSBORN
938 NORTH BLVD #308
OAK PARK, IL 60301
16-07-128-032-1017

CALVARY MEMORIAL CHURCH
931 LAKE STREET
OAK PARK, IL 60301
16-07-128-004-0000

CARMEL KELLEY
938 NORTH BLVD 203
OAK PARK, IL 60301
16-07-128-032-1004

CAROL YOUNG
1033 ONTARIO UNIT-3EN
OAK PARK, IL 60302
16-07-120-032-1027

CAROLN A THOMPSON
1033 W ONTARIO 3FS
OAK PARK, IL 60302
16-07-120-032-1032

CAROLYN HAYES
949 LAKE G2
OAK PARK, IL 60301
16-07-128-034-1019

CAROLYN J MANGALIAG
930 ONTARIO#4E
OAK PARK, IL 60302
16-07-115-048-1019

CASEY E SULLIVAN
1033 ONTARIO ST #3CS
OAK PARK, IL 60302
16-07-120-032-1014

CATHERINE R BRODELL
1033 ONTARIO 1CN
OAK PARK, IL 60302
16-07-120-032-1011

CHIRAG DAVE
930 ONTARIO ST 4D
OAK PARK, IL 60302
16-07-115-048-1025

CHUN L CHAM
949 W LAKE ST C2
OAK PARK, IL 60301
16-07-128-034-1015

CLASSIC TOWNHOMES
910 W VAN BUREN PMB403
CHICAGO, IL 60607
16-07-120-058-1010

CONSTANCE DE CARLO
930 ONTARIO 1F
OAK PARK, IL 60302
16-07-115-048-1002

CURRENT OWNER
1111 LAKE ST
OAK PARK, IL 60301
16-07-124-013-0000

CYNTHIA H BREUNLIN
1033 ONTARIO 2DN
OAK PARK, IL 60302
16-07-120-032-1019

DAN SINGER
159 N MARION ST #372
OAK PARK, IL 60301
16-07-120-043-0000

DAWN HANEY
949 LAKE ST A 1
OAK PARK, IL 60301
16-07-128-034-1005

DESAMPARADOS CERVANTES
930 ONTARIO 4A
OAK PARK, IL 60302
16-07-115-048-1015

DIANE STRANC
938 ONTARIO 7
OAK PARK, IL 60302
16-07-115-043-1007

E & C LINDQUIST TRUST
929 ONTARIO ST
OAK PARK, IL 60302
16-07-121-038-1006

Adjacent Property Owner Directory

EDDY GAYTAN
927 ONTARIO
OAK PARK, IL 60302
16-07-121-038-1001

EDWARD SEALL
5062 GRAPEVINE BLVD
W LAFAYETTE, IN 47906
16-07-128-034-1008

ELIZABETH G PRICE
949 W LAKE ST #3C
OAK PARK, IL 60301
16-07-128-034-1022

ELIZABETH LEKAN
1127 WOODBINE AVE
OAK PARK, IL 60302
16-07-115-048-1010

ELIZABETH R MILLER
1033 ONTARIO 3ES
OAK PARK, IL 60302
16-07-120-032-1026

ENOCH ZENTENO
949 LAKE ST GD
OAK PARK, IL 60301
16-07-128-034-1002

ERIC LANGEBERTEL
938 ONTARIO ST 1
OAK PARK, IL 60302
16-07-115-043-1001

ERNEST TIEMAN
958 N BLVD 401
OAK PARK, IL 60301
16-07-128-032-1018

ES INV GRP LLC
300 E ROOSEVELT RD 210
WHEATON, IL 60187
16-07-124-015-0000

EUGENE & PAT SCHUERING
938 ONTARIO ST
OAK PARK, IL 60302
16-07-115-043-1014

EUGENE M CARLSON
930 ONTARIO ST #3F
OAK PARK, IL 60302
16-07-115-048-1014

EVAN PRICE
930 ONTARIO #2C
OAK PARK, IL 60302
16-07-115-048-1005

FERNAND L FORTIER
1301 N HARLEM AVE 1
OAK PARK, IL 60302
16-07-128-032-1001

FIRST CHICAGO 2115
P O BOX 1919
WICHITA FALL, TX 76307
16-07-120-011-0000

FIRST PRIORITY CONSULT
938 NORTH BLVD #305
OAK PARK, IL 60301
16-07-128-032-1014

FORSYTH BUILDING LLC
6817 W NORTH AVE
OAK PARK, IL 60302
16-07-126-013-0000

FRANK C JACOBI JR
938 ONTARIO ST #12
OAK PARK, IL 60302
16-07-115-043-1012

GAYLE RIEDMANN
206 FOREST AVE
OAK PARK, IL 60302
16-07-115-012-0000

GEISEL & BOHLANDER
930 ONTARIO 2E
OAK PARK, IL 60302
16-07-115-048-1007

GENESIS PROFESSIONAL
1122 WESTGATE
OAK PARK, IL 60301
16-07-124-035-1002

GENEVIEVE PERDUTO
938 ONTARIO 6
OAK PARK, IL 60302
16-07-115-043-1006

GLA 1000 NORTH LLC
320 WISCONSIN AVE
OAK PARK, IL 60302
16-07-126-018-0000

GRACE EPISCOPAL CHURCH
924 LAKE STREET
OAK PARK, IL 60301
16-07-121-037-0000

GRZEGORZ LEZNICKI
938 N BOULEVARD 407
OAK PARK, IL 60301
16-07-128-032-1024

H KRANZ & D STEPHENSON
930 ONTARIO #3C
OAK PARK, IL 60302
16-07-115-048-1011

H KRANZ & D STEPHENSON
930 ONTARIO #3C
OAK PARK, IL 60302
16-07-115-048-1024

HEPZIBAH CHILDREN'S ASSOCIATION
946 NORTH BOULEVARD
OAK PARK, IL 60301
16-07-128-013-0000

I M DOVBENKO
938 NORTH BLVD 207
OAK PARK, IL 60301
16-07-128-032-1008

ICG INC
PO BOX 810490
DALLAS, TX 75381
16-07-120-038-0000

INDUSTRY CONSULTING
P O BOX 810490
DALLAS, TX 75381
16-07-120-029-0000

Adjacent Property Owner Directory

INDUSTRY CONSULTING
1048 LAKE STREET
OAK PARK, IL 60301
16-07-120-063-0000

ISAAC J TRISKA
1007 S SWAIN AVE
ELMHURST, IL 60126
16-07-120-032-1012

IVONA EDMONDS
949 LAKE ST E3
OAK PARK, IL 60301
16-07-128-034-1024

IVORY BRYANT
P O BOX 3652
OAK PARK, IL 60303
16-07-128-032-1011

J HEMBLING
508 N OAK PARK AV
OAK PARK, IL 60302
16-07-115-043-1013

J STRAND
140 S GROVE
OAK PARK, IL 60302
16-07-126-002-0000

J WALLACE SILHA
1536 GARDENR ROAD
WESTCHESTER, IL 60154
16-07-128-032-1012

JACQUELINE GEORGE
930 ONTARIO 4 C
OAK PARK, IL 60302
16-07-115-048-1021

JAMES E HOLMES
930 ONTARIO ST #4C
OAK PARK, IL 60302
16-07-115-048-1017

JAMES KESSEN
1033 ONTARIO 2ES
OAK PARK, IL 60302
16-07-120-032-1024

JAMES R SOILENBERGER
182 N MARION ST
OAK PARK, IL 60301
16-07-120-050-0000

JAMES SCHOLTEN
2223 W LYNDALE ST 2R
CHICAGO, IL 60647
16-07-128-034-1011

JAMES SCHWARTZ
949 W LAKE ST #E1
OAK PARK, IL 60301
16-07-128-034-1009

JAMES SIDERIS TRUST
3810 W FITCH AVE
LINCOLNWOOD, IL 60712
16-07-120-025-0000

JAMIE H VONRUENN
186 N MARION
OAK PARK, IL 60301
16-07-120-048-0000

JANET R FLORE
938 W ONTARIO
OAK PARK, IL 60302
16-07-115-043-1003

JASON B SMITH
949 W LAKE ST #F2
OAK PARK, IL 60301
16-07-128-034-1018

JENNIFER L STAHL
927 ONTARIO ST APT 2E
OAK PARK, IL 60302
16-07-121-038-1002

JENNIFER WALTERS
938 W N BLVD #201
OAK PARK, IL 60301
16-07-128-032-1002

JODI FYFE
178 N MARION
OAK PARK, IL 60301
16-07-120-052-0000

JOHN D ORTENZIO
938 N BLVD #204
OAK PARK, IL 60301
16-07-128-032-1005

JONATHAN SHACK
1033 ONTARIO ST APT 1D
OAK PK, IL 60302
16-07-120-032-1016

JOSEPH LINDA BURKE
5995 N 78TH ST #1022
SCOTTSDALE, AZ 85250
16-07-115-043-1009

JUNAID AHMED
13750 CLUB COVE DR
JACKSONVILLE, FL 32225
16-07-128-032-1022

K & A&A HUMAYUN
123 N MARION ST
OAK PARK, IL 60301
16-07-124-038-0000

KAREN PEASE
930 ONTARIO 2A
OAK PARK, IL 60302
16-07-115-048-1023

KARL WUNSCHEL
949 LAKE ST UNIT FG
OAK PARK, IL 60301
16-07-128-034-1004

KATHLEEN OCONNOR
1033 ONTARIA UNIT-2BN
OAK PARK, IL 60302
16-07-120-032-1007

KEVIN M MURPHY
210 N FOREST
OAK PARK, IL 60302
16-07-115-011-0000

KIM & GARY MCCULLOUGH
601 NORTH EUCLID AVE
OAK PARK, IL 60302
16-07-120-049-0000

Adjacent Property Owner Directory

KLENETSKY & SIMCOX
1126 WESTGATE AVE
OAK PARK, IL 60301
16-07-124-035-1001

KURT E AMOLSCH
949 W LAKE ST #1F
OAK PARK, IL 60301
16-07-128-034-1010

LA WANNA WEBBER
938 NORTH BLVD 202
OAK PARK, IL 60301
16-07-128-032-1003

LAKE STREET INVESTORS
225 W HUBBARD ST #600
CHICAGO, IL 60654
16-07-121-019-0000

LANDAU
926 LYMAN AVENUE
OAK PARK, IL 60304
16-07-115-048-1020

LARRY MORRIS
933 ONTARIO
OAK PARK, IL 60302
16-07-121-031-0000

LAURENCE BRUCE LURIO
170 N MARION ST #14
OAK PARK, IL 60301
16-07-120-058-1012

LAURIE HOPPE
938 NORTH BLVD 403
OAK PARK, IL 60301
16-07-128-032-1020

LAWRENCE P MORRIS
933 W ONTARIO
OAK PARK, IL 60302
16-07-121-008-0000

LINDA BOARDMAN
1033 ONTARIO 3BN
OAK PARK, IL 60302
16-07-120-032-1009

LINDA L REEVE TRUST
1033 ONTARIO 3DS
OAK PARK, IL 60302
16-07-120-032-1020

LINZY WATERS II
938 NORTH BLVD 206
OAK PARK, IL 60301
16-07-128-032-1007

M NASCA & K WOODWARD
1033 ONTARIO ST #1DN
OAK PARK, IL 60302
16-07-120-032-1017

M SASSACK J SCHMIDT
949 W LAKE ST C1
OAK PARK, IL 60301
16-07-128-034-1007

Malnati Organization
3685 Woodhead Drive
Northbrook, IL 60062
16-07-120-059-0000

MARGARET KREPPEL
1033 W ONTARIO 1ES
OAK PARK, IL 60302
16-07-120-032-1022

MARGARET M STAFFORD
1033 ONTARIO ST #1FN
OAK PARK, IL 60302
16-07-120-032-1029

MARIBETH DUNKLEY
930 ONTANIO #3E
OAK PARK, IL 60302
16-07-115-048-1013

MARILYN A MEIER
938 ONTARIO ST
OAK PARK, IL 60302
16-07-115-043-1010

MARILYN GOTSCH
930 ONTARIO ST 3A
OAK PARK, IL 60302
16-07-115-048-1009

MARIO VIZZONE
938 NORTH BLVD 307
OAK PARK, IL 60301
16-07-128-032-1016

MARTHA M ROHLFING
1033 ONTARIO 3CN
OAK PARK, IL 60302
16-07-120-032-1015

MARTIN COLCHAMIRO
930 W ONTARIO 4B
OAK PARK, IL 60302
16-07-115-048-1016

MARY LOU BACKES
938 W ONTARIO
OAK PARK, IL 60302
16-07-115-043-1008

MAUREEN B MADDEN
949 LAKE STREET #3D
OAK PARK, IL 60301
16-07-128-034-1023

MAYA LONDON
1033 ONTARIO ST 3BS
OAK PARK, IL 60302
16-07-120-032-1008

MICHAEL C WARREN
949 W LAKE ST #2B
OAK PARK, IL 60301
16-07-128-034-1014

MICHAEL R ASHER
170 N MARION #11
OAK PARK, IL 60301
16-07-120-058-1009

MICHELLE MENDIUS
949 LAKE ST #A3
OAK PARK, IL 60301
16-07-128-034-1021

MILLENIA HOLDINGS LLC
P O BOX 887
OAK PARK, IL 60303
16-07-126-017-0000

Adjacent Property Owner Directory

NANCY HAMMOND
1033 ONTARIO 1CS
OAK PARK, IL 60302
16-07-120-032-1010

NISHANT JACOB GEORGE
949 LAKE ST A2
OAK PARK, IL 60301
16-07-128-034-1013

NORWOOD ROBINSON
938 NORTH BLVD
OAK PARK, IL 60301
16-07-128-032-1023

OP OFFICE PARTNERS LLC
401 W SUPERIOR ST #200
CHICAGO, IL 60654
16-07-120-030-0000

OXFORD BANK & TRUST
P O BOX 129
ADDISON, IL 60101
16-07-126-001-0000

PARK DISTRICT OF OAK PARK
218 MADISON
OAK PARK, IL 60302
16-07-120-016-0000

PASQUALE R DIRICO
930 ONTARIO 2B
OAK PARK, IL 60302
16-07-115-048-1004

PATRICIA A ONEILL
170 N MARION ST #13
OAK PARK, IL 60301
16-07-120-058-1011

PATRICIA A SKINNER
1033 ONTARIO 1BS
OAK PARK, IL 60302
16-07-120-032-1004

PATRICIA SCHEURING
938 ONTARIO #14
OAK PARK, IL 60302
16-07-115-043-1004

PATRICIA SCHWAB
1033 W ONTARIO B1N
OAK PARK, IL 60302
16-07-120-032-1005

PATRICK KAVAL & ILIANA
949 LAKE ST
OAK PARK, IL 60301
16-07-128-034-1012

PETER & CINDY FORAN
930 ONTARIO ST #2F
OAK PARK, IL 60302
16-07-115-048-1008

PETER D WARDA
938 NORTH BLVD #208
OAK PARK, IL 60301
16-07-128-032-1009

PHILIP ESPARZA
938 N BLVD 404
OAK PARK, IL 60301
16-07-128-032-1021

R P FOX & ASSOC
1110 PLEASENT
OAK PARK, IL 60302
16-07-124-026-0000

RAMI DOUKKY
188 N MARION
OAK PARK, IL 60301
16-07-120-047-0000

RAYMOND WONG
9422 52ND AVE
ELMHURST, NY 11373
16-07-115-048-1012

RE STIER LLC
PO BOX 516
CLINTON, WI 53525
16-07-124-014-0000

REGENCY DEVELOPMENT
2980 RIVER ROAD
DES PLAINES, IL 60018
16-07-120-035-0000

REZA & FAGHIH
1033 W ONTARIO ST 2FN
OAK PARK, IL 60302
16-07-120-032-1031

RICHARD FEDRIGON
935 ONTARIO
OAK PARK, IL 60302
16-07-121-007-0000

RICHARD REICH
180 N MARION
OAK PARK, IL 60301
16-07-120-051-0000

ROBERT J GALLAGHER
949 LAKE ST GC
OAK PARK, IL 60301
16-07-128-034-1001

ROBERT M MORIARTY
190 N MARION
OAK PARK, IL 60301
16-07-120-046-0000

ROBERT PROCE
118 S TAYLOR
OAK PARK, IL 60302
16-07-120-021-0000

ROBERT SHERRELL
930 ONTARIO #1A
OAK PARK, IL 60302
16-07-115-048-1028

RODRIGUEZ
949 LAKE ST #G3
OAK PARK, IL 60301
16-07-128-034-1026

ROY A CORZINE 111
927 ONTARIO
OAK PARK, IL 60302
16-07-121-038-1005

RUBEN A LLANES
919 MONROE AVENUE
RIVER FOREST, IL 60305
16-07-120-045-0000

Adjacent Property Owner Directory

RYAN LLC
13155 NOEL RD 100 LB73
DALLAS, TX 75240
16-07-128-002-0000

SALLY RICHARDS
PO BOX 3005
OAK PARK, IL 60303
16-07-128-032-1006

SAM A SALERNO
194 N MARION
OAK PARK, IL 60301
16-07-120-044-0000

SARAH M HUGHES
1033 ONTARIO
OAK PK, IL 60302
16-07-120-032-1033

SASHET LLC
3685 WOODHEAD DRIVE
NORTHBROOK, IL 60062
16-07-120-041-0000

SCOTT FONDA
949 W LAKE ST #F3
OAK PARK, IL 60301
16-07-128-034-1025

SDOP CORP MIDAMERICA
ONE PARKVIEW PLAZA 9FL
OAKBROOK TER, IL 60181
16-07-124-002-0000

SHAKER MANAGEMENT CO
1100 LAKE ST
OAK PARK, IL 60301
16-07-124-016-0000

SHANNON BYRNE
949 LAKE ST #EG
OAK PARK, IL 60301
16-07-128-034-1003

SONYA THOMPSON
170 N MARION 9
OAK PARK, IL 60301
16-07-120-058-1007

STEPHANIE A SCHEITLER
938 W NORTH BLVD 304
OAK PARK, IL 60301
16-07-128-032-1013

SUSAN E GUTIERREZ
1033 W ONTARIO ST 2A
OAK PARK, IL 60302
16-07-120-032-1002

TAXPAYER OF 937 ONTARIO ST
937 ONTARIO ST
OAK PARK, IL 60302
16-07-121-006-0000

TERRENCE M THULIS
189 N MARION ST
OAK PARK, IL 60301
16-07-128-032-1015

THEON KATSIS
931 W ONTARIO
OAK PARK, IL 60302
16-07-121-011-0000

THIRTEEN INVESTMENT
300 E ROOSVELT RD 210
WHEATON, IL 60187
16-07-124-012-0000

THOMAS & MARY LYNCH
1033 ONTARIO 1A
OAK PARK, IL 60302
16-07-120-032-1001

THOMAS B BARNARD
1033 ONTARIO UNIT 2FS
OAK PARK, IL 60302
16-07-120-032-1030

THOMAS GROSSPIETSCH
949 W LAKE ST 2 3H
OAK PARK, IL 60301
16-07-128-034-1020

THOMAS W LYMAN
927 ONTARIO ST 3
OAK PARK, IL 60302
16-07-121-038-1003

TIMOTHY SMYTH
949 LAKE ST B1
OAK PARK, IL 60301
16-07-128-034-1006

TRAVIS MILLER
176 N MARION ST
OAK PARK, IL 60301
16-07-120-053-0000

VERNYLE LAVERY
938 W ONTARIO 5
OAK PARK, IL 60302
16-07-115-043-1005

VICTOR FANCIETA
930 ONTARIO #2D
OAK PARK, IL 60302
16-07-115-048-1006

VIJAY K SETH
1117 LAKE STREET
OAK PARK, IL 60301
16-07-124-010-0000

VILLAGE OF OAK PARK
1 VILLAGE HALL PLAZA
OAK PARK, IL 60302
16-07-126-023-0000

WALTER M GLICK
938 NORTH BLVD 408
OAK PARK, IL 60301
16-07-128-032-1025

WALTER Z RYWAK
938 W ONTARIO 11
OAK PARK, IL 60302
16-07-115-043-1011

WILFRED JACOBSON
4240 DEMPSTER ST
SKOKIE, IL 60076
16-07-128-015-0000

WILLIAM C MCNAMARA
105 IROQUOIS DR
CLARENDON HL, IL 60514
16-07-124-023-0000

Adjacent Property Owner Directory

WILLIAM H DAVIES III
949 LAKE ST
OAK PARK, IL 60301
16-07-128-034-1017

WILLIAM H WAGNER
1033 W ONTARIO 3A
OAK PARK, IL 60302
16-07-120-032-1003

WILLIAM ORTEGA
1033 W ONTARIO 2DS
OAK PARK, IL 60302
16-07-120-032-1018

WILLIS G JOHNSON
603 ROGERS ST
DOWNERS GRV, IL 60515
16-07-120-033-0000

WM ADAMS
1033 ONTARIO UNIT 1FS
OAK PARK, IL 60302
16-07-120-032-1028

WOOD PARTNERS
4600 S. ULSTER STE. 960
DENVER, CO 80237
16-07-121-020-0000

YULEIDY JOA
1033 ONTARIO ST 2CN
OAK PARK, IL 60302
16-07-120-032-1013

ZACHARY WAGNER
1033 ONTARIO ST 3DN
OAK PARK, IL 60302
16-07-120-032-1021

Oak Park Neighboring Business Owners

COMMUNITY BANK OF OAK PARK RIVER FOREST
1001 Lake Street
Oak Park, IL 60301

OAK PARK VISITORS CENTER
1010 Lake Street
Oak Park, IL 60301

THE GENESIS THERAPY CENTER
1010 Lake Street, Suite #502B
Oak Park, IL 60301

ALLPAK CO
1010 Lake Street, Suite 103
Oak Park, IL 60301

DR JAMES YEE
1010 Lake Street, Suite 105
Oak Park, IL 60301

CHARLES E DAVIS PH.D
1010 Lake Street, Suite 109
Oak Park, IL 60301

FIRST AMERICAN TITLE
1010 Lake Street, Suite 113
Oak Park, IL 60301

DOWNTOWN OAK PARK
1010 Lake Street, Suite 114
Oak Park, IL 60301

MERZ & ASSOCIATES PC
1010 Lake Street, Suite 400
Oak Park, IL 60301

PACIFIC LIFE INSURANCE COMPANY
1010 Lake Street, Suite 432
Oak Park, IL 60301

LAKE STREET FAMILY PHYSICIANS
1010 Lake Street, Suite 500
Oak Park, IL 60301

MCCOLLOM REALTY LTD
1010 Lake Street, Suite 503
Oak Park, IL 60301

OP OFFICE PARTNERS, LLC
1010 Lake Street, Suite 503
Oak Park, IL 60301

MONIQUE M BROTMAN DO
1010 Lake Street, Suite 507
Oak Park, IL 60301

RAD GHARAVI MD PC
1010 Lake Street, Suite 602
Oak Park, IL 60301

MADDEN FUNDS MANAGEMENT
1010 Lake Street, Suite 604
Oak Park, IL 60301

JOHN M KENNELLY PC
1010 Lake Street, Suite 605
Oak Park, IL 60301

DR CRIS THOMAS
1010 Lake Street, Suite 608
Oak Park, IL 60301

JEANANE M FERRE PHD
1010 Lake Street, Suite 621
Oak Park, IL 60301

UNIPHOS INC
1011 Lake Street, Suite 210
Oak Park, IL 60301

WATSON CHIROPRACTIC LLC
1011 Lake Street, Suite 216
Oak Park, IL 60301

DRS BEAMER, CARLON, & CRAIGEN SC
1011 Lake Street, Suite 300
Oak Park, IL 60301

IVAN VASIC PC
1011 Lake Street, Suite 309
Oak Park, IL 60301

DAVID KING & ASSOCIATES
1011 Lake Street, Suite 313
Oak Park, IL 60301

PAUL C ELLSTEIN CHIROPRACTIC
1011 Lake Street, Suite 407
Oak Park, IL 60301

INFORMATION SECURITY
1011 Lake Street, Suite 425
Oak Park, IL 60301

CONSERVATIVE CONCEPTS
1011 Lake Street, Suite 436
Oak Park, IL 60301

MARILYN MYLES MSW LCSW
1011 Lake Street, Suite 440
Oak Park, IL 60301

FANNIE MAY
1020 Lake Street
Oak Park, IL 60301

LAKE THEATRE
1022 Lake Street
Oak Park, IL 60301

Oak Park Neighboring Business Owners

RAYMOND JAMES FINANCIAL
1029 Lake Street, Floor 2
Oak Park, IL 60301

SPARKRESULTS. NET
1029 Lake Street, Suite 201
Oak Park, IL 60301

REGISTRATION TECHNOLOGY
1029 Lake Street, Suite A
Oak Park, IL 60301

JERUSALEM CAFE
1030 Lake Street
Oak Park, IL 60301

DELIA'S KITCHEN
1034 Lake Street
Oak Park, IL 60301

POLISHED
1036 Lake Street
Oak Park, IL 60301

LOU MALNATI'S PIZZERIA
1038 Lake Street
Oak Park, IL 60301

THE BARRE CODE
1040 Lake Street
Oak Park, IL 60301

RED MANGO
1044 Lake Street
Oak Park, IL 60301

CHASE BANK
1048 Lake Street
Oak Park, IL 60301

BODYGEARS PHYSICAL THERAPY
1049 Lake Street, Suite 201
Oak Park, IL 60301

RES CARE HOME CARE, CHICAGO
1049 Lake Street, Suite 203
Oak Park, IL 60301

OAK PARK-RIVER FOREST COMMUNITY FOUNDATION
1049 Lake Street, Suite 204
Oak Park, IL 60301

ROMAINE GREENS & GRILL
1053 Lake Street
Oak Park, IL 60301

CAPPELLI INSTITUTE OF MUSIC
1053 Lake Street, Floor 2
Oak Park, IL 60301

CALVIN MEINKE MD
1100 Lake Street
Oak Park, IL 60301

POTBELLY SANDWICH SHOP
1100 Lake Street
Oak Park, IL 60301

SPRINT
1100 Lake Street
Oak Park, IL 60301

WEINER OPTICAL
1100 Lake Street
Oak Park, IL 60301

LOYOLA CENTER FOR HEALTH AT OAK PARK
1100 Lake Street, Suite 150
Oak Park, IL 60301

CHICAGO TITLE INSURANCE COMPANY
1100 Lake Street, Suite 165
Oak Park, IL 60301

FITZGERALD'S FINE STATIONERY
1100 Lake Street, Suite 165
Oak Park, IL 60301

ELMHURST CLINIC
1100 Lake Street, Suite 230
Oak Park, IL 60301

DISOMMA FOOT & ANKLE CLINIC
1100 Lake Street, Suite 248
Oak Park, IL 60301

HEALTHCARE FOR WOMEN SC
1100 Lake Street, Suite 260
Oak Park, IL 60301

FBOP CORPORATION
1100 Lake Street, Suite 280A
Oak Park, IL 60301

SHAKER RECRUITMENT ADVERTISING & COMMUNICATI
1100 Lake Street, Suite 300
Oak Park, IL 60301

FOCUSCOPE
1100 Lake Street, Suite 60
Oak Park, IL 60301

HURLEY STANNERS LLC
1100 Lake Street, Suite LL20
Oak Park, IL 60301

NORTHWEST CHICAGO PRIMARY CARE, S.C.
1100 Lake Street, Suite LL21
Oak Park, IL 60301

Oak Park Neighboring Business Owners

DOODY ENTERPRISES, INC
1100 Lake Street, Suite LL25
Oak Park, IL 60301

ADVANTAGE NURSING SERVICES INC
1100 Lake Street, Suite LL30
Oak Park, IL 60301

RESULTANT STAFFING SOLUTIONS, LLC
1100 Lake Street, Suite LL3S
Oak Park, IL 60301

LAKE STREET KITCHEN + BAR
1101 Lake Street
Oak Park, IL 60301

TRANSITIONS ASSOCIATED IN PSYCHOTHERAPY
1101 Lake Street
Oak Park, IL 60301

FIX THAT 4 YOU
1101 Lake Street, Suite 110
Oak Park, IL 60301

CENTRUM COUNSELING & PHOBIA CLINIC
1101 Lake Street, Suite 201
Oak Park, IL 60301

BSMC-ADM INC
1101 Lake Street, Suite 210
Oak Park, IL 60301

COMPREHENSIVE CLINICAL SERVICES PC
1101 Lake Street, Suite 302
Oak Park, IL 60301

DATA RESEARCHERS
1101 Lake Street, Suite 302
Oak Park, IL 60301

GARAPOLO & ASSOCIATES
1101 Lake Street, Suite 307
Oak Park, IL 60301

SOCIAL WORK P R N
1101 Lake Street, Suite 402
Oak Park, IL 60301

EXPRESS CLEANING SERVICES
1101 Lake Street, Suite 403
Oak Park, IL 60301

SUSHI HOUSE
1107 Lake Street
Oak Park, IL 60301

PAPER SOURCE
1109 Lake Street
Oak Park, IL 60301

MANCINI'S ITALIAN BISTRO
1111 Lake Street
Oak Park, IL 60301

GENERAL NUTRITION CENTER (STORE #1638)
1112 Lake Street
Oak Park, IL 60301

KATY'S DUMPLING HOUSE INC
1113 Lake Street
Oak Park, IL 60301

FFC OAK PARK
1114 Lake Street
Oak Park, IL 60301

FIVE GUYS BURGERS & FRIES
1115 Lake Street
Oak Park, IL 60301

STERLITE SOFTWARE USA
1117 Lake Street, Suite 210
Oak Park, IL 60301

BRUEGGER'S BAGELS
1118 Lake Street
Oak Park, IL 60301

WELLS STREET POPCORN
1119 Lake Street
Oak Park, IL 60301

MATTRESS FIRM
1120 Lake Street
Oak Park, IL 60301

BAR LOUIE
1122 Lake Street
Oak Park, IL 60301

CHIPOTLE MEXICAN GRILL
1128 Lake Street
Oak Park, IL 60301

BLUE VALLEY MARKETING
1128 Lake Street, Lower Level
Oak Park, IL 60301

T-MOBILE
1130 Lake Street
Oak Park, IL 60301

AMERICAN MATTRESS
1140 Lake Street, Suite
Oak Park, IL 60301

TRIPLEPOINT WATER TECHNOLOGIES LLC
1141 Lake Street, Suite 201
Oak Park, IL 60301

Oak Park Neighboring Business Owners

UNIVERSAL LENDERS LLC
1142 Lake Street, Suite 202
Oak Park, IL 60301

PIER 1 IMPORTS #400
1143 Lake Street
Oak Park, IL 60301

BRIDGEMARK HEALTHCARE
1143 Lake Street, Suite 410
Oak Park, IL 60301

LAKESHORE OUTDOOR SALES, INC.
1144 Lake Street, Suite 301
Oak Park, IL 60301

MERZ & ASSOCIATES P C
1144 Lake Street, Suite 304
Oak Park, IL 60301

TROELSTRUP LAW OFFICE
1145 Lake Street, Suite 300
Oak Park, IL 60301

CITIZENS RX LLC
1145 Lake Street, Suite 404
Oak Park, IL 60301

NOW SECURE, INC.
1146 Lake Street, Floor 2
Oak Park, IL 60301

OAK PARK CHIROPRACTIC
1146 Lake Street, Suite 203
Oak Park, IL 60301

THOMAS J ROSTAFINSKI PH D
1146 Lake Street, Suite 508
Oak Park, IL 60301

DR CINDY GILMORE
1147 Lake Street, Suite 205
Oak Park, IL 60301

STEVEN C MEYER LCSW
1147 Lake Street, Suite 302
Oak Park, IL 60301

MICHAEL F SALERNO DDS
1148 Lake Street, Suite
Oak Park, IL 60301

TOWN & COUNTRY DENTAL CARE
1148 Lake Street, Suite 213
Oak Park, IL 60301

ACORN PODIATRY CENTER
1149 Lake Street, Suite 202
Oak Park, IL 60301

BE WELL, INC.
1149 Lake Street, Suite 401
Oak Park, IL 60301

LONGINOTTI CHIROPRACTIC
1150 Lake Street, Suite 207
Oak Park, IL 60301

LIBERTY HAMPSHIRE
1150 Lake Street, Suite 506
Oak Park, IL 60301

MICHAEL L KYLE MD SC
1151 Lake Street, Suite 203
Oak Park, IL 60301

ROOTED MEDICINE ACUPUNCTURE, INC.
1152 Lake Street, Suite 203
Oak Park, IL 60301

HEPHZIBAH CHILDREN'S ASSOCIATION
1153 Lake Street, 5th Floor
Oak Park, IL 60301

OAK PARK CHRISTIAN ACADEMY
931 Lake Street
Oak Park, IL 60301

CONSTANTINE L POLITIS DDS
965 Lake Street, Cuite 6
Oak Park, IL 60301

9. Restrictions & Covenants

Albion Residential is currently negotiating a Master Lease Agreement for 37 parking stalls that will be located in the parking garage of the planned development. The Master Lease Agreement is being made between Albion Residential, the contract purchaser of 1000 Lake Street site, and OP Office Partners LLC, the owner of 1010 Lake Street, Oak Park, Illinois 60301. The Master Lease Agreement will be made available for review prior to and during Planning Commission.

Albion Residential is negotiating an easement agreement between OP Office Partners LLC for the greenway that will be located between 1010 Lake Street and the planned development site at 1000 Lake Street, Oak Park, Illinois 60301. The easement agreement for the public greenway from Lake Street to Austin Gardens will be made available for review prior to and during Planning Commission.

Albion Residential is requesting an underground easement for bell caissons located on the northern property line of the subdivided 1000 Lake Street site. Albion and its consultants anticipate that the bell caissons will encroach under the public alley. Albion Residential will submit a site plan displaying the bell caisson locations for further review prior to and during Planning Commission.

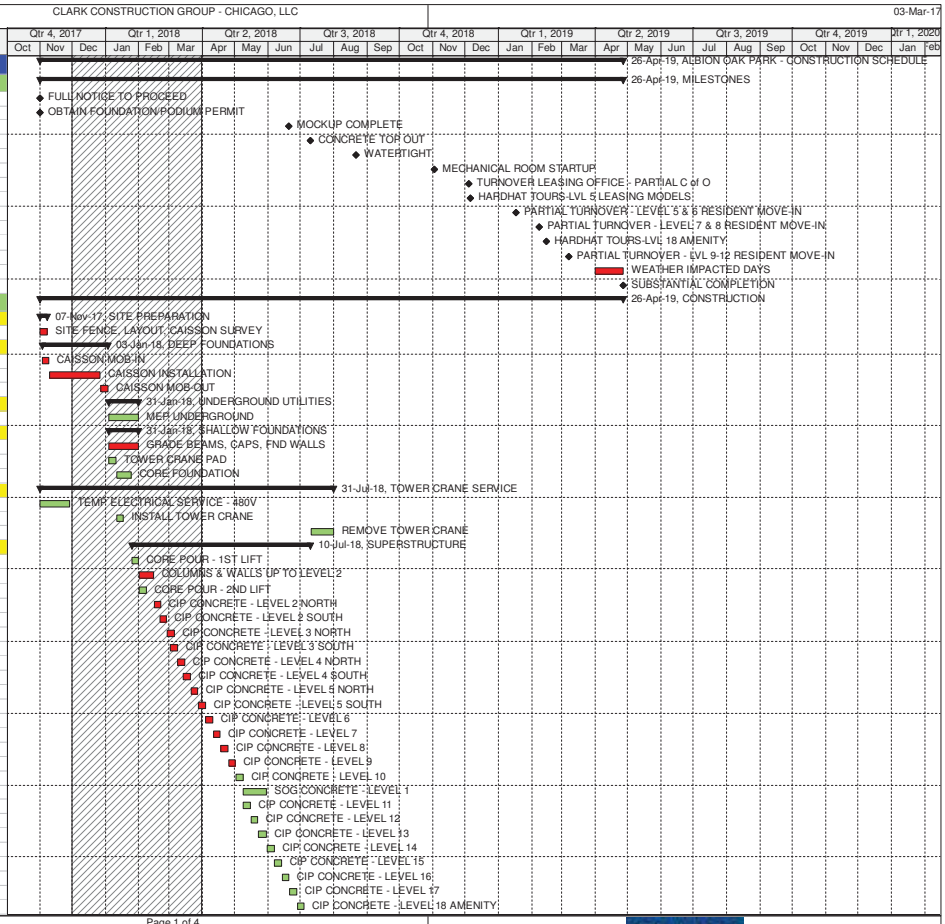
Albion Residential is drafting an easement agreement that will be proposed to the Village of Oak Park for Lake Street. The pedestrian sidewalk and streetscape program is expected to encroach on the 1000 Lake street site's southern property line. A draft of the easement agreement for Lake Street will be provided for further review prior to and during Planning Commission.

10. Construction Schedule

11. Construction Traffic Schedule

ALBION OAK PARK - CONSTRUCTION SCHEDULE | CLARK CONSTRUCTION GROUP - CHICAGO, LLC | 03-Mar-17

Activity ID	Activity Name	Original Duration	Start	Finish
ALBION OAK PARK - CONSTRUCTION SCHEDULE		388	01-Nov-17	26-Apr-19
MILESTONES		388	01-Nov-17	26-Apr-19
A1000	FULL NOTICE TO PROCEED	0	01-Nov-17	
A2770	OBTAIN FOUNDATION/PODIUM PERMIT	0	01-Nov-17	
A1010	MOCKUP COMPLETE	0		20-Jun-18
A1020	CONCRETE TOP OUT	0		10-Jul-18
A1030	WATERTIGHT	0		21-Aug-18
A1040	MECHANICAL ROOM STARTUP	0		02-Nov-18
A3710	TURNOVER LEASING OFFICE - PARTIAL C of O	0		04-Dec-18
A3190	HARDHAT TOURS-LVL 5 LEASING MODELS	0		05-Dec-18
A3760	PARTIAL TURNOVER - LEVEL 5 & 6 RESIDENT MOVE-IN	0		17-Jan-19
A3770	PARTIAL TURNOVER - LEVEL 7 & 8 RESIDENT MOVE-IN	0		07-Feb-19
A3700	HARDHAT TOURS-LVL 18 AMENITY	0		14-Feb-19
A3240	PARTIAL TURNOVER - LVL 9-12 RESIDENT MOVE-IN	0		07-Mar-19
A1290	WEATHER IMPACTED DAYS	20	01-Apr-19	26-Apr-19
A1070	SUBSTANTIAL COMPLETION	0		26-Apr-19
CONSTRUCTION		388	01-Nov-17	26-Apr-19
SITE PREPARATION		5	01-Nov-17	07-Nov-17
A1080	SITE FENCE, LAYOUT, CAISSON SURVEY	5	01-Nov-17	07-Nov-17
DEEP FOUNDATIONS		44	03-Nov-17	03-Jan-18
A1280	CAISSON MOB-IN	5	03-Nov-17	09-Nov-17
A1110	CAISSON INSTALLATION	30	10-Nov-17	26-Dec-17
A4085	CAISSON MOB-OUT	5	27-Dec-17	03-Jan-18
UNDERGROUND UTILITIES		20	04-Jan-18	31-Jan-18
A1120	MEP UNDERGROUND	20	04-Jan-18	31-Jan-18
SHALLOW FOUNDATIONS		20	04-Jan-18	31-Jan-18
A1130	GRADE BEAMS, CAPS, FND WALLS	20	04-Jan-18	31-Jan-18
A4010	TOWER CRANE PAD	5	04-Jan-18	10-Jan-18
A4020	CORE FOUNDATION	10	11-Jan-18	24-Jan-18
TOWER CRANE SERVICE		195	01-Nov-17	31-Jul-18
A2830	TEMP ELECTRICAL SERVICE - 480V	20	01-Nov-17	28-Nov-17
A2610	INSTALL TOWER CRANE	5	11-Jan-18	17-Jan-18
A2760	REMOVE TOWER CRANE	15	11-Jul-18	31-Jul-18
SUPERSTRUCTURE		119	25-Jan-18	10-Jul-18
A4030	CORE POUR - 1ST LIFT	5	25-Jan-18	31-Jan-18
A4040	COLUMNS & WALLS UP TO LEVEL 2	10	01-Feb-18	14-Feb-18
A4060	CORE POUR - 2ND LIFT	5	01-Feb-18	07-Feb-18
A1150	CIP CONCRETE - LEVEL 2 NORTH	5	15-Feb-18	21-Feb-18
A3720	CIP CONCRETE - LEVEL 2 SOUTH	5	20-Feb-18	26-Feb-18
A1160	CIP CONCRETE - LEVEL 3 NORTH	5	27-Feb-18	05-Mar-18
A3730	CIP CONCRETE - LEVEL 3 SOUTH	5	02-Mar-18	08-Mar-18
A1170	CIP CONCRETE - LEVEL 4 NORTH	5	09-Mar-18	15-Mar-18
A3740	CIP CONCRETE - LEVEL 4 SOUTH	5	14-Mar-18	20-Mar-18
A1180	CIP CONCRETE - LEVEL 5 NORTH	5	21-Mar-18	27-Mar-18
A3750	CIP CONCRETE - LEVEL 5 SOUTH	5	28-Mar-18	03-Apr-18
A1190	CIP CONCRETE - LEVEL 6	5	04-Apr-18	10-Apr-18
A1200	CIP CONCRETE - LEVEL 7	5	11-Apr-18	17-Apr-18
A1210	CIP CONCRETE - LEVEL 8	5	18-Apr-18	24-Apr-18
A1220	CIP CONCRETE - LEVEL 9	5	25-Apr-18	01-May-18
A1230	CIP CONCRETE - LEVEL 10	5	02-May-18	08-May-18
A1140	SOG CONCRETE - LEVEL 1	15	09-May-18	30-May-18
A1240	CIP CONCRETE - LEVEL 11	5	09-May-18	15-May-18
A1250	CIP CONCRETE - LEVEL 12	5	16-May-18	22-May-18
A1260	CIP CONCRETE - LEVEL 13	5	23-May-18	30-May-18
A1270	CIP CONCRETE - LEVEL 14	5	31-May-18	06-Jun-18
A3850	CIP CONCRETE - LEVEL 15	5	07-Jun-18	13-Jun-18
A4095	CIP CONCRETE - LEVEL 16	5	14-Jun-18	20-Jun-18
A4105	CIP CONCRETE - LEVEL 17	5	21-Jun-18	27-Jun-18
A4205	CIP CONCRETE - LEVEL 18 AMENITY	5	28-Jun-18	04-Jul-18

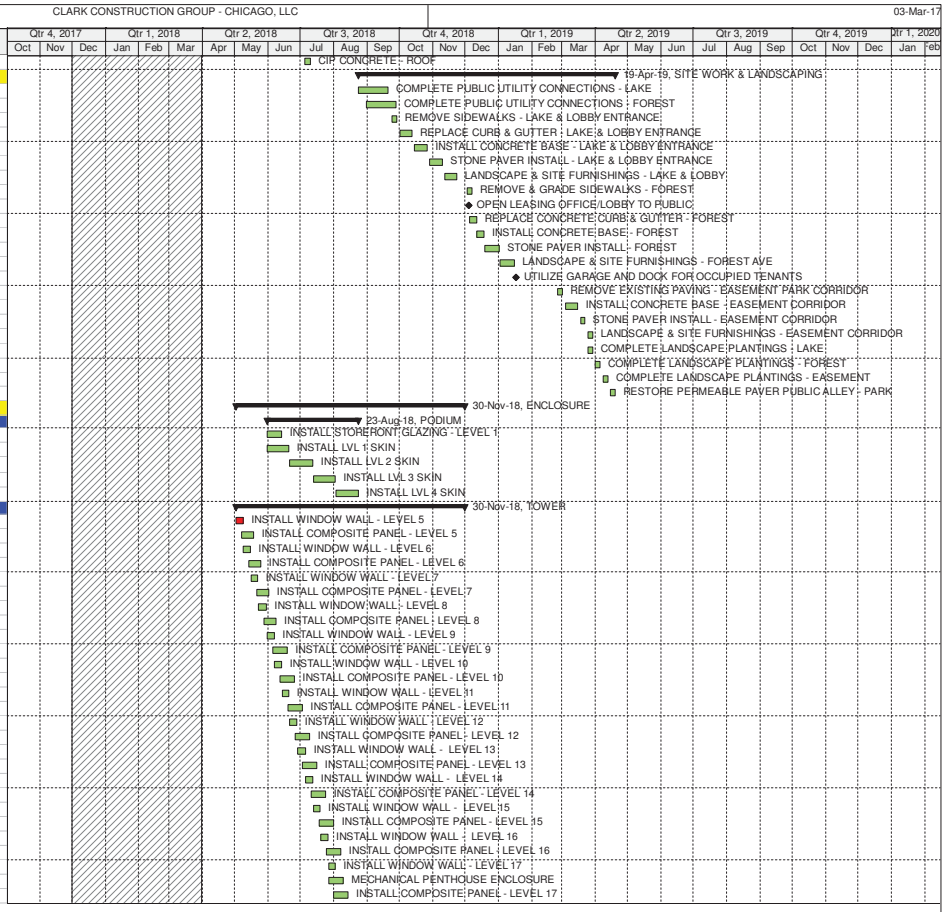


Level of Effort | Remaining Work | Milestone
Actual Work | Critical Remaining Work | Summary

CLARK CONSTRUCTION

ALBION OAK PARK - CONSTRUCTION SCHEDULE | CLARK CONSTRUCTION GROUP - CHICAGO, LLC | 03-Mar-17

Activity ID	Activity Name	Original Duration	Start	Finish
A4215	CIP CONCRETE - ROOF	4	05-Jul-18	10-Jul-18
SITE WORK & LANDSCAPING		171	24-Aug-18	19-Apr-19
A4335	COMPLETE PUBLIC UTILITY CONNECTIONS - LAKE	20	24-Aug-18	20-Sep-18
A4345	COMPLETE PUBLIC UTILITY CONNECTIONS - FOREST	20	31-Aug-18	27-Sep-18
A4295	REMOVE SIDEWALKS - LAKE & LOBBY ENTRANCE	5	24-Sep-18	28-Sep-18
A4275	REPLACE CURB & GUTTER - LAKE & LOBBY ENTRANCE	10	01-Oct-18	12-Oct-18
A4315	INSTALL CONCRETE BASE - LAKE & LOBBY ENTRANCE	10	15-Oct-18	26-Oct-18
A4355	STONE PAVER INSTALL - LAKE & LOBBY ENTRANCE	10	29-Oct-18	09-Nov-18
A4255	LANDSCAPE & SITE FURNISHINGS - LAKE & LOBBY	10	12-Nov-18	23-Nov-18
A4305	REMOVE & GRADE SIDEWALKS - FOREST	5	03-Dec-18	07-Dec-18
A4375	OPEN LEASING OFFICE/LOBBY TO PUBLIC	0		04-Dec-18
A4285	REPLACE CONCRETE CURB & GUTTER - FOREST	5	05-Dec-18	11-Dec-18
A4325	INSTALL CONCRETE BASE - FOREST	5	12-Dec-18	18-Dec-18
A4365	STONE PAVER INSTALL - FOREST	10	19-Dec-18	01-Jan-19
A4265	LANDSCAPE & SITE FURNISHINGS - FOREST AVE	10	02-Jan-19	15-Jan-19
A4435	UTILIZE GARAGE AND DOCK FOR OCCUPIED TENANTS	0		17-Jan-19
A4395	REMOVE EXISTING PAVING - EASEMENT PARK CORRIDOR	5	25-Feb-19	01-Mar-19
A4405	INSTALL CONCRETE BASE - EASEMENT CORRIDOR	10	04-Mar-19	15-Mar-19
A4425	STONE PAVER INSTALL - EASEMENT CORRIDOR	5	18-Mar-19	22-Mar-19
A4415	LANDSCAPE & SITE FURNISHINGS - EASEMENT CORRIDOR	5	25-Mar-19	29-Mar-19
A4445	COMPLETE LANDSCAPE PLANTINGS - LAKE	5	25-Mar-19	29-Mar-19
A4455	COMPLETE LANDSCAPE PLANTINGS - FOREST	5	01-Apr-19	05-Apr-19
A4465	COMPLETE LANDSCAPE PLANTINGS - EASEMENT	5	08-Apr-19	12-Apr-19
A4385	RESTORE PERMEABLE PAVER PUBLIC ALLEY - PARK	5	15-Apr-19	19-Apr-19
ENCLOSURE		153	02-May-18	30-Nov-18
PODIUM		60	31-May-18	23-Aug-18
A1850	INSTALL STOREFRONT GLAZING - LEVEL 1	10	31-May-18	13-Jun-18
A2220	INSTALL LVL 1 SKIN	15	31-May-18	20-Jun-18
A2230	INSTALL LVL 2 SKIN	15	21-Jun-18	12-Jul-18
A2240	INSTALL LVL 3 SKIN	15	13-Jul-18	02-Aug-18
A1840	INSTALL LVL 4 SKIN	15	03-Aug-18	23-Aug-18
TOWER		153	02-May-18	30-Nov-18
A3860	INSTALL WINDOW WALL - LEVEL 5	5	02-May-18	08-May-18
A3890	INSTALL COMPOSITE PANEL - LEVEL 5	10	07-May-18	18-May-18
A1510	INSTALL WINDOW WALL - LEVEL 6	5	09-May-18	15-May-18
A1610	INSTALL COMPOSITE PANEL - LEVEL 6	10	14-May-18	25-May-18
A1520	INSTALL WINDOW WALL - LEVEL 7	5	16-May-18	22-May-18
A1620	INSTALL COMPOSITE PANEL - LEVEL 7	10	21-May-18	01-Jun-18
A1530	INSTALL WINDOW WALL - LEVEL 8	5	23-May-18	30-May-18
A1630	INSTALL COMPOSITE PANEL - LEVEL 8	10	28-May-18	08-Jun-18
A1540	INSTALL WINDOW WALL - LEVEL 9	5	31-May-18	06-Jun-18
A1640	INSTALL COMPOSITE PANEL - LEVEL 9	10	05-Jun-18	18-Jun-18
A1550	INSTALL WINDOW WALL - LEVEL 10	5	07-Jun-18	13-Jun-18
A1650	INSTALL COMPOSITE PANEL - LEVEL 10	10	12-Jun-18	25-Jun-18
A1560	INSTALL WINDOW WALL - LEVEL 11	5	14-Jun-18	20-Jun-18
A1660	INSTALL COMPOSITE PANEL - LEVEL 11	10	19-Jun-18	02-Jul-18
A1570	INSTALL WINDOW WALL - LEVEL 12	5	21-Jun-18	27-Jun-18
A1670	INSTALL COMPOSITE PANEL - LEVEL 12	10	26-Jun-18	09-Jul-18
A1580	INSTALL WINDOW WALL - LEVEL 13	5	28-Jun-18	05-Jul-18
A1680	INSTALL COMPOSITE PANEL - LEVEL 13	10	03-Jul-18	16-Jul-18
A1590	INSTALL WINDOW WALL - LEVEL 14	5	06-Jul-18	12-Jul-18
A1690	INSTALL COMPOSITE PANEL - LEVEL 14	10	11-Jul-18	24-Jul-18
A1600	INSTALL WINDOW WALL - LEVEL 15	5	13-Jul-18	19-Jul-18
A1700	INSTALL COMPOSITE PANEL - LEVEL 15	10	18-Jul-18	31-Jul-18
A4115	INSTALL WINDOW WALL - LEVEL 16	5	20-Jul-18	26-Jul-18
A1710	INSTALL COMPOSITE PANEL - LEVEL 16	10	25-Jul-18	07-Aug-18
A4125	INSTALL WINDOW WALL - LEVEL 17	5	27-Jul-18	02-Aug-18
A4245	MECHANICAL PENTHOUSE ENCLOSURE	10	27-Jul-18	09-Aug-18
A1720	INSTALL COMPOSITE PANEL - LEVEL 17	10	01-Aug-18	14-Aug-18

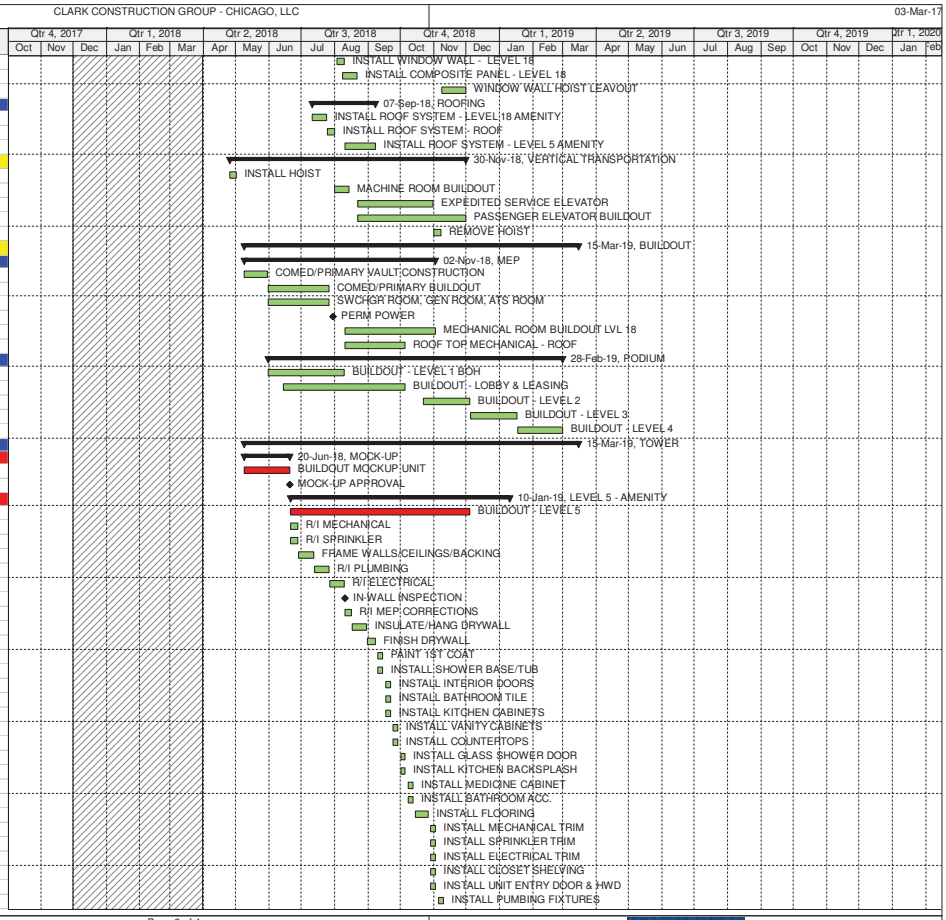


Level of Effort | Remaining Work | Milestone
Actual Work | Critical Remaining Work | Summary

CLARK CONSTRUCTION

ALBION OAK PARK - CONSTRUCTION SCHEDULE | CLARK CONSTRUCTION GROUP - CHICAGO, LLC | 03-Mar-17

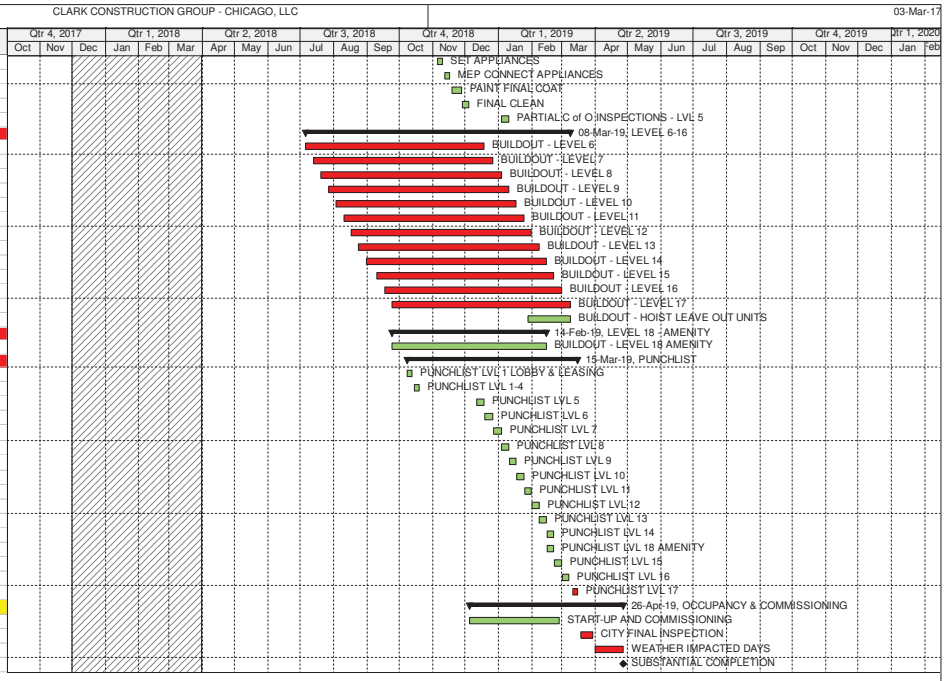
Activity ID	Activity Name	Original Duration	Start	Finish
A4135	INSTALL WINDOW WALL - LEVEL 18	5	03-Aug-18	09-Aug-18
A1730	INSTALL COMPOSITE PANEL - LEVEL 18	10	08-Aug-18	21-Aug-18
A3100	WINDOW WALL HOIST LEAVOUT	15	08-Nov-18	30-Nov-18
ROOFING		42	11-Jul-18	07-Sep-18
A2560	INSTALL ROOF SYSTEM - LEVEL 18 AMENITY	10	11-Jul-18	24-Jul-18
A2690	INSTALL ROOF SYSTEM - ROOF	5	25-Jul-18	31-Jul-18
A1800	INSTALL ROOF SYSTEM - LEVEL 5 AMENITY	20	10-Aug-18	07-Sep-18
VERTICAL TRANSPORTATION		153	25-Apr-18	30-Nov-18
A2270	INSTALL HOIST	5	25-Apr-18	01-May-18
A3870	MACHINE ROOM BUILDOUT	10	01-Aug-18	14-Aug-18
A1860	EXPEDITED SERVICE ELEVATOR	50	22-Aug-18	31-Oct-18
A1870	PASSENGER ELEVATOR BUILDOUT	70	22-Aug-18	30-Nov-18
A2280	REMOVE HOIST	5	01-Nov-18	07-Nov-18
BUILDOUT		223	09-May-18	15-Mar-19
MEP		125	09-May-18	02-Nov-18
A3590	COMED/PRIMARY VAULT CONSTRUCTION	15	09-May-18	30-May-18
A3640	COMED/PRIMARY BUILDOUT	40	31-May-18	26-Jul-18
A3600	SWCHGR ROOM, GEN ROOM, ATS ROOM	40	31-May-18	26-Jul-18
A3610	PERM POWER	0		30-Jul-18
A3620	MECHANICAL ROOM BUILDOUT LVL 18	60	10-Aug-18	02-Nov-18
A3630	ROOF TOP MECHANICAL - ROOF	40	10-Aug-18	05-Oct-18
PODIUM		196	31-May-18	28-Feb-19
A2570	BUILDOUT - LEVEL 1 BOH	50	31-May-18	09-Aug-18
A3200	BUILDOUT - LOBBY & LEASING	80	14-Jun-18	05-Oct-18
A2680	BUILDOUT - LEVEL 2	30	22-Oct-18	04-Dec-18
A2660	BUILDOUT - LEVEL 3	30	05-Dec-18	17-Jan-19
A2670	BUILDOUT - LEVEL 4	30	18-Jan-19	28-Feb-19
TOWER		223	09-May-18	15-Mar-19
MOCK-UP		30	09-May-18	20-Jun-18
A1890	BUILDOUT MOCKUP UNIT	30	09-May-18	20-Jun-18
A1900	MOCK-UP APPROVAL	0		20-Jun-18
LEVEL 5 - AMENITY		146	21-Jun-18	10-Jan-19
A3880	BUILDOUT - LEVEL 5	115	21-Jun-18	04-Dec-18
LVL5	R/I MECHANICAL	5	21-Jun-18	27-Jun-18
LVL5	R/I SPRINKLER	5	21-Jun-18	27-Jun-18
LVL5	FRAME WALLS/CEILINGS/BACKING	10	28-Jun-18	12-Jul-18
LVL5	R/I PLUMBING	10	13-Jul-18	26-Jul-18
LVL5	R/I ELECTRICAL	10	27-Jul-18	09-Aug-18
LVL5	IN-WALL INSPECTION	0	10-Aug-18	
LVL5	R/I MEP CORRECTIONS	5	10-Aug-18	16-Aug-18
LVL5	INSULATE/HANG DRYWALL	10	17-Aug-18	30-Aug-18
LVL5	FINISH DRYWALL	5	31-Aug-18	07-Sep-18
LVL5	PAINT 1ST COAT	5	10-Sep-18	14-Sep-18
LVL5	INSTALL SHOWER BASE/TUB	5	10-Sep-18	14-Sep-18
LVL5	INSTALL INTERIOR DOORS	5	17-Sep-18	21-Sep-18
LVL5	INSTALL BATHROOM TILE	5	17-Sep-18	21-Sep-18
LVL5	INSTALL KITCHEN CABINETS	5	17-Sep-18	21-Sep-18
LVL5	INSTALL VANITY CABINETS	5	24-Sep-18	28-Sep-18
LVL5	INSTALL COUNTERTOPS	5	24-Sep-18	28-Sep-18
LVL5	INSTALL GLASS SHOWER DOOR	5	01-Oct-18	05-Oct-18
LVL5	INSTALL KITCHEN BACKSPLASH	5	01-Oct-18	05-Oct-18
LVL5	INSTALL MEDICINE CABINET	5	08-Oct-18	12-Oct-18
LVL5	INSTALL BATHROOM ACC.	5	08-Oct-18	12-Oct-18
LVL5	INSTALL FLOORING	10	15-Oct-18	26-Oct-18
LVL5	INSTALL MECHANICAL TRIM	5	29-Oct-18	02-Nov-18
LVL5	INSTALL SPRINKLER TRIM	5	29-Oct-18	02-Nov-18
LVL5	INSTALL ELECTRICAL TRIM	5	29-Oct-18	02-Nov-18
LVL5	INSTALL CLOSET SHELVING	5	29-Oct-18	02-Nov-18
LVL5	INSTALL UNIT ENTRY DOOR & HWD	5	29-Oct-18	02-Nov-18
LVL5	INSTALL PUMBING FIXTURES	5	05-Nov-18	09-Nov-18



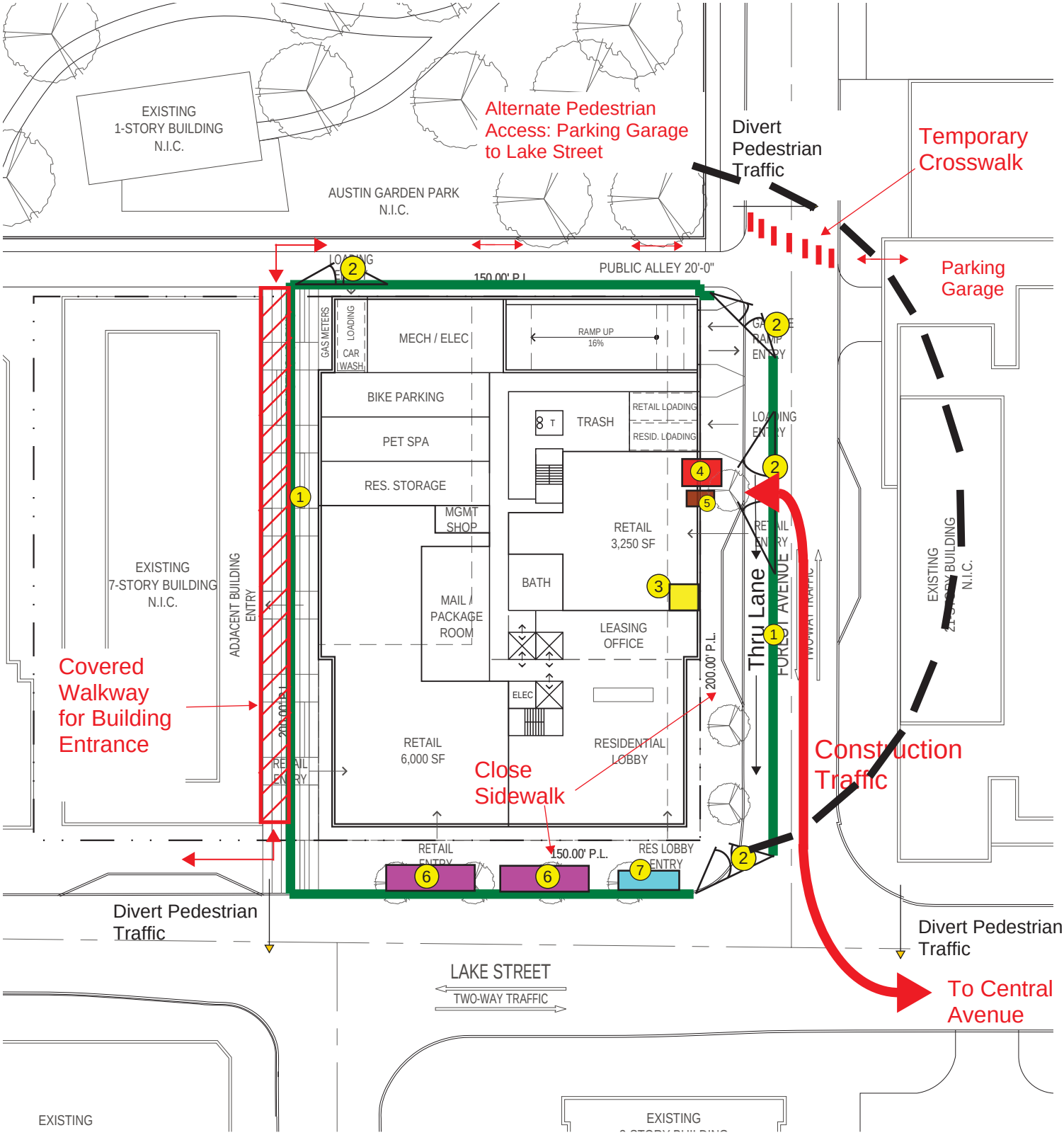
Level of Effort | Remaining Work | Milestone
Actual Work | Critical Remaining Work | Summary

ALBION OAK PARK - CONSTRUCTION SCHEDULE | CLARK CONSTRUCTION GROUP - CHICAGO, LLC | 03-Mar-17

Activity ID	Activity Name	Original Duration	Start	Finish
LVL5	SET APPLIANCES	5	05-Nov-18	09-Nov-18
LVL5	MEP CONNECT APPLIANCES	5	12-Nov-18	16-Nov-18
LVL5	PAINT FINAL COAT	5	19-Nov-18	27-Nov-18
LVL5	FINAL CLEAN	5	28-Nov-18	04-Dec-18
LVL5	PARTIAL C of O INSPECTIONS - LVL 5	5	04-Jan-19	10-Jan-19
LEVEL 6-16		176	06-Jul-18	08-Mar-19
A1910	BUILDOUT - LEVEL 6	115	06-Jul-18	18-Dec-18
A1920	BUILDOUT - LEVEL 7	115	13-Jul-18	26-Dec-18
A1930	BUILDOUT - LEVEL 8	115	20-Jul-18	03-Jan-19
A1940	BUILDOUT - LEVEL 9	115	27-Jul-18	10-Jan-19
A1950	BUILDOUT - LEVEL 10	115	03-Aug-18	17-Jan-19
A1960	BUILDOUT - LEVEL 11	115	10-Aug-18	24-Jan-19
A1970	BUILDOUT - LEVEL 12	115	17-Aug-18	31-Jan-19
A1980	BUILDOUT - LEVEL 13	115	24-Aug-18	07-Feb-19
A1990	BUILDOUT - LEVEL 14	115	31-Aug-18	14-Feb-19
A4145	BUILDOUT - LEVEL 15	115	10-Sep-18	21-Feb-19
A4155	BUILDOUT - LEVEL 16	115	17-Sep-18	28-Feb-19
A4225	BUILDOUT - LEVEL 17	120	24-Sep-18	08-Mar-19
A4235	BUILDOUT - HOIST LEAVE OUT UNITS	30	28-Jan-19	08-Mar-19
LEVEL 18 - AMENITY		100	24-Sep-18	14-Feb-19
A4165	BUILDOUT - LEVEL 18 AMENITY	100	24-Sep-18	14-Feb-19
PUNCHLIST		111	08-Oct-18	15-Mar-19
A3210	PUNCHLIST LVL 1 LOBBY & LEASING	5	08-Oct-18	12-Oct-18
A3550	PUNCHLIST LVL 1-4	5	15-Oct-18	19-Oct-18
A3580	PUNCHLIST LVL 5	5	12-Dec-18	18-Dec-18
A3170	PUNCHLIST LVL 6	5	19-Dec-18	26-Dec-18
A3180	PUNCHLIST LVL 7	5	27-Dec-18	03-Jan-19
A3270	PUNCHLIST LVL 8	5	04-Jan-19	10-Jan-19
A3290	PUNCHLIST LVL 9	5	11-Jan-19	17-Jan-19
A3300	PUNCHLIST LVL 10	5	18-Jan-19	24-Jan-19
A3310	PUNCHLIST LVL 11	5	25-Jan-19	31-Jan-19
A3320	PUNCHLIST LVL 12	5	01-Feb-19	07-Feb-19
A3330	PUNCHLIST LVL 13	5	08-Feb-19	14-Feb-19
A3340	PUNCHLIST LVL 14	5	15-Feb-19	21-Feb-19
A4195	PUNCHLIST LVL 18 AMENITY	5	15-Feb-19	21-Feb-19
A4175	PUNCHLIST LVL 15	5	22-Feb-19	28-Feb-19
A4185	PUNCHLIST LVL 16	5	01-Mar-19	07-Mar-19
A3560	PUNCHLIST LVL 17	5	11-Mar-19	15-Mar-19
OCCUPANCY & COMMISSIONING		103	05-Dec-18	26-Apr-19
A3230	START-UP AND COMMISSIONING	60	05-Dec-18	26-Feb-19
A3220	CITY FINAL INSPECTION	10	18-Mar-19	29-Mar-19
A3250	WEATHER IMPACTED DAYS	20	01-Apr-19	26-Apr-19
A3260	SUBSTANTIAL COMPLETION	0		26-Apr-19



Level of Effort | Actual Work | Remaining Work | Critical Remaining Work | Milestone | Summary



Site Logistics Plan - Albion Oak Park
1000 Lake Street

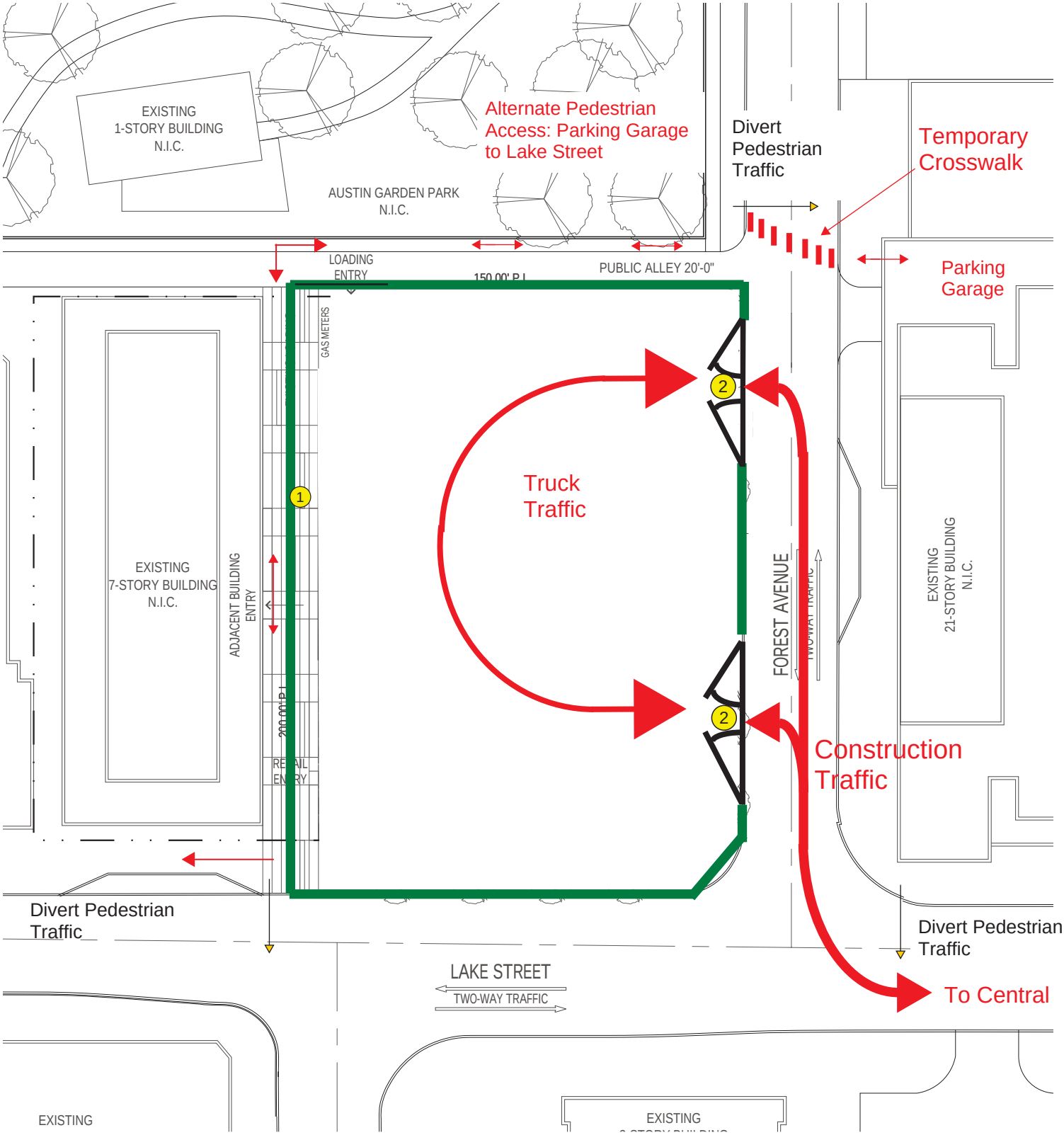
CLARK CHICAGO

Notes:

1) Contractor will provide pre and post-construction infiltration testing, vacuum cleaning and aggregate replacement, and/or removing and resetting pavers may be required to restore permeability or green alley.
2) Loading from the alleyway is for small vehicles only, no large trucks.
3) Contractor will install temporary vehicle detection to maintain traffic signal function for southbound Forest Avenue.
4) Contractor will be responsible for reimbursing village for cost to relocate Divvy station from site.
5) Contract will be responsible for providing hydrant access from the street for any hydrants that will be within the fenced areas.
6) Contractor will be responsible for completely removing and restoring the conflicting pavement markings for lane shifts due to work and all temporary pavement markings.
7) Contractor will protect existing traffic signal control cabinets.

LEGEND

1	Perimeter Fence
2	Site Enterance
3	Luffing Crane
4	Hoist
5	Dumpster
6	Trailers
7	Box



Foundation Phase Traffic Plan - Albion Oak Park
1000 Lake Street

LEGEND	
1	Perimeter Fence
2	Site Enterance

Notes:
1) Contractor will be responsible for reimbursing village for cost to relocate Divvy station from site.
2) Contract will be responsible for providing hydrant access from the street for any hydrants that will be within the fenced areas.
3) Contractor will protect existing traffic signal control cabinets.
4) Contractor shall utilize (2) designated site entrances for truck access & exit.

CLARK
CHICAGO

Albion Oak Park - 1000 Lake Street
Oversized Construction Traffic Plan

Planned Development Application

1000 Lake Street Development

Oak Park, IL 60301

12. Market Feasibility Report

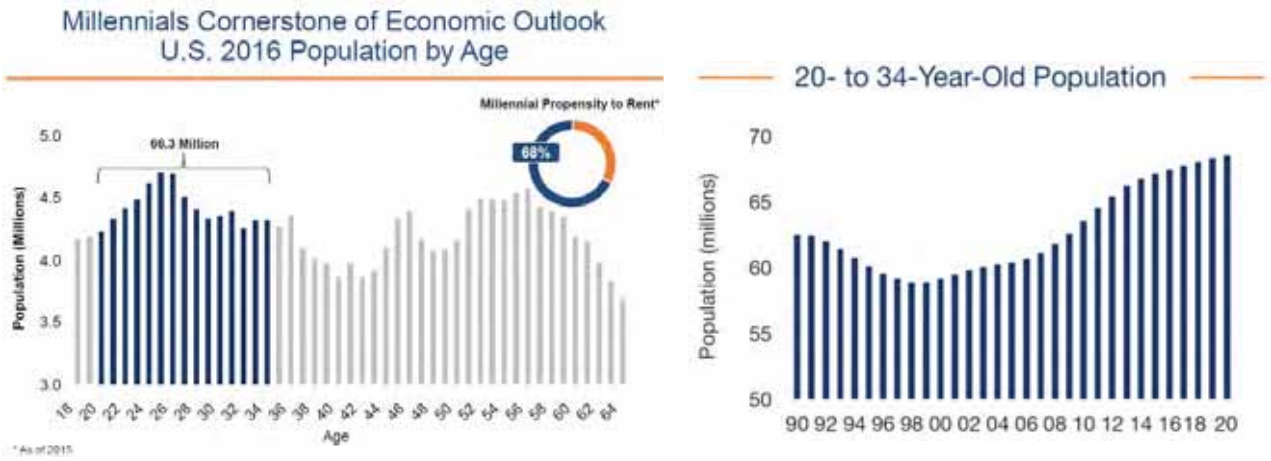
ALBION RESIDENTIAL

HPA

Based on the supporting data attached, Albion Residential feels that the rent structure underwritten is in line with submarket trends. Due to a significant lack of new supply throughout the suburbs, Albion Residential is confident that the proposed unit mix will be the best fit in Oak Park. In an effort to further satisfy market demands, Albion Residential has taken the approach to developing smaller, high-quality, luxury units compared to other residential products in the market.

UNIT MIX			
Unit Type	**# of Units**	**Unit Square Feet**	**Rent**
Studios	75	440-550	$1,386-$1,650
Convertibles	74	625-680	$1,663-$1,816
One Bedrooms	66	745-935	$1,872-$2,525
Two Bedrooms	46	930-1,365	$2,646-$3,494
Three Bedrooms	4	1,400	$3,640-$4,000
Total/Average	**265**		

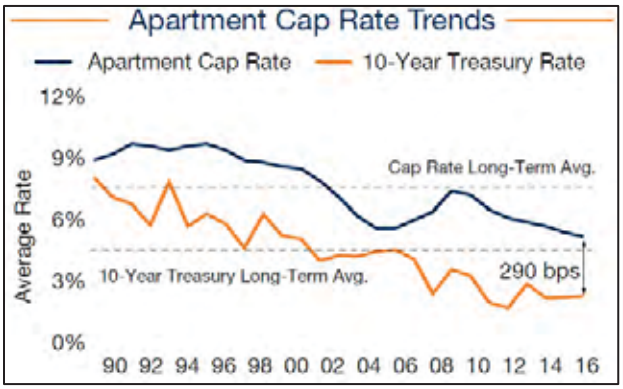
Westward expansion stemming from West Loop driven by thriving employment, development, and growing businesses continue to help support the vision that the 1000 Lake Street Site is an irreplaceable transit oriented development location suitable for a mixed-use residential community. The planned development is expected to attract three different renter demographics. The first renter consists of educated young professionals who are well compensated in the workplace. These millennials have become comfortable with the flexibility and lifestyle renting has to offer compared to homeownership. Millennials also account for a large majority of the national renter pool making them a vital part of the local community. The second renter demographic consists of small families who have chosen Oak Park for its rich culture and strong public and private school system. Small families typically make up a significantly small portion of the demographic mix of resident's in urban and urban-suburban apartment style communities. Lastly, baby boomers make up the final target demographic that have started to consider apartment style living. Current trends indicate that Baby Boomers are rapidly making the decision to trade in the responsibilities tied to homeownership in exchange for a maintenance free urban-suburban lifestyle.

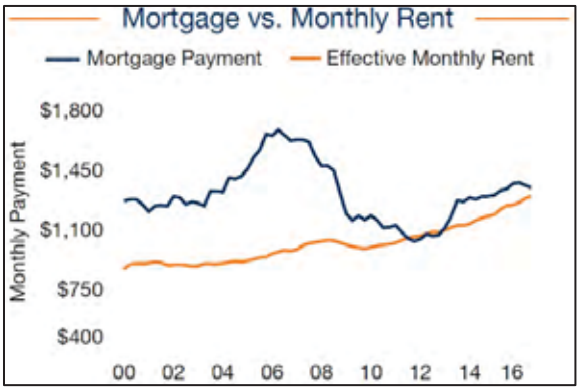


Macroeconomic Outlook

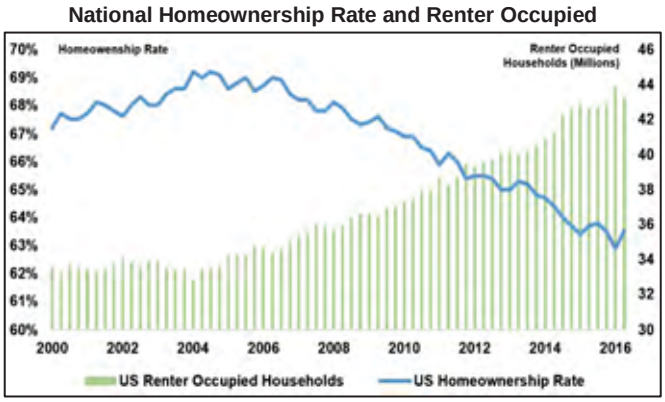
The United States economy is expected to add over 2 million new hires and an additional 371,000 units during 2017 supporting rental household formation and demand. As a tighter labor market drives up wages,

GDP growth has been forecasted in the 2.5% range based on strong consumer spending combined with the possible implementation of fiscal policies. National apartment vacancy is expected to end the year at 4.0% as rapidly increasing household formation generates robust net absorption. In addition, the average effective rent is expected to climb 4.5% building on the rent growth increases that were registered during 2016. Lastly, the rise in sales prices during 2016 compressed the average cap rate to the low 5% range. Rising property valuations across the nation have prompted investors to search for higher yields in urban suburban, secondary, and tertiary markets. Supporting sale comparables throughout downtown Chicago and neighboring top-tier suburbs continue to set record pricing for assets that are of similar quality and nature to the planned development.





Homeownership rates have continued to steadily decline towards historical lows indicating that more Americans are becoming renters than ever before. The renting population in suburban Chicago has grown 23% due to a steep decline in Chicago homeownership. As of Q4 2016, the Chicago MSA registered a 64.5% homeownership rate furthering the stance that the apartment industry will remain strong in the near term.

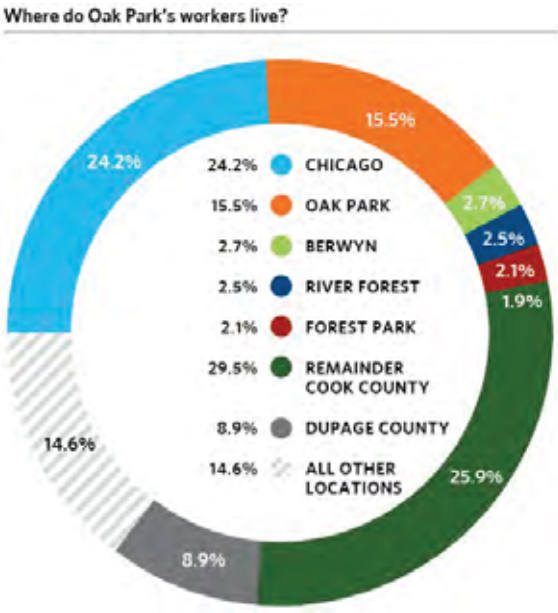


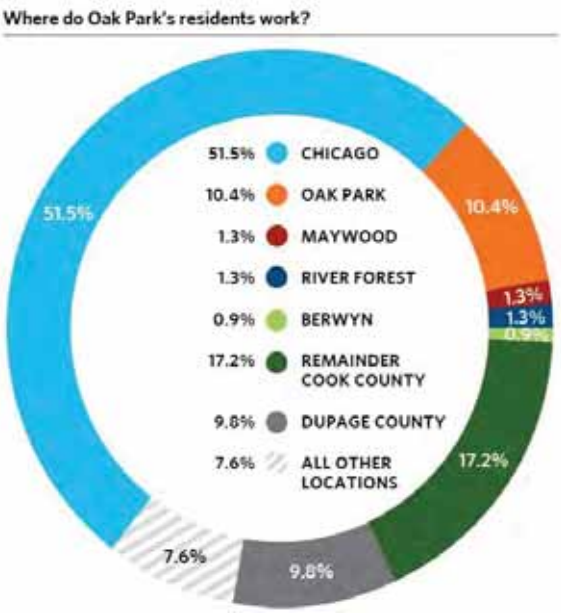
Local Employment

Following a solid year in 2016, Chicago is expected to create 70,000 jobs during 2017 increasing payrolls by 1.5%. Chicago suburbs are expected to perform particularly well in areas where employment opportunities, large regional malls, and easy expressway access bolster underlying renter demand.

Oak Park's employment base is led by healthcare, social assistance, educational services, and accommodation and food services. Several of the largest employers in Oak Park consist of West Suburban Hospital, Rush Oak Park Hospital, Oak Park & River Forest High School District, and the Village of Oak Park.

Several new developments within Oak Park have sparked growth and resurgence within the village gaining the interest of large corporations and small businesses such as Target Corporation, Cooper's Hawk, Elmhurst Memorial Health, and many other service-based retailers and small-businesses.

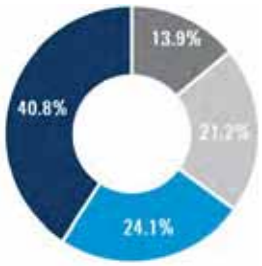




Local Apartment Outlook

Apartment developers will deliver 8,400 units during 2017 marking the greatest level of multifamily completions since 2000. The effective rent in Chicago will climb 4.5% during 2017 building on the 5.4% increase that was registered in 2016.

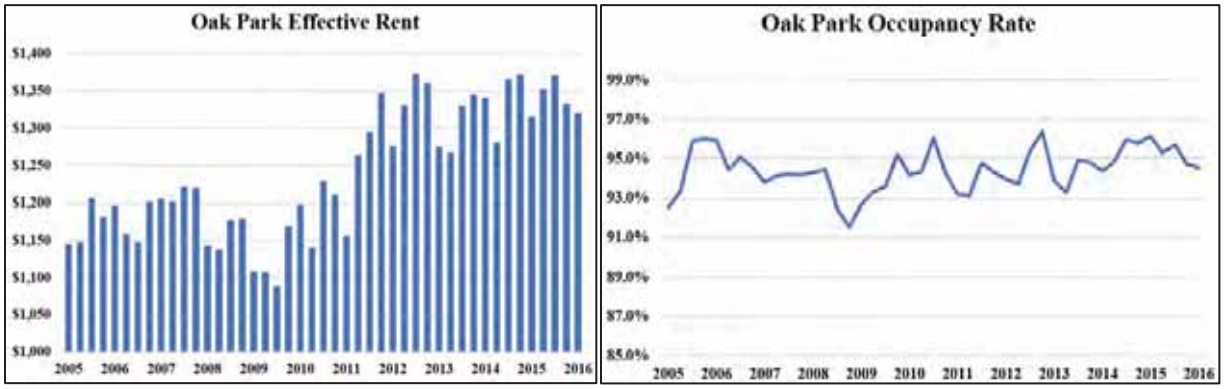
Suburban absorption rates are projected to remain near record levels for the next several years in anticipation of new product in the market and employment growth. While there has been a significant number of deliveries throughout suburban Chicago between 2001 to 2003, a moderate pace of development has taken effect over the past decade. A strong push by local developers and institutional investors has brought about several new projects in various stages of development. Development projects appear to be heavily dispersed throughout the suburbs causing new suburban product to have less of an oversupply impact in their respective submarkets. In total, 22,301 units through 2Q 2016 have been brought to the market since 1996 resulting in an average of 1,062 suburban units completed per year.



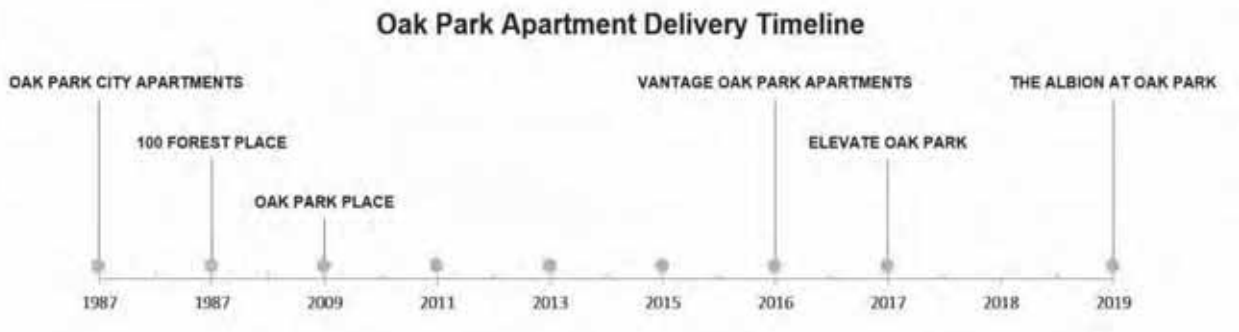
Chicago Multifamily Inventory		
Class	%	Units
Urban Class A	13.9%	63,888
Suburban Class A	21.2%	95,915
Urban Class B	24.1%	109,036
Suburban Class B	40.8%	184,592
		452,431

With a population of approximately 52,000 individuals and approximately 2.39 people per household it is estimated that there are 8,900 households that rent throughout Oak Park. Highlighted by tight vacancy, modest development activity, and feasible rental expenditures, Oak Park presents an excellent opportunity for renters looking for a vibrant live, work, play atmosphere in an urban suburban environment.

Approximately 63% of Oak Park residents have received a college degree or higher suggesting that local residents are highly educated and well compensated in the workplace. Despite solid income demographics, the average monthly homeownership expenditure in Oak Park is approximately $2,517 putting homeownership out of reach for many residents who earn less than the median household income. The gap between homeownership expenditures and income suggests that renting in Oak Park is an economically viable housing option for individuals that are priced out of homeownership but still want the convenience of living in downtown Oak Park.



Oak Park posted modest rent growth during 2016 pushing average effective rents to $1,320 per month, which remains below the Chicago average. The village's rental housing supply has been in high demand due to the lack of modern multifamily product in the market. Oak Park maintains an occupancy rate 94.54%, which is expected to remain unchanged over the next several years as lease up concessions and staggered new development absorption periods counterbalance occupancy.



Subject Property

150 Forest Ave - Vantage Oak Park

Oak Park, Illinois - Oak Park Neighborhood

PROPERTY	
No. of Units:	270
Stories:	21
Avg. Unit Size:	847 SF
Type:	Apartments - All
Rent Type:	Market
Year Built:	Aug 2016
Parking:	1088 Spaces; 4.0 per U...
Distance to Transit:	5 Minute Walk

PROPERTY MANAGER

Golub & Company - Vantage Oak Park

(708) 848-1150

OWNER

Wood Partners

ASKING RENTS PER UNIT/SF

Current:	$2,306	$2.72 /SF
Last Quarter:	$2,219	$2.62 /SF
Year Ago:	$2,322	$2.74 /SF
Competitors:	$1,946	$2.29 /SF
Submarket:	$1,065	$1.47 /SF

VACANCY

Current:	14.4%	39 Units
Last Quarter:	40.0%	108 Units
Year Ago:	-	-
Competitors:	4.0%	23 Units
Submarket:	4.9%	1,091 Units

12 MONTH NET ABSORPTION

Current:	231 Units
Competitor Total:	4 Units
Competitor Avg:	1.5 Units
Submarket Total:	299 Units
Submarket Avg:	0.2 Units

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	Bath	Avg SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	Concessions
Studio	1	486	10	3.7%	0	0.0%	$1,522	$3.13	$1,396	$2.87	8.3%
Studio	1	518	20	7.4%	0	0.0%	$1,740	$3.36	$1,595	$3.08	8.3%
Studio	1	538	10	3.7%	0	0.0%	$1,691	$3.14	$1,550	$2.88	8.3%
Studio	1	549	10	3.7%	0	0.0%	$1,588	$2.89	$1,456	$2.65	8.3%
Studio	1	588	10	3.7%	0	0.0%	$1,552	$2.64	$1,423	$2.42	8.3%
1	1	696	20	7.4%	0	0.0%	$2,013	$2.89	$1,845	$2.65	8.3%
1	1	712	10	3.7%	0	0.0%	$1,837	$2.58	$1,684	$2.37	8.3%
1	1	727	10	3.7%	0	0.0%	$2,003	$2.76	$1,836	$2.53	8.3%
1	1	769	20	7.4%	1	5.0%	$2,108	$2.74	$1,932	$2.51	8.3%
1	1	772	10	3.7%	0	0.0%	$1,932	$2.50	$1,771	$2.29	8.3%
1	1	789	10	3.7%	1	10.0%	$1,980	$2.51	$1,815	$2.30	8.3%
1	1	794	10	3.7%	1	10.0%	$1,921	$2.42	$1,761	$2.22	8.3%
1	1	924	10	3.7%	0	0.0%	$2,340	$2.53	$2,145	$2.32	8.3%
1	1	1,021	20	7.4%	1	5.0%	$2,777	$2.72	$2,545	$2.49	8.3%
1	2	1,021	5	1.9%	0	0.0%	$2,490	$2.44	$2,282	$2.24	8.3%
1	2	1,081	5	1.9%	0	0.0%	$3,144	$2.91	$2,882	$2.67	8.3%
2	2	1,021	9	3.3%	1	11.1%	$2,687	$2.63	$2,438	$2.39	9.3%
2	2	1,037	10	3.7%	0	0.0%	$2,871	$2.77	$2,604	$2.51	9.3%
2	2	1,081	5	1.9%	0	0.0%	$2,905	$2.69	$2,636	$2.44	9.3%
2	2	1,101	10	3.7%	3	30.0%	$2,634	$2.39	$2,389	$2.17	9.3%
2	2	1,112	10	3.7%	0	0.0%	$3,405	$3.06	$3,089	$2.78	9.3%

Subject Property

UNIT BREAKDOWN CONTINUED

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	Bath	Avg SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	Concessions
2	2	1,124	10	3.7%	0	0.0%	$2,970	$2.64	$2,694	$2.40	9.3%
2	2	1,150	10	3.7%	2	20.0%	$2,992	$2.60	$2,715	$2.36	9.3%
2	2	1,159	5	1.9%	0	0.0%	$2,876	$2.48	$2,609	$2.25	9.3%
2	2	1,166	3	1.1%	1	33.3%	$3,183	$2.73	$2,888	$2.48	9.3%
2	2	1,175	1	0.4%	1	100%	$2,676	$2.28	$2,427	$2.07	9.3%
2	2	1,224	2	0.7%	1	50.0%	$3,383	$2.76	$3,069	$2.51	9.3%
2	2	1,287	1	0.4%	0	0.0%	$3,768	$2.93	$3,418	$2.66	9.3%
2	2	1,295	2	0.7%	2	100%	$3,286	$2.54	$2,981	$2.30	9.3%
2	2	1,390	2	0.7%	0	0.0%	$3,431	$2.47	$3,113	$2.24	9.3%

Totals	Avg SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	Concessions
All Studios	533	60	22.2%	0	0.0%	$1,639	$3.08	$1,502	$2.82	8.3%
All 1 Beds	826	130	48.1%	4	3.1%	$2,202	$2.66	$2,018	$2.44	8.3%
All 2 Beds	1,118	80	29.6%	11	13.8%	$2,975	$2.66	$2,699	$2.41	9.3%
Totals	**847**	**270**	**100%**	**15**	**5.6%**	**$2,306**	**$2.72**	**$2,105**	**$2.48**	**8.7%**

Estimate Updated June 21, 2017

SITE AMENITIES

Business Center	Courtyard	Grill	Multi Use Room

UNIT AMENITIES

Air Conditioning	Disposal	Heating	Kitchen
Microwave	Oven	Range	Refrigerator
Tub/Shower	Washer/Dryer	Window Coverings	

RECURRING EXPENSES

Free Water, Trash Removal, …

ONE TIME EXPENSES

Dog Deposit $500	Cat Deposit $250	Dog Fee $500	Cat Fee $250
Admin Fee $500	Application Fee $75		

PET POLICY

Cats Allowed - $250 Deposit, 2 Maximum, One-Time Fee: $250
Dogs Allowed - $500 Deposit, 2 Maximum, One-Time Fee: $500
Restrictions: Cats and Dogs welcome. Limit two animals per apartment home, 65lb.weight limit, breed restrictions apply. $500 non-refundable dog fee & $250 cat fee due upon move in.

Subject Property

Primary

Buiding

Buiding

Buiding

Subject Property

Buiding

Buiding

Buiding

Buiding

Rent Comparables

150 Forest Ave - Vantage Oak Park

270 Unit Apartment Building

Oak Park, Illinois - Oak Park Neighborhood

PREPARED BY

VILLAGEGREEN

Kathleen Gummerson

Regional Sales & Marketing Director

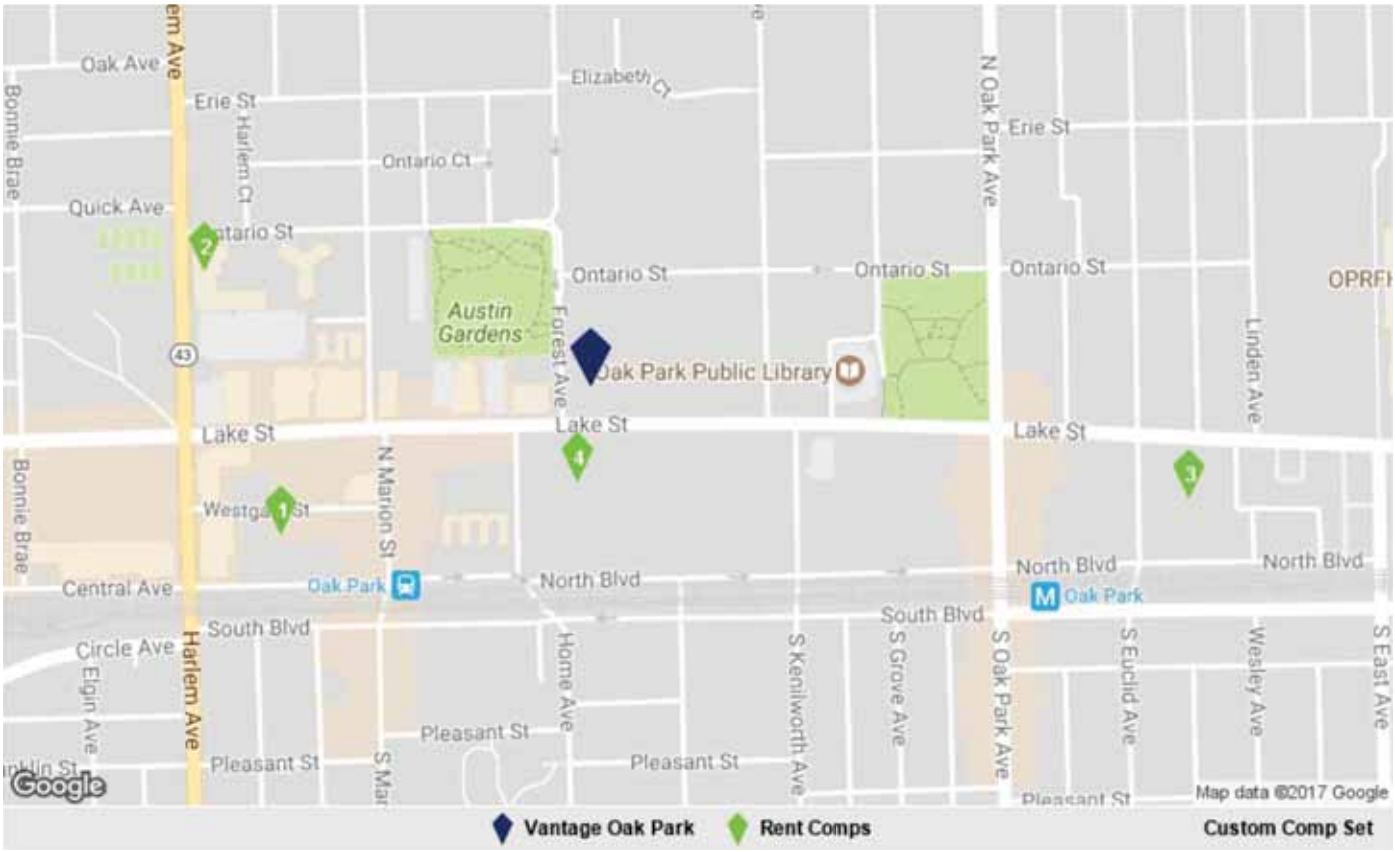
CoStar™

Rent Comparables Summary

150 Forest Ave - Vantage Oak Park

No. Rent Comps	Avg. Rent Per Unit	Avg. Rent Per SF	Avg. Vacancy Rate
4	$1,946	$2.29	4.0%

RENT COMPS LOCATIONS



RENT COMPS SUMMARY STATISTICS

Unit Breakdown	Low	Average	Median	High
Total Units	125	211	224	270
Studio Units	8	42	30	99
One Bedroom Units	68	87	87	106
Two Bedroom Units	49	81	65	146
Three Bedroom Units	0	1	0	4

Property Attributes	Low	Average	Median	High
Year Built	1987	2000	1998	2017
Number of Floors	3	12	14	20
Average Unit Size	791 SF	850 SF	846 SF	919 SF
Vacancy Rate	1.0%	4.0%	5.8%	7.0%
Star Rating	★★★☆☆	★★★★☆ 4.0	★★★★☆	★★★★★

Rent Comparables Summary

150 Forest Ave - Vantage Oak Park

	Property Name/Address	Rating	Yr Built	Property Size		Asking Rent Per Month Per Unit				
				Units	Avg Unit SF	Studio	1 Bed	2 Bed	3 Bed	Rent/SF
	Vantage Oak Park 150 Forest Ave	★★★★☆	2016	270	847	$1,639	$2,202	$2,975	-	$2.72
1	The Emerson 1145 Westgate St	★★★★☆	2017	270	791	$1,679	$1,965	$2,792	-	$2.63
2	Oak Park Place 479-483 N Harlem Ave	★★★★★	2009	204	852	$1,408	$1,737	$2,401	$5,018	$2.27
3	Oak Park City Apartments 675 Lake St	★★★★☆	1987	125	839	$1,415	$1,524	$2,175	-	$2.11
4	100 Forest Place 100 Forest Pl	★★★☆☆	1987	244	919	$1,249	$1,635	$2,137	-	$2.06

Rent Comparables Photo Comparison

Subject Property

Vantage Oak Park

150 Forest Ave
270 Units / 21 Stories
Rent/SF $2.72, Vacancy 14.4%
Owner: Wood Partners

1 The Emerson

1145 Westgate St
270 Units / 20 Stories
Rent/SF $2.63, Vacancy -
Owner: -

2 Oak Park Place

479-483 N Harlem Ave
204 Units / 14 Stories
Rent/SF $2.27, Vacancy 5.9%
Owner: John Hancock Real Estate

3 Oak Park City Apartments

675 Lake St
125 Units / 3 Stories
Rent/SF $2.11, Vacancy 7.2%
Owner: Intercontinental Real Estate …

4 100 Forest Place

100 Forest Pl
244 Units / 14 Stories
Rent/SF $2.06, Vacancy 1.2%
Owner: AIMCO

Rent Comparables

1 1145 Westgate St - The Emerson

Oak Park, Illinois - Oak Park Neighborhood

★★★★☆

PROPERTY	
Property Size:	**270 Units, 20 Floors**
Avg. Unit Size:	**791 SF**
Year Built:	**-**
Type:	**Apartments - All**
Rent Type:	**Market**
Parking:	**428 Spaces; 1.6 per Unit**
Distance to Subject:	**0.2 Miles**
Distance to Transit:	**1 Minute Walk**

PROPERTY MANAGER
Lennar - The Emerson
-

OWNER
Purchased May 2017
Not Disclosed - Part of Portfolio

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	**Bath**	**Avg SF**	**Units**	**Mix %**	**Units**	**Percent**	**Per Unit**	**Per SF**	**Per Unit**	**Per SF**	**Concessions**
Studio	1	573	70	25.9%	-	-	$1,665	$2.91	-	-	-
Studio	1	574	29	10.7%	-	-	$1,712	$2.98	-	-	-
1	1	676	5	1.9%	-	-	$2,047	$3.03	-	-	-
1	1	716	12	4.4%	-	-	$2,065	$2.88	-	-	-
1	1	750	18	6.7%	-	-	$1,890	$2.52	-	-	-
1	1	752	5	1.9%	-	-	$1,869	$2.49	-	-	-
1	1	754	5	1.9%	-	-	$1,868	$2.48	-	-	-
1	1	796	10	3.7%	-	-	$2,121	$2.66	-	-	-
1	1	798	5	1.9%	-	-	$2,167	$2.72	-	-	-
1	1	815	20	7.4%	-	-	$1,920	$2.36	-	-	-
1	1	818	5	1.9%	-	-	$1,880	$2.30	-	-	-
1	1	821	5	1.9%	-	-	$1,888	$2.30	-	-	-
1	1	823	10	3.7%	-	-	$1,945	$2.36	-	-	-
2	2	1,047	10	3.7%	-	-	$2,741	$2.62	-	-	-
2	2	1,066	8	3.0%	-	-	$2,765	$2.59	-	-	-
2	2	1,080	9	3.3%	-	-	$2,815	$2.61	-	-	-
2	2	1,122	9	3.3%	-	-	$2,742	$2.44	-	-	-
2	2	1,140	18	6.7%	-	-	$2,812	$2.47	-	-	-
2	2	1,143	9	3.3%	-	-	$2,765	$2.42	-	-	-
2	2	1,199	8	3.0%	-	-	$2,899	$2.42	-	-	-

Totals	**Avg SF**	**Units**	**Mix %**	**Units**	**Percent**	**Per Unit**	**Per SF**	**Per Unit**	**Per SF**	**Concessions**
All Studios	573	99	36.7%	-	-	$1,679	$2.93	-	-	-
All 1 Beds	777	100	37.0%	-	-	$1,965	$2.53	-	-	-
All 2 Beds	1,116	71	26.3%	-	-	$2,792	$2.50	-	-	-
Totals	**791**	**270**	**100%**	**-**	**-**	**$2,077**	**$2.63**	**-**	**-**	**-**

Estimate

Updated June 21, 2017

SITE AMENITIES

Business Center, Cabana, Dry Cleaning Service, Fitness Center, Grill, Pool

Rent Comparables

RECURRING EXPENSES

Dog Rent $25	Cat Rent $25

ONE TIME EXPENSES

Dog Fee $350	Cat Fee $350

PET POLICY

Cats Allowed - $25/Mo, 2 Maximum, Maximum Weight 65 lb, One-Time Fee: $350
Restrictions: The Emerson welcomes 2 pets per apartment home. There is a $250 pet deposit ($150 non-refundable) for the first pet, and $150 for the second pet. Pet rent is $25 per month and there is a one-time pet fee of $350. There is a weight limit of 75 pounds per pet, and aggressive breeds are prohibited. Please call our leasing office for more pet policy information.
Dogs Allowed - $25/Mo, 2 Maximum, Maximum Weight 65 lb, One-Time Fee: $350
Restrictions: The Emerson welcomes 2 pets per apartment home. There is a $250 pet deposit ($150 non-refundable) for the first pet, and $150 for the second pet. Pet rent is $25 per month and there is a one-time pet fee of $350. There is a weight limit of 75 pounds per pet, and aggressive breeds are prohibited. Please call our leasing office for more pet policy information.

Rent Comparables

2 479-483 N Harlem Ave - Oak Park Place

Oak Park, Illinois - Oak Park Neighborhood

★★★★★

PROPERTY	
Property Size:	**209 Units, 14 Floors**
Avg. Unit Size:	**851 SF**
Year Built:	**2009**
Type:	**Apartments - All**
Rent Type:	**Market**
Parking:	**200 Spaces; 1.0 per Unit**
Distance to Subject:	**0.3 Miles**
Distance to Transit:	**5 Minute Walk**

PROPERTY MANAGER

Lincoln - Oak Park Place

(708) 383-3000

OWNER

Purchased Jul 2016

$68,250,000 ($334,559/Unit)

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	Bath	Avg SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	Concessions
Studio	1	478	15	7.4%	0	0.0%	$1,442	$3.02	$1,442	$3.02	0.0%
Studio	1	506	9	4.4%	1	11.1%	$1,458	$2.88	$1,458	$2.88	0.0%
Studio	1	531	11	5.4%	4	36.4%	$1,321	$2.49	$1,321	$2.49	0.0%
1	1	626	6	2.9%	0	0.0%	$1,434	$2.29	$1,434	$2.29	0.0%
1	1	673	2	1.0%	0	0.0%	$1,550	$2.30	$1,550	$2.30	0.0%
1	1	690	15	7.4%	0	0.0%	$1,785	$2.59	$1,785	$2.59	0.0%
1	1	708	30	14.7%	1	3.3%	$1,639	$2.31	$1,639	$2.31	0.0%
1	1	749	7	3.4%	0	0.0%	$1,623	$2.17	$1,623	$2.17	0.0%
1	1	767	9	4.4%	2	22.2%	$1,662	$2.17	$1,662	$2.17	0.0%
1	1	795	4	2.0%	0	0.0%	$1,804	$2.27	$1,804	$2.27	0.0%
1	1	856	5	2.5%	0	0.0%	$1,971	$2.30	$1,971	$2.30	0.0%
1	1	862	5	2.5%	0	0.0%	$1,985	$2.30	$1,985	$2.30	0.0%
1	1	869	23	11.3%	3	13.0%	$1,879	$2.16	$1,879	$2.16	0.0%
2	1	920	2	1.0%	0	0.0%	$2,047	$2.22	$2,047	$2.22	0.0%
2	2	1,014	4	2.0%	0	0.0%	$2,127	$2.10	$2,127	$2.10	0.0%
2	2	1,026	4	2.0%	0	0.0%	$2,295	$2.24	$2,295	$2.24	0.0%
2	2	1,035	6	2.9%	2	33.3%	$2,443	$2.36	$2,443	$2.36	0.0%
2	2	1,044	6	2.9%	2	33.3%	$2,446	$2.34	$2,446	$2.34	0.0%
2	2	1,045	6	2.9%	0	0.0%	$2,279	$2.18	$2,279	$2.18	0.0%
2	2	1,056	2	1.0%	1	50.0%	$2,283	$2.16	$2,283	$2.16	0.0%
2	2	1,091	4	2.0%	1	25.0%	$2,285	$2.09	$2,285	$2.09	0.0%
2	2	1,127	3	1.5%	1	33.3%	$2,344	$2.08	$2,344	$2.08	0.0%
2	2	1,152	12	5.9%	1	8.3%	$2,464	$2.14	$2,464	$2.14	0.0%
2	2	1,204	1	0.5%	0	0.0%	$2,468	$2.05	$2,468	$2.05	0.0%
2	2	1,267	9	4.4%	1	11.1%	$2,679	$2.11	$2,679	$2.11	0.0%
3	2	2,700	4	2.0%	0	0.0%	$5,018	$1.86	$5,018	$1.86	0.0%

Rent Comparables

150 Forest Ave - Vantage Oak Park

Totals	Avg SF	Units	Mix %	Units	Percent	Per Unit	Per SF	Per Unit	Per SF	Concessions
All Studios	502	35	17.2%	5	14.3%	$1,408	$2.81	$1,408	$2.81	0.0%
All 1 Beds	760	106	52.0%	6	5.7%	$1,737	$2.29	$1,737	$2.29	0.0%
All 2 Beds	1,102	59	28.9%	9	15.3%	$2,401	$2.18	$2,401	$2.18	0.0%
All 3 Beds	2,700	4	2.0%	0	0.0%	$5,018	$1.86	$5,018	$1.86	0.0%
Totals	**853**	**204**	**100%**	**20**	**9.8%**	**$1,937**	**$2.27**	**$1,937**	**$2.27**	**0.0%**

Estimate

Updated June 21, 2017

SITE AMENITIES

24 Hour Availability, Bike Storage, Bilingual, Breakfast/Coffee Concierge, Business Center, Cardio Machines, Clubhouse, Controlled Access, Credit Cards Accepted, Disposal Chutes, Dry Cleaning Service, Electronic Payments Accepted, Elevator, Fitness Center, Free Weights, Grill, Laundry Facilities, Lounge, Maintenance on site, Online Services, On-Site Retail, Pet Washing Station, Planned Social Activities, Property Manager on Site, Public Transportation, Recycling, Renters Insurance Program, Rooftop Lounge, Smoke-Free Units, Storage Space, Walking/Biking Trails, Weight Machines

UNIT AMENITIES

Accent Walls, Air Conditioning, Balcony, Cable Ready, Dishwasher, Granite Countertops, Island Kitchen, Microwave, Range, Stainless Steel Appliances, Tile Floors, Tub/Shower, Walk-In Closets, Washer/Dryer, Window Coverings

ONE TIME EXPENSES

Dog Fee $500	Cat Fee $250	Amenity Fee $500	Application Fee $75

PET POLICY

Cats Allowed - 2 Maximum, One-Time Fee: $250
Restrictions: Breed restrictions apply
Dogs Allowed - 1 Maximum, One-Time Fee: $500
Restrictions: Breed restrictions apply

Rent Comparables

3 675 Lake St - Oak Park City Apartments

Oak Park, Illinois - Oak Park Neighborhood

PROPERTY	
Property Size:	**125 Units, 3 Floors**
Avg. Unit Size:	**838 SF**
Year Built:	**1987 Renov 2008**
Type:	**Apartments - All**
Rent Type:	**Market**
Parking:	**125 Spaces; 1.0 per Unit**
Distance to Subject:	**0.4 Miles**
Distance to Transit:	**2 Minute Walk**

PROPERTY MANAGER

Village Green- Oak Park City Apartments

(888) 670-9936

OWNER

Purchased Dec 2009

$20,000,000 ($160,000/Unit)

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	**Bath**	**Avg SF**	**Units**	**Mix %**	**Units**	**Percent**	**Per Unit**	**Per SF**	**Per Unit**	**Per SF**	**Concessions**
Studio	1	605	8	6.4%	1	12.5%	$1,415	$2.34	$1,401	$2.32	1.0%
1	1	677	20	16.0%	0	0.0%	$1,325	$1.96	$1,215	$1.79	8.3%
1	1	715	21	16.8%	2	9.5%	$1,495	$2.09	$1,371	$1.92	8.3%
1	1	740	6	4.8%	1	16.7%	$1,685	$2.28	$1,545	$2.09	8.3%
1	1	755	11	8.8%	1	9.1%	$1,715	$2.27	$1,572	$2.08	8.3%
1	1	830	8	6.4%	1	12.5%	$1,700	$2.05	$1,559	$1.88	8.3%
1	1.5	670	2	1.6%	0	0.0%	$1,585	$2.37	$1,453	$2.17	8.3%
2	1.5	1,130	4	3.2%	0	0.0%	$2,350	$2.08	$2,334	$2.07	0.7%
2	2	910	13	10.4%	0	0.0%	$2,002	$2.20	$1,988	$2.18	0.7%
2	2	915	6	4.8%	0	0.0%	$1,799	$1.97	$1,786	$1.95	0.7%
2	2	950	1	0.8%	1	100%	$1,995	$2.10	$1,981	$2.09	0.7%
2	2	965	3	2.4%	1	33.3%	$1,899	$1.97	$1,886	$1.95	0.7%
2	2	1,015	4	3.2%	1	25.0%	$2,189	$2.16	$2,173	$2.14	0.7%
2	2	1,045	2	1.6%	0	0.0%	$2,265	$2.17	$2,249	$2.15	0.7%
2	2	1,112	4	3.2%	0	0.0%	$2,285	$2.05	$2,269	$2.04	0.7%
2	2	1,150	2	1.6%	0	0.0%	$2,445	$2.13	$2,428	$2.11	0.7%
2	2	1,170	6	4.8%	0	0.0%	$2,445	$2.09	$2,428	$2.08	0.7%
2	2	1,300	4	3.2%	1	25.0%	$2,670	$2.05	$2,651	$2.04	0.7%

Totals	**Avg SF**	**Units**	**Mix %**	**Units**	**Percent**	**Per Unit**	**Per SF**	**Per Unit**	**Per SF**	**Concessions**
All Studios	605	8	6.4%	1	12.5%	$1,415	$2.34	$1,401	$2.32	1.0%
All 1 Beds	725	68	54.4%	5	7.4%	$1,524	$2.10	$1,397	$1.93	8.3%
All 2 Beds	1,037	49	39.2%	4	8.2%	$2,175	$2.10	$2,160	$2.08	0.7%
Totals	**839**	**125**	**100%**	**10**	**8.0%**	**$1,772**	**$2.11**	**$1,696**	**$2.02**	**4.3%**

Estimate Updated June 21, 2017

SITE AMENITIES

Business Center, Car Wash Area, Concierge, Courtyard, Fitness Center, Free Weights, Lounge, Maintenance on site, Storage Space

UNIT AMENITIES

Air Conditioning, Cable Ready, Dishwasher, Granite Countertops, High Speed Internet Access, Washer/Dryer Hookup

Rent Comparables

150 Forest Ave - Vantage Oak Park

RECURRING EXPENSES

Dog Rent $20	Cat Rent $20	Assigned Garage Parking $120	Unassigned Garage Parking …
Storage Fee $15	Free Heat, Trash Removal, Ai…		

ONE TIME EXPENSES

Dog Deposit $250	Cat Deposit $250	Dog Fee $150	Cat Fee $150
Admin Fee $200	Application Fee $60		

PET POLICY

Cats Allowed - $250 Deposit, $20/Mo, 2 Maximum, One-Time Fee: $150
Dogs Allowed - $250 Deposit, $20/Mo, 2 Maximum, One-Time Fee: $150
Restrictions: Aggressive breed restrictions - see office for details.

Rent Comparables

4 100 Forest Pl - 100 Forest Place

Oak Park, Illinois - Oak Park Neighborhood

PROPERTY	
Property Size:	**244 Units, 14 Floors**
Avg. Unit Size:	**919 SF**
Year Built:	**1987**
Type:	**Apartments - All**
Rent Type:	**Market**
Parking:	**300 Spaces; 1.2 per Unit**
Distance to Subject:	**0.1 Miles**
Distance to Transit:	**4 Minute Walk**

PROPERTY MANAGER

OP - 100 Forest Place Apartments

(708) 524-0100

OWNER

-

UNIT BREAKDOWN

			Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		
Bed	**Bath**	**Avg SF**	**Units**	**Mix %**	**Units**	**Percent**	**Per Unit**	**Per SF**	**Per Unit**	**Per SF**	**Concessions**
Studio	1	600	24	9.8%	0	0.0%	$1,249	$2.08	$1,249	$2.08	0.0%
1	1	698	28	11.5%	1	3.6%	$1,557	$2.23	$1,557	$2.23	0.0%
1	1	780	23	9.4%	1	4.4%	$1,656	$2.12	$1,656	$2.12	0.0%
1	1	838	23	9.4%	1	4.4%	$1,710	$2.04	$1,710	$2.04	0.0%
2	1.5	955	24	9.8%	1	4.2%	$2,012	$2.11	$2,012	$2.11	0.0%
2	2	963	24	9.8%	0	0.0%	$1,939	$2.01	$1,939	$2.01	0.0%
2	2	975	24	9.8%	1	4.2%	$2,085	$2.14	$2,085	$2.14	0.0%
2	2	1,101	23	9.4%	1	4.4%	$2,284	$2.07	$2,284	$2.07	0.0%
2	2	1,192	23	9.4%	1	4.4%	$2,276	$1.91	$2,276	$1.91	0.0%
2	2.5	1,107	28	11.5%	1	3.6%	$2,224	$2.01	$2,224	$2.01	0.0%

Totals	**Avg SF**	**Units**	**Mix %**	**Units**	**Percent**	**Per Unit**	**Per SF**	**Per Unit**	**Per SF**	**Concessions**
All Studios	600	24	9.8%	0	0.0%	$1,249	$2.08	$1,249	$2.08	0.0%
All 1 Beds	767	74	30.3%	3	4.1%	$1,635	$2.13	$1,635	$2.13	0.0%
All 2 Beds	1,049	146	59.8%	5	3.4%	$2,137	$2.04	$2,137	$2.04	0.0%
Totals	**919**	**244**	**100%**	**8**	**3.3%**	**$1,898**	**$2.06**	**$1,898**	**$2.06**	**0.0%**

Estimate

Updated June 21, 2017

SITE AMENITIES

Clubhouse, Elevator, Fitness Center, Laundry Facilities, Recycling, Storage Space, Weight Machines

UNIT AMENITIES

Air Conditioning, Dishwasher, Disposal, Range, Refrigerator, Washer/Dryer, Wi-Fi, Yard

Rent Comparables

150 Forest Ave - Vantage Oak Park

RECURRING EXPENSES

Dog Rent $25	Cat Rent $25	Assigned Garage Parking $175	Assigned Surface Lot Parking…
Unassigned Garage Parking …	Unassigned Surface Lot Parki…		

ONE TIME EXPENSES

Dog Fee $300	Cat Fee $300	Admin Fee $150	Application Fee $70

PET POLICY

Cats Allowed - $25/Mo, 2 Maximum, Maximum Weight 300 lb, One-Time Fee: $300
Dogs Allowed - $25/Mo, 2 Maximum, Maximum Weight 300 lb, One-Time Fee: $300
Restrictions: Our pet-friendly apartments and townhomes welcome most breeds of dogs. However, because certain dogs do not thrive in a community environment, we cannot accommodate the following breeds, dogs resembling these breeds, or mixes of these breeds: Akita, American Staffordshire Terrier, Bull Terrier, Chow, Doberman, German Shepherd, Husky, Pit Bull, Presa Canario, Rottweiler and Wolf Hybrid.

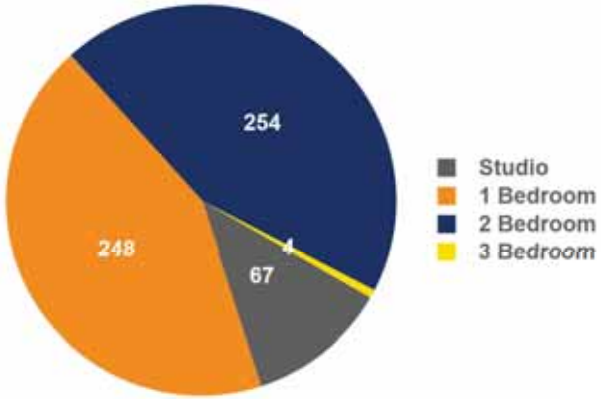
Rent Comparables by Bedroom

150 Forest Ave - Vantage Oak Park

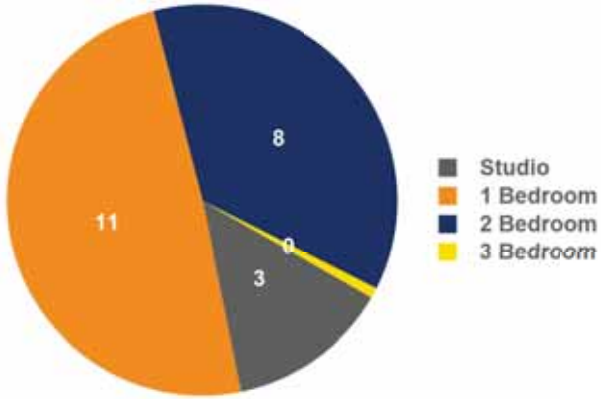
Studio Comps	One Bed Comps	Two Bed Comps	Three Bed Comps
$1,547	$1,739	$2,334	$5,018
Subject	Subject	Subject	Subject
$1,639	$2,202	$2,975	-

Current Conditions in Rent Comps	Studio	1 Bedroom	2 Bedroom	3 Bedroom
Total Number of Units	166	348	325	4
Vacancy Rate	4.6%	4.6%	3.3%	5.0%
Asking Rent Per Unit	$1,547	$1,739	$2,334	$5,018
Asking Rent Per SF	$2.74	$2.29	$2.18	$1.86
Effective Rents Per Unit	$1,350	$1,614	$2,203	$5,018
Effective Rents Per SF	$2.46	$2.14	$2.08	$1.86
Concessions	0.1%	2.1%	0.1%	0.0%
Changes Past Year in Rent Comps	**Studio**	**1 Bedroom**	**2 Bedroom**	**3 Bedroom**
Year-Over-Year Effective Rent Growth	-6.9%	-4.0%	-1.5%	-2.6%
Year-Over-Year Vacancy Rate Change	-1.6%	0.5%	-2.0%	0.0%
12 Month Net Absorption in Units	0	-1	5	0

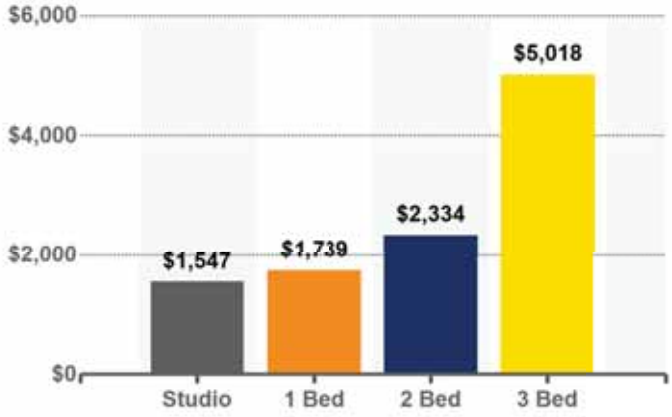
EXISTING UNITS



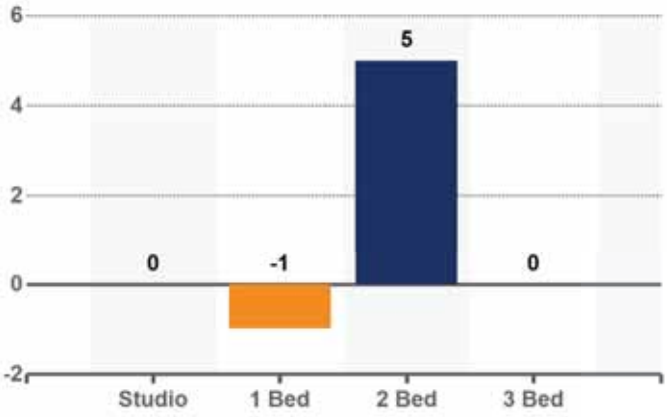
VACANT UNITS



ASKING RENT PER UNIT PER MONTH



12 MONTH NET ABSORPTION IN UNITS



Studio Rent Comparables

150 Forest Ave - Vantage Oak Park

Property Name/Address	Rating	Studio Rent Per Unit	Rent/SF	Change in Rent Quarter	Change in Rent Year
The Emerson 1145 Westgate St	★★★★☆	$1,679 $1,665 $1,712	$2.93	-	-
Vantage Oak Park 150 Forest Ave	★★★★☆	$1,639 $1,522 $1,739	$3.08	2.5%	1.4%
Oak Park City Apartments 675 Lake St	★★★★☆	$1,415	$2.34	0.0%	0.7%
Oak Park Place 479-483 N Harlem Ave	★★★★★	$1,408 $1,321 $1,457	$2.81	-5.2%	-6.5%
100 Forest Place 100 Forest Pl	★★★☆☆	$1,249	$2.08	0.0%	-10.0%

$800 $1,250 $1,700 $2,150 $2,600

One Bedroom Rent Comparables

150 Forest Ave - Vantage Oak Park

Property Name/Address	Rating	One Bedroom Rent Per Unit	Rent/SF	Change in Rent	
				Quarter	Year
Vantage Oak Park 150 Forest Ave	★★★★☆	$2,202 $1,837 $3,144	$2.66	4.7%	-0.9%
The Emerson 1145 Westgate St	★★★★☆	$1,965 $1,868 $2,167	$2.53	-	-
Oak Park Place 479-483 N Harlem Ave	★★★★★	$1,737 $1,433 $1,985	$2.29	-3.2%	-1.4%
100 Forest Place 100 Forest Pl	★★★☆☆	$1,635 $1,557 $1,710	$2.13	5.3%	-1.5%
Oak Park City Apartments 675 Lake St	★★★★☆	$1,524 $1,325 $1,715	$2.10	-1.9%	-4.2%

$500 $1,375 $2,250 $3,125 $4,000

Two Bedroom Rent Comparables

150 Forest Ave - Vantage Oak Park

Property Name/Address	Rating	Two Bedroom Rent Per Unit	Rent/SF	Change in Rent	
				Quarter	Year
Vantage Oak Park 150 Forest Ave	★★★★☆	$2,633 $2,975 $3,768	$2.66	3.6%	-1.3%
The Emerson 1145 Westgate St	★★★★☆	$2,741 $2,792 $2,899	$2.50	-	-
Oak Park Place 479-483 N Harlem Ave	★★★★★	$2,046 $2,401 $2,678	$2.18	-0.2%	-0.3%
Oak Park City Apartments 675 Lake St	★★★★☆	$1,799 $2,175 $2,670	$2.10	2.1%	-1.8%
100 Forest Place 100 Forest Pl	★★★☆☆	$1,939 $2,137 $2,284	$2.04	3.8%	-2.0%

$1,000 $1,875 $2,750 $3,625 $4,500

Changes in Rent Comparables

150 Forest Ave - Vantage Oak Park

VACANCY CHANGES PAST QUARTER & YEAR

			Vacancy Levels			Change	
Property Name - Address	Rating	Units	Now	Last Qtr	Last Year	Past Qtr	Past Year
The Emerson - 1145 Westgate St	★★★★☆	270	-	-	-	-	-
Oak Park City Apartments - 675 Lake St	★★★★☆	125	7.0%	8.7%	10.9%	-1.8%	-3.9%
100 Forest Place - 100 Forest Pl	★★★☆☆	244	1.0%	1.2%	3.2%	-0.2%	-2.2%
Oak Park Place - 479-483 N Harlem Ave	★★★★★	204	5.8%	5.8%	3.1%	0%	2.7%

ASKING RENT CHANGES PAST QUARTER & YEAR - STUDIO

			Rents Levels			Change	
Property Name - Address	Rating	Units	Now	Last Qtr	Last Year	Past Qtr	Past Year
The Emerson - 1145 Westgate St	★★★★☆	99	$1,679	-	-	-	-
Oak Park Place - 479-483 N Harlem Ave	★★★★★	35	$1,408	$1,485	$1,506	-5.2%	-6.5%
100 Forest Place - 100 Forest Pl	★★★☆☆	24	$1,249	$1,249	$1,387	0%	-9.9%
Oak Park City Apartments - 675 Lake St	★★★★☆	8	$1,415	$1,415	$1,405	0%	0.7%

ASKING RENT CHANGES PAST QUARTER & YEAR - ONE BEDROOM

			Rents Levels			Change	
Property Name - Address	Rating	Units	Now	Last Qtr	Last Year	Past Qtr	Past Year
The Emerson - 1145 Westgate St	★★★★☆	100	$1,965	-	-	-	-
Oak Park Place - 479-483 N Harlem Ave	★★★★★	106	$1,737	$1,795	$1,763	-3.2%	-1.4%
Oak Park City Apartments - 675 Lake St	★★★★☆	68	$1,524	$1,553	$1,591	-1.9%	-4.2%
100 Forest Place - 100 Forest Pl	★★★☆☆	74	$1,635	$1,553	$1,660	5.3%	-1.5%

ASKING RENT CHANGES PAST QUARTER & YEAR - TWO BEDROOM

			Rents Levels			Change	
Property Name - Address	Rating	Units	Now	Last Qtr	Last Year	Past Qtr	Past Year
The Emerson - 1145 Westgate St	★★★★☆	71	$2,792	-	-	-	-
Oak Park Place - 479-483 N Harlem Ave	★★★★★	59	$2,401	$2,406	$2,409	-0.2%	-0.3%
Oak Park City Apartments - 675 Lake St	★★★★☆	49	$2,175	$2,131	$2,214	2.1%	-1.7%
100 Forest Place - 100 Forest Pl	★★★☆☆	146	$2,137	$2,060	$2,181	3.8%	-2.0%

ASKING RENT CHANGES PAST QUARTER & YEAR - THREE BEDROOM

			Rents Levels			Change	
Property Name - Address	Rating	Units	Now	Last Qtr	Last Year	Past Qtr	Past Year
Oak Park Place - 479-483 N Harlem Ave	★★★★★	4	$5,018	$5,054	$5,151	-0.7%	-2.6%

Rent Trends

150 Forest Ave - Vantage Oak Park

PROPERTY ATTRIBUTES	Vantage Oak Park	Rent Comps	West Cook 3-5 Star	Chicago 3-5 Star
Existing Units	270	578	7,895	453,713
Building Rating	★★★★☆	★★★★☆	★★★☆☆ 3.1	★★★☆☆ 3.2
Under Construction as % of Inventory	-	46.7%	3.9%	4.2%

UNIT MIX	Vantage Oak Park	Rent Comps	West Cook 3-5 Star	Chicago 3-5 Star
Studio - 1 Bath	22%	12%	11%	10%
1 Bedroom - 1 Bath	44%	43%	46%	32%
1 Bedroom - 2 Bath	4%	-	0%	0%
2 Bedroom - 2 Bath	30%	34%	9%	11%

ASKING RENTS PER SF	Vantage Oak Park	Rent Comps	West Cook 3-5 Star	Chicago 3-5 Star
Studio - 1 Bath	$3.08	$2.74	$2.12	$2.53
1 Bedroom - 1 Bath	$2.66	$2.29	$1.68	$1.82
1 Bedroom - 2 Bath	$2.68	-	$2.68	$2.21
2 Bedroom - 2 Bath	$2.66	$2.20	$1.89	$1.72
Concessions	8.7%	0.9%	1.7%	1.6%

AVERAGE EFFECTIVE RENT GROWTH	Vantage Oak Park	Rent Comps	West Cook 3-5 Star	Chicago 3-5 Star
Current Quarter	4.5%	1.6%	3.5%	2.9%
1 Year Rent Growth	-	-2.9%	7.8%	4.6%
3 Year Rent Growth	-	10.3%	14.3%	16.0%
5 Year Rent Growth	-	15.4%	18.2%	24.9%
All-Time Average	-	2.5%	2.0%	2.4%

Vacancy Rate	Vantage Oak Park	Rent Comps	West Cook 3-5 Star	Chicago 3-5 Star
Current Quarter	14.4%	4.0%	6.1%	6.6%
Last Quarter	40.0%	4.5%	5.3%	6.9%
1 Year Ago	-	4.9%	3.7%	6.3%
3 Years Ago	-	3.3%	4.6%	5.4%
5 Years Ago	-	6.9%	5.7%	6.1%

U.S. Census Quick Facts

QuickFacts

Oak Park village, Illinois

QuickFacts provides statistics for all states and counties, and for cities and towns with a ***population of 5,000 or more***.

ALL TOPICS	OAK PARK VILLAGE, ILLINOIS	CHICAGO CITY, ILLINOIS	ILLINOIS	UNITED STATES
People				
Population				
Population estimates, July 1, 2016, (V2016)	NA	NA	12,801,539	323,127,513
Population estimates, July 1, 2015, (V2015)	52,287	2,720,546	12,859,995	321,418,820
Population estimates base, April 1, 2010, (V2016)	NA	NA	12,831,574	308,758,105
Population estimates base, April 1, 2010, (V2015)	51,878	2,695,605	12,831,549	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2016, (V2016)	NA	NA	-0.2%	4.7%
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	0.8%	0.9%	0.2%	4.1%
Population, Census, April 1, 2010	51,878	2,695,598	12,830,632	308,745,538
Age and Sex				
Persons under 5 years, percent, July 1, 2015, (V2015)	X	X	6.1%	6.2%
Persons under 5 years, percent, April 1, 2010	6.5%	6.9%	6.5%	6.5%
Persons under 18 years, percent, July 1, 2015, (V2015)	X	X	23.0%	22.9%
Persons under 18 years, percent, April 1, 2010	24.1%	23.1%	24.4%	24.0%
Persons 65 years and over, percent, July 1, 2015, (V2015)	X	X	14.2%	14.9%
Persons 65 years and over, percent, April 1, 2010	10.7%	10.3%	12.5%	13.0%
Female persons, percent, July 1, 2015, (V2015)	X	X	50.9%	50.8%
Female persons, percent, April 1, 2010	53.6%	51.5%	51.0%	50.8%
Race and Hispanic Origin				
White alone, percent, July 1, 2015, (V2015) (a)	X	X	77.3%	77.1%
White alone, percent, April 1, 2010 (a)	67.7%	45.0%	71.5%	72.4%
Black or African American alone, percent, July 1, 2015, (V2015) (a)	X	X	14.7%	13.3%
Black or African American alone, percent, April 1, 2010 (a)	21.7%	32.9%	14.5%	12.6%
American Indian and Alaska Native alone, percent, July 1, 2015, (V2015) (a)	X	X	0.6%	1.2%
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	0.2%	0.5%	0.3%	0.9%
Asian alone, percent, July 1, 2015, (V2015) (a)	X	X	5.5%	5.6%
Asian alone, percent, April 1, 2010 (a)	4.8%	5.5%	4.6%	4.8%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2015, (V2015) (a)	X	X	0.1%	0.2%
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	Z	Z	Z	0.2%
Two or More Races, percent, July 1, 2015, (V2015)	X	X	1.9%	2.6%
Two or More Races, percent, April 1, 2010	3.6%	2.7%	2.3%	2.9%
Hispanic or Latino, percent, July 1, 2015, (V2015) (b)	X	X	16.9%	17.6%
Hispanic or Latino, percent, April 1, 2010 (b)	6.8%	28.9%	15.8%	16.3%
White alone, not Hispanic or Latino, percent, July 1, 2015, (V2015)	X	X	61.9%	61.6%
	63.8%	31.7%	63.7%	63.7%

White alone, not Hispanic or Latino, percent, April 1, 2010				
Population Characteristics				
Veterans, 2011-2015	1,995	82,840	668,933	20,108,332
Foreign born persons, percent, 2011-2015	10.3%	21.1%	14.0%	13.2%
Housing				
Housing units, July 1, 2015, (V2015)	X	X	5,317,383	134,789,944
Housing units, April 1, 2010	24,519	1,194,337	5,296,715	131,704,730
Owner-occupied housing unit rate, 2011-2015	59.3%	44.3%	66.4%	63.9%
Median value of owner-occupied housing units, 2011-2015	$353,100	$222,900	$173,800	$178,600
Median selected monthly owner costs -with a mortgage, 2011-2015	$2,517	$1,859	$1,636	$1,492
Median selected monthly owner costs -without a mortgage, 2011-2015	$994	$622	$574	$458
Median gross rent, 2011-2015	$1,033	$965	$907	$928
Building permits, 2015	X	X	19,571	1,182,582
Families and Living Arrangements				
Households, 2011-2015	21,612	1,035,436	4,786,388	116,926,305
Persons per household, 2011-2015	2.39	2.57	2.63	2.64
Living in same house 1 year ago, percent of persons age 1 year+, 2011-2015	86.9%	83.9%	86.8%	85.1%
Language other than English spoken at home, percent of persons age 5 years+, 2011-2015	12.8%	36.3%	22.7%	21.0%
Education				
High school graduate or higher, percent of persons age 25 years+, 2011-2015	96.5%	82.3%	87.9%	86.7%
Bachelor's degree or higher, percent of persons age 25 years+, 2011-2015	67.8%	35.6%	32.3%	29.8%
Health				
With a disability, under age 65 years, percent, 2011-2015	5.1%	7.3%	7.1%	8.6%
Persons without health insurance, under age 65 years, percent	⚠ 6.9%	⚠ 18.5%	⚠ 8.1%	⚠ 10.5%
Economy				
In civilian labor force, total, percent of population age 16 years+, 2011-2015	72.1%	66.3%	65.6%	63.3%
In civilian labor force, female, percent of population age 16 years+, 2011-2015	69.3%	61.9%	60.7%	58.5%
Total accommodation and food services sales, 2012 ($1,000) (c)	86,040	8,996,441	27,937,381	708,138,598
Total health care and social assistance receipts/revenue, 2012 ($1,000) (c)	544,759	20,064,843	83,431,778	2,040,441,203
Total manufacturers shipments, 2012 ($1,000) (c)	21,673	26,503,402	281,037,755	5,696,729,632
Total merchant wholesaler sales, 2012 ($1,000) (c)	58,328	33,134,983	295,456,992	5,208,023,478
Total retail sales, 2012 ($1,000) (c)	311,398	22,627,328	166,634,514	4,219,821,871
Total retail sales per capita, 2012 (c)	$5,987	$8,335	$12,942	$13,443
Transportation				
Mean travel time to work (minutes), workers age 16 years+, 2011-2015	32.9	34.1	28.4	25.9
Income and Poverty				
Median household income (in 2015 dollars), 2011-2015	$80,196	$48,522	$57,574	$53,889
Per capita income in past 12 months (in 2015 dollars), 2011-2015	$48,628	$29,486	$30,494	$28,930
Persons in poverty, percent	⚠ 8.9%	⚠ 22.3%	⚠ 13.6%	⚠ 13.5%
Businesses				
Total employer establishments, 2014	X	X	316,120[1]	7,563,085
Total employment, 2014	X	X	5,312,290[1]	121,079,879
Total annual payroll, 2014 ($1,000)	X	X	273,437,956[1]	5,940,442,637
Total employment, percent change, 2013-2014	X	X	2.0%[1]	2.4%
Total nonemployer establishments, 2014	X	X	955,153	23,836,937
All firms, 2012	6,746	291,007	1,135,017	27,626,360
Men-owned firms, 2012	3,201	147,997	609,648	14,844,597
Women-owned firms, 2012	2,855	123,632	417,500	9,878,397
Minority-owned firms, 2012	1,601	140,109	311,684	7,952,386
Nonminority-owned firms, 2012	4,920	142,470	795,129	18,987,918
Veteran-owned firms, 2012	428	19,747	89,110	2,521,682
Nonveteran-owned firms, 2012	6,101	263,026	1,006,885	24,070,685
Geography				
Population per square mile, 2010	11,037.9	11,841.8	231.1	87.4
Land area in square miles, 2010	4.70	227.63	55,518.93	3,531,905.43
FIPS Code	1754885	1714000	17	00

13. Traffic Study

14. Parking Study

Traffic and Parking Impact Study

1000 Lake Street Development

Oak Park, Illinois

Prepared For

ALBION RESIDENTIAL

Prepared By

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

January 17, 2017 – Revised March 27, 2017

Contents

Figures and Tables

Figures

Tables

1.
Introduction

This report summarizes the methodologies, results, and findings of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed 1000 Lake Street mixed-use development in downtown Oak Park, Illinois. The site, which is currently occupied by a vacant office building and a surface parking lot for 37 vehicles, is located in the northwest quadrant of the intersection of Lake Street with Forest Avenue. As proposed, the development is to consist of a building containing 265 apartment units, approximately 3,250 square feet of retail, and a 6,250 square-foot restaurant. Access to a parking garage containing 235 parking stalls of which two stalls will be car sharing spaces will be provided via a single access drive on Forest Avenue. A total of 37 parking spaces within the parking garage will be dedicated as flex spaces for the office building located at 1010 Lake Street.

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, determine if any roadway/signal modification or access improvements are necessary to accommodate traffic generated by the proposed development, and determine the adequacy of the parking supply.

The sections of this memorandum present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadways
- Adequacy of the parking supply

2.
Existing Conditions

Transportation conditions in the vicinity of the site were inventoried to obtain a basis for projecting future conditions. Four components of existing conditions were considered:

1. The geographic location of the site

2. The characteristics of the adjacent roadway system, including lane geometry, traffic orientation (e.g. one-way street pairings), and intersection traffic controls

3. The weekday and Saturday peak-hour vehicle, bicycle, and pedestrian traffic volumes at the study intersections

4. The locations and availability of alternative modes of transportation, including public transportation, bicycle lanes, and pedestrian amenities

Site Location

The development site is located in downtown Oak Park and is occupied by a vacant office building. The site is bounded to the north by the Austin Gardens, to the south by Lake Street and the 100 Forest Place Apartments, to the east by Forest Avenue and the recently completed Vantage Oak Park mixed-use development, and to the west by the 1010 Lake Street office building.

Figure 1 shows the site location with respect to the surrounding roadway system. **Figure 2** shows an aerial view of the site area, identifying the site location and study area.

Site Location **Figure 1**

Aerial View of Site Location **Figure 2**

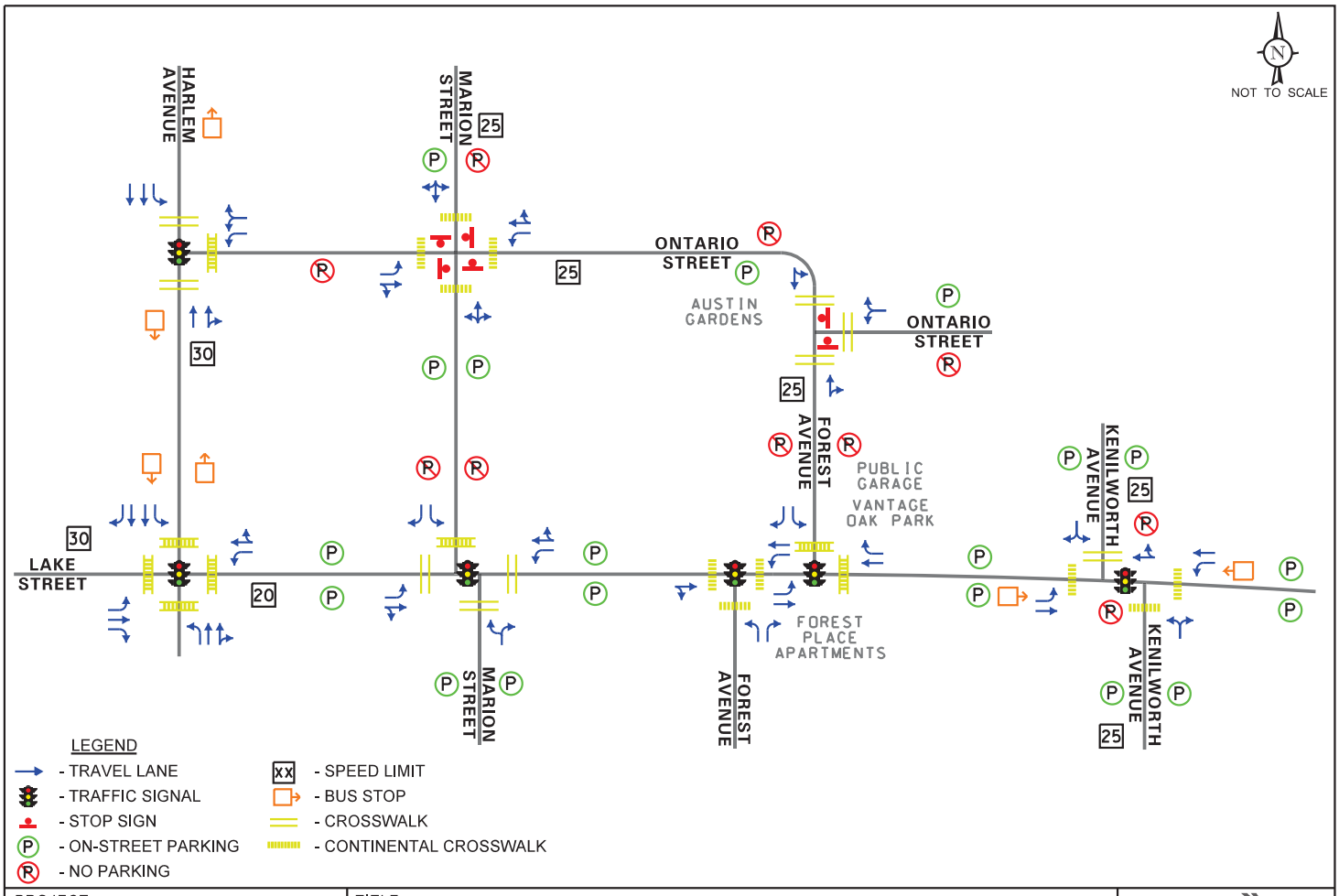
Existing Roadway System Characteristics

The characteristics of the existing roads that surround the proposed development are illustrated in **Figure 3** and described below. All roads are under the jurisdiction of the Village of Oak Park unless otherwise noted.

Harlem Avenue (IL 43) is a north-south arterial roadway that provides two travel lanes in each direction. On-street parking is prohibited on both sides of the road. At its signalized intersection with Lake Street, Harlem Avenue provides one exclusive left-turn lane, two through lanes and one exclusive right-turn lane on the southbound approach. The northbound approach provides one exclusive left-turn lane, one through lane and one shared through/right-turn lane. At its signalized intersection with Ontario Street, Harlem Avenue provides one exclusive left-turn lane and two through lanes on the southbound approach. The northbound approach provides one through lane and one shared through/right-turn lane. Harlem Avenue has a posted speed limit of 30 mph and carries an average daily traffic (ADT) volume of 34,200 vehicles increasing to 37,000 vehicles south of Lake Street. Harlem Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is classified as a Strategic Regional Arterial (SRA) route.

Lake Street is an east-west road that provides one travel lane in each direction in the vicinity of the site. On-street metered parking is provided on both sides of the road at certain sections. At its signalized intersection with Harlem Avenue, Lake Street provides on exclusive left-turn lane, one through lane and one exclusive right-turn lane on the eastbound approach. The westbound approach provides one exclusive left-turn lane and one shared through/right-turn lane. At its signalized intersection with Marion Street, Lake Street provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. At its offset signalized intersection with Forest Avenue, Lake Street provides one shared through/right-turn lane on the eastbound approach at its intersection with the south leg of Forest Avenue. The westbound approach provides one exclusive left-turn lane and one through lane. At its intersection with the north leg of Forest Avenue, Lake Street provides one exclusive left-turn lane and one through lane on the eastbound approach. The westbound approach provides one through lane and one exclusive right-turn lane. At its signalized offset intersection with Kenilworth Avenue, Lake Street provides an exclusive left-turn lane and one shared through/right-turn lane on both approaches. Lake Street has a posted speed limit of 20 mph and carries an ADT volume of 9,200 vehicles.

Marion Street is a north-south local road that provides one travel lane in each direction. At its offset signalized intersection with Lake Street, Marion Street provides one exclusive left-turn lane and one exclusive right-turn lane on its southbound approach and one shared through/right-turn lane on its northbound approach with northbound left turns prohibited. At its unsignalized all-way stop sign controlled intersection with Ontario Street, Marion Street provides one shared left-turn/through/right-turn lane on both approaches. Marion Street has a posted speed limit of 25 mph and metered on-street parking is provided on both sides of the road between Lake Street and Ontario Street. North of Ontario Street, on-street parking is not allowed on the east side of the street while on-street two-hour parking is allowed on the west side. Marion Street carries an ADT volume of 1,150 vehicles south of Lake Street.



PROJECT:	TITLE:	
The Albion at Oak Park Oak Park, Illinois	Existing Roadway Characteristics	KLOA Job No: 16-293 Figure: 3

Forest Avenue is a north-south roadway that provides one travel lane in each direction within the vicinity of the site. At its offset signalized intersection with Lake Street, Forest Avenue provides one exclusive left-turn lane and one exclusive right-turn lane on both approaches. At its unsignalized intersection with Ontario Street, Forest Avenue provides one shared left-turn/through lane on its southbound approach and one shared through/right-turn lane on its northbound approach with the northbound approach under stop sign control. Northbound traffic on Forest Avenue past Ontario Street has to turn left and travel west due to the existing diverter on the road. Conversely, southbound traffic north of Ontario Street at its intersection with the diverter is physically restricted to right turns. Within the vicinity of the site, Forest Avenue has a posted speed limit of 25 mph and metered parking is provided on the east side of the road south of Lake Street. Forest Avenue carries an ADT volume of 3,900 vehicles.

Ontario Street is a two-way local roadway within close proximity of the site with on-street parking allowed on the north side of the road east of Forest Avenue. West of Forest Avenue, on-street parking is generally prohibited. Ontario Street is restricted to one-way westbound traffic east of Kenilworth Avenue. At its unsignalized intersection with Forest Avenue, Ontario Street is under stop sign control and provides a shared left-turn/right-turn lane. No exclusive turn lanes are provided at its all-way stop sign controlled intersection with Marion Street. At its signalized intersection with Harlem Avenue, Ontario Street is widened to provide an exclusive left-turn lane and a combined left-turn/right-turn lane. Ontario Street has a posted speed limit of 25 mph and carries an ADT of 3,900 vehicles.

Kenilworth Avenue is a north-south roadway that provides one lane in each direction with on-street parking allowed on both sides of the street. At its intersection with Lake Street, Kenilworth Avenue is offset by approximately 75 feet with both "T" intersections under traffic signal control.

Alternative Modes of Transportation

Accessibility to and from the area is enhanced by the various alternative modes of transportation serving the area as summarized below and illustrated in **Figure 4**.

Public Transportation. The immediate area is served by commuter rail and rapid transit lines as outlined below:

- *CTA Green Line* provides rapid transit rail service between Oak Park (Harlem Avenue) and Ashland Avenue/63rd Street. The Harlem station is located approximately 600 feet south of the site. Service is provided seven days a week and on holidays.

- *Metra Union Pacific-West Line* provides commuter rail service between the Ogilvie Transportation Center in the Loop and Elburn, Illinois. The station is also located approximately 600 feet south of the site. Service is provided seven days a week and on holidays.

The following bus routes also serve the immediate area:

- *PACE Route 309 – Lake Street* primarily runs along Lake Street and North Avenue between the Union Pacific-North line Elmhurst station and the Austin Avenue CTA Green Line station. Local stops are provided at the Harlem CTA Green Line station. Service is provided seven days a week and on certain Holidays.

- *PACE Route 313 – St. Charles Road* runs from Downers Grove to the Oak Park CTA Green Line station. It also serves the communities of Lombard, Villa Park, Elmhurst, Berkeley, Bellwood, Maywood, and River Forest. Service is provided seven days a week and on certain Holidays.

Lastly, it should be noted that PACE Route 307 traverses northbound on Forest Avenue and westbound on Ontario Street to manage their southbound route. Based on information provided by the Village of Oak Park, PACE Route 307 runs two buses per hour from 5:00 A.M. to 8:00 P.M. with no stops on the residential streets.

CTA Transit Map **Figure 4**

Bicycle Routes. In 2008, the Village of Oak Park developed a comprehensive bicycle plan highlighting proposed facilities, programs, and improvements that could be made along Oak Park roadways to foster bicycle use. In the plan, Forest Avenue, Lake Street, North Boulevard, and South Boulevard are all proposed as bicycle routes. A 2014 study, in association with the Active Transportation Alliance, has expanded upon the proposed bicycle plan and includes potential Divvy station locations. Currently, there is a Divvy station on the west side of Forest Avenue adjacent to the site. Also, it is KLOA, Inc.'s understanding that the Village of Oak Park would like to locate a Divvy station on the south side of the intersection of Lake Street with Forest Avenue.

Pedestrian Facilities. All of the roads in the immediate area generally have sidewalks on both sides of the street. In addition, crosswalks are provided at all of the signalized study area intersections and high visibility (continental-style) crosswalks are provided at the intersections of Lake Street with Forest Avenue and Kenilworth Avenue and Ontario Street with Marion Street.

Mode-Sharing Facilities. Several car sharing stations are located within downtown Oak Park, including one at 150 Forest Avenue

Year 2016 Existing Traffic Volumes

Manual turning movement vehicle, pedestrian, and bicycle traffic counts provided by Oak Park were conducted during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods on Thursday, September 22, 2016 and during the midday (12:00 to 2:00 P.M.) peak hour on Saturday, September 24, 2016 at the following intersections:

- Harlem Avenue with Lake Street
- Lake Street with Marion Street
- Lake Street with Forest Avenue
- Lake Street with Kenilworth Avenue
- Forest Avenue with Ontario Street
- Ontario Street with Marion Street
- Harlem Avenue with Ontario Street

From the manual turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:30and 8:30 A.M., the weekday evening peak hour generally occurs between 5:00 and 6:00 P.M., and the Saturday midday peak hour generally occurs between 12:00 and 1:00 P.M. These three respective peak hours will be used for the traffic capacity analyses and are presented later in this report.

The existing peak hour vehicle traffic volumes are shown in **Figure 5** and the existing peak hour pedestrian and bicycle traffic volumes are shown in **Figure 6**.

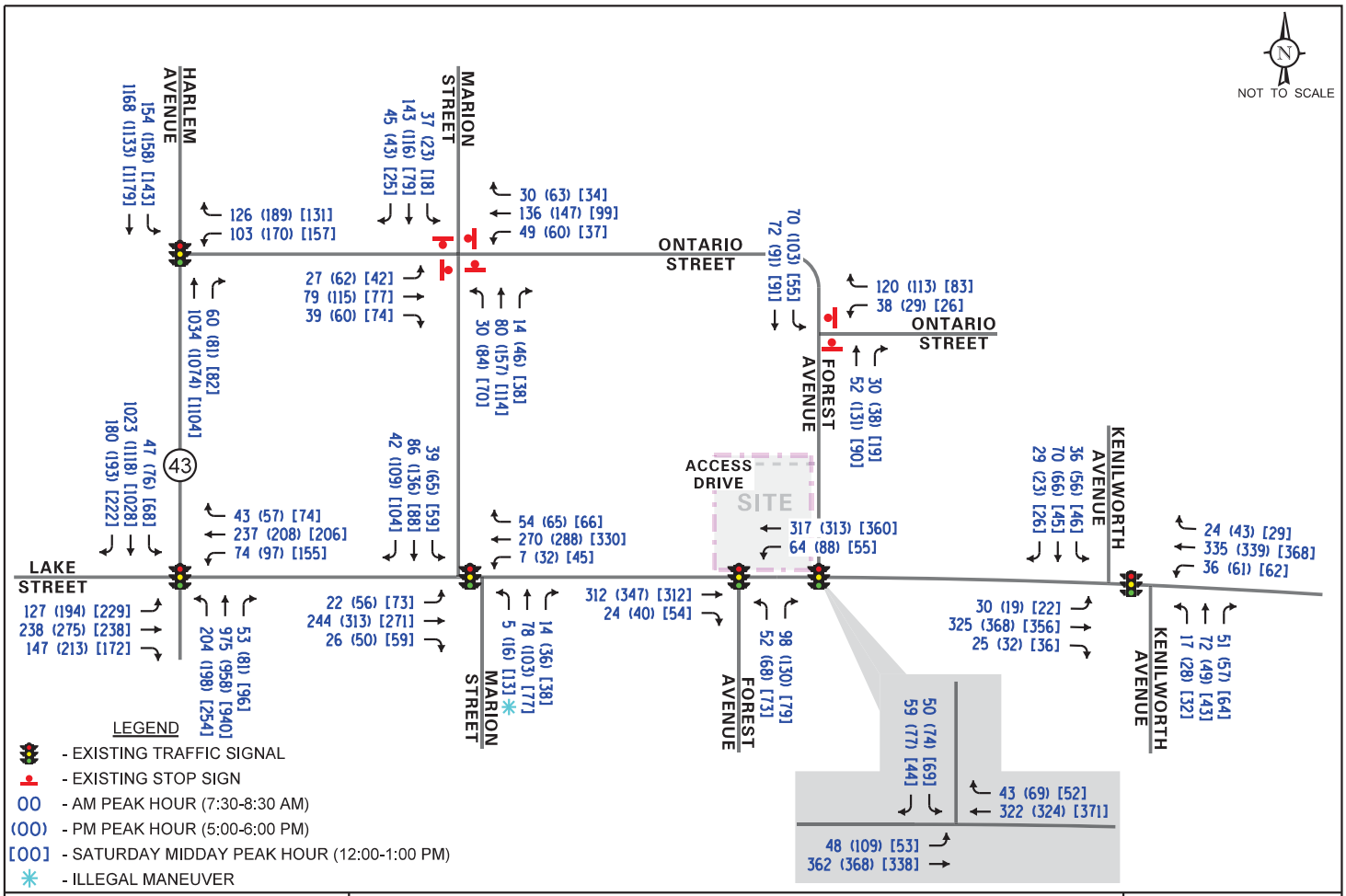
Field Observations

Field observations have revealed that some congestion (queuing and delay) occurs in the study area, primarily along Lake Street as discussed below:

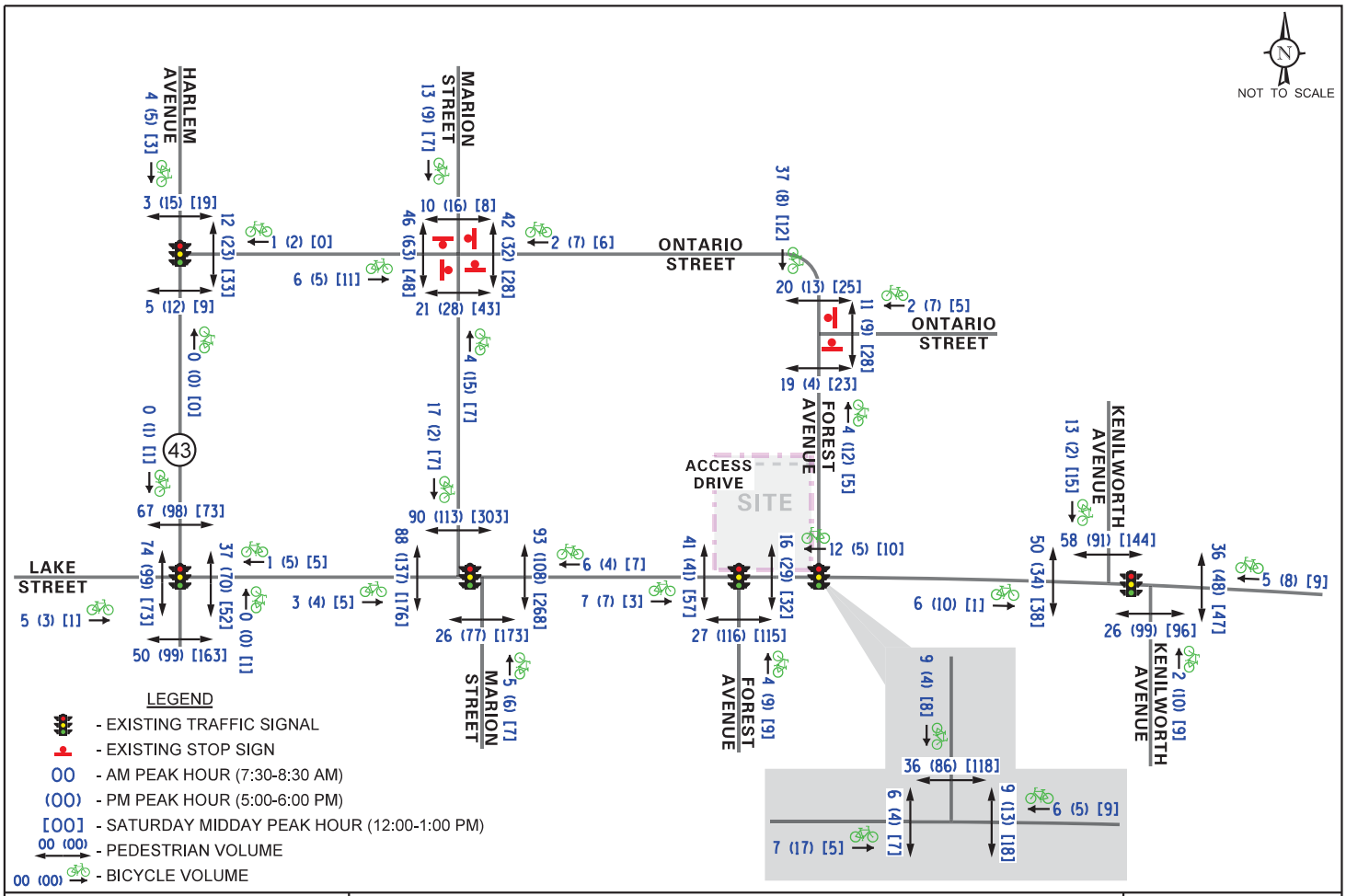
- Traffic traveling eastbound on Lake Street regularly had queues that extended to and beyond the pedestrian midblock crossing between Marion Street and Forest Avenue. These observed queues rarely extended past Marion Street.

- Traffic traveling westbound on Lake Street regularly had queues that extended past Kenilworth Avenue. It was also observed that it took these queues approximately three cycles to clear the intersection of Lake Street with Forest Avenue

- Although traffic along Lake Street was observed to queue regularly in the eastbound and westbound directions, it was also observed that the majority of the motorists did not block intersections or access drives along Lake Street.



PROJECT:	TITLE:	
The Albion at Oak Park Oak Park, Illinois	Existing Traffic Volumes	KLOA Job No: 16-293 Figure: 5



PROJECT:	TITLE:	
The Albion at Oak Park Oak Park, Illinois	Existing Pedestrian and Bicycle Traffic Volumes	KLOA Job No: 16-293 Figure: 6

It should be noted that the congestion in the area is due in part to the following urban/downtown characteristics of the area and the roadway system, all of which reduce the flow of vehicle traffic through the area:

- Parallel parking is provided along Oak Park Avenue, Lake Street, and the other streets in the area. Traffic must stop and wait as motorists pull in and out of parking spaces.

- There is high pedestrian activity generated by the downtown offices and commercial developments, the other area attractions, and the CTA station.

- Right-turn and left-turn traffic must yield to pedestrians crossing the intersections.

- There are mid-block pedestrian crosswalks on Lake Street between Harlem Avenue and Forest Avenue. Motorists are required by law to stop and yield the right-of-way when pedestrian are using the crosswalks.

3.
Traffic Characteristics of the 1000 Lake Street Development

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

Proposed Site and Development Plan

The site is located within downtown Oak Park and is occupied by a vacant office building and a surface parking lot with approximately 37 spaces. The plans call for razing the building and the surface parking lot and developing the site with 265 apartment units, 3,250 square feet of retail, and a 6,250 square-foot high turnover restaurant. In addition, storage for approximately 265 bicycles will be provided in the building.

Off-Street Parking

The development will provide approximately 235 parking stalls of which two stalls will be car sharing spaces in a three-story garage within the proposed building. The parking spaces will serve the residential use with 37 parking spaces dedicated as flex spaces between 9:00 A.M. and 5:00 P.M. for the 1010 Lake Street office building. Parking for the retail portion of the development is anticipated to be accommodated by the public parking available in the area including the Vantage Oak Park public parking garage on the east side of Forest Avenue.

The entrance to the residential garage will be located on Forest Avenue opposite the public parking garage access drive, approximately 175 feet north of the Forest Avenue stop bar with Lake Street. The access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

A lay-by lane will be provided on Forest Avenue similar to the one provided on the east side of Forest Avenue for the Vantage Oak Park development. This lay-by lane should be signed for drop-off and pick-up only and limited to 15 minutes.

Loading

The development will provide two loading docks on Forest Avenue just south of the garage access drive. One loading dock will be reserved for retail use while the other loading dock will be for residential use. A single loading dock will be located on the northwest corner of the site off the east-west alley reserved for the 1010 Lake Street office building. This loading dock will be located approximately 150 feet west of Forest Avenue.

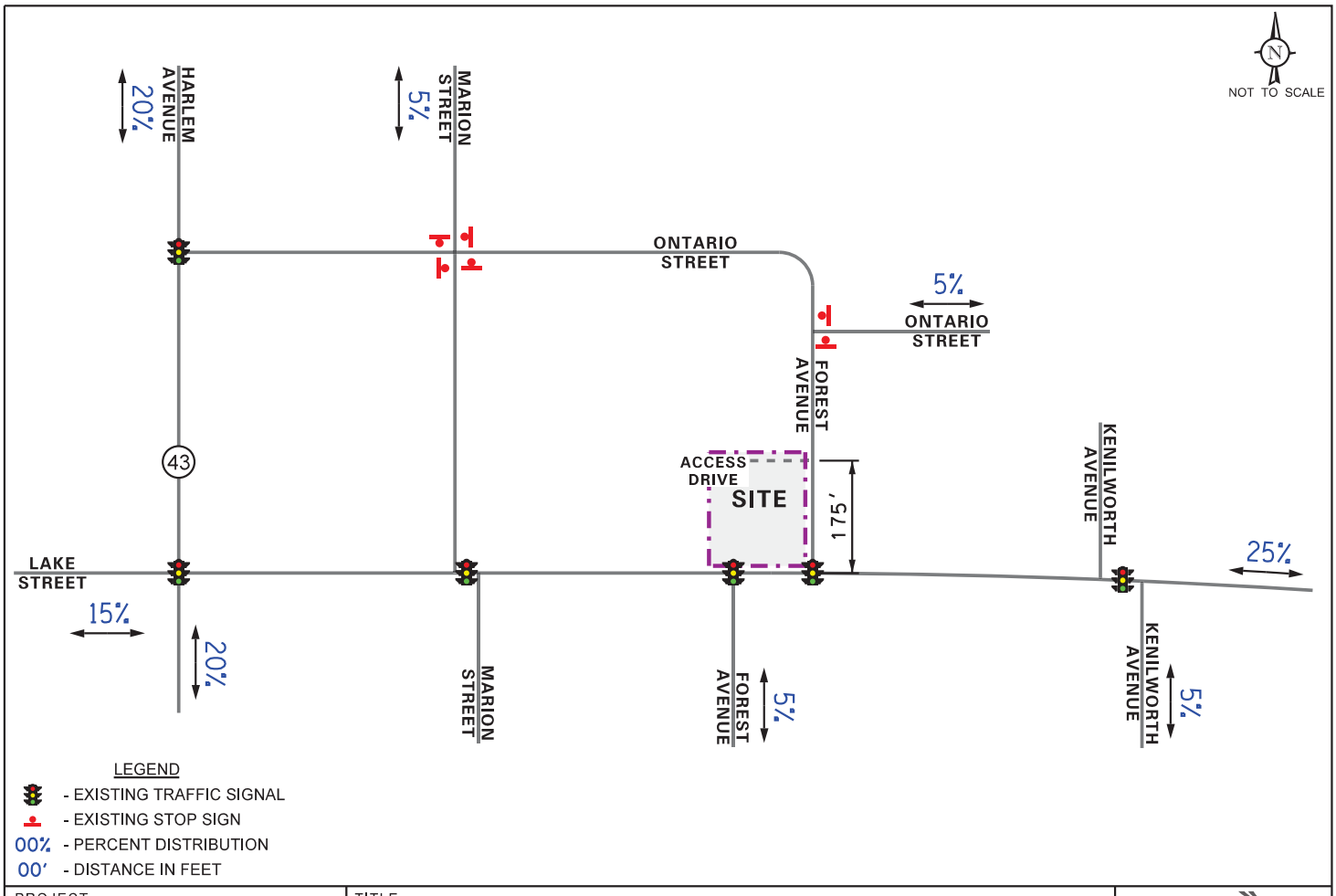
Pedestrian Access to the Development

The primary pedestrian entry to the residential component of the building will be located on southeast corner of the site fronting Lake Street. The primary pedestrian entry for the retail portion of the development will be located on the east side of the building facing Forest Avenue while pedestrian accessibility to the high turnover restaurant will be provided via an entrance located on Lake Street and on the pedestrian walkway between the proposed building and the 1010 Lake Street building.

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.

The estimated directional distribution for the proposed development was established and is illustrated in **Figure 7**.



PROJECT:	TITLE:	
The Albion at Oak Park Oak Park, Illinois	Estimated Directional Distribution	KLOA Job No: 16-293 Figure: 7

Development Traffic Generation

The estimates of vehicle traffic to be generated by the proposed mixed-use development were based on the number of residential units and square footage of the retail space. The volume of traffic generated is typically estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*. However, the ITE trip rates are based on sites with a variety of sizes, price ranges, locations and ages. In addition and as stated in the ITE Trip Generation Manual, 9th Edition User's Guide and Handbook, the ITE data was collected at suburban locations having little or no transit service, nearby pedestrian amenities, or travel demand management programs where the primary mode of transportation is the automobile. The location of the site within downtown Oak Park and its proximity to the train stations and PACE/CTA bus routes and other modes of transportation (i.e. car sharing facilities) fits the criterion of a Transit Oriented Development (TOD) that results in less dependence on automobile use. Based on a review of the census data (included in the Appendix), approximately 40 percent of the residents currently use other modes of transportation. As such, a 40 percent reduction was applied to the estimated traffic to be generated by the residential use. For the retail use and in order to reflect the mixed-use nature of the development, its location within downtown Oak Park, and proximity to other retail destinations, the estimated trips were reduced by 20 percent. **Table 1** shows the estimated number of peak hour trips to be generated by the proposed development.

Development Traffic Assignment

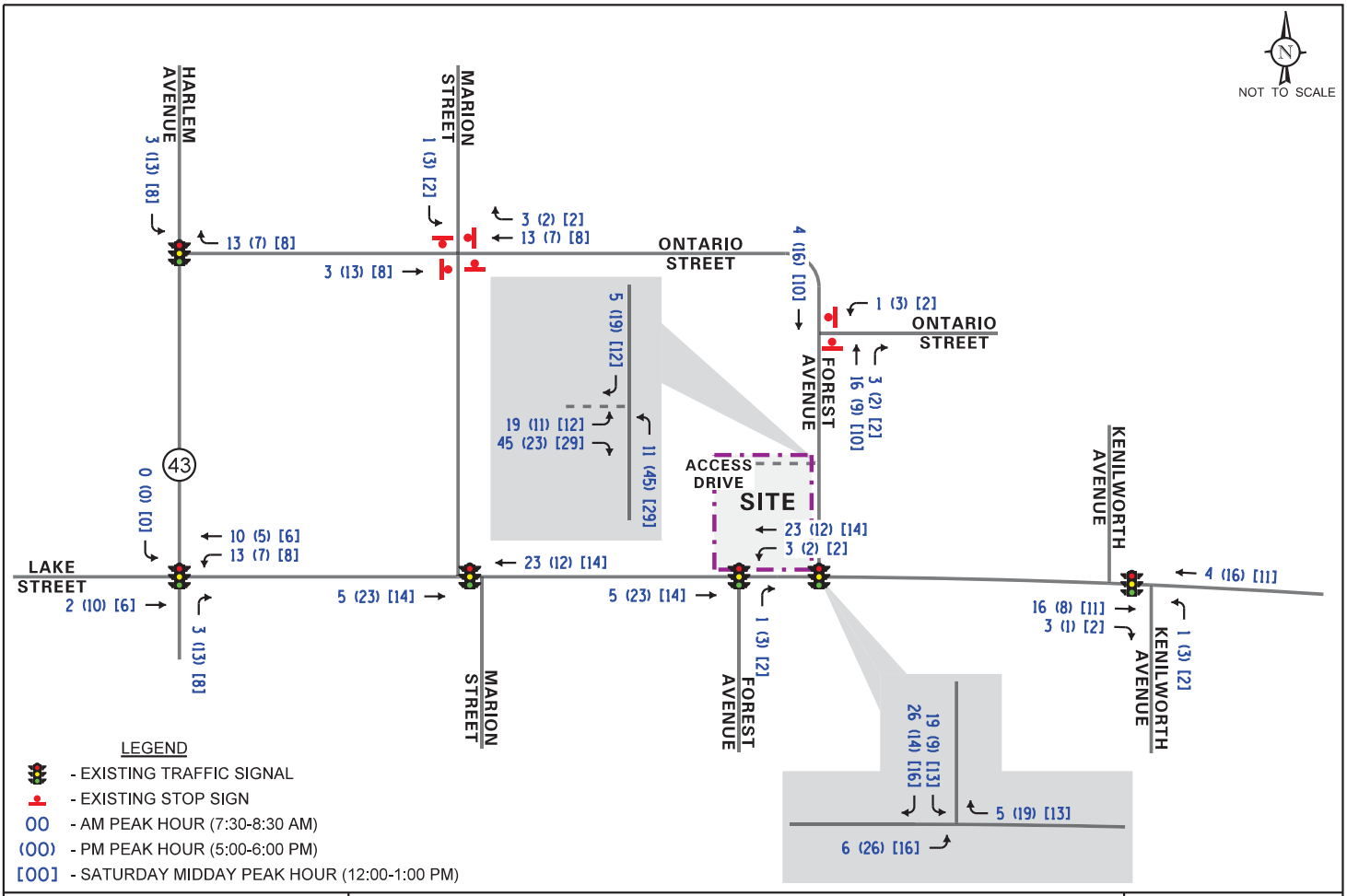
The peak hour traffic volumes projected to be generated by the proposed development (Table 1) were assigned to the area streets based on the directional distribution analysis (Figure 7).

Figure 8 shows the traffic assignment of the residential component of the development while **Figure 9** shows the traffic assignment of the retail component of the development.

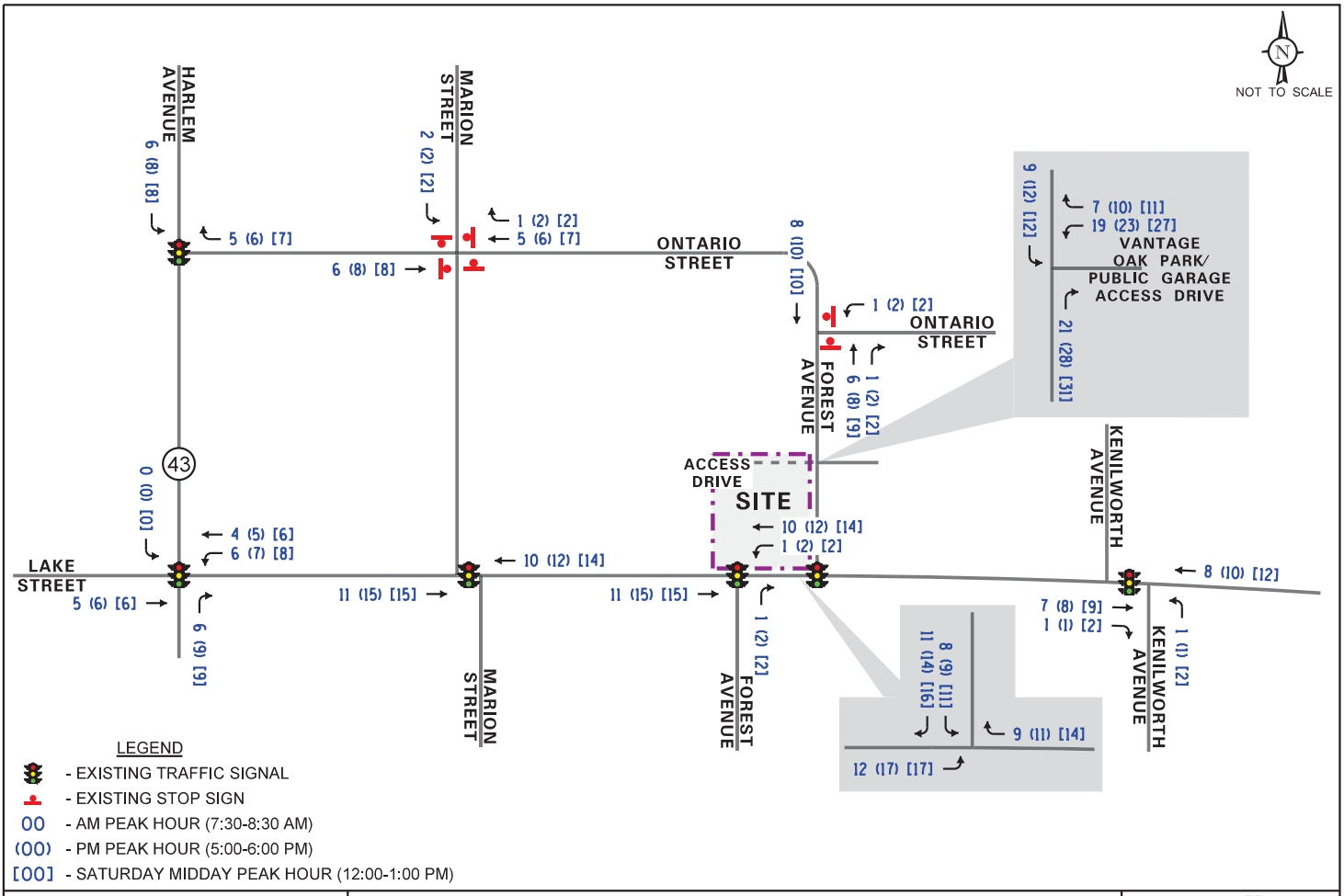
Table 1
ESTIMATED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

			Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
Land Use	LUC	Density	In	Out	In	Out	In	Out
Apartment	220	265 Units	27	107	106	57	69	69
		40% Reduction[1]	(-11)	(-43)	(-42)	(-23)	(-28)	(-28)
		Apartment Subtotal	*16*	*64*	*64*	*34*	*41*	*41*
Retail	826	3,250 sf	1	1	13	16	7	6
Restaurant (High Turnover)	932	6,250 sf	37	31	37	25	47	41
		20% Reduction[2]	(-8)	(-6)	(-10)	(-8)	(-11)	(-9)
		Retail Subtotal	*30*	*26*	*40*	*33*	*43*	*38*
		Total New Trips	**46**	**90**	**104**	**67**	**84**	**79**

LUC = Land-Use Code
1 - Trip Generation reduced by 40 percent based on census data to account for other modes of transportation
2 - Trip Generation reduced by 20 percent to account for the urban nature of the adjacent area



PROJECT:	TITLE:	
The Albion at Oak Park Oak Park, Illinois	Estimated Residential Traffic Assignment	KLOA Job No: 16-293 Figure: 8



PROJECT:	TITLE:	KLOA
The Albion at Oak Park Oak Park, Illinois	Estimated Restaurant/Retail Traffic Assignment	Job No: 16-293 Figure: 9

4.
Total Year 2021 Projected Traffic Conditions

The total year 2021 projected traffic volumes include the existing traffic volumes, traffic estimated to be generated by other developments in the area, background growth (growth not attributable to any specific development), and the traffic estimated to be generated by the proposed subject development.

Other Development Traffic and Background Growth

In addition to the traffic that will be generated by the proposed development, traffic from the following developments was included:

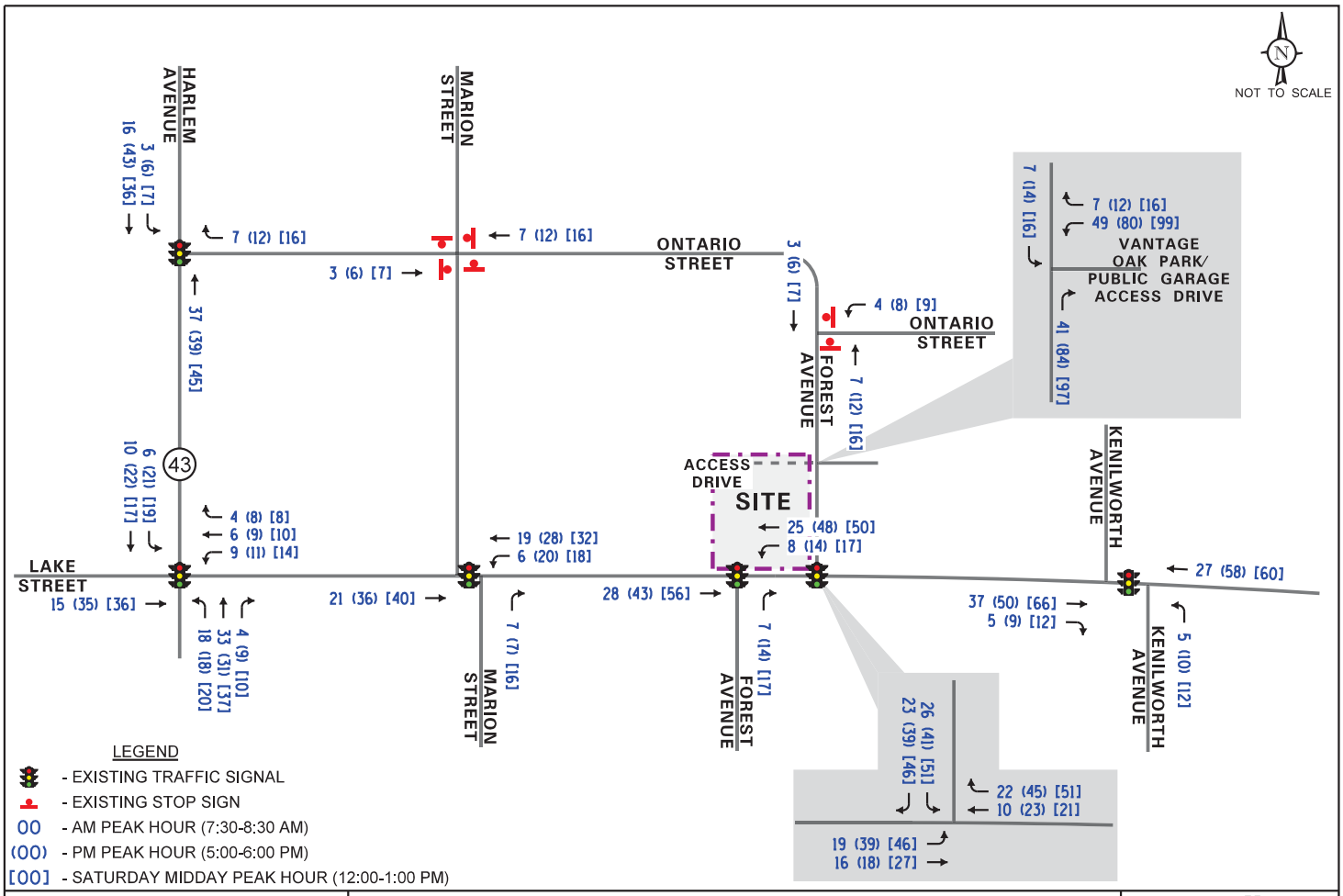
- Vantage Oak Park
- Oak Park Station Development
- South Boulevard/Harlem Avenue Development
- District House Development (former Tasty Dog site)

It should be noted that some of the traffic to be generated by the Vantage Oak Park development is already in the existing traffic volumes. However, in order to provide a conservative analysis, all of the trips to be generated by the Vantage Oak Park development were assumed to be new to the area and added to the roadway network. The traffic assignment for all of these developments is shown in **Figure 10**. The individual traffic assignment figures for the other developments (taken from their respective traffic studies) are included in the Appendix.

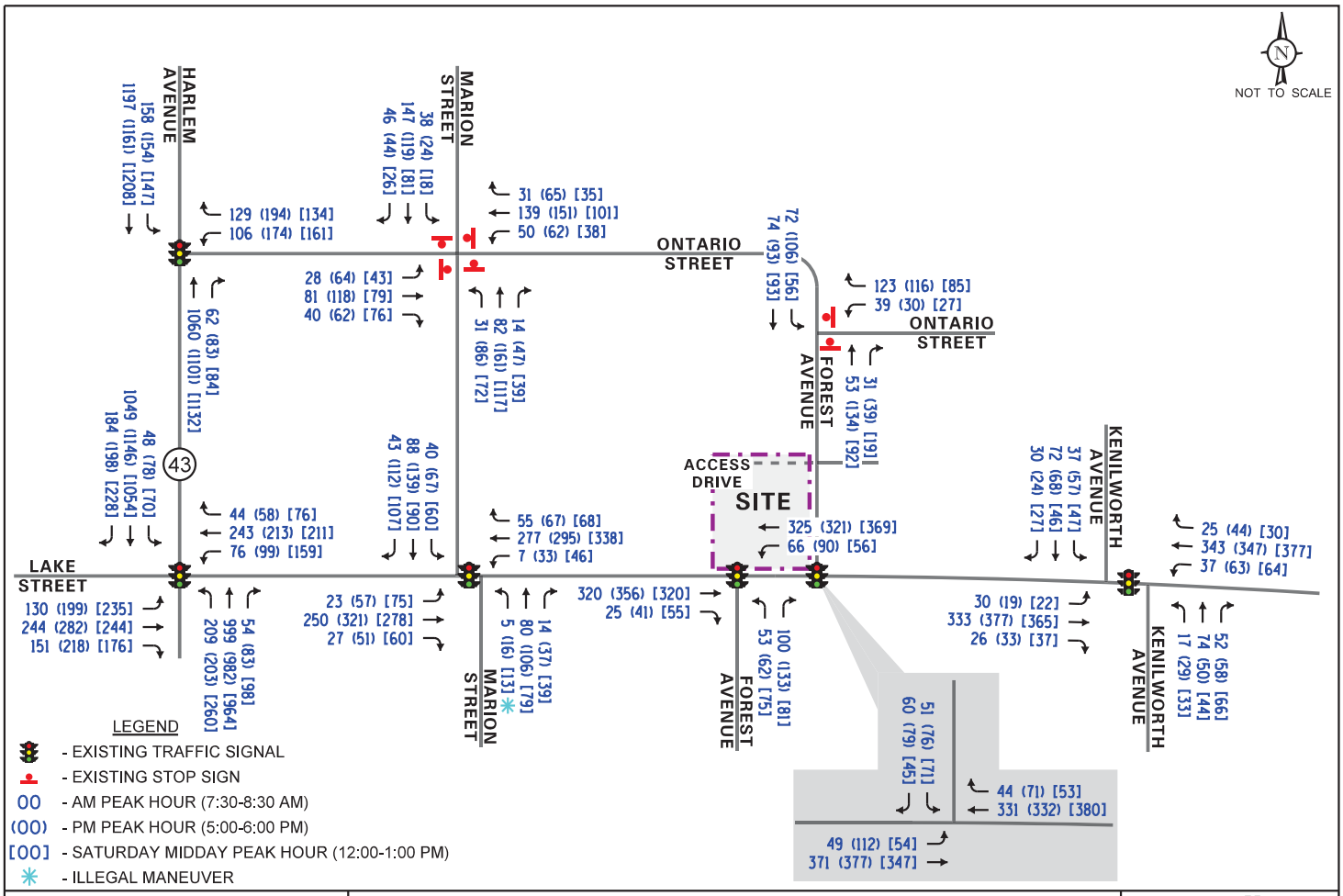
Further, the existing traffic volumes in the area were increased by a regional growth factor of 0.5 percent per year for five years to account for the increase in traffic not attributable to any particular nearby development based on the 2040 Chicago Metropolitan Agency for Planning (CMAP) population and employment projections. The Year 2021 Background Traffic Volumes are shown in **Figure 11**.

Total Year 2021 Projected Traffic Volumes

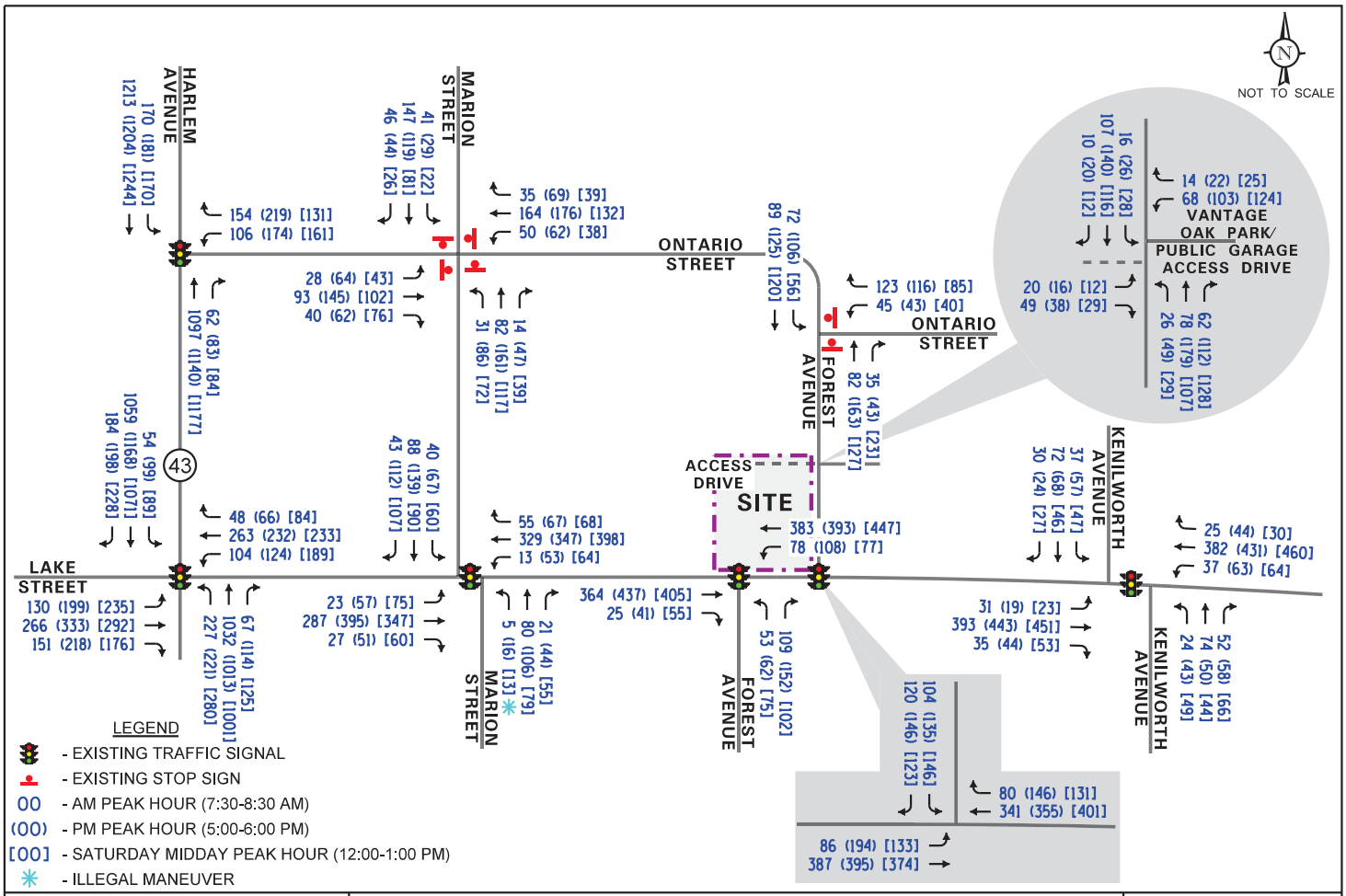
The total year 2021 projected traffic volumes include the Year 2021 Background Traffic Volumes, the traffic volumes from other developments and the traffic estimated to be generated by the proposed subject development. **Figure 12** shows the total projected traffic volumes. It should be noted that although the traffic generated by the 1010 Lake Street building surface parking lot is already in the adjacent traffic stream, the inbound and outbound trips anticipated to be generated by the 37 parking spaces were included and added to the turning movements at the garage access drive shown in Figure 12.



PROJECT:	TITLE:	KLOA
The Albion at Oak Park Oak Park, Illinois	Other Development Traffic Assignment	Job No: 16-293 Figure: 10



PROJECT:	TITLE:	
The Albion at Oak Park Oak Park, Illinois	Year 2021 Background Traffic Volumes	KLOA Job No: 16-293 Figure: 11



PROJECT:	TITLE:	KLOA
The Albion at Oak Park Oak Park, Illinois	Year 2021 Total Projected Traffic Volumes	Job No: 16-293 Figure: 12

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 street 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), 2010* and using Synchro/SimTraffic 8 software.

The analysis for the traffic-signal controlled intersections were accomplished using existing signal timing data provided by IDOT and the Village of Oak Park to determine the average overall vehicle delay, levels of service, and queue lengths.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service (LOS), which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A is the highest grade (best traffic flow and least delay), LOS E represents saturated or at-capacity conditions, and LOS F is the lowest grade (oversaturated conditions, extensive delays).

The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 2**. A summary of the level of service/delay results for both existing and future conditions are presented in **Tables 3** through **11**.

A discussion of the intersections and recommendations follows.

Table 2
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.

Table 3
CAPACITY ANALYSIS RESULTS – HARLEM AVENUE WITH LAKE STREET - SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour	D 37.8	D 49.0	A 5.7	C 29.4	E 66.7		E 57.7	B 18.0		B 17.5	D 43.9	B 11.9	C – 34.8
	Weekday Evening Peak Hour	D 51.7	E 60.6	B 18.9	C 32.9	E 63.9		E 58.3	B 11.9		B 17.9	D 40.6	A 9.9	C – 33.6
	Saturday Midday Peak Hour	E 69.8	D 48.5	B 15.0	D 35.8	E 55.8		D 54.4	C 21.2		B 19.6	D 49.3	B 11.0	D – 38.4
Year 2021 Projected Conditions	Weekday Morning Peak Hour	D 39.6	D 54.2	A 9.4	C 32.1	E 73.2		E 71.2	C 21.9		B 17.5	D 48.4	B 11.3	D – 39.5
	Weekday Evening Peak Hour	E 55.2	E 70.7	C 23.5	D 38.0	E 66.8		F 91.7	B 18.3		C 20.5	D 43.9	A 9.3	D – 40.2
	Saturday Midday Peak Hour	F 81.6	D 51.8	B 17.8	D 48.6)	E 59.2		F 115.8	D 40.9		C 24.6	D 52.8	B 10.8	D - 51.2

Delay Measured in Seconds

Table 4
CAPACITY ANALYSIS RESULTS – LAKE STREET WITH MARION STREET - SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour	B 11.9	B 17.5		C 21.4	C 32.6		D 40.7			D 45.3		A 1.9	C – 28.6
	Weekday Evening Peak Hour	B 14.1	C 25.2		B 11.3	B 18.5		D 46.7			D 52.4		B 11.9	C – 28.2
	Saturday Midday Peak Hour	B 18.5	C 33.7		B 16.5	D 47.7		D 35.3			F 168.0		A 5.3	D – 50.7
Year 2021 Projected Conditions	Weekday Morning Peak Hour	B 12.3	B 19.8		C 20.1	D 35.4		D 40.7			D 45.5		A 2.1	C – 30.2
	Weekday Evening Peak Hour	B 14.6	C 32.5		B 11.6	C 21.3		D 48.8			D 53.5		B 13.3	C – 31.2
	Saturday Midday Peak Hour	C (C) 21.7 (20.7)	E (D) 66.0 (52.7)		B (B) 19.3 (18.0)	F (F) 108.9 (85.1)		D (D) 37.1 (43.3)			F (F) 198.4 (198.4)		A (A) 6.3 (6.2)	F – 82.2 (E – 71.1)

Delay Measured in Seconds
( ) Assumes minor signal timing modifications

Table 5
CAPACITY ANALYSIS RESULTS – LAKE STREET WITH FOREST AVENUE (SOUTH LEG) - SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour	--	B 19.0		A 1.2	A 3.6	--	D 39.4	--	A 5.1				B – 11.7
	Weekday Evening Peak Hour	--	D 38.7		A 1.5	A 3.5	--	D 40.5	--	A 5.2				B – 19.9
	Saturday Midday Peak Hour	--	C 35.0		A 1.3	A 4.8	--	D 37.3	--	A 4.6				B – 19.0
Year 2021 Projected Conditions	Weekday Morning Peak Hour	--	C 28.9		A 1.7	A 4.8	--	D 38.5	--	A 5.0				B – 15.6
	Weekday Evening Peak Hour	--	E 59.5		A 2.1	A 5.0	--	D 39.4	--	A 5.4				C – 28.4
	Saturday Midday Peak Hour	--	F (E) 81.7 (58.2)		A (A) 4.6 (1.8)	A (A) 7.9 (5.7)	--	D (D) 37.3 (37.9)	--	A (A) 4.6 (4.7)				D – 38.5 (C – 28.3)

Delay Measured in Seconds
( ) Assumes minor signal timing modifications

Table 6
CAPACITY ANALYSIS RESULTS – LAKE STREET WITH FOREST AVENUE (NORTH LEG) - SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour	A 1.9	A 3.5	--	--	B 17.2	A 2.5				C 31.7	--	A 6.1	B – 10.1
	Weekday Evening Peak Hour	A 2.0	A 4.0	--	--	B 12.5	A 0.3				C 33.8	--	A 5.8	A – 8.5
	Saturday Midday Peak Hour	A 1.5	A 3.6	--	--	D 35.9	A 2.9				C 29.4	--	A 6.1	B – 18.4
Year 2021 Projected Conditions	Weekday Morning Peak Hour	A 2.5	A 4.4	--	--	C 23.3	A 3.4				C 33.5	--	A 5.1	B – 12.7
	Weekday Evening Peak Hour	A 4.3	A 4.9	--	--	B 17.8	A 1.0				C 34.5	--	A 4.8	B – 10.7
	Saturday Midday Peak Hour	A (A) 3.7 (2.8)	A (A) 4.9 (4.6)	--	--	E (D) 57.0 (43.5)	A (A) 3.3 (3.2)				C (D) 31.6 (35.6)	--	A (A) 4.7 (5.2)	C – 23.5 (B – 19.7)

Delay Measured in Seconds
( ) Assumes minor signal timing modifications

Table 7
CAPACITY ANALYSIS RESULTS – LAKE STREET WITH KENILWORTH AVENUE - SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour	D 38.1	D 39.7		B 16.0	C 25.1		D 43.8			F 93.2			D – 41.3
	Weekday Evening Peak Hour	D 39.6	D 46.8		B 17.0	C 23.9		D 39.2			F 83.1			D – 41.1
	Saturday Midday Peak Hour	C 26.1	D 38.5		B 16.6	C 24.3		C 32.1			E 59.1			C – 33.4
Year 2021 Projected Conditions	Weekday Morning Peak Hour	D 40.1	D 49.3		B 17.0	C 27.8		D 47.0			F 84.8			D – 44.7
	Weekday Evening Peak Hour	D (D) 37.1 (37.2)	E (D) 56.4 (54.6)		B (B) 19.0 (18.3)	C (C) 29.2 (28.3)		D (D) 44.4 (45.6)			E (E) 67.8 (69.7)			D – 44.7 (D – 44.0)
	Saturday Midday Peak Hour	C (C) 27.3 (26.8)	E (D) 64.1 (47.8)		B (B) 19.5 (18.5)	C (C) 30.3 (27.8)		D (D) 38.1 (38.3)			D (D) 51.6 (47.1)			D – 45.1 (D – 37.6)

Delay Measured in Seconds
( ) Assumes minor signal timing modifications

Table 8
CAPACITY ANALYSIS RESULTS – HARLEM AVENUE WITH ONTARIO STREET - SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour				C 32.8			--	B 17.2		A 4.3	A 3.5		B – 11.7
	Weekday Evening Peak Hour				C 34.8			--	C 21.7		A 5.4	A 4.3		B – 15.4
	Saturday Midday Peak Hour				D 36.2			--	C 20.9		A 5.5	A 4.3		B – 14.7
Year 2021 Projected Conditions	Weekday Morning Peak Hour				C 30.9			--	B 18.2		A 5.0	A 3.7		B – 12.3
	Weekday Evening Peak Hour				D 36.5			--	C 24.4		A 7.1	A 5.3		B – 17.4
	Saturday Midday Peak Hour				C 34.0			--	C 22.4		A 7.0	A 4.6		B – 15.4

Delay Measured in Seconds

Table 9
CAPACITY ANALYSIS RESULTS – ONTARIO STREET WITH MARION STREET - UNSIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour	A 9.8			B 10.8			A 9.8			B 10.9			B – 10.5
	Weekday Evening Peak Hour	B 13.4			B 14.3			C 15.3			B 12.2			B – 14.0
	Saturday Midday Peak Hour	B 10.1			B 10.1			B 10.9			A 9.5			B – 10.2
Year 2021 Projected Conditions	Weekday Morning Peak Hour	B 10.3			B 11.8			B 10.2			B 11.6			B – 11.2
	Weekday Evening Peak Hour	C 15.8			C 17.3			C 17.3			B 13.6			C – 16.3
	Saturday Midday Peak Hour	B 11.0			B 11.0			B 11.6			B 10.1			B – 11.0

Delay Measured in Seconds

Table 10
CAPACITY ANALYSIS RESULTS – FOREST AVENUE WITH ONTARIO STREET - UNSIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour				B 10.6			B 11.0			A 7.4		--	A – 8.1
	Weekday Evening Peak Hour				B 11.0			B 14.0			A 7.4		--	A – 9.3
	Saturday Midday Peak Hour				B 11.1			B 12.8			A 7.4		--	A – 8.3
Year 2021 Projected Conditions	Weekday Morning Peak Hour				B 11.3			B 11.9			A 7.4		--	A – 8.6
	Weekday Evening Peak Hour				B 13.2			C 16.3			A 7.4		--	B – 10.5
	Saturday Midday Peak Hour				B 13.4			B 14.8			A 7.5		--	A – 9.6

Delay Measured in Seconds

Table 11
CAPACITY ANALYSIS RESULTS – FOREST AVENUE WITH ACCESS DRIVE/PUBLIC GARAGE DRIVE - UNSIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour													
	Weekday Evening Peak Hour													
	Saturday Midday Peak Hour													
Year 2021 Projected Conditions	Weekday Morning Peak Hour[1]	B 10.5			B 12.9			A 1.2			A 0.9			A – 4.6
	Weekday Evening Peak Hour	B 11.9			C 19.7			A 1.1			A 1.1			A – 5.2
	Saturday Midday Peak Hour	B 10.8			C 16.5			A 0.8			A 1.4			A – 5.5

Delay Measured in Seconds

Discussion and Recommendations

The results of the capacity analyses show that all of the intersections within the study area generally operate at an acceptable level of service during the peak hours. However, based on our observations and the results of the traffic simulation runs, some approaches and specific movements experience long delays and queues that are not reflected in the capacity analyses. Assuming the projected Year 2021 traffic volumes, the intersections are projected to continue to operate at an overall acceptable level of service except the intersection of Lake Street with Marion Street during the Saturday midday peak hour. However, as discussed previously, the congestion in the study area is due in part to the urban/downtown characteristics of the study area and its roadway system that includes on-street parking, high pedestrian activity, and midblock pedestrian crosswalks, all of which reduce the flow of traffic through the area.

As such, it can be seen that some of the area congestion is inherent with the nature of the area and the location of the site. While some queueing occurs within the study area, field observations have shown that the traffic typically clears the intersections in a single traffic signal cycle. However, traffic at the end of the queue sometimes requires two traffic signal cycles to clear the intersections, particularly along Lake Street.

It should be noted that the development will have a limited impact on traffic conditions in the area as it will represent less than 10 percent of the projected Year 2021 traffic volumes at the intersection of Lake Street with Forest Avenue and less than five percent of the projected Year 2021 traffic volumes at any of the other intersections within the study area. Finally, it is important to note that the site used to be a fully occupied office building that generated traffic in the area.

The following describes how each intersection is currently operating and projected to operate:

Harlem Avenue and Lake Street

The results of the capacity analysis indicate that this intersection is currently operating at an overall acceptable Level of Service D and C during all three peak hours under existing conditions. However, it is important to note that during the morning and evening peak hours, traffic along Harlem Avenue and Lake Street was very heavy with backups observed on southbound Harlem during the morning peak hour and on both directions along Harlem Avenue and Lake Street during the evening peak hour. It was observed that some of the westbound backups along Lake Street specifically the segment between Harlem Avenue and Marion Street were due to the westbound to southbound left-turn queue spillover. Further, Harlem Avenue backs up in the northbound direction at its intersection with Lake Street with queues extending past South Boulevard. Conversely, Harlem Avenue backs up in the southbound direction consistently with queues almost extending to Lake Street. All of these observed backups were also observed on the numerous simulation runs conducted as part of the analyses.

Under future conditions, the intersection will operate at an overall acceptable level of service D with the overall delay at this intersection still within acceptable standards during all three peak hours. Further inspection of simulation runs indicate that, consistent with observations of existing conditions, westbound traffic on Lake Street will queue up to and sometimes past North Maple

Street. Based on a review of the projected traffic volumes and on the proposed plans, the development is adding less than two percent of the total traffic volumes further confirming that the proposed development will have a limited impact on traffic conditions at this intersection.

Lake Street with Marion Street

The results of the capacity analysis indicate that this intersection is currently operating at an overall acceptable LOS C during the weekday morning and evening peak hours and LOS D during the Saturday midday peak hour. Under future conditions, the intersection will continue to operate at the same overall LOS during the weekday morning and evening peak hours. However, during the Saturday midday peak hour, the intersection will operate at an overall LOS F. This is due to the long delays eastbound and westbound traffic as well as southbound traffic will experience. These delays are the result of the additional traffic added to the area by all of the developments and the inefficiency of the split phasing for northbound and southbound movements as well as the long delays and queues that are experienced at the intersection of Lake Street with Harlem Avenue. In order to minimize the impact of all of the adjacent developments and the anticipated background growth, minor signal timing adjustments to provide approximately two more additional seconds of green time to Lake Street should be considered. With this signal timing adjustment, the overall LOS is improved to LOS E and the overall delay is reduced by approximately 10 seconds. No additional signal timing adjustments or geometric improvements will be necessary in conjunction with the proposed development.

Lake Street with Forest Avenue

The results of the capacity analysis indicate that both legs of this offset intersection are operating at an overall LOS B or better under existing conditions. Under future conditions and in order to maintain east-west traffic flow, minor signal timing modifications should be considered, providing approximately two additional seconds of green time to the east-west movements. Assuming this minor signal timing adjustment, the through movements along Lake Street will operate at a LOS E or better during all three peak hours. Further inspection of the capacity analyses and the results of the traffic simulation indicated that the southbound queues on Forest Avenue will not exceed 130 feet and, as such, will not extend to the proposed access drive. Based on a review of the projected traffic volumes and the proposed plans, the development is adding less than five percent of the total projected traffic volumes, further confirming that the proposed development will have a limited impact on traffic conditions at this intersection. Therefore, no additional signal timing adjustments or geometric improvements will be necessary in conjunction with the proposed development.

Lake Street with Kenilworth Avenue

The results of the capacity analysis indicate that this intersection is currently operating at an overall acceptable LOS during all three peak hours under existing conditions and will continue to do so under future conditions. However, it is important to note that the existing offset along Kenilworth Avenue and the inefficient split phasing necessary to accommodate this offset forces the north and south approaches to experience long delays. It should be further noted that although the intersection will operate at an overall acceptable LOS under future conditions, it is recommended that minor signal timing adjustments be implemented (providing an additional two seconds of green time to Lake Street) in order to ensure an LOS D or better for the Lake Street through movements. No additional signal timing adjustments or geometric improvements will be necessary in conjunction with the proposed development.

Harlem Avenue with Ontario Street

The results of the capacity analysis indicate that this intersection is currently operating at an overall acceptable LOS during all three peak hours under existing conditions and will continue to do so under future conditions. Therefore, no additional signal timing adjustments or geometric improvements will be necessary in conjunction with the proposed development.

Ontario Street with Marion Street

This intersection is currently operating at acceptable levels of service and will continue to do so under future conditions. Therefore, no additional signal timing adjustments or geometric improvements will be necessary in conjunction with the proposed development.

Forest Avenue with Ontario Street

This intersection is currently operating at acceptable levels of service and will continue to do so under future conditions. Therefore, no additional signal timing adjustments or geometric improvements will be necessary in conjunction with the proposed development.

Forest Avenue with Access Drive/Public Garage Access Drive

Based on the results of the capacity analyses, the access drive and the public garage access drive will operate at a LOS C or better during all three peak hours. Furthermore, based on a review of the projected traffic volumes, the results of the capacity analyses, and traffic simulations, northbound left-turn movements will operate at acceptable levels of service and the northbound traffic will not queue to Lake Street and, as such, the intersection will not have a negative impact on traffic conditions in the area. Conversely and as previously indicated, the southbound queues on Forest Avenue at its intersection with Lake Street will not extend to the proposed access drive. Therefore, no geometric improvements will be necessary in conjunction with the proposed development.

6.
Parking Analysis

Proposed Parking Supply

As previously indicated, the proposed development will provide a parking garage with 235 parking stalls of which two stalls will be car sharing spaces in three levels to serve the proposed 265 apartment units. In addition, 37 spaces will be dedicated as flex spaces for the 1010 Lake Street office building from 9:00 A.M. to 5:00 P.M. As such, during the day, parking for the residential component of the development will be provided at a ratio of 0.75 spaces per unit and at a ratio of 0.88 spaces per unit at night. A parking and population matrix identifying the anticipated number of vehicles per unit type is included in the Appendix. It should be noted that the development is proposing to provide approximately 63 tandem parking stalls. These stalls will be dedicated to the two and three bedroom units (50 units) while the remaining stalls will be utilized by the studio, convertible and one bedroom units.

No off-street parking for the retail component is proposed as its parking demand is anticipated to be accommodated by the Vantage Oak Park public parking garage on the east side of Forest Avenue. Parking for the restaurant component of the development will use the Village of Oak Park valet service on Forest Avenue along the Vantage of Oak Park building.

Parking Requirements of the 1000 Lake Street Development per Village Code

A review of the Village of Oak Park Zoning Ordinance indicates that a multi-unit residential development should provide parking at a ratio of 1.0 parking spaces per studio unit, 1.25 parking spaces per one-bedroom unit, 1.5 parking spaces per two-bedroom unit, 2.0 parking spaces per three-bedroom unit, and one space per 500 square feet of retail space. Per Village Code, the parking requirement for the retail component of the development can be reduced by 25 percent to take into account public transportation as well as the provision of bicycle facilities. As such, the retail portion of the development will require 14 spaces. However, as previously indicated, the parking demand of the retail portion of the development can be accommodated by the available parking in the area including the adjacent public parking garage in the Vantage Oak Park development. Based on the proposed type of units of the proposed development (149 studios/convertible units, 66 one-bedroom units, 46 two-bedroom units, and four three-bedroom units), this translates into approximately 309 residential spaces.

TOD Parking Characteristics

Based on a 2008 report titled *Effects of TOD on Housing, Parking and Travel*, published by the Federal Transit Administration (FTA), the Transportation Research Board (TRB), and the Transit Development Corporation, typically TOD residents are almost twice as likely to not own a car and own almost half the number of cars of other households.

Based on a review of the Census 2010 data as well as on an analysis prepared by the Center for Transit-Oriented Development in cooperation with the Center for Neighborhood Technology, the following is a breakdown of the vehicle ownership within close proximity to the Harlem Green Line station and other vehicle ownership characteristics:

- Auto ownership of owned homes within ¼ mile of train station = 1.36 vehicles
- Auto ownership of rental units within ¼ mile of train station = 0.70 vehicles
- Seventy-nine (79) percent of the areas' renter households within ¼ mile of the train station have one vehicle or no vehicle at all.

Given that the proposed development will be providing at least a parking ratio of 0.75 spaces per unit during the day and as much as 0.88 parking spaces during the night, the proposed number of parking spaces will be sufficient to accommodate the potential parking demand.

As previously indicated, the development will designate two parking spaces for the residents of the apartment for a car sharing program (i.e I-Go/Zip Car). Based on information provided by I-Go, it is estimated that per every I-Go vehicle provided, an average of 17 private vehicles are removed from the roads. Therefore, the provision of a car sharing space coupled with the existing alternate modes of transportation in the area will further enhance the transportation sustainability of the site and have a positive impact on reducing the parking demand of the apartments.

7.
Conclusion

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

- The site of the proposed development is located within downtown Oak Park and within close proximity to various alternative modes of transportation.

- 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.

- The results of the capacity analyses indicate that the studied intersections are and will continue operating at an overall acceptable level of service with minimal increases in delays from existing conditions.

- The results of the traffic simulation validated the observed queues under existing conditions and indicated that under future conditions, traffic will continue flowing very similarly to existing conditions.

- Based on the results of the capacity analyses and the traffic simulations, the southbound queue on Forest Avenue will not exceed 130 feet and as such will not impact the proposed access drive or the Vantage Oak Park/public parking garage access drive.

- The proposed access system will provide adequate accessibility for residents entering and departing the site.

- The proposed parking supply of 235 spaces for the proposed development with 37 spaces dedicated as flex spaces for the 1010 Lake Street building will be adequate in accommodating the projected parking demand.

Appendix

Traffic Counts
Census Tract
Other Development Site Traffic Assignment
1000 Lake Street Parking and Population Matrix
Capacity Analyses

Traffic Counts

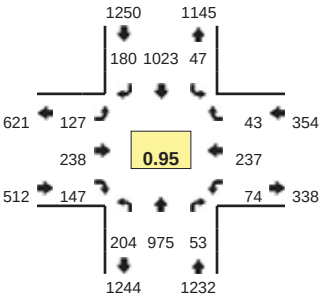
Type of peak hour being reported: Intersection Peak

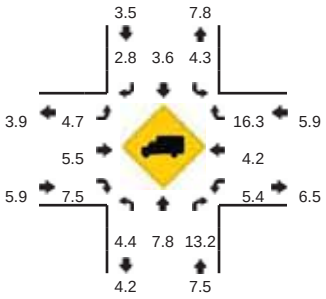
Method for determining peak hour: Total Entering Volume

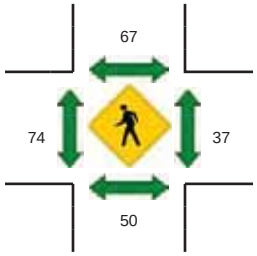
LOCATION: Harlem Ave -- Lake St
CITY/STATE: Oak Park, IL

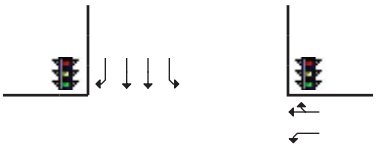
QC JOB #: 138413148
DATE: Thu, Sep 22 2016

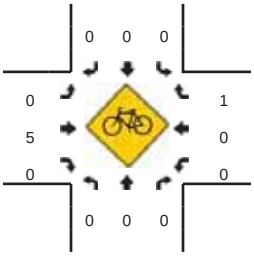
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

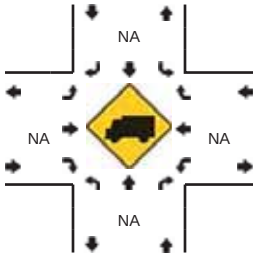


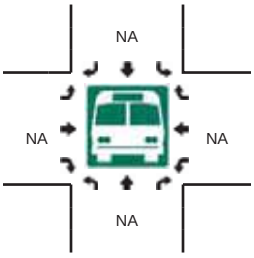












15-Min Count Period Beginning At	Harlem Ave (Northbound)				Harlem Ave (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	58	222	9	0	4	290	28	0	17	51	44	0	15	50	8	0	796	
7:15 AM	57	219	8	0	8	272	33	0	26	50	34	0	26	53	3	0	789	
7:30 AM	42	221	9	0	16	227	40	0	21	70	40	0	13	63	7	0	769	
7:45 AM	58	252	13	0	8	275	45	0	24	58	46	0	23	65	14	0	881	3235
8:00 AM	62	274	10	0	8	244	45	0	26	53	28	0	22	66	10	0	848	3287
8:15 AM	42	228	21	0	15	277	50	0	56	57	33	0	16	43	12	0	850	3348
8:30 AM	44	215	20	0	19	224	45	0	43	49	40	0	14	43	11	0	767	3346
8:45 AM	48	215	26	0	13	222	45	0	39	55	22	0	22	46	16	0	769	3234

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	232	1008	52	0	32	1100	180	0	96	232	184	0	92	260	56	0	3524
Heavy Trucks	4	76	16		0	32	4		4	8	8		16	4	8		180
Pedestrians		60				60				84				52			256
Bicycles	0	0	0		0	0	0		0	3	0		0	0	1		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Harlem Ave -- Lake St

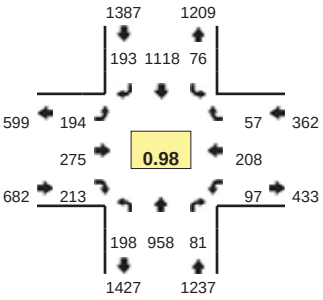
CITY/STATE: Oak Park, IL

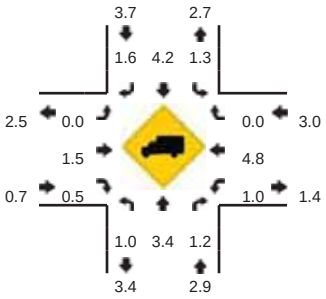
QC JOB #: 138413149

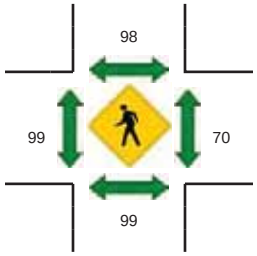
DATE: Thu, Sep 22 2016

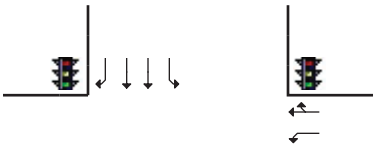
Peak-Hour: 5:00 PM -- 6:00 PM

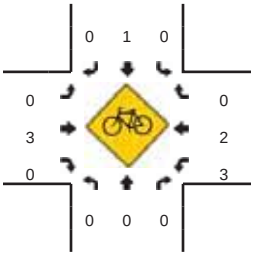
Peak 15-Min: 5:00 PM -- 5:15 PM

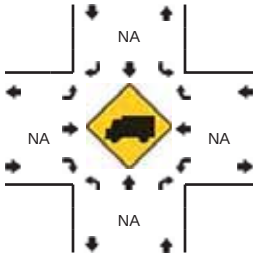


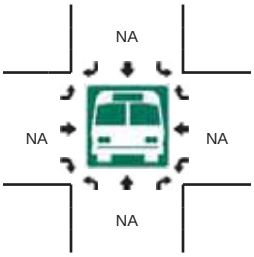












15-Min Count Period Beginning At	Harlem Ave (Northbound)				Harlem Ave (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	52	239	14	0	18	252	39	0	55	58	56	0	40	49	10	0	882	
4:15 PM	54	225	14	0	15	289	57	0	60	63	45	0	32	47	13	0	914	
4:30 PM	53	230	27	0	15	194	47	0	37	68	42	0	36	65	18	0	832	
4:45 PM	51	276	11	0	14	254	42	0	49	71	44	0	19	58	10	0	899	3527
5:00 PM	53	248	18	0	18	295	45	0	42	69	57	0	22	48	19	1	935	3580
5:15 PM	46	250	24	0	13	268	49	0	49	68	51	0	24	48	15	0	905	3571
5:30 PM	50	219	20	0	26	270	60	0	53	58	53	0	27	56	8	0	900	3639
5:45 PM	49	241	19	0	19	285	39	0	50	80	52	0	23	56	15	0	928	3668

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	212	992	72	0	72	1180	180	0	168	276	228	0	88	192	76	4	3740
Heavy Trucks	0	32	4		4	68	4		0	4	0		0	12	0		128
Pedestrians		96				100				136				88			420
Bicycles	0	0	0		0	0	0		0	1	0		0	1	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

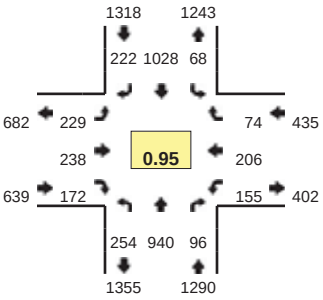
Type of peak hour being reported: Intersection Peak

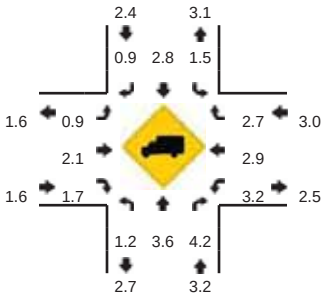
Method for determining peak hour: Total Entering Volume

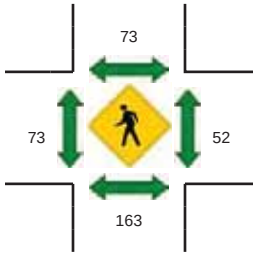
LOCATION: Harlem Ave -- Lake St
CITY/STATE: Oak Park, IL

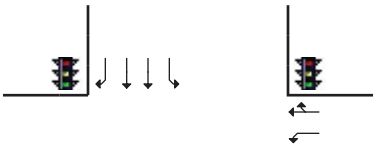
QC JOB #: 138413150
DATE: Sat, Sep 24 2016

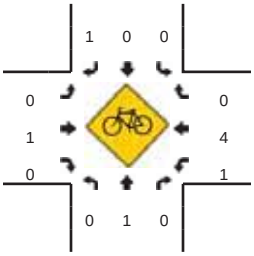
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

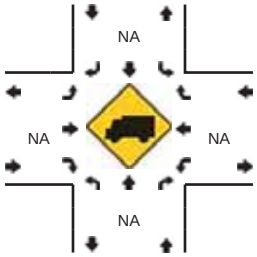


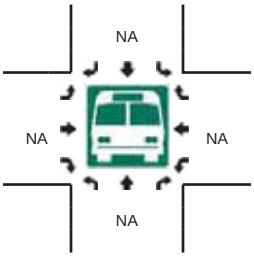












15-Min Count Period Beginning At	Harlem Ave (Northbound)				Harlem Ave (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	65	220	20	0	15	240	46	0	58	70	31	0	24	57	19	0	865	
12:15 PM	59	260	28	0	21	272	66	0	55	58	49	0	42	42	19	0	971	
12:30 PM	63	206	23	0	13	238	44	0	71	64	45	0	39	50	22	0	878	
12:45 PM	67	254	25	0	19	278	66	0	45	46	47	0	50	57	14	0	968	3682
1:00 PM	71	191	24	0	20	217	57	0	49	56	55	0	33	49	12	0	834	3651
1:15 PM	63	239	28	0	14	276	71	0	35	39	34	0	25	41	13	0	878	3558
1:30 PM	57	183	18	0	19	235	45	0	56	51	44	0	39	61	12	0	820	3500
1:45 PM	54	220	24	0	11	283	61	0	61	56	37	0	32	50	7	0	896	3428

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	236	1040	112	0	84	1088	264	0	220	232	196	0	168	168	76	0	3884
Heavy Trucks	8	48	4		0	32	4		4	8	4		4	4	0		120
Pedestrians		172				88				104				36			400
Bicycles	0	0	0		0	0	1		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Harlem Ave -- Ontario St

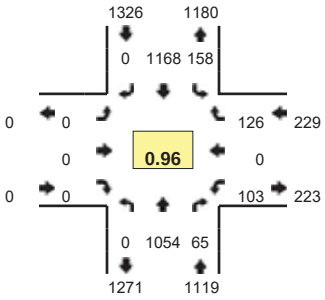
CITY/STATE: Oak Park, IL

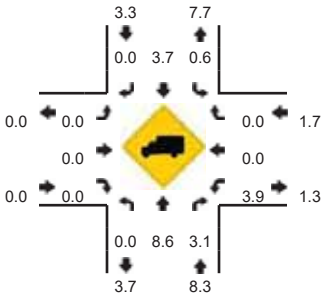
QC JOB #: 138413172

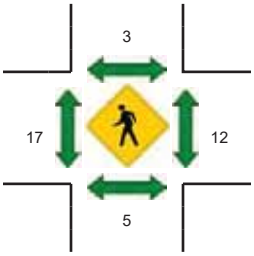
DATE: Thu, Sep 22 2016

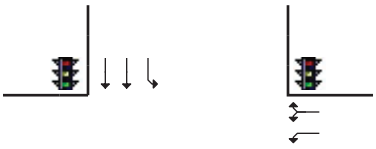
Peak-Hour: 7:45 AM -- 8:45 AM

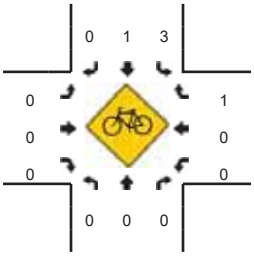
Peak 15-Min: 7:45 AM -- 8:00 AM

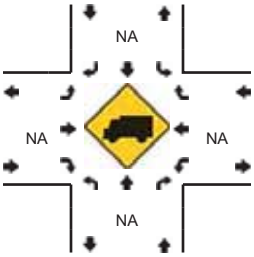


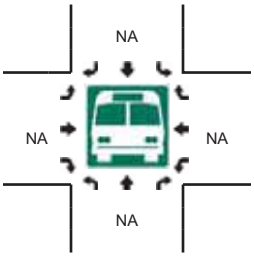












15-Min Count Period Beginning At	Harlem Ave (Northbound)				Harlem Ave (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	233	10	0	13	291	0	0	0	0	0	0	20	0	26	0	593	
7:15 AM	0	255	6	0	29	294	0	0	0	0	0	0	18	0	14	0	616	
7:30 AM	0	229	14	0	35	258	0	0	0	0	0	0	23	0	30	0	589	
7:45 AM	0	267	13	0	35	314	0	0	0	0	0	0	31	0	35	0	695	2493
8:00 AM	0	286	10	0	36	271	0	0	0	0	0	0	33	0	36	0	672	2572
8:15 AM	0	252	23	0	48	307	0	0	0	0	0	0	20	0	26	0	676	2632
8:30 AM	0	249	19	0	39	276	0	0	0	0	0	0	19	0	29	0	631	2674
8:45 AM	0	230	29	0	40	269	0	0	0	0	0	0	31	0	29	0	628	2607

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1068	52	0	140	1256	0	0	0	0	0	0	124	0	140	0	2780
Heavy Trucks	0	84	0		0	28	0		0	0	0		4	0	0		116
Pedestrians		8				4				24				8			44
Bicycles	0	0	0		3	0	0		0	0	0		0	0	1		4
Railroad Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

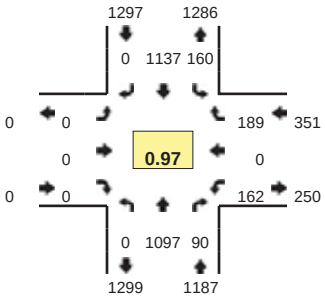
Method for determining peak hour: Total Entering Volume

LOCATION: Harlem Ave -- Ontario St

CITY/STATE: Oak Park, IL

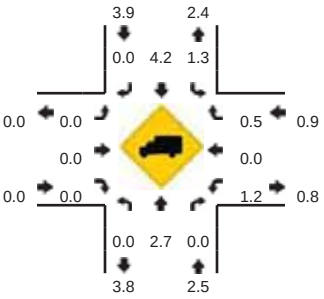
QC JOB #: 138413173

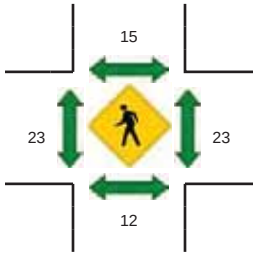
DATE: Thu, Sep 22 2016

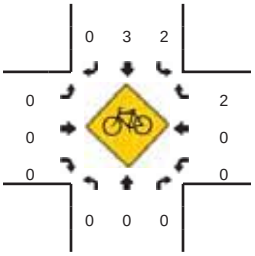


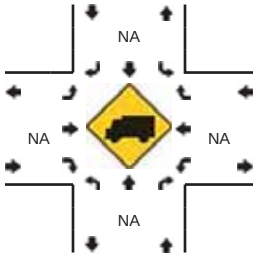
Peak-Hour: 4:45 PM -- 5:45 PM

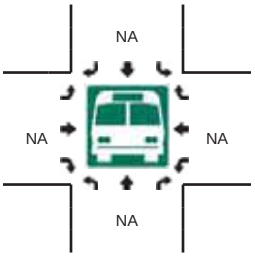
Peak 15-Min: 4:45 PM -- 5:00 PM











15-Min Count Period Beginning At	Harlem Ave (Northbound)				Harlem Ave (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	266	20	0	37	282	0	0	0	0	0	0	34	0	33	0	672	
4:15 PM	0	276	27	0	31	326	0	0	0	0	0	0	38	0	35	0	733	
4:30 PM	0	254	14	0	23	240	0	0	0	0	0	0	28	0	41	0	600	
4:45 PM	0	295	28	0	52	289	0	0	0	0	0	0	28	0	41	0	733	2738
5:00 PM	0	275	19	0	30	279	0	0	0	0	0	0	36	0	65	0	704	2770
5:15 PM	0	280	21	0	42	272	0	0	0	0	0	0	50	0	38	0	703	2740
5:30 PM	0	247	22	0	36	297	0	0	0	0	0	0	48	0	45	0	695	2835
5:45 PM	0	272	19	0	50	285	0	0	0	0	0	0	36	0	41	0	703	2805

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1180	112	0	208	1156	0	0	0	0	0	0	112	0	164	0	2932
Heavy Trucks	0	28	0		8	40	0		0	0	0		4	0	0		80
Pedestrians		4				24				12				20			60
Bicycles	0	0	0		0	0	0		0	0	0		0	0	2		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

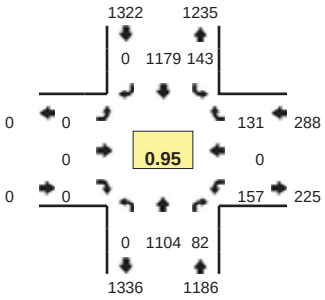
Type of peak hour being reported: Intersection Peak

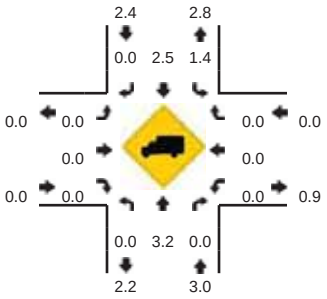
Method for determining peak hour: Total Entering Volume

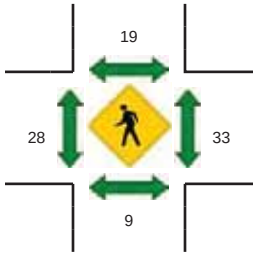
LOCATION: Harlem Ave -- Ontario St
CITY/STATE: Oak Park, IL

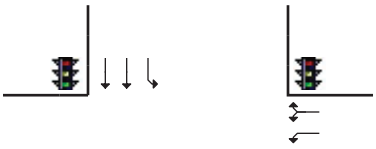
QC JOB #: 138413174
DATE: Sat, Sep 24 2016

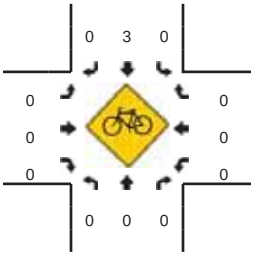
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

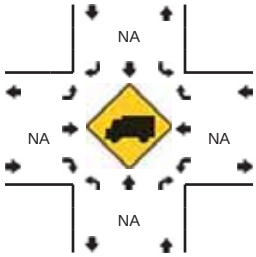


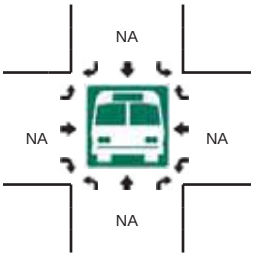












15-Min Count Period Beginning At	Harlem Ave (Northbound)				Harlem Ave (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	0	267	24	0	35	293	0	0	0	0	0	0	50	0	29	0	698	
12:15 PM	0	298	19	0	37	316	0	0	0	0	0	0	30	0	38	0	738	
12:30 PM	0	261	24	0	30	267	0	0	0	0	0	0	44	0	34	0	660	
12:45 PM	0	278	15	0	41	303	0	0	0	0	0	0	33	0	30	0	700	2796
1:00 PM	0	230	18	0	26	301	0	0	0	0	0	0	47	0	33	0	655	2753
1:15 PM	0	264	18	0	33	306	0	0	0	0	0	0	30	0	37	0	688	2703
1:30 PM	0	226	14	0	28	304	0	0	0	0	0	0	33	0	34	0	639	2682
1:45 PM	0	250	20	0	27	301	0	0	0	0	0	0	28	0	23	0	649	2631

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1192	76	0	148	1264	0	0	0	0	0	0	120	0	152	0	2952
Heavy Trucks	0	52	0		0	36	0		0	0	0		0	0	0		88
Pedestrians		8				16				28				12			64
Bicycles	0	0	0		0	2	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Marion St -- Ontario St

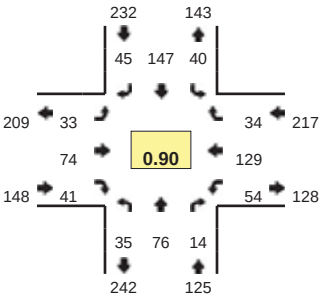
CITY/STATE: Oak Park, IL

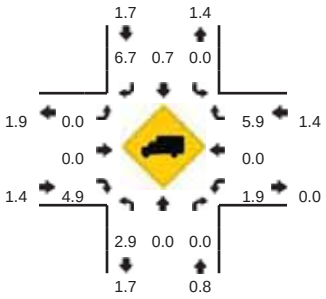
QC JOB #: 138413190

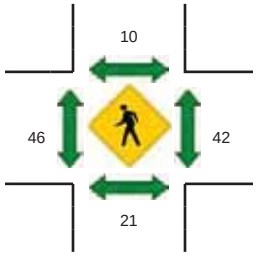
DATE: Thu, Sep 22 2016

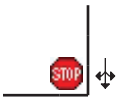
Peak-Hour: 7:45 AM -- 8:45 AM

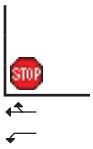
Peak 15-Min: 8:00 AM -- 8:15 AM

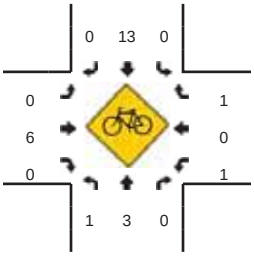


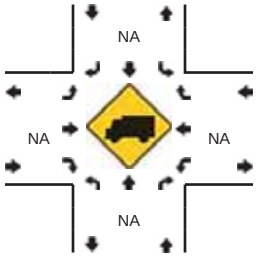


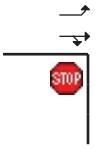


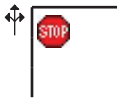


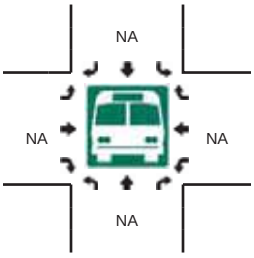












15-Min Count Period Beginning At	Marion St (Northbound)				Marion St (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	20	5	0	3	17	7	0	5	7	4	0	5	16	3	0	102	
7:15 AM	6	14	0	0	4	16	7	0	2	13	6	0	4	11	6	0	89	
7:30 AM	5	17	4	0	7	30	6	0	2	25	8	0	9	26	2	0	141	
7:45 AM	6	18	4	0	16	38	15	0	5	18	11	0	10	40	10	0	191	523
8:00 AM	10	26	5	0	8	39	12	0	6	18	7	0	23	37	10	0	201	622
8:15 AM	9	19	3	0	6	36	12	0	14	18	13	0	7	33	8	0	178	711
8:30 AM	10	13	2	0	10	34	6	0	8	20	10	0	14	19	6	0	152	722
8:45 AM	11	21	5	0	5	34	3	0	6	12	28	0	11	45	8	0	189	720

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	104	20	0	32	156	48	0	24	72	28	0	92	148	40	0	804
Heavy Trucks	4	0	0		0	0	0		0	0	8		0	0	4		16
Pedestrians		12				12				32				68			124
Bicycles	0	2	0		0	5	0		0	0	0		0	0	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

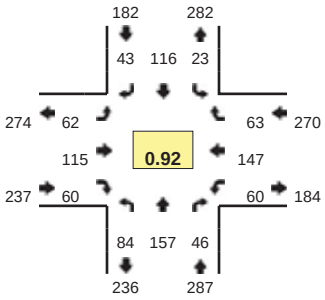
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

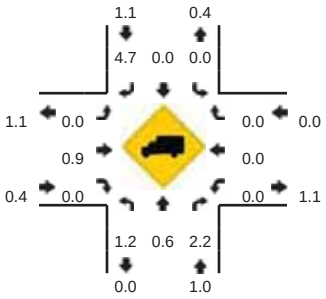
Method for determining peak hour: Total Entering Volume

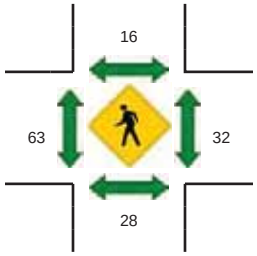
LOCATION: Marion St -- Ontario St
CITY/STATE: Oak Park, IL

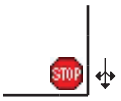
QC JOB #: 138413191
DATE: Thu, Sep 22 2016

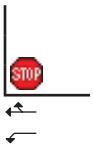


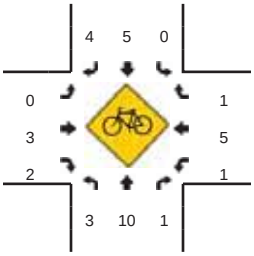
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

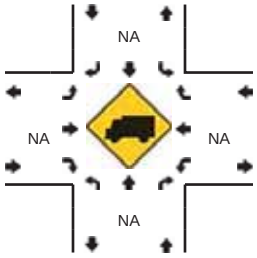


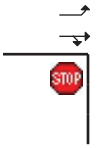


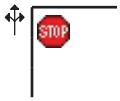


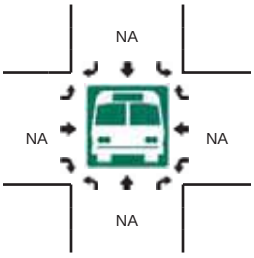












15-Min Count Period Beginning At	Marion St (Northbound)				Marion St (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	29	8	0	4	24	7	0	11	32	13	0	9	31	9	0	194	
4:15 PM	13	31	7	0	4	28	7	0	16	20	20	0	9	33	8	0	196	
4:30 PM	19	24	8	0	4	26	8	0	9	16	14	0	8	35	12	0	183	
4:45 PM	12	22	4	0	8	35	14	0	13	40	22	0	13	25	8	0	216	789
5:00 PM	27	45	13	0	8	28	8	0	18	32	9	0	16	38	19	0	261	856
5:15 PM	16	37	20	0	6	33	16	0	17	26	20	0	12	42	20	0	265	925
5:30 PM	18	38	5	0	4	24	12	0	12	23	17	0	20	35	11	0	219	961
5:45 PM	23	37	8	0	5	31	7	0	15	34	14	0	12	32	13	0	231	976

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	148	80	0	24	132	64	0	68	104	80	0	48	168	80	0	1060
Heavy Trucks	0	4	0		0	0	0		0	4	0		0	0	0		8
Pedestrians		20				8				64				32			124
Bicycles	0	1	0		0	2	1		0	2	0		0	1	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

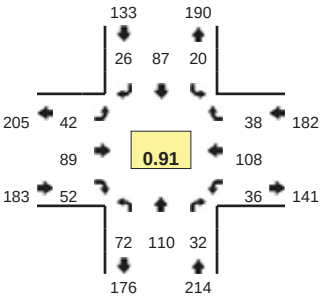
Type of peak hour being reported: Intersection Peak

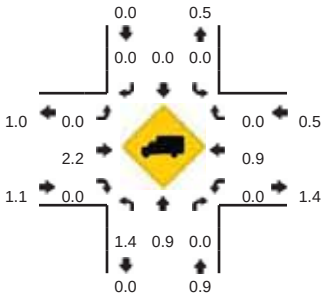
Method for determining peak hour: Total Entering Volume

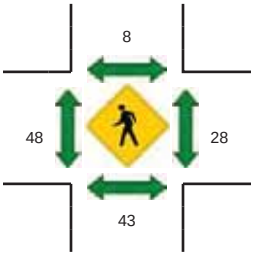
LOCATION: Marion St -- Ontario St
CITY/STATE: Oak Park, IL

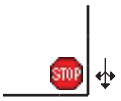
QC JOB #: 138413192
DATE: Sat, Sep 24 2016

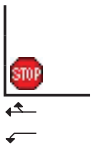
Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

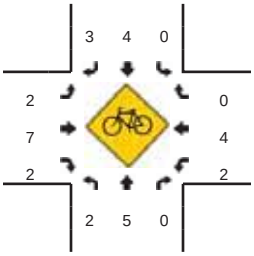


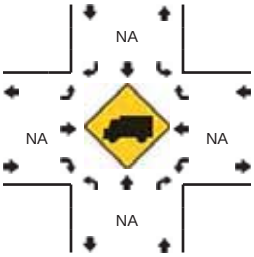


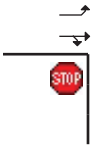


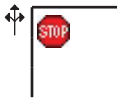


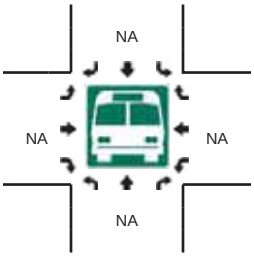












15-Min Count Period Beginning At	Marion St (Northbound)				Marion St (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	18	31	13	0	4	18	7	0	11	18	16	0	6	18	11	0	171	
12:15 PM	17	31	7	1	2	19	5	0	11	12	28	0	10	25	6	0	174	
12:30 PM	19	25	6	1	5	19	3	0	7	21	16	0	14	25	7	0	168	
12:45 PM	16	27	12	0	7	23	10	0	13	26	14	0	7	31	10	0	196	709
1:00 PM	26	27	7	0	3	22	6	0	11	22	9	0	6	26	5	0	170	708
1:15 PM	10	31	7	0	5	23	7	0	11	20	13	0	9	26	16	0	178	712
1:30 PM	15	29	2	0	1	24	10	0	9	13	14	0	2	31	9	0	159	703
1:45 PM	15	12	6	0	10	26	6	0	17	20	18	0	11	33	7	0	181	688

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	108	48	0	28	92	40	0	52	104	56	0	28	124	40	0	784
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	0		4
Pedestrians		76				12				40				28			156
Bicycles	0	1	0		0	1	0		0	2	0		1	2	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

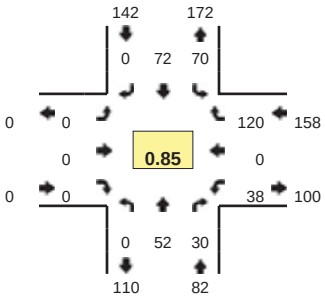
Type of peak hour being reported: Intersection Peak

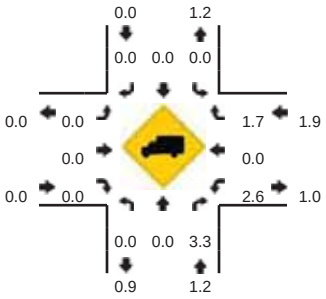
Method for determining peak hour: Total Entering Volume

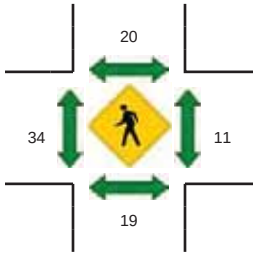
LOCATION: Forest Ave -- Ontario St
CITY/STATE: Oak Park, IL

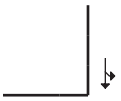
QC JOB #: 138413193
DATE: Thu, Sep 22 2016

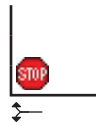
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

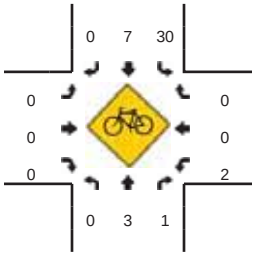


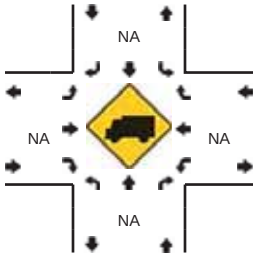


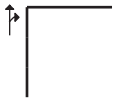


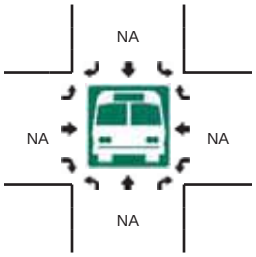












15-Min Count Period Beginning At	Forest Ave (Northbound)				Forest Ave (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	8	3	0	11	5	0	0	0	0	0	0	5	0	13	0	45	
7:15 AM	0	5	6	0	10	9	0	0	0	0	0	0	7	0	10	0	47	
7:30 AM	0	13	8	0	24	17	0	0	0	0	0	0	4	0	17	0	83	
7:45 AM	0	14	15	0	24	18	0	0	0	0	0	0	5	0	36	0	112	287
8:00 AM	0	13	3	0	12	20	0	0	0	0	0	0	15	0	34	0	97	339
8:15 AM	0	12	4	0	10	17	0	0	0	0	0	0	14	0	33	0	90	382
8:30 AM	0	10	9	0	22	13	0	0	0	0	0	0	5	0	19	0	78	377
8:45 AM	0	20	5	0	9	10	0	0	0	0	0	0	15	0	34	0	93	358

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	56	60	0	96	72	0	0	0	0	0	0	20	0	144	0	448
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		8				24				44				4			80
Bicycles	0	0	0		8	2	0		0	0	0		1	0	0		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

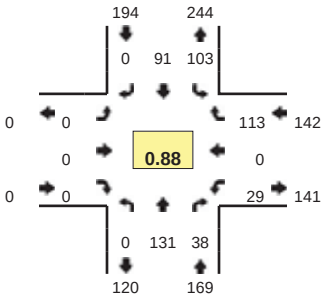
Type of peak hour being reported: Intersection Peak

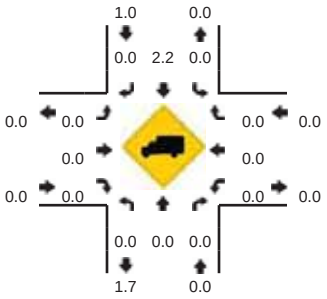
Method for determining peak hour: Total Entering Volume

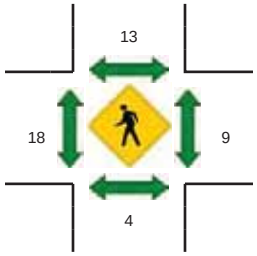
LOCATION: Forest Ave -- Ontario St
CITY/STATE: Oak Park, IL

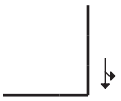
QC JOB #: 138413194
DATE: Thu, Sep 22 2016

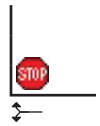
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

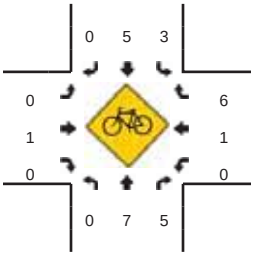


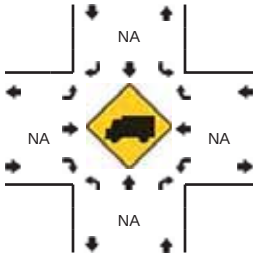


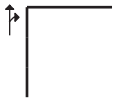


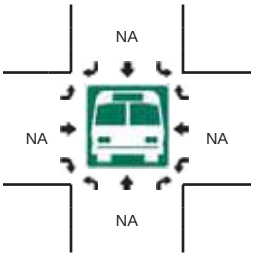












15-Min Count Period Beginning At	Forest Ave (Northbound)				Forest Ave (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	25	7	0	20	27	0	0	0	0	0	0	9	0	19	0	107	
4:15 PM	0	24	6	0	12	19	0	0	0	0	0	0	5	0	17	0	83	
4:30 PM	0	25	7	0	15	11	0	0	0	0	0	0	9	0	26	0	93	
4:45 PM	0	14	5	0	30	24	0	0	0	0	0	0	5	0	26	0	104	387
5:00 PM	0	35	12	0	32	25	0	0	0	0	0	0	6	0	33	0	143	423
5:15 PM	0	36	7	0	25	27	0	0	0	0	0	0	9	0	30	0	134	474
5:30 PM	0	32	12	0	24	12	0	0	0	0	0	0	6	0	28	0	114	495
5:45 PM	0	28	7	0	22	27	0	0	0	0	0	0	8	0	22	0	114	505

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	140	48	0	128	100	0	0	0	0	0	0	24	0	132	0	572
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Pedestrians		4				8				12				4			28
Bicycles	0	1	0		1	0	0		0	0	0		0	0	1		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

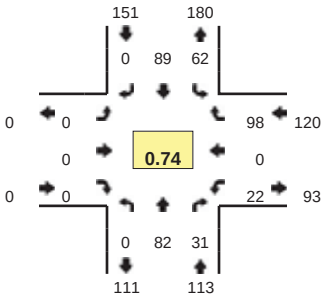
Type of peak hour being reported: Intersection Peak

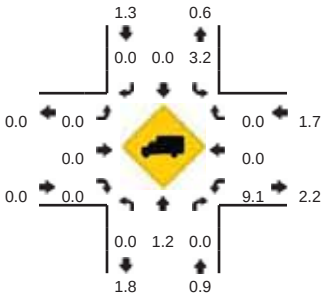
Method for determining peak hour: Total Entering Volume

LOCATION: Forest Ave -- Ontario St
CITY/STATE: Oak Park, IL

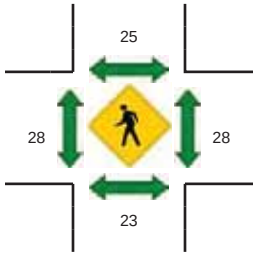
QC JOB #: 138413195
DATE: Sat, Sep 24 2016

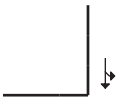
Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

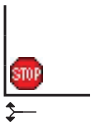


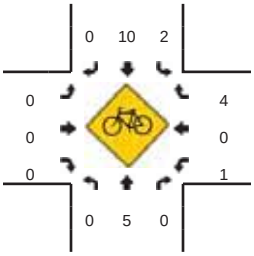


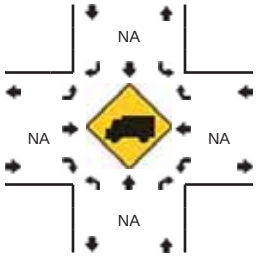
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

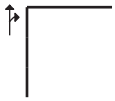


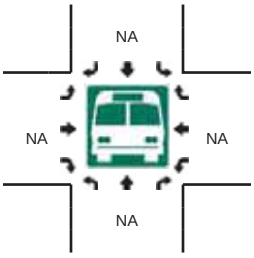












15-Min Count Period Beginning At	Forest Ave (Northbound)				Forest Ave (Southbound)				Ontario St (Eastbound)				Ontario St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	0	19	5	0	15	20	0	0	0	0	0	0	8	0	13	0	80	
12:15 PM	0	28	5	0	8	18	0	0	0	0	0	0	3	0	11	0	73	
12:30 PM	0	15	3	0	9	21	0	0	0	0	0	0	6	0	27	0	81	
12:45 PM	0	28	6	0	23	32	0	0	0	0	0	0	9	0	32	0	130	364
1:00 PM	0	14	10	0	16	19	0	0	0	0	0	0	3	0	15	0	77	361
1:15 PM	0	25	12	0	14	17	0	0	0	0	0	0	4	0	24	0	96	384
1:30 PM	0	23	5	0	11	7	0	0	0	0	0	0	9	0	20	0	75	378
1:45 PM	0	18	10	0	18	16	0	0	0	0	0	0	12	0	26	0	100	348

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	112	24	0	92	128	0	0	0	0	0	0	36	0	128	0	520
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	0		4
Pedestrians		20				28				16				44			108
Bicycles	0	2	0		1	4	0		0	0	0		1	0	3		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

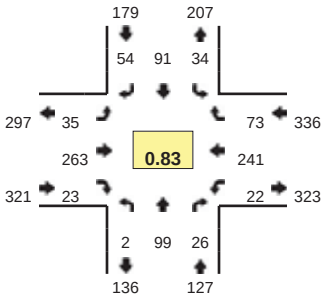
Type of peak hour being reported: Intersection Peak

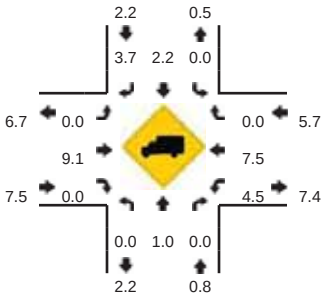
Method for determining peak hour: Total Entering Volume

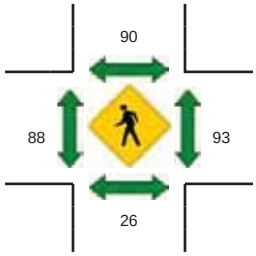
LOCATION: Marion St -- Lake St
CITY/STATE: Oak Park, IL

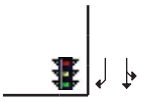
QC JOB #: 138413151
DATE: Wed, Sep 28 2016

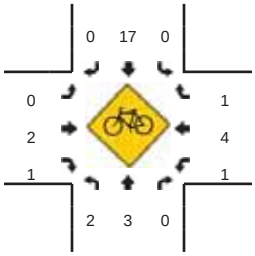
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

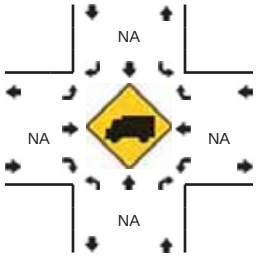


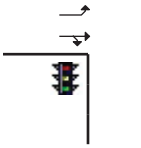


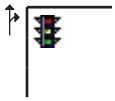


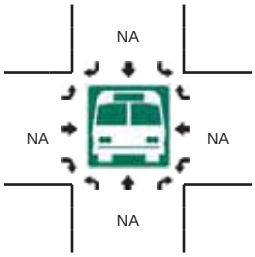












15-Min Count Period Beginning At	Marion St (Northbound)				Marion St (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	10	2	0	9	17	16	0	7	54	5	0	2	66	8	0	199	
7:15 AM	2	13	4	0	9	16	13	0	4	55	9	0	1	79	6	0	211	
7:30 AM	1	14	4	0	13	16	15	0	7	63	4	0	1	78	12	0	228	
7:45 AM	2	24	0	0	11	21	7	0	4	69	9	0	1	73	12	0	233	871
8:00 AM	1	17	5	0	7	32	11	0	2	43	5	0	2	61	22	0	208	880
8:15 AM	1	23	5	0	8	17	9	0	9	69	8	0	3	58	8	0	218	887
8:30 AM	0	30	4	0	6	18	14	0	10	80	2	0	6	58	20	0	248	907
8:45 AM	0	29	12	0	13	24	20	0	14	71	8	0	11	64	23	0	289	963

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	116	48	0	52	96	80	0	56	284	32	0	44	256	92	0	1156
Heavy Trucks	0	0	0		0	0	4		0	20	0		0	28	0		52
Pedestrians		24				140				72				92			328
Bicycles	1	1	0		0	5	0		0	0	0		0	0	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

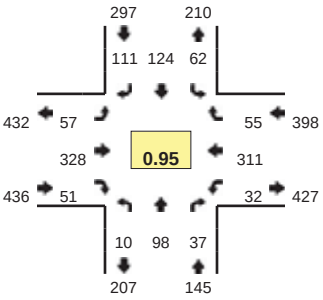
Type of peak hour being reported: Intersection Peak

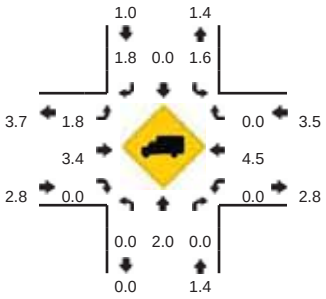
Method for determining peak hour: Total Entering Volume

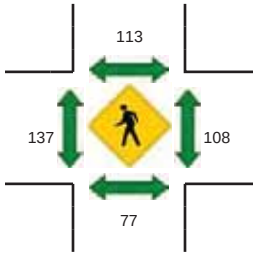
LOCATION: Marion St -- Lake St
CITY/STATE: Oak Park, IL

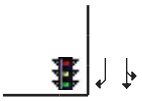
QC JOB #: 138413152
DATE: Wed, Sep 28 2016

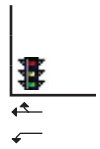
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

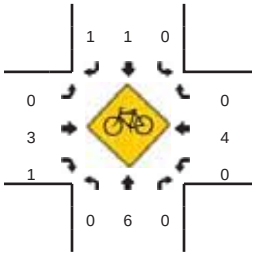


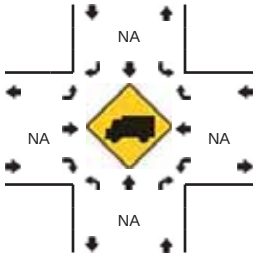


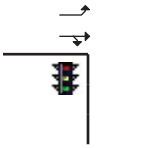


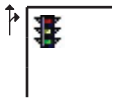


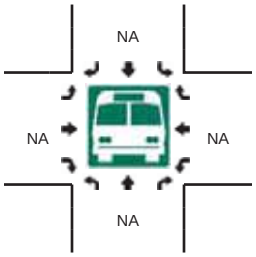












15-Min Count Period Beginning At	Marion St (Northbound)				Marion St (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	20	9	0	12	20	22	0	14	71	11	0	6	76	13	0	278	
4:15 PM	3	19	4	0	14	17	19	0	15	89	7	0	4	87	16	0	294	
4:30 PM	0	18	11	0	18	26	31	0	20	81	10	0	11	78	12	0	316	
4:45 PM	1	27	8	0	14	34	25	0	10	83	14	0	10	80	9	0	315	1203
5:00 PM	3	36	8	0	13	30	30	0	16	82	14	0	5	85	13	0	335	1260
5:15 PM	6	17	10	0	17	34	25	0	11	82	13	0	6	68	21	0	310	1276
5:30 PM	2	25	9	0	20	35	26	0	13	75	12	0	11	68	16	0	312	1272
5:45 PM	5	25	9	0	15	37	28	0	16	74	11	0	10	67	15	0	312	1269

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	144	32	0	52	120	120	0	64	328	56	0	20	340	52	0	1340
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	12	0		32
Pedestrians		60				120				172				160			512
Bicycles	0	1	0		0	0	0		0	0	0		0	2	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

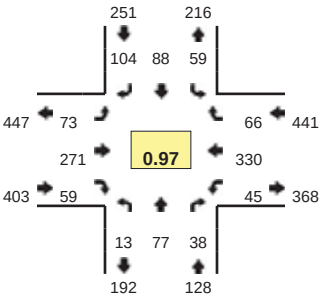
Type of peak hour being reported: Intersection Peak

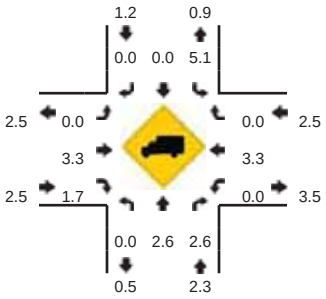
Method for determining peak hour: Total Entering Volume

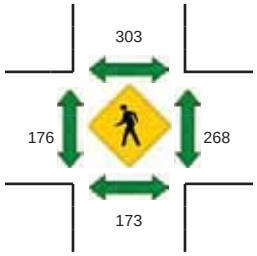
LOCATION: Marion St -- Lake St
CITY/STATE: Oak Park, IL

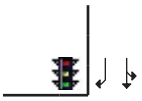
QC JOB #: 138413153
DATE: Sat, Sep 24 2016

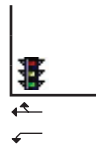
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

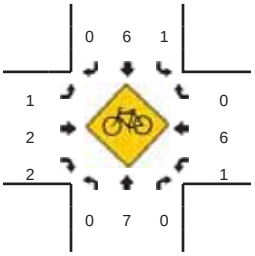


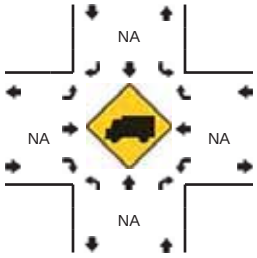


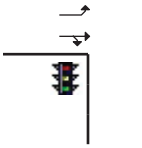


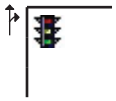


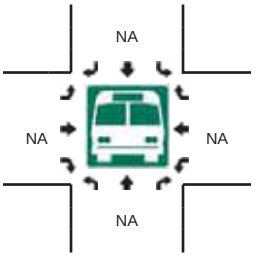












15-Min Count Period Beginning At	Marion St (Northbound)				Marion St (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	3	23	13	0	14	21	19	0	17	66	17	0	10	77	12	0	292	
12:15 PM	2	13	11	0	18	23	25	0	26	66	18	0	6	91	16	0	315	
12:30 PM	1	22	9	0	14	24	33	0	19	61	17	0	12	71	20	0	303	
12:45 PM	7	19	5	0	13	20	27	0	11	78	7	0	17	91	18	0	313	1223
1:00 PM	1	24	7	0	11	17	25	0	16	65	9	0	10	61	15	0	261	1192
1:15 PM	2	21	10	0	12	19	18	0	12	69	12	0	8	74	22	0	279	1156
1:30 PM	4	15	6	0	11	33	23	0	14	61	11	0	9	80	16	0	283	1136
1:45 PM	3	14	8	0	19	28	23	0	12	64	6	0	16	69	18	0	280	1103

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	52	44	0	72	92	100	0	104	264	72	0	24	364	64	0	1260
Heavy Trucks	0	8	0		0	0	0		0	12	0		0	8	0		28
Pedestrians		188				264				156				192			800
Bicycles	0	2	0		0	0	0		0	1	1		0	2	0		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

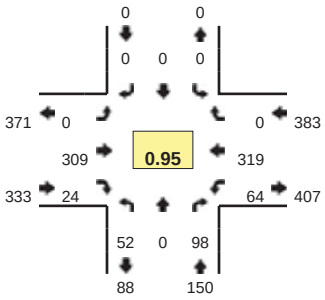
Type of peak hour being reported: Intersection Peak

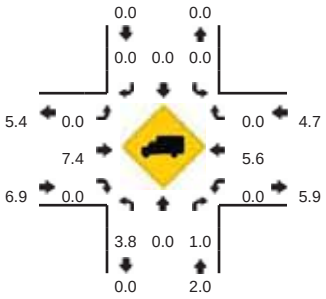
Method for determining peak hour: Total Entering Volume

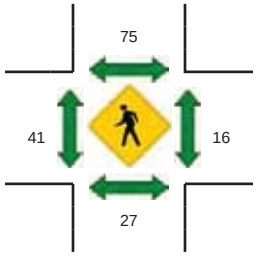
LOCATION: Forest Ave (West) -- Lake St
CITY/STATE: Oak Park, IL

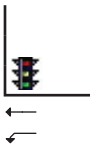
QC JOB #: 138413154
DATE: Thu, Sep 22 2016

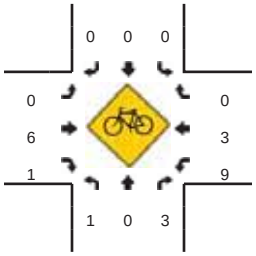
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

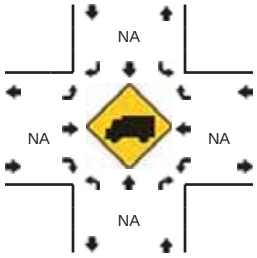


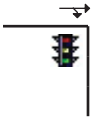


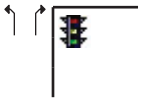


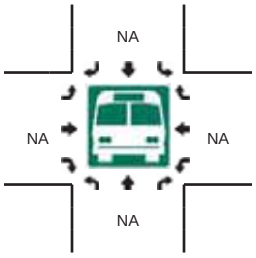












15-Min Count Period Beginning At	Forest Ave (West) (Northbound)				Forest Ave (West) (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	0	4	0	0	0	0	0	0	67	3	0	8	71	0	0	160	
7:15 AM	7	0	12	0	0	0	0	0	0	65	3	0	10	68	0	0	165	
7:30 AM	7	0	23	0	0	0	0	0	0	88	8	0	8	81	0	0	215	
7:45 AM	19	0	30	0	0	0	0	0	0	74	7	0	20	77	0	0	227	767
8:00 AM	12	0	16	0	0	0	0	0	0	59	6	0	22	95	0	0	210	817
8:15 AM	14	0	29	0	0	0	0	0	0	88	3	0	14	66	0	0	214	866
8:30 AM	9	0	26	0	0	0	0	0	0	65	4	0	7	69	0	0	180	831
8:45 AM	14	0	27	0	0	0	0	0	0	80	18	0	13	78	0	0	230	834

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	0	120	0	0	0	0	0	0	296	28	0	80	308	0	0	908
Heavy Trucks	4	0	0		0	0	0		0	28	0		0	24	0		56
Pedestrians		12				84				44				32			172
Bicycles	0	0	0		0	0	0		0	2	1		3	1	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

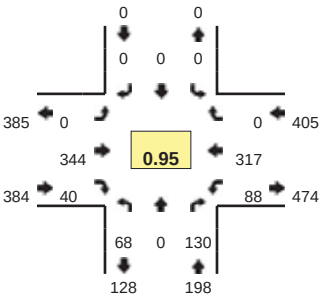
Type of peak hour being reported: Intersection Peak

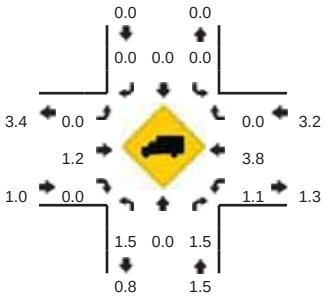
Method for determining peak hour: Total Entering Volume

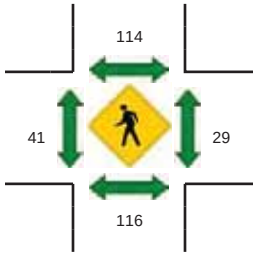
LOCATION: Forest Ave (West) -- Lake St
CITY/STATE: Oak Park, IL

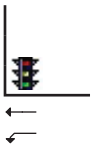
QC JOB #: 138413155
DATE: Thu, Sep 22 2016

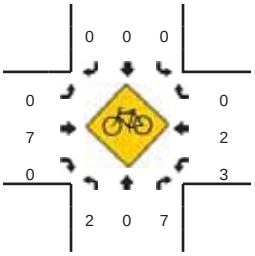
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

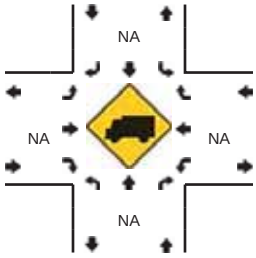


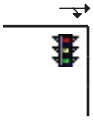


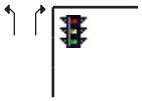


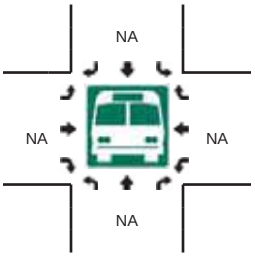












15-Min Count Period Beginning At	Forest Ave (West) (Northbound)				Forest Ave (West) (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	20	0	25	0	0	0	0	0	0	92	5	0	22	86	0	0	250	
4:15 PM	18	0	23	0	0	0	0	0	0	79	10	0	15	79	0	0	224	
4:30 PM	18	0	24	0	0	0	0	0	0	90	17	0	20	88	0	0	257	
4:45 PM	16	0	30	0	0	0	0	0	0	87	13	0	15	71	0	0	232	963
5:00 PM	17	0	35	0	0	0	0	0	0	90	12	0	21	86	0	0	261	974
5:15 PM	12	0	28	0	0	0	0	0	0	75	8	0	29	57	0	0	209	959
5:30 PM	15	0	34	0	0	0	0	0	0	86	12	0	18	94	0	0	259	961
5:45 PM	24	0	33	0	0	0	0	0	0	93	8	0	20	80	0	0	258	987

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	0	140	0	0	0	0	0	0	360	48	0	84	344	0	0	1044
Heavy Trucks	4	0	4		0	0	0		0	4	0		0	16	0		28
Pedestrians		72				96				32				16			216
Bicycles	1	0	1		0	0	0		0	4	0		0	1	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

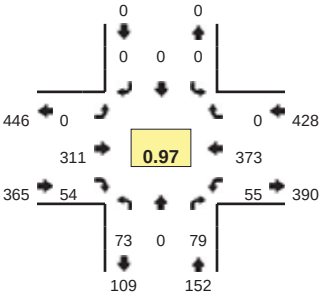
Type of peak hour being reported: Intersection Peak

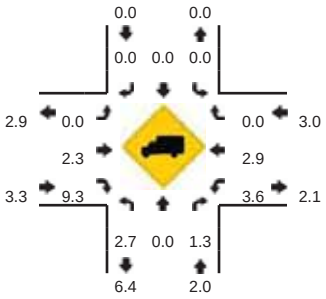
Method for determining peak hour: Total Entering Volume

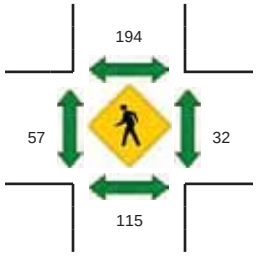
LOCATION: Forest Ave (West) -- Lake St
CITY/STATE: Oak Park, IL

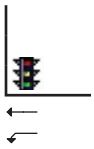
QC JOB #: 138413156
DATE: Sat, Sep 24 2016

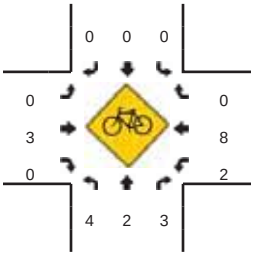
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

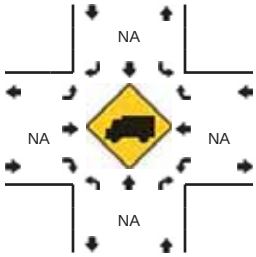


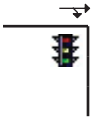


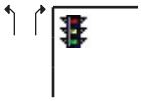


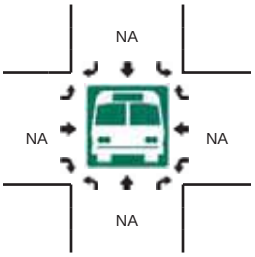












15-Min Count Period Beginning At	Forest Ave (West) (Northbound)				Forest Ave (West) (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	23	0	13	0	0	0	0	0	0	86	9	0	20	87	0	0	238	
12:15 PM	18	0	23	0	0	0	0	0	0	78	16	0	12	88	0	0	235	
12:30 PM	16	0	19	0	0	0	0	0	0	71	12	0	16	95	0	0	229	
12:45 PM	16	0	24	0	0	0	0	0	0	76	17	0	7	103	0	0	243	945
1:00 PM	15	0	23	0	0	0	0	0	0	74	14	0	13	71	0	0	210	917
1:15 PM	12	0	20	0	0	0	0	0	0	77	11	0	6	90	0	0	216	898
1:30 PM	16	0	25	0	0	0	0	0	0	78	3	0	15	90	0	0	227	896
1:45 PM	18	0	19	0	0	0	0	0	0	81	12	0	14	94	0	0	238	891

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	0	96	0	0	0	0	0	0	304	68	0	28	412	0	0	972
Heavy Trucks	8	0	0		0	0	0		0	0	8		0	8	0		24
Pedestrians		100				216				68				40			424
Bicycles	0	0	1		0	0	0		0	0	0		1	3	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Forest Ave (East) -- Lake St

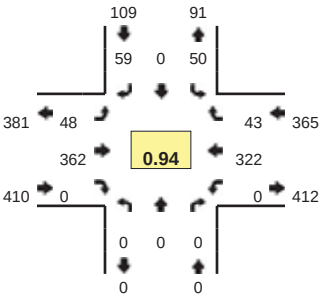
CITY/STATE: Oak Park, IL

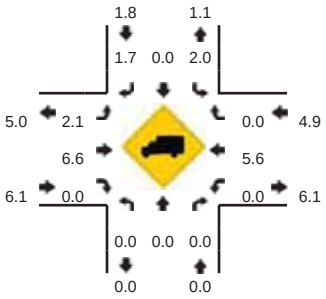
QC JOB #: 138413157

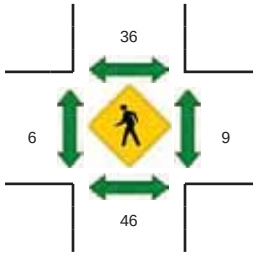
DATE: Thu, Sep 22 2016

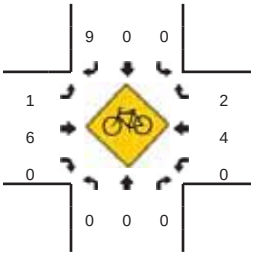
Peak-Hour: 7:30 AM -- 8:30 AM

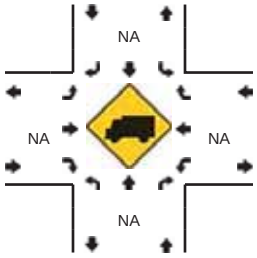
Peak 15-Min: 7:45 AM -- 8:00 AM

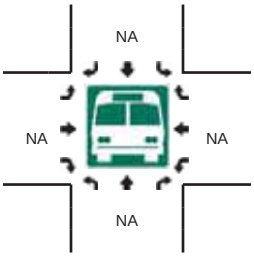












15-Min Count Period Beginning At	Forest Ave (East) (Northbound)				Forest Ave (East) (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	7	0	10	0	4	67	0	0	0	69	5	0	162	
7:15 AM	0	0	0	0	8	0	15	0	6	71	0	0	0	66	5	0	171	
7:30 AM	0	0	0	0	11	0	9	0	6	102	0	0	0	79	10	0	217	
7:45 AM	0	0	0	0	10	0	17	0	18	91	0	0	0	83	15	0	234	784
8:00 AM	0	0	0	0	15	0	17	0	10	66	0	0	0	95	12	0	215	837
8:15 AM	0	0	0	0	14	0	16	0	14	103	0	0	0	65	6	0	218	884
8:30 AM	0	0	0	0	6	0	7	0	19	73	0	0	0	70	5	0	180	847
8:45 AM	0	0	0	0	6	0	11	0	22	85	0	0	0	79	16	0	219	832

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	40	0	68	0	72	364	0	0	0	332	60	0	936
Heavy Trucks	0	0	0		0	0	0		0	28	0		0	28	0		56
Pedestrians		36				32				4				12			84
Bicycles	0	0	0		0	0	3		0	1	0		0	2	0		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

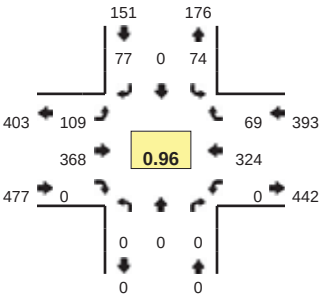
Type of peak hour being reported: Intersection Peak

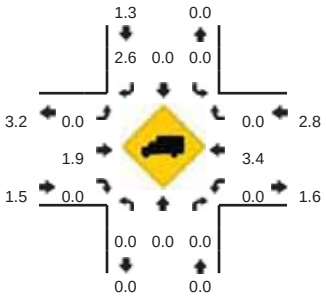
Method for determining peak hour: Total Entering Volume

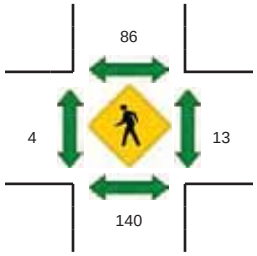
LOCATION: Forest Ave (East) -- Lake St
CITY/STATE: Oak Park, IL

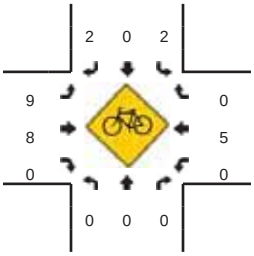
QC JOB #: 138413158
DATE: Thu, Sep 22 2016

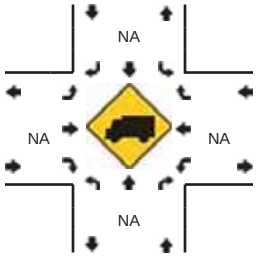
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

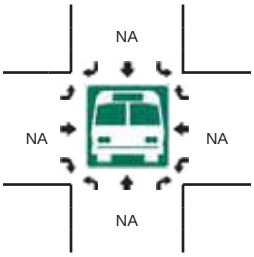












15-Min Count Period Beginning At	Forest Ave (Eastbound)				Forest Ave (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	14	0	24	0	23	88	0	1	0	84	10	0	244	
4:15 PM	0	0	0	0	15	0	16	0	22	83	0	0	0	75	13	0	224	
4:30 PM	0	0	0	0	8	0	20	0	18	103	0	0	0	83	16	0	248	
4:45 PM	0	0	0	0	8	0	15	0	14	101	0	0	0	68	7	0	213	929
5:00 PM	0	0	0	0	21	0	22	0	29	94	0	0	0	81	18	0	265	950
5:15 PM	0	0	0	0	21	0	21	0	27	78	0	1	0	65	20	0	233	959
5:30 PM	0	0	0	0	12	0	15	0	25	98	0	0	0	94	18	0	262	973
5:45 PM	0	0	0	0	20	0	19	0	26	98	0	1	0	84	13	0	261	1021

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	84	0	88	0	116	376	0	0	0	324	72	0	1060
Heavy Trucks	0	0	0		0	0	4		0	12	0		0	12	0		28
Pedestrians		96				76				4				4			180
Bicycles	0	0	0		1	0	0		1	4	0		0	1	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

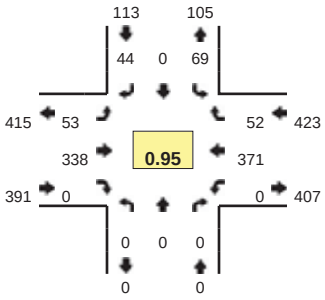
Type of peak hour being reported: Intersection Peak

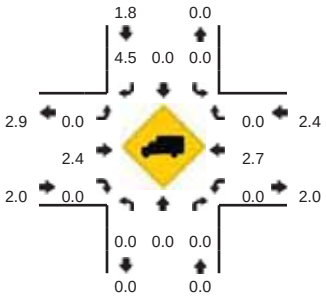
Method for determining peak hour: Total Entering Volume

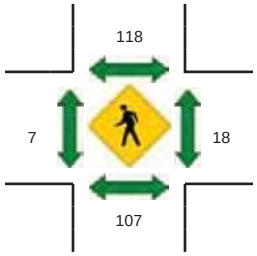
LOCATION: Forest Ave (East) -- Lake St
CITY/STATE: Oak Park, IL

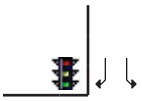
QC JOB #: 138413159
DATE: Sat, Sep 24 2016

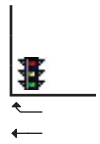
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

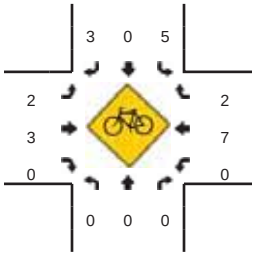


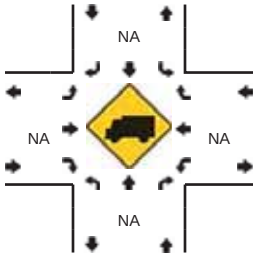


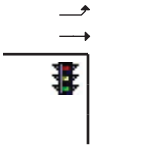


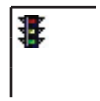


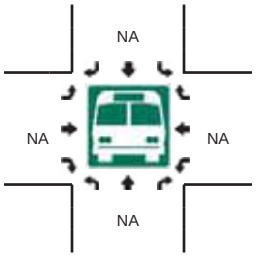












15-Min Count Period Beginning At	Forest Ave (East) (Northbound)				Forest Ave (East) (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	0	0	0	0	17	0	18	0	11	88	0	0	0	86	14	0	234	
12:15 PM	0	0	0	0	12	0	12	0	15	84	0	0	0	89	14	0	226	
12:30 PM	0	0	0	0	15	0	7	0	13	81	0	0	0	96	10	0	222	
12:45 PM	0	0	0	0	25	0	7	0	14	85	0	0	0	100	14	0	245	927
1:00 PM	0	0	0	0	19	0	8	0	15	78	0	0	0	75	15	0	210	903
1:15 PM	0	0	0	0	14	0	12	0	15	81	0	0	0	89	20	0	231	908
1:30 PM	0	0	0	0	11	0	16	0	15	93	0	0	0	86	13	0	234	920
1:45 PM	0	0	0	0	13	0	16	0	13	88	0	0	0	95	12	0	237	912

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	100	0	28	0	56	340	0	0	0	400	56	0	980
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8
Pedestrians		84				112				0				20			216
Bicycles	0	0	0		4	0	1		1	0	0		0	2	0		8
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

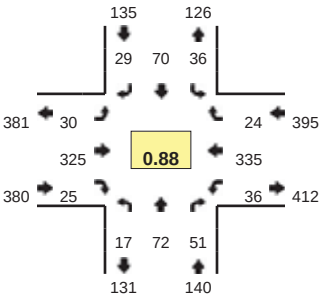
Type of peak hour being reported: Intersection Peak

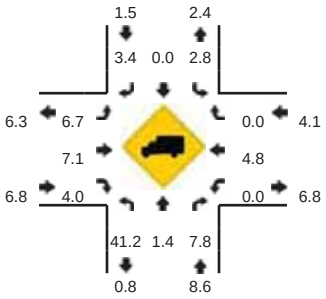
Method for determining peak hour: Total Entering Volume

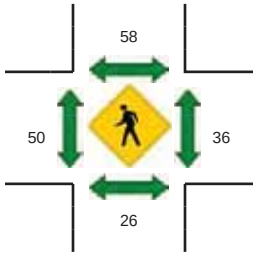
LOCATION: Kenilworth Ave -- Lake St
CITY/STATE: Oak Park, IL

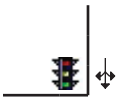
QC JOB #: 138413160
DATE: Thu, Sep 22 2016

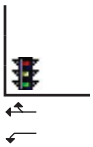
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

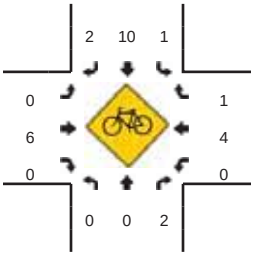


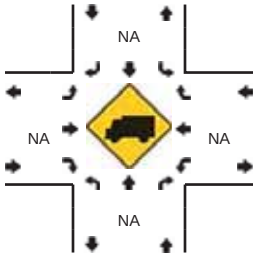


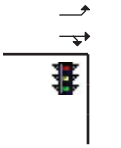


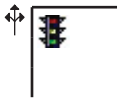


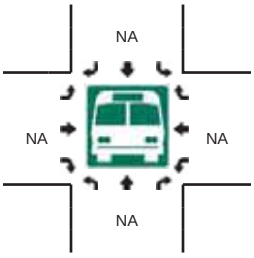












15-Min Count Period Beginning At	Kenilworth Ave (Northbound)				Kenilworth Ave (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	0	8	0	10	9	3	0	0	70	3	0	6	69	1	0	183	
7:15 AM	2	3	7	0	16	10	2	0	3	74	6	0	4	69	0	0	196	
7:30 AM	8	12	15	0	11	11	4	0	5	87	5	0	6	89	0	0	253	
7:45 AM	6	37	14	0	11	22	5	0	6	89	9	0	10	88	1	0	298	930
8:00 AM	2	16	10	0	7	24	13	0	4	66	5	0	12	97	10	0	266	1013
8:15 AM	1	7	12	0	7	13	7	0	15	83	6	0	8	61	13	0	233	1050
8:30 AM	6	10	9	0	8	20	8	0	11	80	2	0	6	68	18	0	246	1043
8:45 AM	6	10	11	0	9	17	12	0	11	67	4	0	9	74	11	0	241	986

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	148	56	0	44	88	20	0	24	356	36	0	40	352	4	0	1192
Heavy Trucks	12	4	4		0	0	4		0	28	4		0	20	0		76
Pedestrians		16				76				28				64			184
Bicycles	0	0	1		0	0	0		0	2	0		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Kenilworth Ave -- Lake St

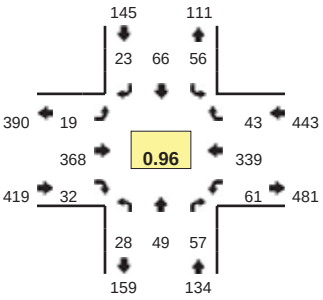
CITY/STATE: Oak Park, IL

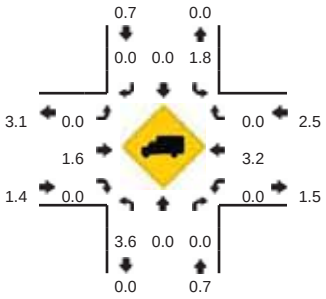
QC JOB #: 138413161

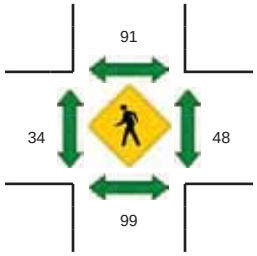
DATE: Thu, Sep 22 2016

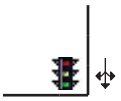
Peak-Hour: 5:00 PM -- 6:00 PM

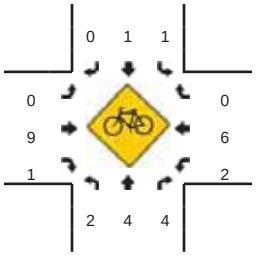
Peak 15-Min: 5:00 PM -- 5:15 PM

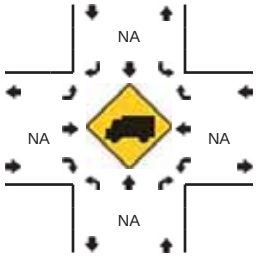


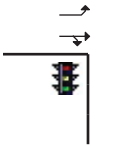


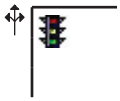


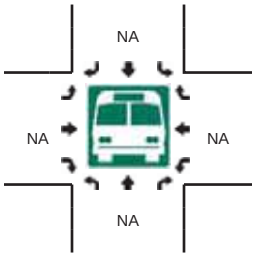












15-Min Count Period Beginning At	Kenilworth Ave (Northbound)				Kenilworth Ave (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	11	16	0	10	10	6	0	3	88	5	0	19	92	6	0	273	
4:15 PM	6	2	12	0	5	10	4	0	5	93	3	0	14	80	7	0	241	
4:30 PM	11	10	10	0	5	9	9	0	2	93	5	0	15	72	13	0	254	
4:45 PM	7	11	20	0	14	8	6	0	14	80	11	0	15	69	10	0	265	1033
5:00 PM	7	12	17	0	19	13	6	0	4	98	9	0	20	87	5	0	297	1057
5:15 PM	7	12	14	0	19	13	5	0	5	86	9	0	11	74	16	0	271	1087
5:30 PM	7	14	11	0	10	17	6	0	5	94	8	0	16	91	15	0	294	1127
5:45 PM	7	11	15	0	8	23	6	0	5	90	6	0	14	87	7	0	279	1141

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	48	68	0	76	52	24	0	16	392	36	0	80	348	20	0	1188
Heavy Trucks	0	0	0		4	0	0		0	12	0		0	12	0		28
Pedestrians		68				92				36				44			240
Bicycles	0	1	1		0	1	0		0	5	0		0	1	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

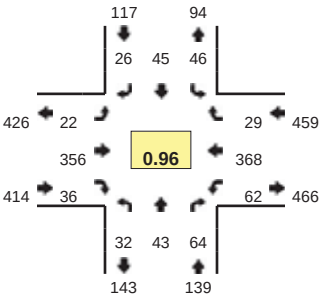
Type of peak hour being reported: Intersection Peak

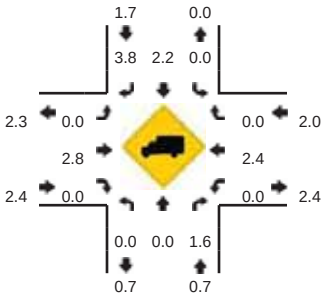
Method for determining peak hour: Total Entering Volume

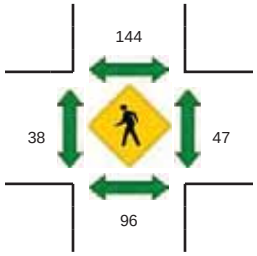
LOCATION: Kenilworth Ave -- Lake St
CITY/STATE: Oak Park, IL

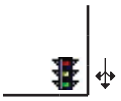
QC JOB #: 138413162
DATE: Sat, Sep 24 2016

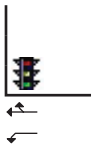
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

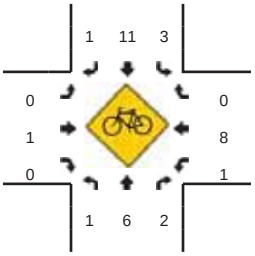


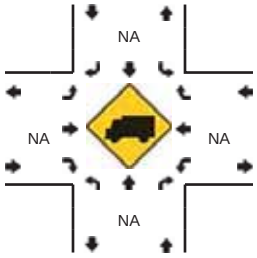


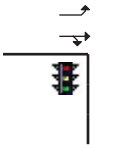


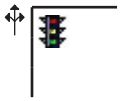


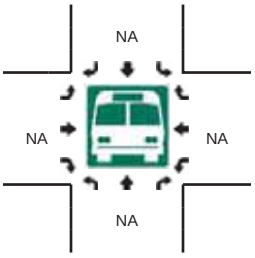












15-Min Count Period Beginning At	Kenilworth Ave (Northbound)				Kenilworth Ave (Southbound)				Lake St (Eastbound)				Lake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	8	7	15	0	14	12	9	0	5	89	11	0	15	75	6	0	266	
12:15 PM	5	14	15	0	10	11	5	0	4	90	6	0	18	102	1	0	281	
12:30 PM	12	10	14	0	16	7	7	0	5	86	10	0	17	92	11	0	287	
12:45 PM	7	12	20	0	6	15	5	0	8	91	9	0	12	99	11	0	295	1129
1:00 PM	8	12	10	0	15	16	9	0	6	67	5	0	11	66	6	0	231	1094
1:15 PM	6	8	17	0	15	6	9	0	7	90	7	0	14	90	12	0	281	1094
1:30 PM	8	9	10	0	14	9	8	0	6	94	6	0	9	83	11	0	267	1074
1:45 PM	11	8	6	0	14	7	7	0	5	88	4	0	12	99	11	0	272	1051

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	48	80	0	24	60	20	0	32	364	36	0	48	396	44	0	1180
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	8	0		12
Pedestrians		76				164				12				64			316
Bicycles	0	1	1		0	0	1		0	0	0		1	1	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/31/2016 5:42 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Census Tract Information

Data | Geographies

Transit Zone: .25 mile .5 mile | Smart Zoom

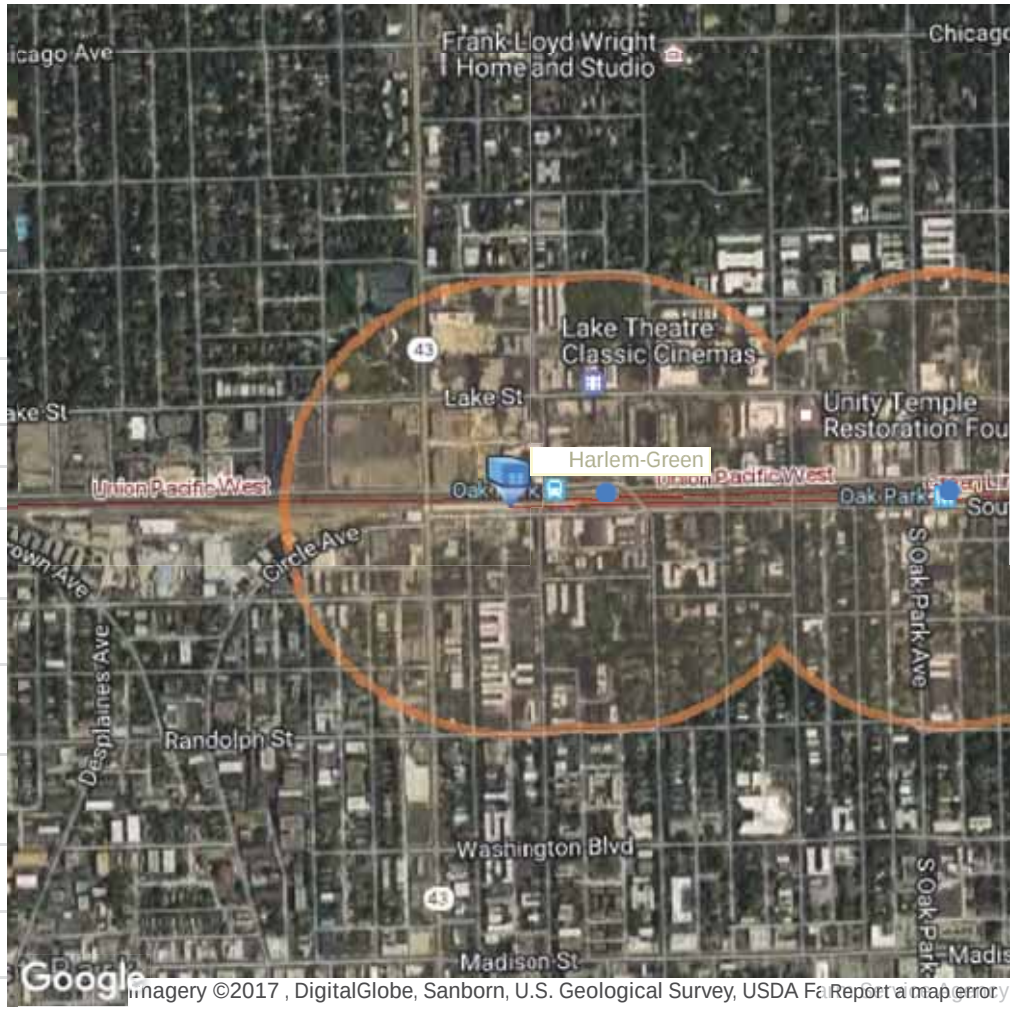
Selected Station | Station | Existing Transit | Potential Transit | Transit Region

TOD Report

View as: Table | List Download as: Word | Excel | CSV

Chicago Transit Region:	
Average Travel Time to Work: (3)	31.34
Median Household Income 2009: (4)	61,502
Percent who take public transportation 2009: (5)	12.40
Percent who bicycle 2009: (6)	0.55
Percent who walk 2009: (7)	3.16
Percent who take public transportation, bicycle or walk 2009: (8)	16.10
Average number of vehicles available per household 2009: (9)	1.62
Average number of vehicles available per household 2009: Owner Occupied: (10)	1.91
Average number of vehicles available per household 2009: Renter Occupied: (11)	1.02
Percent of households with 0 or 1 vehicle available 2009: (12)	47.62
Median Year Structure Built 2009: (13)	1,965

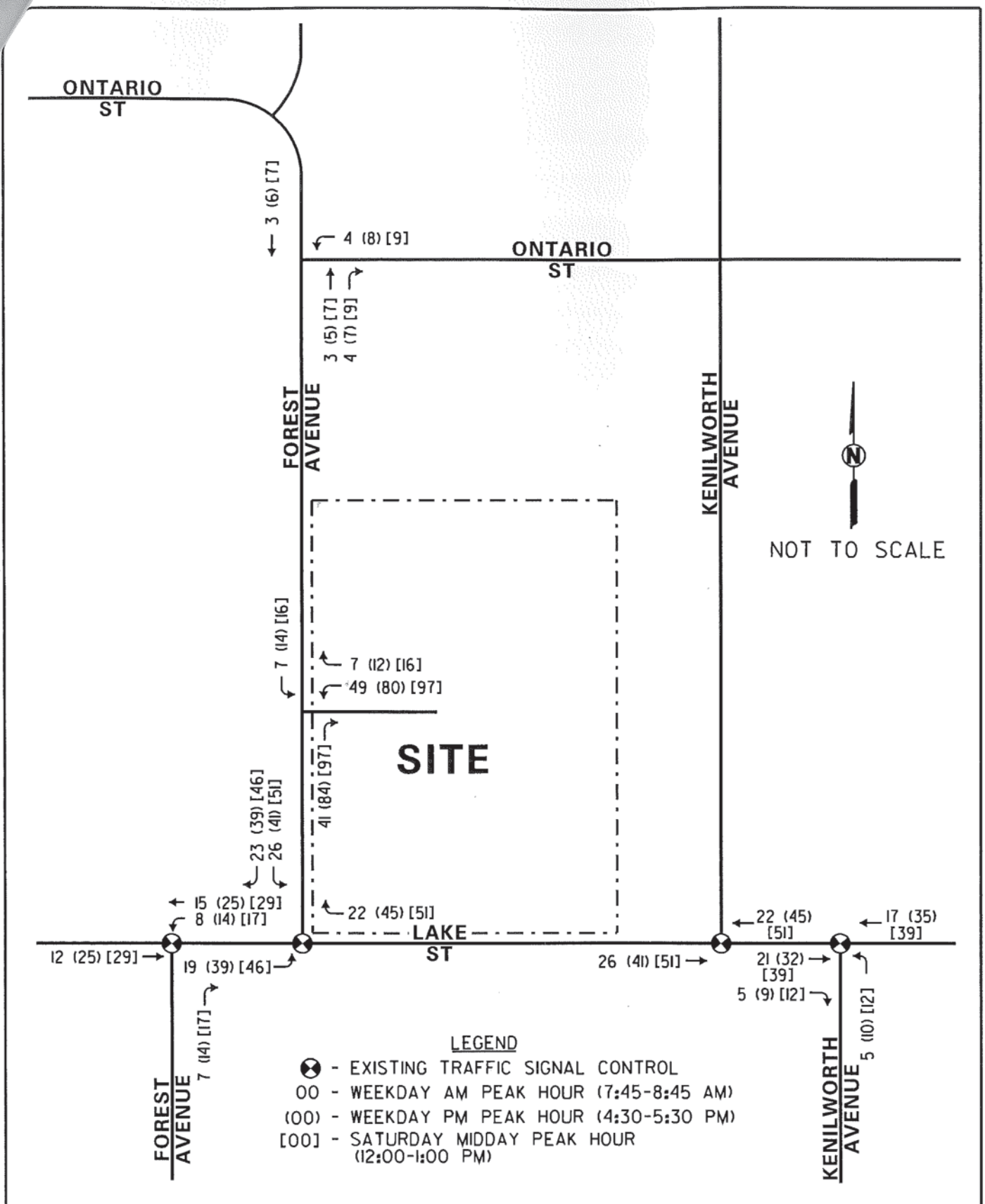
Station .25 Mile Transit Zone: CTA Green Line; Harlem-Green	
Year Opened: (1)	Pre-2000
Latitude: (2)	41.886848
Longitude: (2)	-87.803176
Average Travel Time to Work: (3)	30.62
Median Household Income 2009: (4)	50,046
Percent who take public transportation 2009: (5)	31.17
Percent who bicycle 2009: (6)	0.71
Percent who walk 2009: (7)	9.30
Percent who take public transportation, bicycle or walk 2009: (8)	41.18
Average number of vehicles available per household 2009: (9)	0.94



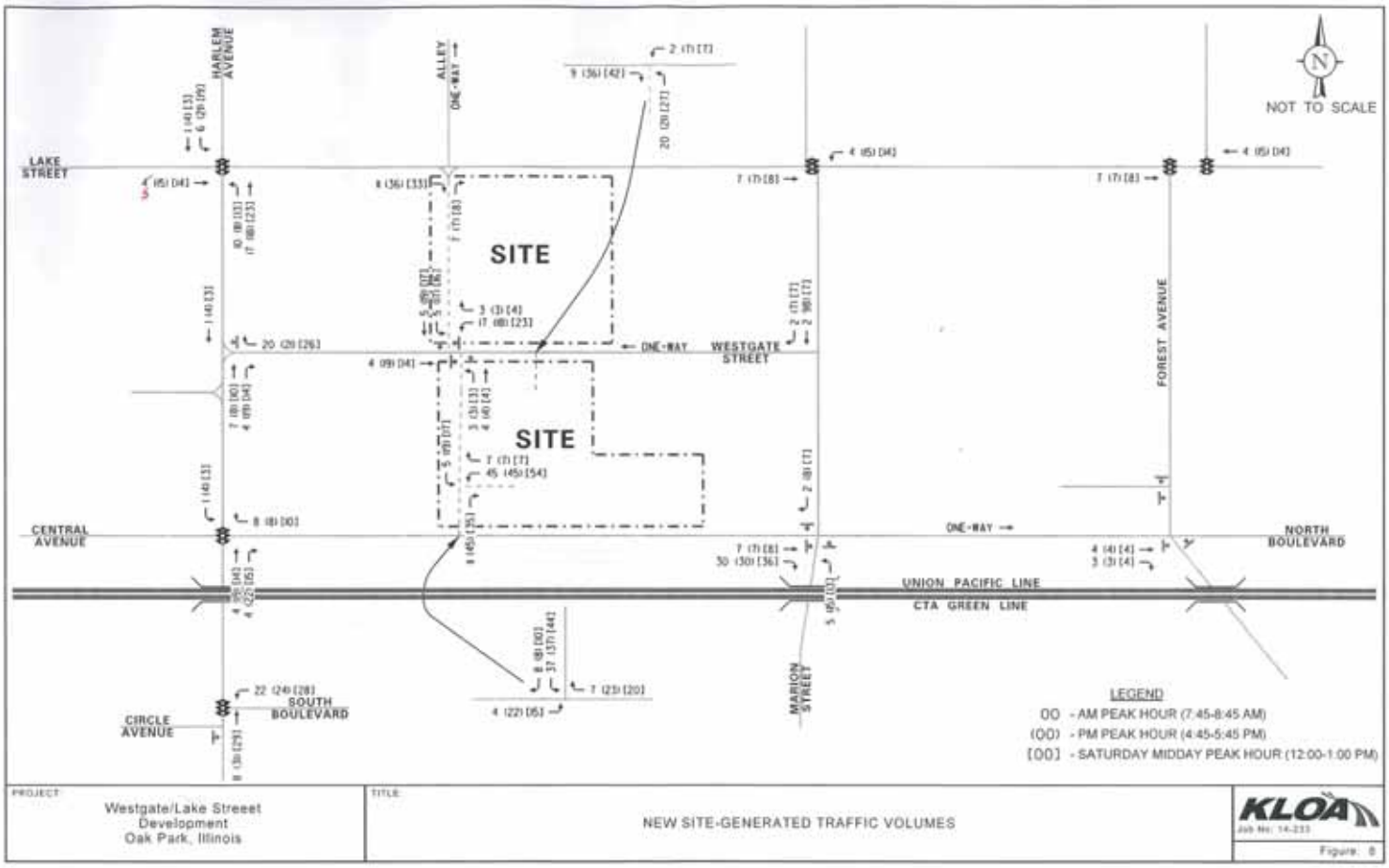
Average number of vehicles available per household 2009: Owner Occupied: [10]	1.36
Average number of vehicles available per household 2009: Renter Occupied: [11]	0.70
Percent of households with 0 or 1 vehicle available 2009: [12]	79.12
Median Year Structure Built 2009: [13]	1,958

[1] The year in which this station opened. This value is intended to inform the analysis of available statistics, and therefore all stations open prior to 2000 report as "Pre-2000", the year of the earliest available statistic.
[2] Station location, current as of January 1, 2017. Station locations are updated (as necessary) on a quarterly basis which may result in changes in aggregated data.
[3] American Community Survey 2005-2009 5-Year Estimates b08013_001 / b08132_001 aggregated from Census 2009 Tracts
[4] American Community Survey 2005-2009 5-Year Estimates b19013_001 aggregated from Census 2009 Block Groups
[5] American Community Survey 2005-2009 5-Year Estimates (b08301_010) / (b08301_001) aggregated from Census 2009 Block Groups
[6] American Community Survey 2005-2009 5-Year Estimates (b08301_018) / (b08301_001) aggregated from Census 2009 Block Groups
[7] American Community Survey 2005-2009 5-Year Estimates (b08301_019) / (b08301_001) aggregated from Census 2009 Block Groups
[8] American Community Survey 2005-2009 5-Year Estimates (b08301_010 + b08301_018 + b08301_019) / (b08301_001) aggregated from Census 2009 Block Groups
[9] American Community Survey 2005-2009 5-Year Estimates b25046_001 / b25044_001 aggregated from Census 2009 Block Groups
[10] American Community Survey 2005-2009 5-Year Estimates b25046_002 / b25044_002 aggregated from Census 2009 Block Groups
[11] American Community Survey 2005-2009 5-Year Estimates b25046_003 / b25044_009 aggregated from Census 2009 Block Groups
[12] American Community Survey 2005-2009 5-Year Estimates (b25044_003+b25044_004+b25044_010+b25044_011) / b25044_001 aggregated from Census 2009 Block Groups
[13] American Community Survey 2005-2009 5-Year Estimates b25035_001 aggregated from Census 2009 Block Groups

Other Development Site Traffic Assignments



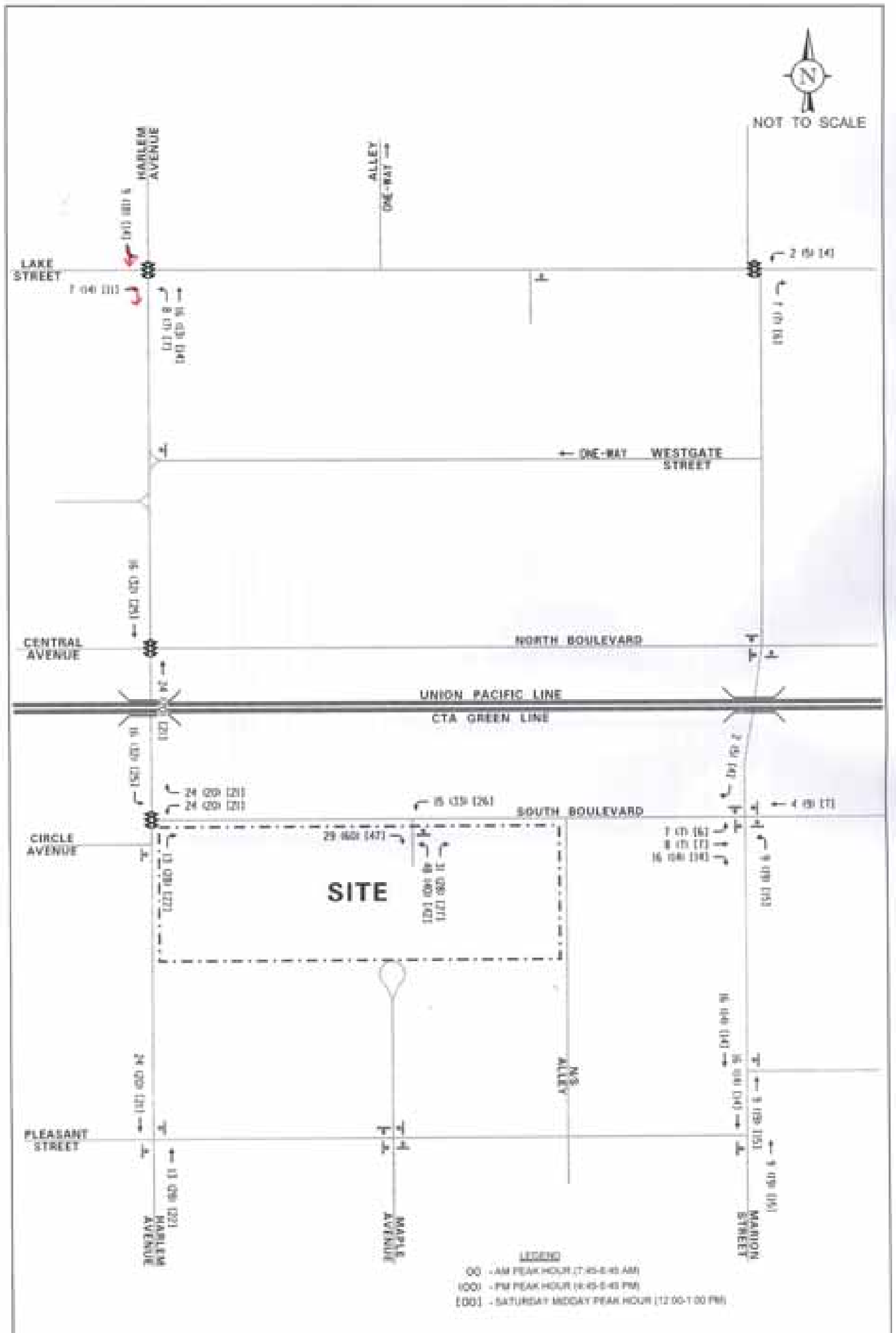
PROJECT:	TITLE:	PROJECT NO: 09-101
MIXED USE DEVELOPMENT OAK PARK, ILLINOIS	ESTIMATED AM, PM, AND SATURDAY PEAK HOUR SITE-GENERATED TRAFFIC ASSIGNMENT	KLOA FIGURE NO: 6



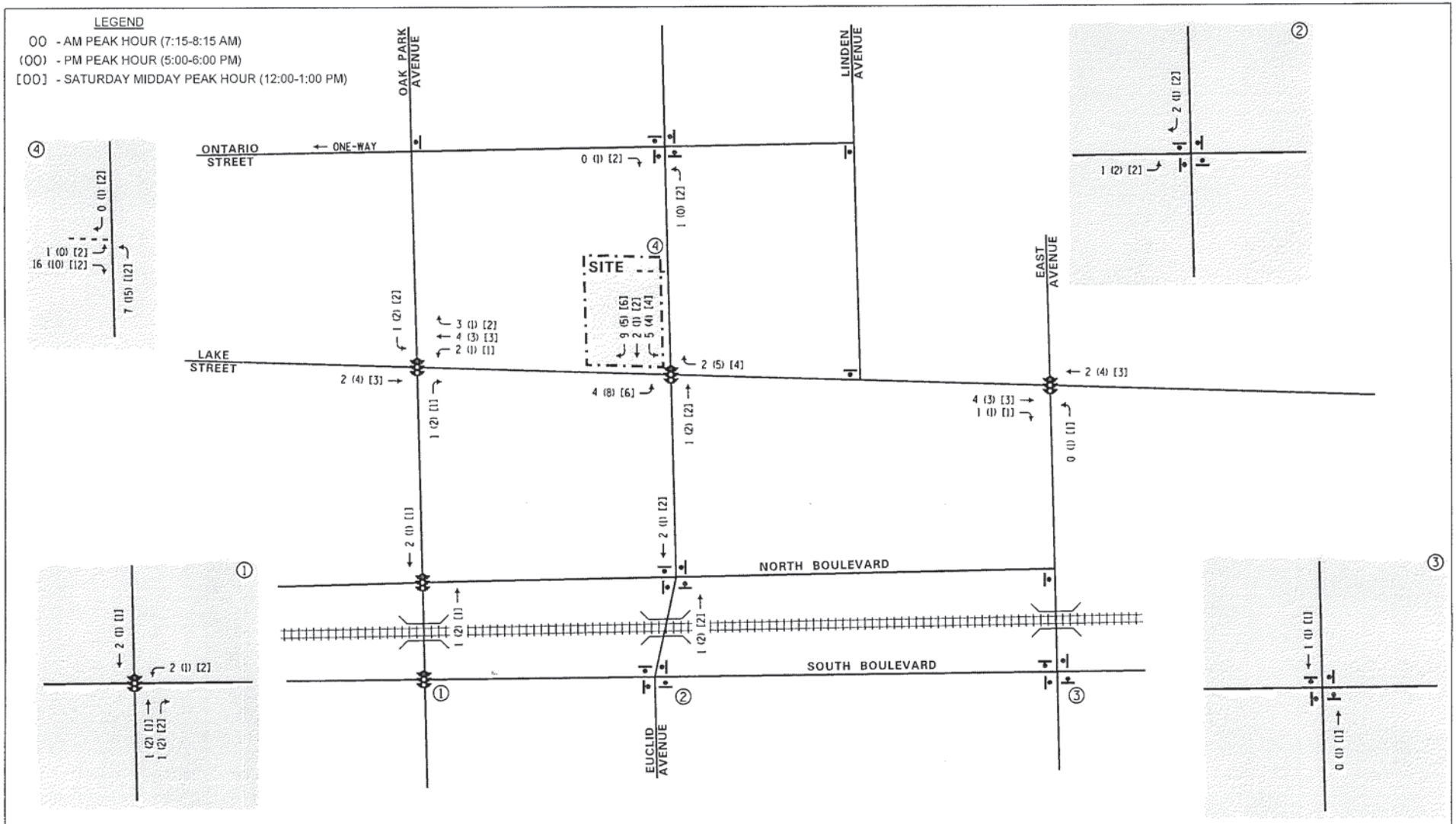
PROJECT
Westgate/Lake Streeet
Development
Oak Park, Illinois

TITLE
NEW SITE-GENERATED TRAFFIC VOLUMES

KLOA
Job No: 14-233
Figure: 8



PROJECT:	TITLE:	
Proposed Mixed-Use Oak Park, Illinois	ESTIMATED SITE TRAFFIC ASSIGNMENT (CONDITION 2)	KLOA Job No: 15-093 Figure: 9



PROJECT:	TITLE:	
Mixed-Use Redevelopment Oak Park, Illinois	ESTIMATED SITE-GENERATED TRAFFIC VOLUMES	KLOA Job No: 16-078 Figure: 7

1000 Lake Street
Parking and Population Matrix

1000 LAKE STREET PARKING & POPULATION MATRIX

UNIT DESCRIPTION	# OF UNIT	% OF UNITS	RESIDENTS PER UNIT	TOTAL RESIDENTS	PARKING PER UNIT	TOTAL PARKING	TOTAL GROSS SF
Studio A	36	14%	1.00	36	0.50	18	
Studio B	39	15%	1.00	39	0.50	20	
Convertible	74	28%	1.20	89	0.50	37	
1 Bedroom 1 Bathroom	35	13%	1.70	60	0.75	26	
1 Bedroom Den 1	31	12%	1.75	55	0.75	23	
2 Bedroom / 2 Bath A	18	7%	1.75	32	1.20	22	
2 Bedroom / 2 Bath B	28	11%	2.00	56	1.50	42	
3 Bedroom / 2.5 Bath	4	2%	2.00	8	2.00	8	
Retail 1 - Coffee Shop						0	3250
Retail 2 - Restaurant						VALET	6250
Car Sharing						2	
Office Flex						37	
TOTAL	**265**	**100%**	**1.41**	**375**	**0.74**	**235**	**379204**

Capacity Analyses

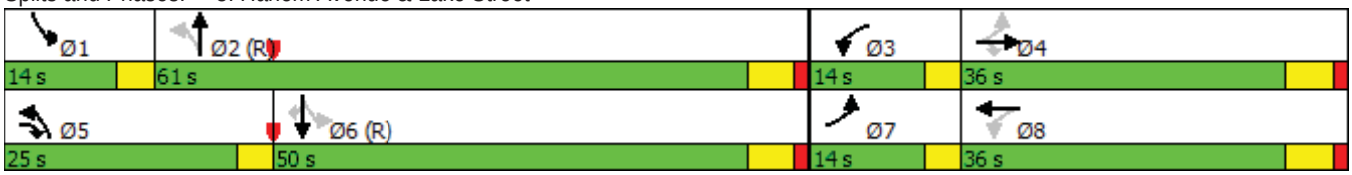
Existing Traffic Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	238	147	74	237	43	204	975	53	47	1023	180
Future Volume (vph)	127	238	147	74	237	43	204	975	53	47	1023	180
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	240		195	100		0	230		0	215		600
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	105			85			115			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	0.96		0.92	0.96	0.99			0.99		0.99		0.83
Frt			0.850		0.977			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1698	1346	1547	1556	0	1562	2961	0	1562	3288	1377
Flt Permitted	0.291			0.459			0.112			0.196		
Satd. Flow (perm)	453	1698	1241	719	1556	0	184	2961	0	318	3288	1142
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136		7			6				189
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		390			708			263			698	
Travel Time (s)		8.9			16.1			6.0			15.9	
Confl. Peds. (#/hr)	67		50	50		67	74		37	37		74
Confl. Bikes (#/hr)			5			1						
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 (%)	5%	6%	8%	5%	4%	16%	4%	8%	13%	4%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	251	155	78	294	0	215	1082	0	49	1077	189
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	8.5	35.0	18.0	8.5	36.0		18.0	32.0		8.5	36.0	36.0
Total Split (s)	14.0	36.0	25.0	14.0	36.0		25.0	61.0		14.0	50.0	50.0
Total Split (%)	11.2%	28.8%	20.0%	11.2%	28.8%		20.0%	48.8%		11.2%	40.0%	40.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	41.7	30.8	49.7	39.2	27.6		74.1	62.7		61.4	51.7	51.7
Actuated g/C Ratio	0.33	0.25	0.40	0.31	0.22		0.59	0.50		0.49	0.41	0.41
v/c Ratio	0.56	0.60	0.26	0.27	0.84		0.74	0.73		0.21	0.79	0.32
Control Delay	37.8	49.0	5.7	29.4	66.7		57.7	17.8		17.5	43.9	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2		0.0	0.0	0.0
Total Delay	37.8	49.0	5.7	29.4	66.7		57.7	18.0		17.5	43.9	11.9
LOS	D	D	A	C	E		E	B		B	D	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		33.8			58.9			24.6			38.3	
Approach LOS		C			E			C			D	
Queue Length 50th (ft)	74	180	9	41	218		118	112		22	471	16
Queue Length 95th (ft)	124	274	48	78	#352		m208	200		41	#585	85
Internal Link Dist (ft)		310			628			183			618	
Turn Bay Length (ft)	240		195	100			230			215		600
Base Capacity (vph)	242	421	638	303	378		346	1488		269	1360	583
Starvation Cap Reductn	0	0	0	0	0		0	63		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.55	0.60	0.24	0.26	0.78		0.62	0.76		0.18	0.79	0.32

Intersection Summary			
Area Type:	CBD		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 94 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 34.8		Intersection LOS: C	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Harlem Avenue & Lake Street

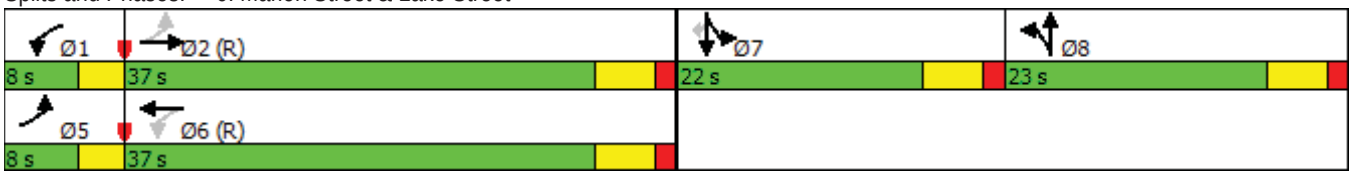


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	244	26	7	270	54	5	78	14	39	86	42
Future Volume (vph)	22	244	26	7	270	54	5	78	14	39	86	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		155
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	80			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.92	0.99		0.97	0.97			0.95			0.93	0.71
Frt		0.986			0.975			0.980				0.850
Flt Protected	0.950			0.950				0.997			0.985	
Satd. Flow (prot)	1624	1548	0	1547	1509	0	0	1593	0	0	1661	1237
Flt Permitted	0.429			0.523				0.997			0.985	
Satd. Flow (perm)	674	1548	0	828	1509	0	0	1576	0	0	1553	880
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			12			8				133
Link Speed (mph)		20			20			20			25	
Link Distance (ft)		708			450			273			677	
Travel Time (s)		24.1			15.3			9.3			18.5	
Confl. Peds. (#/hr)	90		26	26		90	88		93	93		88
Confl. Bikes (#/hr)			3			6			5			17
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	9%	0%	5%	8%	0%	0%	1%	0%	0%	2%	4%
Parking (#/hr)			7			8						3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	325	0	8	390	0	0	117	0	0	151	51
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases	2			6								7
Detector Phase	5	2		1	6		8	8		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	8.0	27.5		8.0	27.5		22.5	22.5		21.5	21.5	21.5
Total Split (s)	8.0	37.0		8.0	37.0		23.0	23.0		22.0	22.0	22.0
Total Split (%)	8.9%	41.1%		8.9%	41.1%		25.6%	25.6%		24.4%	24.4%	24.4%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	5.5		3.0	5.5			5.5			5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	51.9	48.4		51.2	46.4			12.5			13.7	13.7
Actuated g/C Ratio	0.58	0.54		0.57	0.52			0.14			0.15	0.15
v/c Ratio	0.06	0.39		0.02	0.50			0.52			0.60	0.21
Control Delay	11.9	17.5		21.4	32.5			40.7			45.3	1.9
Queue Delay	0.0	0.0		0.0	0.1			0.0			0.0	0.0
Total Delay	11.9	17.5		21.4	32.6			40.7			45.3	1.9
LOS	B	B		C	C			D			D	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.0			32.4			40.7			34.3	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	7	104		3	183			58			80	0
Queue Length 95th (ft)	20	211		m10	267			96			126	0
Internal Link Dist (ft)		628			370			193			597	
Turn Bay Length (ft)	100			100								155
Base Capacity (vph)	450	834		515	783			316			304	269
Starvation Cap Reductn	0	0		0	39			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.06	0.39		0.02	0.52			0.37			0.50	0.19

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 31 (34%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Marion Street & Lake Street

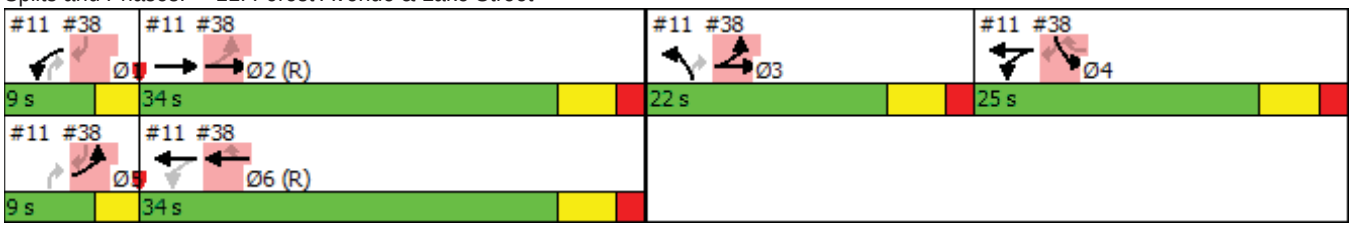


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	312	24	64	317	52	98				
Future Volume (vph)	312	24	64	317	52	98				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		0	0		0	105				
Storage Lanes		0	1		1	1				
Taper Length (ft)			40		25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Ped Bike Factor	0.99		0.97		0.88	0.97				
Frt	0.990					0.850				
Flt Protected			0.950		0.950					
Satd. Flow (prot)	1405	0	1624	1613	1562	1281				
Flt Permitted			0.460		0.950					
Satd. Flow (perm)	1405	0	761	1613	1382	1236				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)	4					103				
Link Speed (mph)	30			30	30					
Link Distance (ft)	450			171	443					
Travel Time (s)	10.2			3.9	10.1					
Confl. Peds. (#/hr)		27	27		41	16				
Confl. Bikes (#/hr)		7				4				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Heavy Vehicles (%)	7%	0%	0%	6%	4%	1%				
Parking (#/hr)	2					2				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	353	0	67	334	55	103				
Turn Type	NA		pm+pt	NA	Prot	Perm				
Protected Phases	2		1 4	6 4	3		1	4	5	6
Permitted Phases			6 4			1 3 5				
Detector Phase	2		1 4	6 4	3	1 3 5				
Switch Phase										
Minimum Initial (s)	15.0				8.0		3.0	8.0	3.0	15.0
Minimum Split (s)	24.0				22.0		8.0	25.0	6.0	24.0
Total Split (s)	34.0				22.0		9.0	25.0	9.0	34.0
Total Split (%)	37.8%				24.4%		10%	28%	10%	38%
Yellow Time (s)	4.0				4.0		3.0	4.0	3.0	4.0
All-Red Time (s)	2.0				2.0		0.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0				0.0					
Total Lost Time (s)	6.0				6.0					
Lead/Lag	Lag				Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max				None		None	None	None	C-Max
Act Effct Green (s)	38.7		67.6	55.2	10.6	19.7				
Actuated g/C Ratio	0.43		0.75	0.61	0.12	0.22				
v/c Ratio	0.58		0.08	0.34	0.30	0.29				
Control Delay	19.0		0.9	3.2	39.4	5.1				
Queue Delay	0.0		0.4	0.4	0.0	0.0				
Total Delay	19.0		1.2	3.6	39.4	5.1				
LOS	B		A	A	D	A				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Approach Delay	19.0			3.2	17.0					
Approach LOS	B			A	B					
Queue Length 50th (ft)	165		1	13	30	0				
Queue Length 95th (ft)	#314		m3	41	61	20				
Internal Link Dist (ft)	370			91	363					
Turn Bay Length (ft)						105				
Base Capacity (vph)	607		837	1022	277	421				
Starvation Cap Reductn	0		515	293	0	0				
Spillback Cap Reductn	0		0	0	0	0				
Storage Cap Reductn	0		0	0	0	0				
Reduced v/c Ratio	0.58		0.21	0.46	0.20	0.24				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: Forest Avenue & Lake Street



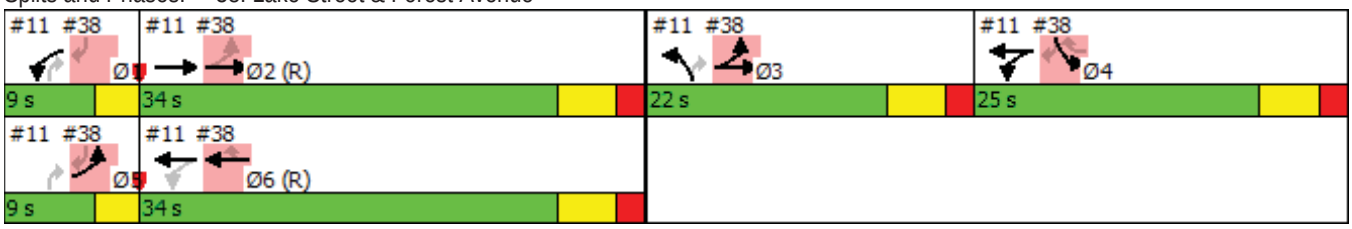
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø5
Lane Configurations										
Traffic Volume (vph)	48	362	322	43	50	59				
Future Volume (vph)	48	362	322	43	50	59				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			65	60	0				
Storage Lanes	1			1	1	1				
Taper Length (ft)	35				60					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Ped Bike Factor	0.96			0.89	0.98	0.97				
Frt				0.850		0.850				
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1593	1560	1403	1454	1593	1425				
Flt Permitted	0.455				0.950					
Satd. Flow (perm)	729	1560	1403	1297	1559	1389				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				40		63				
Link Speed (mph)		30	30		30					
Link Distance (ft)		171	816		221					
Travel Time (s)		3.9	18.5		5.0					
Confl. Peds. (#/hr)	36			36	9	6				
Confl. Bikes (#/hr)				6		9				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				
Heavy Vehicles (%)	2%	7%	6%	0%	2%	2%				
Bus Blockages (#/hr)	0	6	0	0	0	0				
Parking (#/hr)			6							
Shared Lane Traffic (%)										
Lane Group Flow (vph)	51	385	343	46	53	63				
Turn Type	pm+pt	NA	NA	custom	Prot	Perm				
Protected Phases	3 5	2 3	6		4		1	2	3	5
Permitted Phases	2 3			4 6		1 4 5				
Detector Phase	3 5	2 3	6	4 6	4	1 4 5				
Switch Phase										
Minimum Initial (s)			15.0		8.0		3.0	15.0	8.0	3.0
Minimum Split (s)			24.0		25.0		8.0	24.0	22.0	6.0
Total Split (s)			34.0		25.0		9.0	34.0	22.0	9.0
Total Split (%)			37.8%		27.8%		10%	38%	24%	10%
Yellow Time (s)			4.0		4.0		3.0	4.0	4.0	3.0
All-Red Time (s)			2.0		2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)			0.0		0.0					
Total Lost Time (s)			6.0		6.0					
Lead/Lag			Lag		Lag		Lead	Lag	Lead	Lead
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode			C-Max		None		None	C-Max	None	None
Act Effct Green (s)	52.0	55.3	38.3	55.2	15.7	27.8				
Actuated g/C Ratio	0.58	0.61	0.43	0.61	0.17	0.31				
v/c Ratio	0.09	0.40	0.57	0.06	0.19	0.13				
Control Delay	1.8	3.0	17.2	2.5	31.7	6.1				
Queue Delay	0.1	0.5	0.0	0.0	0.0	0.0				
Total Delay	1.9	3.5	17.2	2.5	31.7	6.1				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø5
LOS	A	A	B	A	C	A				
Approach Delay		3.3	15.4		17.8					
Approach LOS		A	B		B					
Queue Length 50th (ft)	2	22	51	0	26	0				
Queue Length 95th (ft)	m3	36	m#284	m10	56	26				
Internal Link Dist (ft)		91	736		141					
Turn Bay Length (ft)				65	60					
Base Capacity (vph)	650	1052	597	836	342	474				
Starvation Cap Reductn	200	311	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0				
Reduced v/c Ratio	0.11	0.52	0.57	0.06	0.15	0.13				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Lake Street & Forest Avenue

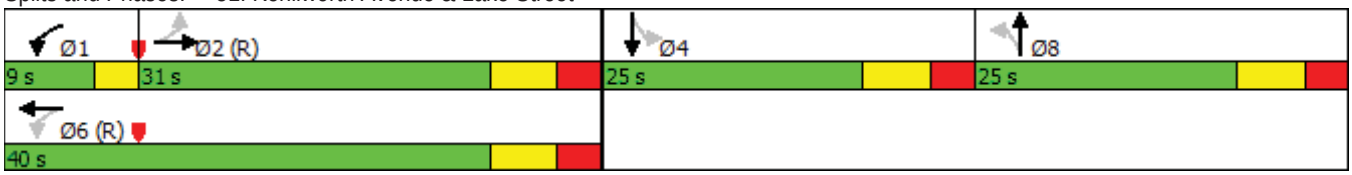


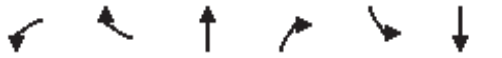
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	325	25	36	335	24	17	72	51	36	70	29
Future Volume (vph)	30	325	25	36	335	24	17	72	51	36	70	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			74			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.91	0.99		0.98	0.99			0.94			0.96	
Frt		0.989			0.990			0.951			0.971	
Flt Protected	0.950			0.950				0.994			0.987	
Satd. Flow (prot)	1476	1705	0	1588	1733	0	0	1584	0	0	1726	0
Flt Permitted	0.505			0.329				0.931			0.448	
Satd. Flow (perm)	713	1705	0	537	1733	0	0	1463	0	0	784	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			29			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			500			294			205	
Travel Time (s)		18.5			11.4			6.7			4.7	
Confl. Peds. (#/hr)	58		26	26		58	50		36	36		50
Confl. Bikes (#/hr)			6			5			2			13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	7%	4%	0%	5%	0%	41%	1%	8%	3%	0%	3%
Bus Blockages (#/hr)	0	6	0	0	6	0	0	0	0	0	0	0
Parking (#/hr)	5		4	4		7	5		4	5		3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	397	0	41	408	0	0	159	0	0	154	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	31.0	31.0		9.0	40.0		25.0	25.0		25.0	25.0	
Total Split (%)	34.4%	34.4%		10.0%	44.4%		27.8%	27.8%		27.8%	27.8%	
Yellow Time (s)	4.5	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		0.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.5	7.5		3.0	7.5			7.5			7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	31.3	31.3		41.6	37.1			12.9			17.5	
Actuated g/C Ratio	0.35	0.35		0.46	0.41			0.14			0.19	
v/c Ratio	0.14	0.67		0.13	0.57			0.68			0.94	
Control Delay	38.1	39.7		16.0	25.1			43.8			93.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	38.1	39.7		16.0	25.1			43.8			93.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D		B	C			D			F	
Approach Delay		39.6			24.2			43.8			93.2	
Approach LOS		D			C			D			F	
Queue Length 50th (ft)	12	144		13	173			70			80	
Queue Length 95th (ft)	47	#347		33	282			125			#195	
Internal Link Dist (ft)		736			420			214			125	
Turn Bay Length (ft)	105			75								
Base Capacity (vph)	247	594		323	717			307			163	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.14	0.67		0.13	0.57			0.52			0.94	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 39 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 41.3		Intersection LOS: D	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 51: Kenilworth Avenue & Lake Street





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	126	1034	60	154	1168
Future Volume (vph)	103	126	1034	60	154	1168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	2000
Storage Length (ft)	65	0		0	135	
Storage Lanes	1	0		0	1	
Taper Length (ft)	60				80	
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95
Ped Bike Factor	0.97		1.00			
Frt	0.917		0.992			
Flt Protected	0.978				0.950	
Satd. Flow (prot)	3188	0	3283	0	1787	3654
Flt Permitted	0.978				0.210	
Satd. Flow (perm)	3160	0	3283	0	395	3654
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	131		8			
Link Speed (mph)	25		30			30
Link Distance (ft)	679		698			421
Travel Time (s)	18.5		15.9			9.6
Confl. Peds. (#/hr)	5	3		12	12	
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	0%	9%	3%	1%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	238	0	1140	0	160	1217
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	22.0		22.0		8.0	22.0
Total Split (s)	35.0		76.0		14.0	90.0
Total Split (%)	28.0%		60.8%		11.2%	72.0%
Yellow Time (s)	4.0		4.0		3.5	4.0
All-Red Time (s)	2.0		2.0		0.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		3.5	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Min		None	C-Min
Act Effct Green (s)	9.7		90.6		105.8	103.3
Actuated g/C Ratio	0.08		0.72		0.85	0.83
v/c Ratio	0.64		0.48		0.37	0.40
Control Delay	32.8		16.9		4.3	3.5
Queue Delay	0.0		0.3		0.0	0.0
Total Delay	32.8		17.2		4.3	3.5
LOS	C		B		A	A
Approach Delay	32.8		17.2			3.6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	C		B			A
Queue Length 50th (ft)	43		361		16	105
Queue Length 95th (ft)	83		336		35	161
Internal Link Dist (ft)	599		618			341
Turn Bay Length (ft)	65				135	
Base Capacity (vph)	840		2381		457	3018
Starvation Cap Reductn	0		571		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.28		0.63		0.35	0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 78 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 54: Harlem Avenue & Ontario Street

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	27	79	39	0	49	136	30	0	30	80	14
Future Vol, veh/h	0	27	79	39	0	49	136	30	0	30	80	14
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	0	0	5	2	0	0	0	2	3	0	0
Mvmt Flow	0	30	88	43	0	54	151	33	0	33	89	16
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.8	10.8	9.8
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	19%	23%	16%
Vol Thru, %	65%	54%	63%	64%
Vol Right, %	11%	27%	14%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	145	215	225
LT Vol	30	27	49	37
Through Vol	80	79	136	143
RT Vol	14	39	30	45
Lane Flow Rate	138	161	239	250
Geometry Grp	1	1	1	1
Degree of Util (X)	0.206	0.232	0.341	0.354
Departure Headway (Hd)	5.379	5.18	5.144	5.092
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	693	700	708
Service Time	3.411	3.213	3.175	3.119
HCM Lane V/C Ratio	0.207	0.232	0.341	0.353
HCM Control Delay	9.8	9.8	10.8	10.9
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.8	0.9	1.5	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	37	143	45
Future Vol, veh/h	0	37	143	45
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	0	1	7
Mvmt Flow	0	41	159	50
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.9
HCM LOS	B

Intersection	
Int Delay, s/veh	8.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	120	52	30	70	72
Future Vol, veh/h	38	120	52	30	70	72
Conflicting Peds, #/hr	19	20	0	11	11	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	2	0	3	0	0
Mvmt Flow	45	141	61	35	82	85

Major/Minor	Minor1		Minor2		Major2	
Conflicting Flow All	328	31	260	104	11	0
Stage 1	11	-	249	-	-	-
Stage 2	317	-	11	-	-	-
Critical Hdwy	7.13	6.22	6.5	6.23	4.1	-
Critical Hdwy Stg 1	-	-	5.5	-	-	-
Critical Hdwy Stg 2	6.13	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	4	3.327	2.2	-
Pot Cap-1 Maneuver	623	1043	648	948	1621	-
Stage 1	-	-	704	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	526	1016	607	948	1594	-
Mov Cap-2 Maneuver	526	-	607	-	-	-
Stage 1	-	-	666	-	-	-
Stage 2	572	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	11	3.6
HCM LOS	B	B	

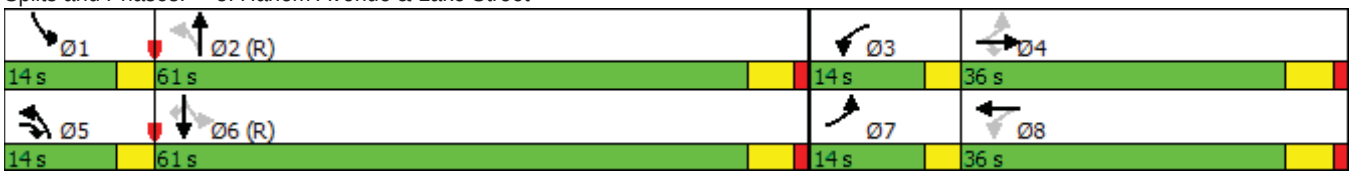
Minor Lane/Major Mvmt	NBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	699	830	1594	-
HCM Lane V/C Ratio	0.138	0.224	0.052	-
HCM Control Delay (s)	11	10.6	7.4	0
HCM Lane LOS	B	B	A	A
HCM 95th %tile Q(veh)	0.5	0.9	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	275	213	97	208	57	198	958	81	76	1118	193
Future Volume (vph)	194	275	213	97	208	57	198	958	81	76	1118	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		195	100		0	230		0	215		600
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	105			85			115			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	0.93		0.86	0.93	0.97		0.98	0.99		0.98		0.78
Frt			0.850		0.968			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1676	1439	1608	1546	0	1608	3076	0	1608	3124	1391
Flt Permitted	0.325			0.337			0.121			0.188		
Satd. Flow (perm)	517	1676	1239	531	1546	0	200	3076	0	312	3124	1081
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97		10			9				197
Link Speed (mph)		30			20			30			30	
Link Distance (ft)		390			694			263			709	
Travel Time (s)		8.9			23.7			6.0			16.1	
Confl. Peds. (#/hr)	98		99	99		98	99		70	70		99
Confl. Bikes (#/hr)			3			5						1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	1%	1%	5%	0%	1%	3%	1%	1%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	281	217	99	270	0	202	1061	0	78	1141	197
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	8.5	35.0	8.5	8.5	36.0		8.5	32.0		8.5	36.0	36.0
Total Split (s)	14.0	36.0	14.0	14.0	36.0		14.0	61.0		14.0	61.0	61.0
Total Split (%)	11.2%	28.8%	11.2%	11.2%	28.8%		11.2%	48.8%		11.2%	48.8%	48.8%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	40.2	27.2	41.5	38.4	26.3		74.1	62.9		68.1	57.4	57.4
Actuated g/C Ratio	0.32	0.22	0.33	0.31	0.21		0.59	0.50		0.54	0.46	0.46
v/c Ratio	0.76	0.77	0.44	0.40	0.81		0.80	0.68		0.31	0.80	0.33
Control Delay	51.7	60.6	18.9	32.9	63.9		58.3	11.6		17.9	40.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.3		0.0	0.0	0.0
Total Delay	51.7	60.6	18.9	32.9	63.9		58.3	11.9		17.9	40.6	9.9
LOS	D	E	B	C	E		E	B		B	D	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		45.1			55.6			19.3			35.1	
Approach LOS		D			E			B			D	
Queue Length 50th (ft)	117	213	67	55	199		93	81		35	482	19
Queue Length 95th (ft)	#197	310	133	94	296		m#209	231		62	566	83
Internal Link Dist (ft)		310			614			183			629	
Turn Bay Length (ft)	240		195	100			230			215		600
Base Capacity (vph)	259	402	494	257	378		251	1552		284	1434	602
Starvation Cap Reductn	0	0	0	0	0		0	106		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.76	0.70	0.44	0.39	0.71		0.80	0.73		0.27	0.80	0.33

Intersection Summary			
Area Type:	CBD		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 97 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 33.6		Intersection LOS: C	
Intersection Capacity Utilization 99.8%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Harlem Avenue & Lake Street

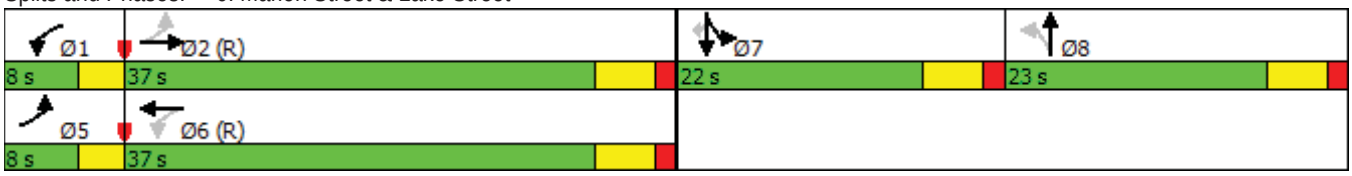


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	313	50	32	288	65	16	103	36	65	136	109
Future Volume (vph)	56	313	50	32	288	65	16	103	36	65	136	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		155
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	80			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.89	0.98		0.93	0.95			0.90			0.93	0.60
Frt		0.979			0.973			0.969				0.850
Flt Protected	0.950			0.950				0.995			0.984	
Satd. Flow (prot)	1593	1592	0	1624	1525	0	0	1510	0	0	1672	1261
Flt Permitted	0.398			0.425				0.946			0.984	
Satd. Flow (perm)	595	1592	0	675	1525	0	0	1393	0	0	1549	757
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			14			15				133
Link Speed (mph)		30			20			25			25	
Link Distance (ft)		694			451			280			701	
Travel Time (s)		15.8			15.4			7.6			19.1	
Confl. Peds. (#/hr)	113		77	77		113	137		108	108		137
Confl. Bikes (#/hr)			4			4			6			2
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%	3%	0%	0%	5%	0%	0%	2%	0%	2%	0%	2%
Parking (#/hr)			7			8						3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	382	0	34	371	0	0	163	0	0	211	115
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Split	NA	Perm
Protected Phases	5	2		1	6			8		7	7	
Permitted Phases	2			6			8					7
Detector Phase	5	2		1	6		8	8		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	8.0	27.5		8.0	27.5		22.5	22.5		21.5	21.5	21.5
Total Split (s)	8.0	37.0		8.0	37.0		23.0	23.0		22.0	22.0	22.0
Total Split (%)	8.9%	41.1%		8.9%	41.1%		25.6%	25.6%		24.4%	24.4%	24.4%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	5.5		3.0	5.5			5.5			5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	44.4	38.6		43.6	36.6			14.6			15.3	15.3
Actuated g/C Ratio	0.49	0.43		0.48	0.41			0.16			0.17	0.17
v/c Ratio	0.17	0.56		0.09	0.59			0.68			0.75	0.48
Control Delay	14.1	25.2		11.3	18.5			46.7			52.4	11.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	14.1	25.2		11.3	18.5			46.7			52.4	11.9
LOS	B	C		B	B			D			D	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		23.7			17.9			46.7			38.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	17	177		6	105			79			113	0
Queue Length 95th (ft)	40	281		20	117			143			#206	38
Internal Link Dist (ft)		614			371			200			621	
Turn Bay Length (ft)	100			100								155
Base Capacity (vph)	357	687		385	628			282			306	247
Starvation Cap Reductn	0	0		0	2			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.17	0.56		0.09	0.59			0.58			0.69	0.47

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 73 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 28.2		Intersection LOS: C	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Marion Street & Lake Street

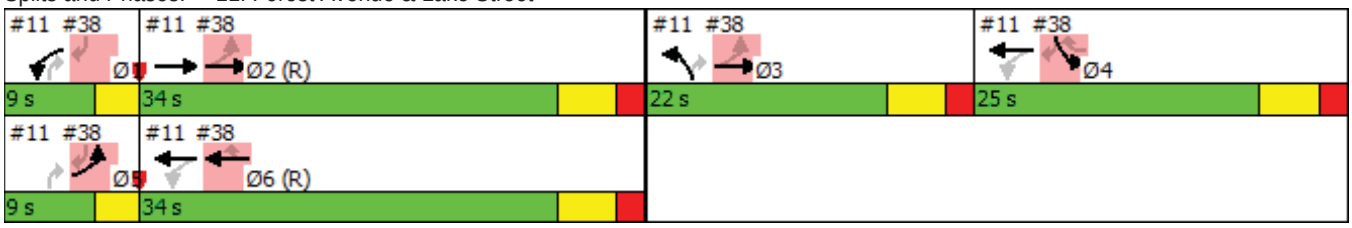


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	347	40	88	313	68	130			
Future Volume (vph)	347	40	88	313	68	130			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	0		0	105			
Storage Lanes		0	1		1	1			
Taper Length (ft)			40		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.97		0.89		0.88	0.95			
Frt	0.986					0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1437	0	1608	1644	1593	1268			
Flt Permitted			0.436		0.950				
Satd. Flow (perm)	1437	0	655	1644	1409	1199			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	7					137			
Link Speed (mph)	30			30	30				
Link Distance (ft)	451			165	459				
Travel Time (s)	10.3			3.8	10.4				
Confl. Peds. (#/hr)		116	116		41	29			
Confl. Bikes (#/hr)		7				9			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	1%	0%	1%	4%	2%	2%			
Parking (#/hr)	2					2			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	407	0	93	329	72	137			
Turn Type	NA		pm+pt	NA	Prot	Perm			
Protected Phases	2		1	6 4	3		4	5	6
Permitted Phases			6 4			1 3 5			
Detector Phase	2		1	6 4	3	1 3 5			
Switch Phase									
Minimum Initial (s)	15.0		3.0		8.0		8.0	3.0	15.0
Minimum Split (s)	24.0		8.0		22.0		25.0	6.0	24.0
Total Split (s)	34.0		9.0		22.0		25.0	9.0	34.0
Total Split (%)	37.8%		10.0%		24.4%		28%	10%	38%
Yellow Time (s)	4.0		3.0		4.0		4.0	3.0	4.0
All-Red Time (s)	2.0		0.0		2.0		2.0	0.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0				
Total Lost Time (s)	6.0		3.0		6.0				
Lead/Lag	Lag		Lead		Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes	Yes	Yes
Recall Mode	C-Max		None		None		None	None	C-Max
Act Effct Green (s)	36.9		63.0	51.2	11.0	20.8			
Actuated g/C Ratio	0.41		0.70	0.57	0.12	0.23			
v/c Ratio	0.69		0.18	0.35	0.37	0.36			
Control Delay	38.7		1.4	3.1	40.5	5.2			
Queue Delay	0.0		0.1	0.4	0.0	0.0			
Total Delay	38.7		1.5	3.5	40.5	5.2			
LOS	D		A	A	D	A			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø5	Ø6
Approach Delay	38.7			3.0	17.3				
Approach LOS	D			A	B				
Queue Length 50th (ft)	204		2	14	39	0			
Queue Length 95th (ft)	#376		m5	40	75	22			
Internal Link Dist (ft)	371			85	379				
Turn Bay Length (ft)						105			
Base Capacity (vph)	592		524	1002	283	441			
Starvation Cap Reductn	0		87	299	0	0			
Spillback Cap Reductn	0		0	0	0	0			
Storage Cap Reductn	0		0	0	0	0			
Reduced v/c Ratio	0.69		0.21	0.47	0.25	0.31			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 60 (67%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: Forest Avenue & Lake Street



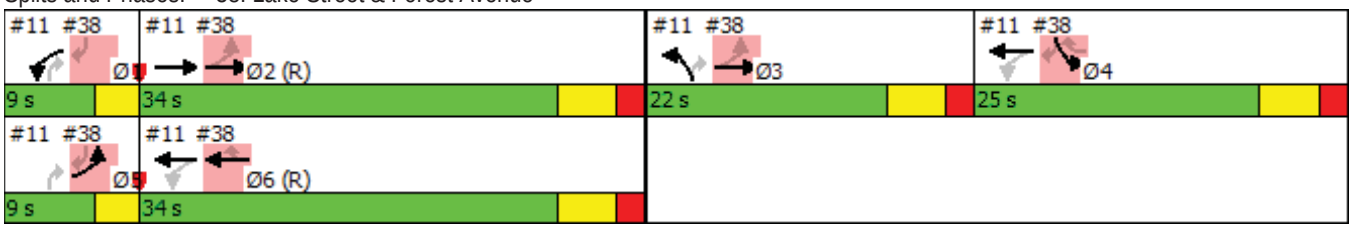
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
Lane Configurations									
Traffic Volume (vph)	109	368	324	69	74	77			
Future Volume (vph)	109	368	324	69	74	77			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0			65	60	0			
Storage Lanes	1			1	1	1			
Taper Length (ft)	35				60				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.89			0.78	0.97	0.98			
Frt				0.850		0.850			
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1624	1636	1444	1454	1624	1411			
Flt Permitted	0.470				0.950				
Satd. Flow (perm)	717	1636	1444	1130	1574	1384			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)				64		80			
Link Speed (mph)		30	30		30				
Link Distance (ft)		165	830		518				
Travel Time (s)		3.8	18.9		11.8				
Confl. Peds. (#/hr)	86			86	13	4			
Confl. Bikes (#/hr)				5		4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Heavy Vehicles (%)	0%	2%	3%	0%	0%	3%			
Bus Blockages (#/hr)	0	6	0	0	0	0			
Parking (#/hr)			6						
Shared Lane Traffic (%)									
Lane Group Flow (vph)	114	383	338	72	77	80			
Turn Type	pm+pt	NA	NA	custom	Prot	Perm			
Protected Phases	5	2 3	6		4		1	2	3
Permitted Phases	2 3			4 6		1 4 5			
Detector Phase	5	2 3	6	4 6	4	1 4 5			
Switch Phase									
Minimum Initial (s)	3.0		15.0		8.0		3.0	15.0	8.0
Minimum Split (s)	6.0		24.0		25.0		8.0	24.0	22.0
Total Split (s)	9.0		34.0		25.0		9.0	34.0	22.0
Total Split (%)	10.0%		37.8%		27.8%		10%	38%	24%
Yellow Time (s)	3.0		4.0		4.0		3.0	4.0	4.0
All-Red Time (s)	0.0		2.0		2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0				
Total Lost Time (s)	3.0		6.0		6.0				
Lead/Lag	Lead		Lag		Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes	Yes	Yes
Recall Mode	None		C-Max		None		None	C-Max	None
Act Effct Green (s)	63.7	53.9	35.9	51.2	15.3	28.1			
Actuated g/C Ratio	0.71	0.60	0.40	0.57	0.17	0.31			
v/c Ratio	0.20	0.39	0.59	0.11	0.28	0.16			
Control Delay	1.6	3.1	12.5	0.3	33.8	5.8			
Queue Delay	0.5	0.8	0.0	0.0	0.0	0.0			
Total Delay	2.0	4.0	12.5	0.3	33.8	5.8			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
LOS	A	A	B	A	C	A			
Approach Delay		3.5	10.3		19.5				
Approach LOS		A	B		B				
Queue Length 50th (ft)	4	25	36	0	38	0			
Queue Length 95th (ft)	m5	38	m#88	m0	75	30			
Internal Link Dist (ft)		85	750		438				
Turn Bay Length (ft)				65	60				
Base Capacity (vph)	576	1069	575	714	342	487			
Starvation Cap Reductn	216	403	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.32	0.58	0.59	0.10	0.23	0.16			

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 60 (67%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Lake Street & Forest Avenue



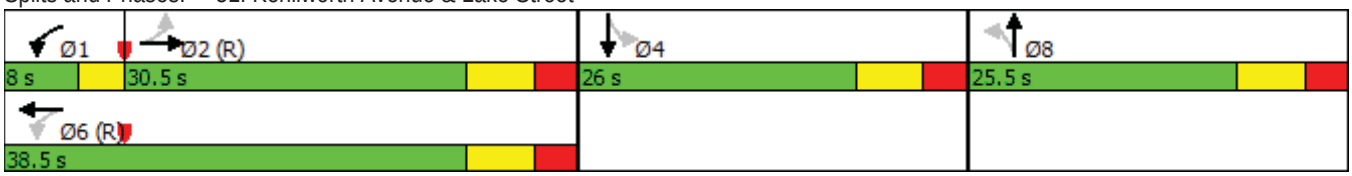
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	368	32	61	339	43	28	49	57	56	66	23
Future Volume (vph)	19	368	32	61	339	43	28	49	57	56	66	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			74			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.91	0.98		0.92	0.98			0.91			0.98	
Frt		0.988			0.983			0.943			0.979	
Flt Protected	0.950			0.950				0.990			0.981	
Satd. Flow (prot)	1579	1756	0	1588	1738	0	0	1633	0	0	1777	0
Flt Permitted	0.527			0.301				0.886			0.450	
Satd. Flow (perm)	797	1756	0	463	1738	0	0	1438	0	0	815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			8			37			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		830			322			234			299	
Travel Time (s)		18.9			7.3			5.3			6.8	
Confl. Peds. (#/hr)	58		99	99		58	34		48	48		34
Confl. Bikes (#/hr)			10			8			10			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	4%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	6	0	0	6	0	0	0	0	0	0	0
Parking (#/hr)	5		4	4		7	5		4	5		3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	416	0	64	398	0	0	139	0	0	151	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	30.5	30.5		8.0	38.5		25.5	25.5		26.0	26.0	
Total Split (%)	33.9%	33.9%		8.9%	42.8%		28.3%	28.3%		28.9%	28.9%	
Yellow Time (s)	4.5	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		0.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.5	7.5		3.0	7.5			7.5			7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	30.1	30.1		42.6	38.1			11.7			17.6	
Actuated g/C Ratio	0.33	0.33		0.47	0.42			0.13			0.20	
v/c Ratio	0.08	0.70		0.21	0.54			0.63			0.90	
Control Delay	39.6	46.8		17.0	23.9			39.2			83.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	39.6	46.8		17.0	23.9			39.2			83.1	

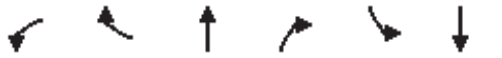
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D		B	C			D			F	
Approach Delay		46.5			22.9			39.2			83.1	
Approach LOS		D			C			D			F	
Queue Length 50th (ft)	11	227		20	164			55			78	
Queue Length 95th (ft)	m33	#422		48	285			108			#192	
Internal Link Dist (ft)		750			242			154			219	
Turn Bay Length (ft)	105			75								
Base Capacity (vph)	266	591		302	740			317			175	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.08	0.70		0.21	0.54			0.44			0.86	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 41.1 Intersection LOS: D
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 51: Kenilworth Avenue & Lake Street





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	170	189	1074	81	158	1133
Future Volume (vph)	170	189	1074	81	158	1133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	2000
Storage Length (ft)	65	0		0	135	
Storage Lanes	1	0		0	1	
Taper Length (ft)	60				80	
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95
Ped Bike Factor	0.94		0.99			
Frt	0.921		0.989			
Flt Protected	0.977				0.950	
Satd. Flow (prot)	3150	0	3447	0	1787	3654
Flt Permitted	0.977				0.194	
Satd. Flow (perm)	3080	0	3447	0	365	3654
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	195		11			
Link Speed (mph)	30		30			30
Link Distance (ft)	650		709			398
Travel Time (s)	14.8		16.1			9.0
Confl. Peds. (#/hr)	12	15		23	23	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	3%	0%	1%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	370	0	1191	0	163	1168
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	22.0		22.0		8.0	22.0
Total Split (s)	32.0		79.0		14.0	93.0
Total Split (%)	25.6%		63.2%		11.2%	74.4%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		0.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		3.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Min		None	C-Min
Act Effct Green (s)	12.7		88.1		103.3	100.3
Actuated g/C Ratio	0.10		0.70		0.83	0.80
v/c Ratio	0.75		0.49		0.40	0.40
Control Delay	34.8		21.2		5.4	4.3
Queue Delay	0.0		0.4		0.0	0.0
Total Delay	34.8		21.7		5.4	4.3
LOS	C		C		A	A
Approach Delay	34.8		21.7			4.5
Approach LOS	C		C			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	70		388		20	117
Queue Length 95th (ft)	119		417		43	184
Internal Link Dist (ft)	570		629			318
Turn Bay Length (ft)	65				135	
Base Capacity (vph)	809		2433		431	2931
Starvation Cap Reductn	0		675		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.46		0.68		0.38	0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 82 (66%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 54: Harlem Avenue & Ontario Street

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	62	115	60	0	60	147	63	0	84	157	46
Future Vol, veh/h	0	62	115	60	0	60	147	63	0	84	157	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	1	0	2	0	0	0	2	1	1	2
Mvmt Flow	0	67	125	65	0	65	160	68	0	91	171	50
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	13.4	14.3	15.3
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	26%	22%	13%
Vol Thru, %	55%	49%	54%	64%
Vol Right, %	16%	25%	23%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	237	270	182
LT Vol	84	62	60	23
Through Vol	157	115	147	116
RT Vol	46	60	63	43
Lane Flow Rate	312	258	293	198
Geometry Grp	1	1	1	1
Degree of Util (X)	0.52	0.427	0.481	0.336
Departure Headway (Hd)	5.996	5.968	5.9	6.112
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	605	603	610	588
Service Time	3.996	4.016	3.946	4.16
HCM Lane V/C Ratio	0.516	0.428	0.48	0.337
HCM Control Delay	15.3	13.4	14.3	12.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3	2.1	2.6	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	23	116	43
Future Vol, veh/h	0	23	116	43
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	0	5
Mvmt Flow	0	25	126	47
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.2
HCM LOS	B

Intersection	
Int Delay, s/veh	9.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	113	131	38	103	91
Future Vol, veh/h	29	113	131	38	103	91
Conflicting Peds, #/hr	4	13	0	9	9	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	33	128	149	43	117	103

Major/Minor	Minor1		Minor2		Major2	
Conflicting Flow All	452	22	347	112	9	0
Stage 1	9	-	338	-	-	-
Stage 2	443	-	9	-	-	-
Critical Hdwy	7.1	6.2	6.5	6.2	4.1	-
Critical Hdwy Stg 1	-	-	5.5	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	4	3.3	2.2	-
Pot Cap-1 Maneuver	521	1061	580	947	1624	-
Stage 1	-	-	644	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	365	1042	531	947	1606	-
Mov Cap-2 Maneuver	365	-	531	-	-	-
Stage 1	-	-	594	-	-	-
Stage 2	395	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	14	3.9
HCM LOS	B	B	

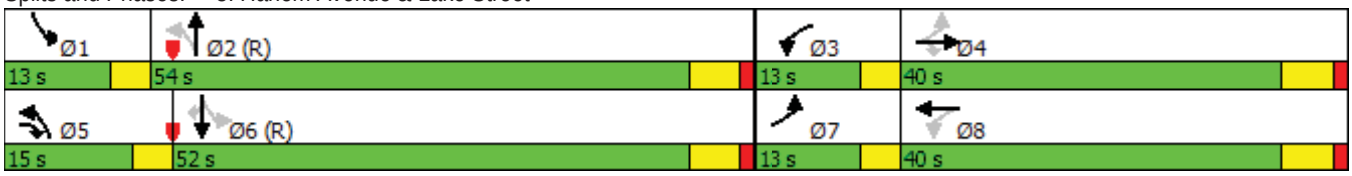
Minor Lane/Major Mvmt	NBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	589	756	1606	-
HCM Lane V/C Ratio	0.326	0.213	0.073	-
HCM Control Delay (s)	14	11	7.4	0
HCM Lane LOS	B	B	A	A
HCM 95th %tile Q(veh)	1.4	0.8	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	238	172	155	206	74	254	940	96	68	1028	222
Future Volume (vph)	229	238	172	155	206	74	254	940	96	68	1028	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		195	100		0	230		0	215		600
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	105			85			115			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	0.95		0.79	0.88	0.97			0.99		0.99		0.84
Frt			0.850		0.960			0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1676	1425	1577	1551	0	1608	3041	0	1608	3154	1405
Flt Permitted	0.332			0.413			0.095			0.188		
Satd. Flow (perm)	535	1676	1125	601	1551	0	161	3041	0	314	3154	1174
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75		15			11				234
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		624			680			263			708	
Travel Time (s)		14.2			18.5			6.0			16.1	
Confl. Peds. (#/hr)	73		163	163		73	73		52	52		73
Confl. Bikes (#/hr)			1			5			1			1
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 (%)	1%	2%	2%	3%	3%	3%	1%	4%	4%	1%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	251	181	163	295	0	267	1090	0	72	1082	234
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	8.5	35.0	14.0	8.5	36.0		14.0	32.0		8.5	36.0	36.0
Total Split (s)	13.0	40.0	15.0	13.0	40.0		15.0	54.0		13.0	52.0	52.0
Total Split (%)	10.8%	33.3%	12.5%	10.8%	33.3%		12.5%	45.0%		10.8%	43.3%	43.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	40.1	28.1	48.0	40.1	28.1		69.1	57.5		56.3	46.0	46.0
Actuated g/C Ratio	0.33	0.23	0.40	0.33	0.23		0.58	0.48		0.47	0.38	0.38
v/c Ratio	0.92	0.64	0.34	0.59	0.79		0.88	0.75		0.31	0.89	0.39
Control Delay	69.8	48.5	15.0	35.8	55.8		54.4	19.9		19.6	49.3	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.3		0.0	0.0	0.0
Total Delay	69.8	48.5	15.0	35.8	55.8		54.4	21.2		19.6	49.3	11.0
LOS	E	D	B	D	E		D	C		B	D	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		47.1			48.7			27.7			41.3	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	138	175	50	88	204		117	398		24	394	0
Queue Length 95th (ft)	#247	250	102	133	292		#361	#551		62	#541	104
Internal Link Dist (ft)		544			600			183			628	
Turn Bay Length (ft)	240		195	100			230			215		600
Base Capacity (vph)	263	474	538	277	450		302	1462		254	1209	594
Starvation Cap Reductn	0	0	0	0	0		0	181		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.92	0.53	0.34	0.59	0.66		0.88	0.85		0.28	0.89	0.39

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 3 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 38.4		Intersection LOS: D	
Intersection Capacity Utilization 102.4%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Harlem Avenue & Lake Street

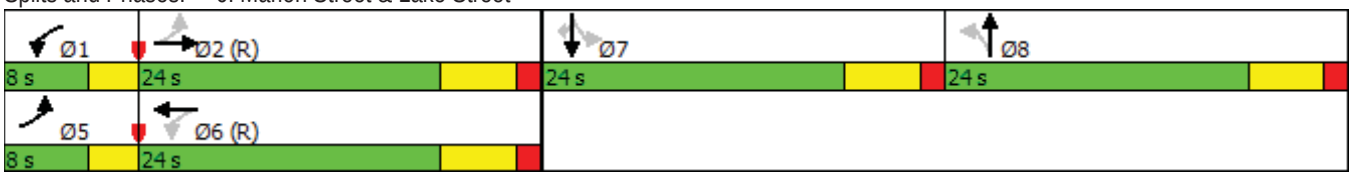


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	271	59	45	330	66	13	77	38	59	88	104
Future Volume (vph)	73	271	59	45	330	66	13	77	38	59	88	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		155
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	80			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.80	0.93		0.82	0.91			0.81				0.54
Frt		0.973			0.975			0.960				0.850
Flt Protected	0.950			0.950				0.995			0.980	
Satd. Flow (prot)	1624	1502	0	1624	1478	0	0	1334	0	0	1643	1286
Flt Permitted	0.279			0.440				0.951			0.343	
Satd. Flow (perm)	381	1502	0	614	1478	0	0	1230	0	0	575	698
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			12			25				164
Link Speed (mph)		30			20			30			30	
Link Distance (ft)		680			469			282			698	
Travel Time (s)		15.5			16.0			6.4			15.9	
Confl. Peds. (#/hr)	303		173	173		303	176		268	268		176
Confl. Bikes (#/hr)			5			7			7			7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	0%	3%	0%	0%	3%	3%	5%	0%	0%
Parking (#/hr)			7			8						3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	340	0	46	408	0	0	131	0	0	152	107
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			7	
Permitted Phases	2			6			8			7		7
Detector Phase	5	2		1	6		8	8		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	8.0	24.0		8.0	24.0		23.0	23.0		22.0	22.0	22.0
Total Split (s)	8.0	24.0		8.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (%)	10.0%	30.0%		10.0%	30.0%		30.0%	30.0%		30.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.5		3.0	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	6.0		3.0	6.0			6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	35.1	28.1		34.0	26.0			13.1			18.0	18.0
Actuated g/C Ratio	0.44	0.35		0.42	0.32			0.16			0.22	0.22
v/c Ratio	0.28	0.63		0.14	0.84			0.59			1.18	0.38
Control Delay	18.5	33.7		16.5	47.7			35.3			168.0	5.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	18.5	33.7		16.5	47.7			35.3			168.0	5.3
LOS	B	C		B	D			D			F	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.9			44.5			35.3			100.8	
Approach LOS		C			D			D			F	
Queue Length 50th (ft)	22	155		13	~225			49			~92	0
Queue Length 95th (ft)	53	#331		37	#420			97			#205	14
Internal Link Dist (ft)		600			389			202			618	
Turn Bay Length (ft)	100			100								155
Base Capacity (vph)	267	536		338	488			296			129	284
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.28	0.63		0.14	0.84			0.44			1.18	0.38

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 64 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 50.7		Intersection LOS: D	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Marion Street & Lake Street

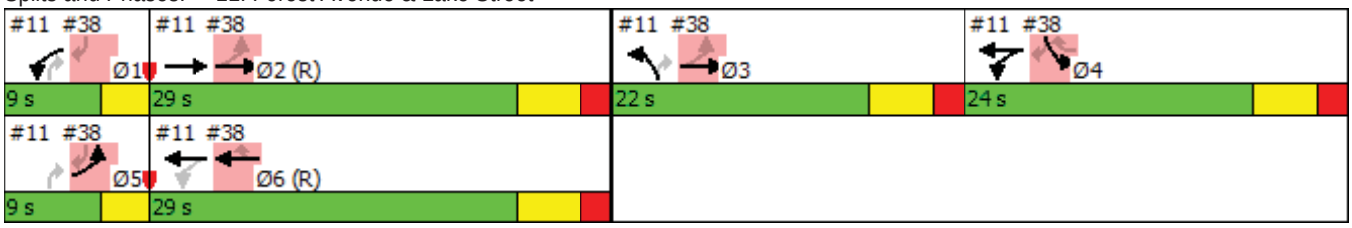


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	312	54	55	360	73	79				
Future Volume (vph)	312	54	55	360	73	79				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		0	0		0	105				
Storage Lanes		0	1		1	1				
Taper Length (ft)			40		25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Ped Bike Factor	0.96		0.88		0.85	0.94				
Frt	0.980					0.850				
Flt Protected			0.950		0.950					
Satd. Flow (prot)	1383	0	1562	1660	1577	1281				
Flt Permitted			0.405		0.950					
Satd. Flow (perm)	1383	0	588	1660	1341	1210				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)	10					81				
Link Speed (mph)	30			30	30					
Link Distance (ft)	469			167	450					
Travel Time (s)	10.7			3.8	10.2					
Confl. Peds. (#/hr)		115	115		57	32				
Confl. Bikes (#/hr)		3				9				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Heavy Vehicles (%)	2%	9%	4%	3%	3%	1%				
Parking (#/hr)	2					2				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	378	0	57	371	75	81				
Turn Type	NA		pm+pt	NA	Prot	Perm				
Protected Phases	2		1 4	6 4	3		1	4	5	6
Permitted Phases			6 4			1 3 5				
Detector Phase	2		1 4	6 4	3	1 3 5				
Switch Phase										
Minimum Initial (s)	15.0				8.0		3.0	8.0	3.0	15.0
Minimum Split (s)	24.0				22.0		8.0	23.0	6.0	24.0
Total Split (s)	29.0				22.0		9.0	24.0	9.0	29.0
Total Split (%)	34.5%				26.2%		11%	29%	11%	35%
Yellow Time (s)	4.0				4.0		3.0	4.0	3.0	4.0
All-Red Time (s)	2.0				2.0		0.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0				0.0					
Total Lost Time (s)	6.0				6.0					
Lead/Lag	Lag				Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max				None		None	None	None	C-Max
Act Effct Green (s)	32.1		61.4	49.0	11.0	19.9				
Actuated g/C Ratio	0.38		0.73	0.58	0.13	0.24				
v/c Ratio	0.71		0.08	0.38	0.37	0.23				
Control Delay	35.0		0.9	4.3	37.3	4.6				
Queue Delay	0.0		0.4	0.6	0.0	0.0				
Total Delay	35.0		1.3	4.8	37.3	4.6				
LOS	C		A	A	D	A				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Approach Delay	35.0			4.4	20.3					
Approach LOS	C			A	C					
Queue Length 50th (ft)	168		1	14	37	0				
Queue Length 95th (ft)	#372		m2	m58	72	15				
Internal Link Dist (ft)	389			87	370					
Turn Bay Length (ft)						105				
Base Capacity (vph)	534		747	992	300	418				
Starvation Cap Reductn	0		457	296	0	0				
Spillback Cap Reductn	0		0	0	0	0				
Storage Cap Reductn	0		0	0	0	0				
Reduced v/c Ratio	0.71		0.20	0.53	0.25	0.19				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 84			
Actuated Cycle Length: 84			
Offset: 58 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: Forest Avenue & Lake Street



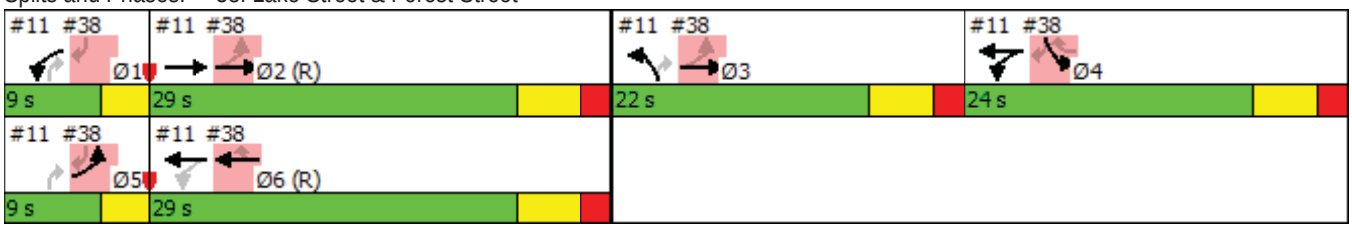
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
Lane Configurations									
Traffic Volume (vph)	53	338	371	52	69	44			
Future Volume (vph)	53	338	371	52	69	44			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0			65	60	0			
Storage Lanes	1			1	1	1			
Taper Length (ft)	35				60				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.89			0.69	0.96	0.97			
Frt				0.850		0.850			
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1624	1636	1444	1454	1624	1384			
Flt Permitted	0.419				0.950				
Satd. Flow (perm)	634	1636	1444	1002	1552	1349			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)				42		46			
Link Speed (mph)		30	30		30				
Link Distance (ft)		167	818		520				
Travel Time (s)		3.8	18.6		11.8				
Confl. Peds. (#/hr)	118			118	18	7			
Confl. Bikes (#/hr)				9		8			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	2%	3%	0%	0%	5%			
Bus Blockages (#/hr)	0	6	0	0	0	0			
Parking (#/hr)			6						
Shared Lane Traffic (%)									
Lane Group Flow (vph)	56	356	391	55	73	46			
Turn Type	pm+pt	NA	NA	custom	Prot	Perm			
Protected Phases	5	2 3	6		4		1	2	3
Permitted Phases	2 3			4 6		1 4 5			
Detector Phase	5	2 3	6	4 6	4	1 4 5			
Switch Phase									
Minimum Initial (s)	3.0		15.0		8.0		3.0	15.0	8.0
Minimum Split (s)	6.0		24.0		23.0		8.0	24.0	22.0
Total Split (s)	9.0		29.0		24.0		9.0	29.0	22.0
Total Split (%)	10.7%		34.5%		28.6%		11%	35%	26%
Yellow Time (s)	3.0		4.0		4.0		3.0	4.0	4.0
All-Red Time (s)	0.0		2.0		2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0				
Total Lost Time (s)	3.0		6.0		6.0				
Lead/Lag	Lead		Lag		Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes	Yes	Yes
Recall Mode	None		C-Max		None		None	C-Max	None
Act Effct Green (s)	56.9	49.0	31.8	49.0	15.9	27.9			
Actuated g/C Ratio	0.68	0.58	0.38	0.58	0.19	0.33			
v/c Ratio	0.11	0.37	0.71	0.09	0.24	0.10			
Control Delay	1.3	2.8	35.9	2.9	29.4	6.1			
Queue Delay	0.3	0.8	0.0	0.0	0.0	0.0			
Total Delay	1.5	3.6	35.9	2.9	29.4	6.1			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
LOS	A	A	D	A	C	A			
Approach Delay		3.3	31.8		20.4				
Approach LOS		A	C		C				
Queue Length 50th (ft)	2	20	181	1	32	0			
Queue Length 95th (ft)	m2	29	#385	13	68	21			
Internal Link Dist (ft)		87	738		440				
Turn Bay Length (ft)				65	60				
Base Capacity (vph)	501	1053	547	615	361	474			
Starvation Cap Reductn	198	406	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	2			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.18	0.55	0.71	0.09	0.20	0.10			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 84			
Actuated Cycle Length: 84			
Offset: 58 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Lake Street & Forest Street

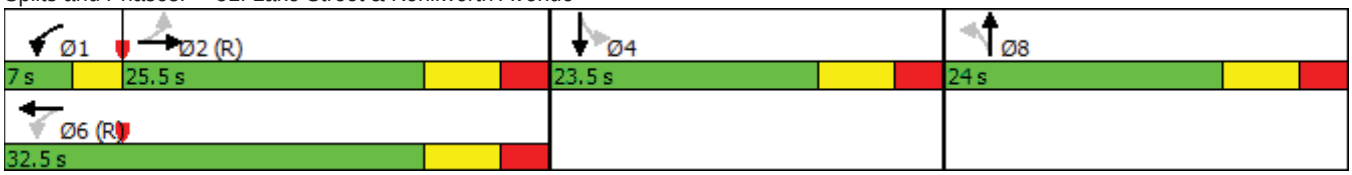


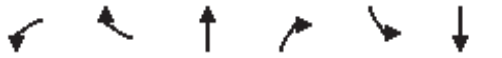
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	356	36	62	368	29	32	43	64	46	45	26
Future Volume (vph)	22	356	36	62	368	29	32	43	64	46	45	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			74			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.81	0.98		0.92	0.97			0.91			0.95	
Frt		0.986			0.989			0.938			0.970	
Flt Protected	0.950			0.950				0.989			0.981	
Satd. Flow (prot)	1579	1738	0	1588	1751	0	0	1626	0	0	1724	0
Flt Permitted	0.520			0.303				0.886			0.490	
Satd. Flow (perm)	699	1738	0	467	1751	0	0	1430	0	0	845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			49			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		818			481			216			332	
Travel Time (s)		18.6			10.9			4.9			7.5	
Confl. Peds. (#/hr)	144		96	96		144	38		47	47		38
Confl. Bikes (#/hr)			1			9			9			15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	2%	0%	2%	4%
Bus Blockages (#/hr)	0	6	0	0	6	0	0	0	0	0	0	0
Parking (#/hr)	5		4	4		7	5		4	5		3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	409	0	65	413	0	0	145	0	0	122	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		7.0	23.5		24.0	24.0		23.5	23.5	
Total Split (s)	25.5	25.5		7.0	32.5		24.0	24.0		23.5	23.5	
Total Split (%)	31.9%	31.9%		8.8%	40.6%		30.0%	30.0%		29.4%	29.4%	
Yellow Time (s)	4.5	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		0.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.5	7.5		3.0	7.5			7.5			7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	25.5	25.5		37.4	32.9			10.9			13.7	
Actuated g/C Ratio	0.32	0.32		0.47	0.41			0.14			0.17	
v/c Ratio	0.10	0.73		0.21	0.57			0.61			0.78	
Control Delay	26.1	38.5		16.6	24.3			32.1			59.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	26.1	38.5		16.6	24.3			32.1			59.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	D		B	C			C			E	
Approach Delay		37.8			23.3			32.1			59.1	
Approach LOS		D			C			C			E	
Queue Length 50th (ft)	9	197		18	160			45			49	
Queue Length 95th (ft)	29	#394		47	#313			95			#130	
Internal Link Dist (ft)		738			401			136			252	
Turn Bay Length (ft)	105			75								
Base Capacity (vph)	222	557		304	723			333			181	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.73		0.21	0.57			0.44			0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 33.4		Intersection LOS: C	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 51: Lake Street & Kenilworth Avenue





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	131	1104	82	143	1179
Future Volume (vph)	157	131	1104	82	143	1179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	2000
Storage Length (ft)	65	0		0	135	
Storage Lanes	1	0		0	1	
Taper Length (ft)	60				80	
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95
Ped Bike Factor	0.94		0.99			
Frt	0.932		0.990			
Flt Protected	0.973				0.950	
Satd. Flow (prot)	3206	0	3443	0	1787	3689
Flt Permitted	0.973				0.177	
Satd. Flow (perm)	3147	0	3443	0	333	3689
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	138		10			
Link Speed (mph)	30		30			30
Link Distance (ft)	657		708			604
Travel Time (s)	14.9		16.1			13.7
Confl. Peds. (#/hr)	9	19		33	33	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	1%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	1248	0	151	1241
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	22.0		22.0		8.0	22.0
Total Split (s)	33.5		73.0		13.5	86.5
Total Split (%)	27.9%		60.8%		11.3%	72.1%
Yellow Time (s)	4.0		4.0		3.5	4.0
All-Red Time (s)	2.0		2.0		0.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		3.5	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Min		None	C-Min
Act Effct Green (s)	11.8		83.9		98.7	96.2
Actuated g/C Ratio	0.10		0.70		0.82	0.80
v/c Ratio	0.69		0.52		0.40	0.42
Control Delay	36.2		20.3		5.5	4.3
Queue Delay	0.0		0.6		0.0	0.0
Total Delay	36.2		20.9		5.5	4.3
LOS	D		C		A	A
Approach Delay	36.2		20.9			4.4
Approach LOS	D		C			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	63		411		18	121
Queue Length 95th (ft)	107		m541		38	186
Internal Link Dist (ft)	577		628			524
Turn Bay Length (ft)	65				135	
Base Capacity (vph)	841		2409		401	2957
Starvation Cap Reductn	0		687		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.36		0.72		0.38	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 89 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 54: Harlem Avenue & Ontario Street

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	42	77	74	0	37	99	34	0	70	114	38
Future Vol, veh/h	0	42	77	74	0	37	99	34	0	70	114	38
Peak Hour Factor	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	0	2	0	2	0	1	0	2	1	1	0
Mvmt Flow	0	46	85	81	0	41	109	37	0	77	125	42
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.1	10.1	10.9
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	22%	22%	15%
Vol Thru, %	51%	40%	58%	65%
Vol Right, %	17%	38%	20%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	222	193	170	122
LT Vol	70	42	37	18
Through Vol	114	77	99	79
RT Vol	38	74	34	25
Lane Flow Rate	244	212	187	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.348	0.296	0.267	0.195
Departure Headway (Hd)	5.138	5.016	5.142	5.223
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	703	719	699	686
Service Time	3.151	3.032	3.176	3.256
HCM Lane V/C Ratio	0.347	0.295	0.268	0.195
HCM Control Delay	10.9	10.1	10.1	9.5
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.6	1.2	1.1	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	18	79	25
Future Vol, veh/h	0	18	79	25
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	0	0	0
Mvmt Flow	0	20	87	27
Number of Lanes	0	0	1	0

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

Intersection	
Int Delay, s/veh	8.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	83	90	19	55	91
Future Vol, veh/h	26	83	90	19	55	91
Conflicting Peds, #/hr	23	25	0	28	28	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	9	0	1	0	3	0
Mvmt Flow	35	112	122	26	74	123

Major/Minor	Minor1		Minor2		Major2	
Conflicting Flow All	401	53	300	151	28	0
Stage 1	28	-	272	-	-	-
Stage 2	373	-	28	-	-	-
Critical Hdwy	7.19	6.2	6.51	6.2	4.13	-
Critical Hdwy Stg 1	-	-	5.51	-	-	-
Critical Hdwy Stg 2	6.19	-	-	-	-	-
Follow-up Hdwy	3.581	3.3	4.009	3.3	2.227	-
Pot Cap-1 Maneuver	547	1020	614	901	1579	-
Stage 1	-	-	686	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	417	975	569	901	1546	-
Mov Cap-2 Maneuver	417	-	569	-	-	-
Stage 1	-	-	651	-	-	-
Stage 2	475	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	12.8	2.8
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	608	739	1546	-
HCM Lane V/C Ratio	0.242	0.199	0.048	-
HCM Control Delay (s)	12.8	11.1	7.4	0
HCM Lane LOS	B	B	A	A
HCM 95th %tile Q(veh)	0.9	0.7	0.2	-

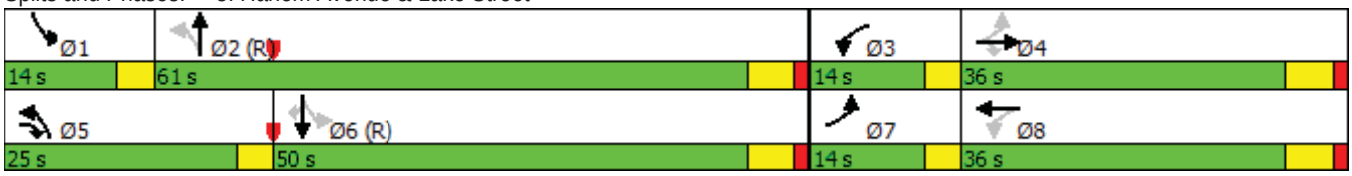
Total Projected Traffic Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	266	151	104	263	48	227	1032	67	54	1059	184
Future Volume (vph)	130	266	151	104	263	48	227	1032	67	54	1059	184
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Storage Length (ft)	240		195	100		0	230		0	215		600
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	105			85			115			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	0.96		0.91	0.96	0.98			0.99		0.99		0.81
Frt			0.850		0.977			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1698	1346	1547	1553	0	1562	2951	0	1562	3288	1377
Flt Permitted	0.260			0.361			0.089			0.167		
Satd. Flow (perm)	405	1698	1229	565	1553	0	146	2951	0	271	3288	1116
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102		7			7				194
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		390			708			263			698	
Travel Time (s)		8.9			19.3			6.0			15.9	
Confl. Peds. (#/hr)	74		55	55		74	81		41	41		81
Confl. Bikes (#/hr)			10			2			5			5
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 (%)	5%	6%	8%	5%	4%	16%	4%	8%	13%	4%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	280	159	109	328	0	239	1157	0	57	1115	194
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	8.5	35.0	18.0	8.5	36.0		18.0	32.0		8.5	36.0	36.0
Total Split (s)	14.0	36.0	25.0	14.0	36.0		25.0	61.0		14.0	50.0	50.0
Total Split (%)	11.2%	28.8%	20.0%	11.2%	28.8%		20.0%	48.8%		11.2%	40.0%	40.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	42.1	29.4	49.7	41.2	29.0		72.9	61.2		59.1	49.0	49.0
Actuated g/C Ratio	0.34	0.24	0.40	0.33	0.23		0.58	0.49		0.47	0.39	0.39
v/c Ratio	0.60	0.70	0.28	0.42	0.90		0.83	0.80		0.28	0.86	0.35
Control Delay	39.6	54.2	9.4	32.1	73.2		71.2	21.5		17.5	48.4	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.4		0.0	0.0	0.0
Total Delay	39.6	54.2	9.4	32.1	73.2		71.2	21.9		17.5	48.4	11.3
LOS	D	D	A	C	E		E	C		B	D	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38.4			62.9			30.3			41.8	
Approach LOS		D			E			C			D	
Queue Length 50th (ft)	76	207	26	59	251		147	133		25	491	18
Queue Length 95th (ft)	126	308	68	103	#417		#252	336		43	#614	85
Internal Link Dist (ft)		310			628			183			618	
Turn Bay Length (ft)	240		195	100			230			215		600
Base Capacity (vph)	233	409	603	271	378		329	1447		243	1290	555
Starvation Cap Reductn	0	0	0	0	0		0	53		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.59	0.68	0.26	0.40	0.87		0.73	0.83		0.23	0.86	0.35

Intersection Summary			
Area Type:	CBD		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 94 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 39.5		Intersection LOS: D	
Intersection Capacity Utilization 94.1%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Harlem Avenue & Lake Street

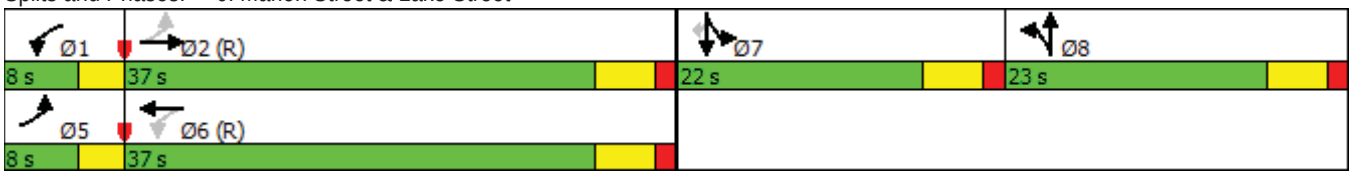


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	287	27	13	329	55	5	80	21	40	88	43
Future Volume (vph)	23	287	27	13	329	55	5	80	21	40	88	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		155
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	80			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.93	0.99		0.97	0.97			0.93			0.93	0.68
Frt		0.987			0.979			0.973				0.850
Flt Protected	0.950			0.950				0.998			0.985	
Satd. Flow (prot)	1624	1548	0	1547	1516	0	0	1551	0	0	1661	1237
Flt Permitted	0.351			0.464				0.998			0.985	
Satd. Flow (perm)	558	1548	0	735	1516	0	0	1535	0	0	1544	836
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10			12				133
Link Speed (mph)		20			20			20			25	
Link Distance (ft)		708			450			273			677	
Travel Time (s)		24.1			15.3			9.3			18.5	
Confl. Peds. (#/hr)	99		30	30		99	97		102	102		97
Confl. Bikes (#/hr)			6			12			10			25
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	9%	0%	5%	8%	0%	0%	1%	0%	0%	2%	4%
Parking (#/hr)			7			8						3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	379	0	16	462	0	0	127	0	0	154	52
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases	2			6								7
Detector Phase	5	2		1	6		8	8		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	8.0	27.5		8.0	27.5		22.5	22.5		21.5	21.5	21.5
Total Split (s)	8.0	37.0		8.0	37.0		23.0	23.0		22.0	22.0	22.0
Total Split (%)	8.9%	41.1%		8.9%	41.1%		25.6%	25.6%		24.4%	24.4%	24.4%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	5.5		3.0	5.5			5.5			5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	48.8	45.3		48.1	43.3			12.8			13.8	13.8
Actuated g/C Ratio	0.54	0.50		0.53	0.48			0.14			0.15	0.15
v/c Ratio	0.08	0.49		0.04	0.63			0.55			0.61	0.22
Control Delay	12.3	19.8		20.1	35.1			40.7			45.5	2.1
Queue Delay	0.0	0.0		0.0	0.4			0.0			0.0	0.0
Total Delay	12.3	19.8		20.1	35.4			40.7			45.5	2.1
LOS	B	B		C	D			D			D	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.3			34.9			40.7			34.5	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	7	130		6	217			61			82	0
Queue Length 95th (ft)	21	253		m15	#346			101			128	0
Internal Link Dist (ft)		628			370			193			597	
Turn Bay Length (ft)	100			100								155
Base Capacity (vph)	371	781		443	734			311			304	261
Starvation Cap Reductn	0	0		0	48			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.49		0.04	0.67			0.41			0.51	0.20

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 31 (34%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 30.2		Intersection LOS: C	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Marion Street & Lake Street

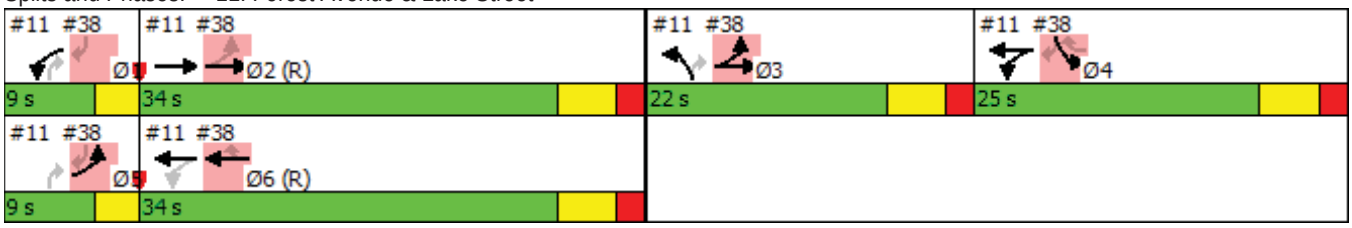


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	364	25	78	383	53	109				
Future Volume (vph)	364	25	78	383	53	109				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		0	0		0	105				
Storage Lanes		0	1		1	1				
Taper Length (ft)			40		25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Ped Bike Factor	0.99		0.97		0.87	0.96				
Frt	0.991					0.850				
Flt Protected			0.950		0.950					
Satd. Flow (prot)	1405	0	1624	1613	1562	1281				
Flt Permitted			0.372		0.950					
Satd. Flow (perm)	1405	0	618	1613	1364	1230				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)	4					115				
Link Speed (mph)	30			30	30					
Link Distance (ft)	450			171	443					
Travel Time (s)	10.2			3.9	10.1					
Confl. Peds. (#/hr)		30	30		45	17				
Confl. Bikes (#/hr)		14				8				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Heavy Vehicles (%)	7%	0%	0%	6%	4%	1%				
Parking (#/hr)	2					2				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	409	0	82	403	56	115				
Turn Type	NA		pm+pt	NA	Prot	Perm				
Protected Phases	2		1 4	6 4	3		1	4	5	6
Permitted Phases			6 4			1 3 5				
Detector Phase	2		1 4	6 4	3	1 3 5				
Switch Phase										
Minimum Initial (s)	15.0				8.0		3.0	8.0	3.0	15.0
Minimum Split (s)	24.0				22.0		8.0	25.0	6.0	24.0
Total Split (s)	34.0				22.0		9.0	25.0	9.0	34.0
Total Split (%)	37.8%				24.4%		10%	28%	10%	38%
Yellow Time (s)	4.0				4.0		3.0	4.0	3.0	4.0
All-Red Time (s)	2.0				2.0		0.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0				0.0					
Total Lost Time (s)	6.0				6.0					
Lead/Lag	Lag				Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max				None		None	None	None	C-Max
Act Effct Green (s)	34.4		66.3	51.6	11.1	20.4				
Actuated g/C Ratio	0.38		0.74	0.57	0.12	0.23				
v/c Ratio	0.76		0.10	0.44	0.29	0.31				
Control Delay	28.9		1.2	4.1	38.5	5.0				
Queue Delay	0.0		0.6	0.7	0.0	0.0				
Total Delay	28.9		1.7	4.8	38.5	5.0				
LOS	C		A	A	D	A				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Approach Delay	28.9			4.3	16.0					
Approach LOS	C			A	B					
Queue Length 50th (ft)	217		2	26	30	0				
Queue Length 95th (ft)	#384		m5	51	62	21				
Internal Link Dist (ft)	370			91	363					
Turn Bay Length (ft)						105				
Base Capacity (vph)	539		789	964	277	429				
Starvation Cap Reductn	0		486	280	0	0				
Spillback Cap Reductn	0		0	52	0	0				
Storage Cap Reductn	0		0	0	0	0				
Reduced v/c Ratio	0.76		0.27	0.59	0.20	0.27				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: Forest Avenue & Lake Street



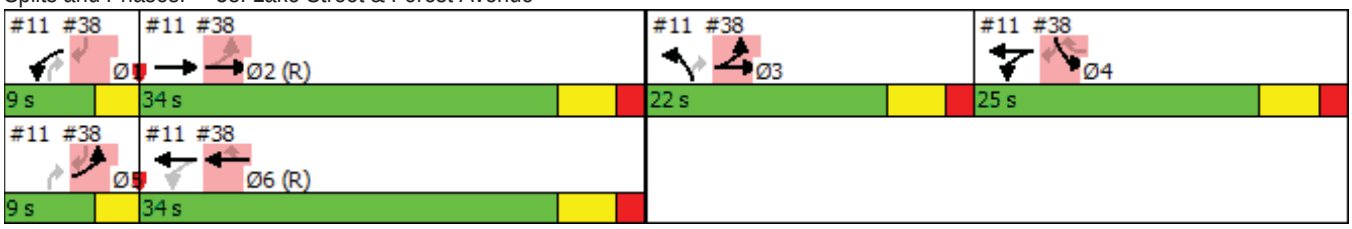
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø5
Lane Configurations										
Traffic Volume (vph)	86	387	341	80	104	120				
Future Volume (vph)	86	387	341	80	104	120				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			65	60	0				
Storage Lanes	1			1	1	1				
Taper Length (ft)	35				60					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Ped Bike Factor	0.95			0.87	0.98	0.97				
Frt				0.850		0.850				
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1593	1560	1403	1454	1593	1425				
Flt Permitted	0.405				0.950					
Satd. Flow (perm)	644	1560	1403	1262	1555	1382				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				71		128				
Link Speed (mph)		30	30		30					
Link Distance (ft)		171	816		221					
Travel Time (s)		3.9	18.5		5.0					
Confl. Peds. (#/hr)	45			45	10	7				
Confl. Bikes (#/hr)				12		14				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				
Heavy Vehicles (%)	2%	7%	6%	0%	2%	2%				
Bus Blockages (#/hr)	0	6	0	0	0	0				
Parking (#/hr)			6							
Shared Lane Traffic (%)										
Lane Group Flow (vph)	91	412	363	85	111	128				
Turn Type	pm+pt	NA	NA	custom	Prot	Perm				
Protected Phases	3 5	2 3	6		4		1	2	3	5
Permitted Phases	2 3			4 6		1 4 5				
Detector Phase	3 5	2 3	6	4 6	4	1 4 5				
Switch Phase										
Minimum Initial (s)			15.0		8.0		3.0	15.0	8.0	3.0
Minimum Split (s)			24.0		25.0		8.0	24.0	22.0	6.0
Total Split (s)			34.0		25.0		9.0	34.0	22.0	9.0
Total Split (%)			37.8%		27.8%		10%	38%	24%	10%
Yellow Time (s)			4.0		4.0		3.0	4.0	4.0	3.0
All-Red Time (s)			2.0		2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)			0.0		0.0					
Total Lost Time (s)			6.0		6.0					
Lead/Lag			Lag		Lag		Lead	Lag	Lead	Lead
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode			C-Max		None		None	C-Max	None	None
Act Effct Green (s)	48.8	51.5	33.8	51.6	17.8	30.1				
Actuated g/C Ratio	0.54	0.57	0.38	0.57	0.20	0.33				
v/c Ratio	0.18	0.46	0.69	0.11	0.35	0.23				
Control Delay	2.3	3.4	23.3	3.4	33.5	5.1				
Queue Delay	0.2	1.0	0.0	0.0	0.0	0.0				
Total Delay	2.5	4.4	23.3	3.4	33.5	5.1				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø5
LOS	A	A	C	A	C	A				
Approach Delay		4.1	19.5		18.3					
Approach LOS		A	B		B					
Queue Length 50th (ft)	4	27	57	1	52	0				
Queue Length 95th (ft)	m4	m34	m#319	m15	103	37				
Internal Link Dist (ft)		91	736		141					
Turn Bay Length (ft)				65	60					
Base Capacity (vph)	589	978	527	783	354	547				
Starvation Cap Reductn	146	326	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0	0				
Reduced v/c Ratio	0.21	0.63	0.69	0.11	0.31	0.23				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Lake Street & Forest Avenue



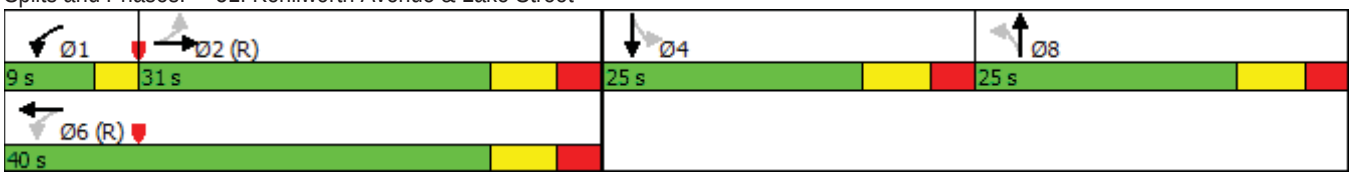
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	393	35	37	382	25	24	74	52	37	72	30
Future Volume (vph)	31	393	35	37	382	25	24	74	52	37	72	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			74			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.92	0.99			0.99			0.93			0.96	
Frt		0.988			0.991			0.953			0.971	
Flt Protected	0.950			0.950				0.992			0.987	
Satd. Flow (prot)	1476	1700	0	1588	1733	0	0	1558	0	0	1719	0
Flt Permitted	0.430			0.225				0.910			0.495	
Satd. Flow (perm)	611	1700	0	376	1733	0	0	1401	0	0	862	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			26			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		816			500			294			205	
Travel Time (s)		18.5			11.4			6.7			4.7	
Confl. Peds. (#/hr)	64		29	29		64	55		40	40		55
Confl. Bikes (#/hr)			12			10			4			15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	7%	4%	0%	5%	0%	41%	1%	8%	3%	0%	3%
Bus Blockages (#/hr)	0	6	0	0	6	0	0	0	0	0	0	0
Parking (#/hr)	5		4	4		7	5		4	5		3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	487	0	42	462	0	0	170	0	0	158	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	31.0	31.0		9.0	40.0		25.0	25.0		25.0	25.0	
Total Split (%)	34.4%	34.4%		10.0%	44.4%		27.8%	27.8%		27.8%	27.8%	
Yellow Time (s)	4.5	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		0.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.5	7.5		3.0	7.5			7.5			7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	31.2	31.2		41.3	36.8			13.8			16.9	
Actuated g/C Ratio	0.35	0.35		0.46	0.41			0.15			0.19	
v/c Ratio	0.17	0.82		0.16	0.65			0.72			0.92	
Control Delay	40.1	49.3		17.0	27.8			47.4			84.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	40.1	49.3		17.0	27.8			47.4			84.8	

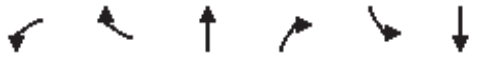
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D		B	C			D			F	
Approach Delay		48.7			26.9			47.4			84.8	
Approach LOS		D			C			D			F	
Queue Length 50th (ft)	17	243		13	210			78			81	
Queue Length 95th (ft)	m47	#472		33	329			138			#192	
Internal Link Dist (ft)		736			420			214			125	
Turn Bay Length (ft)	105			75								
Base Capacity (vph)	211	593		256	711			293			178	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.17	0.82		0.16	0.65			0.58			0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 39 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 44.7		Intersection LOS: D	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 51: Kenilworth Avenue & Lake Street





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	106	154	1097	62	170	1213
Future Volume (vph)	106	154	1097	62	170	1213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	2000
Storage Length (ft)	65	0		0	135	
Storage Lanes	1	0		0	1	
Taper Length (ft)	60				80	
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95
Ped Bike Factor	0.97		1.00			
Frt	0.911		0.992			
Flt Protected	0.980				0.950	
Satd. Flow (prot)	3172	0	3283	0	1787	3654
Flt Permitted	0.980				0.190	
Satd. Flow (perm)	3141	0	3283	0	357	3654
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	160		7			
Link Speed (mph)	25		30			30
Link Distance (ft)	679		698			421
Travel Time (s)	18.5		15.9			9.6
Confl. Peds. (#/hr)	6	3		13	13	
Confl. Bikes (#/hr)		2				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	0%	9%	3%	1%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	270	0	1208	0	177	1264
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	22.0		22.0		8.0	22.0
Total Split (s)	35.0		76.0		14.0	90.0
Total Split (%)	28.0%		60.8%		11.2%	72.0%
Yellow Time (s)	4.0		4.0		3.5	4.0
All-Red Time (s)	2.0		2.0		0.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		3.5	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Min		None	C-Min
Act Effct Green (s)	10.0		89.0		105.5	103.0
Actuated g/C Ratio	0.08		0.71		0.84	0.82
v/c Ratio	0.68		0.52		0.42	0.42
Control Delay	30.9		17.9		5.0	3.7
Queue Delay	0.0		0.3		0.0	0.0
Total Delay	30.9		18.2		5.0	3.7
LOS	C		B		A	A
Approach Delay	30.9		18.2			3.8

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	C		B			A
Queue Length 50th (ft)	44		381		18	112
Queue Length 95th (ft)	86		327		39	175
Internal Link Dist (ft)	599		618			341
Turn Bay Length (ft)	65				135	
Base Capacity (vph)	858		2340		435	3011
Starvation Cap Reductn	0		471		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.31		0.65		0.41	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 78 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 54: Harlem Avenue & Ontario Street

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	28	93	40	0	50	164	35	0	31	82	14
Future Vol, veh/h	0	28	93	40	0	50	164	35	0	31	82	14
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	0	0	5	2	0	0	0	2	3	0	0
Mvmt Flow	0	31	103	44	0	56	182	39	0	34	91	16
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.3	11.8	10.2
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	17%	20%	18%
Vol Thru, %	65%	58%	66%	63%
Vol Right, %	11%	25%	14%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	161	249	234
LT Vol	31	28	50	41
Through Vol	82	93	164	147
RT Vol	14	40	35	46
Lane Flow Rate	141	179	277	260
Geometry Grp	1	1	1	1
Degree of Util (X)	0.219	0.265	0.403	0.381
Departure Headway (Hd)	5.594	5.335	5.247	5.282
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	641	673	686	681
Service Time	3.637	3.376	3.285	3.32
HCM Lane V/C Ratio	0.22	0.266	0.404	0.382
HCM Control Delay	10.2	10.3	11.8	11.6
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.8	1.1	2	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	41	147	46
Future Vol, veh/h	0	41	147	46
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	0	1	7
Mvmt Flow	0	46	163	51
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.6
HCM LOS	B

Intersection	
Int Delay, s/veh	8.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	123	82	35	72	89
Future Vol, veh/h	45	123	82	35	72	89
Conflicting Peds, #/hr	20	22	0	12	12	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	2	0	3	0	0
Mvmt Flow	53	145	96	41	85	105

Major/Minor	Minor1		Minor2		Major2	
Conflicting Flow All	375	34	286	125	12	0
Stage 1	12	-	274	-	-	-
Stage 2	363	-	12	-	-	-
Critical Hdwy	7.13	6.22	6.5	6.23	4.1	-
Critical Hdwy Stg 1	-	-	5.5	-	-	-
Critical Hdwy Stg 2	6.13	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	4	3.327	2.2	-
Pot Cap-1 Maneuver	580	1039	627	923	1620	-
Stage 1	-	-	687	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	459	1010	585	923	1590	-
Mov Cap-2 Maneuver	459	-	585	-	-	-
Stage 1	-	-	648	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	11.9	3.3
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	657	764	1590	-
HCM Lane V/C Ratio	0.21	0.259	0.053	-
HCM Control Delay (s)	11.9	11.3	7.4	0
HCM Lane LOS	B	B	A	A
HCM 95th %tile Q(veh)	0.8	1	0.2	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	0	49	66	0	14	26	78	62	16	107	10
Future Vol, veh/h	20	0	49	66	0	14	26	78	62	16	107	10
Conflicting Peds, #/hr	30	0	30	30	0	30	20	0	20	20	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	21	0	52	69	0	15	27	82	65	17	113	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	379	394	168	396	366	165	143	0	0	167	0	0
Stage 1	172	172	-	189	189	-	-	-	-	-	-	-
Stage 2	207	222	-	207	177	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	582	546	881	568	566	885	1452	-	-	1423	-	-
Stage 1	835	760	-	817	748	-	-	-	-	-	-	-
Stage 2	800	723	-	800	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	510	845	498	529	848	1416	-	-	1387	-	-
Mov Cap-2 Maneuver	534	510	-	498	529	-	-	-	-	-	-	-
Stage 1	804	738	-	787	720	-	-	-	-	-	-	-
Stage 2	750	696	-	723	734	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	12.9	1.2	0.9
HCM LOS	B	B		

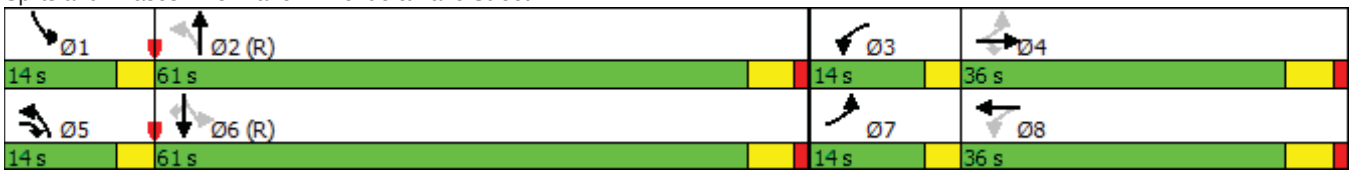
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1416	-	-	723	537	1387	-	-
HCM Lane V/C Ratio	0.019	-	-	0.1	0.157	0.012	-	-
HCM Control Delay (s)	7.6	0	-	10.5	12.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	333	218	124	232	66	221	1013	125	99	1168	198
Future Volume (vph)	199	333	218	124	232	66	221	1013	125	99	1168	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		195	100		0	230		0	215		600
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	105			85			115			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	0.93		0.85	0.94	0.97			0.98				0.76
Frt			0.850		0.967			0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	1676	1439	1608	1538	0	1608	3038	0	1608	3124	1391
Flt Permitted	0.292			0.244			0.095			0.134		
Satd. Flow (perm)	465	1676	1219	387	1538	0	161	3038	0	227	3124	1052
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68		11			14				202
Link Speed (mph)		30			20			30			30	
Link Distance (ft)		390			694			263			709	
Travel Time (s)		8.9			23.7			6.0			16.1	
Confl. Peds. (#/hr)	108		109	109		108	109		77	77		109
Confl. Bikes (#/hr)			6			10						2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	1%	1%	5%	0%	1%	3%	1%	1%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	340	222	127	304	0	226	1162	0	101	1192	202
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	8.5	35.0	8.5	8.5	36.0		8.5	32.0		8.5	36.0	36.0
Total Split (s)	14.0	36.0	14.0	14.0	36.0		14.0	61.0		14.0	61.0	61.0
Total Split (%)	11.2%	28.8%	11.2%	11.2%	28.8%		11.2%	48.8%		11.2%	48.8%	48.8%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	41.8	28.8	43.5	40.8	28.3		71.4	58.4		66.3	55.0	55.0
Actuated g/C Ratio	0.33	0.23	0.35	0.33	0.23		0.57	0.47		0.53	0.44	0.44
v/c Ratio	0.81	0.88	0.45	0.57	0.85		0.97	0.81		0.47	0.87	0.35
Control Delay	55.2	70.7	23.5	38.0	66.8		91.7	17.3		20.5	43.9	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.9		0.0	0.0	0.0
Total Delay	55.2	70.7	23.5	38.0	66.8		91.7	18.3		20.5	43.9	9.3
LOS	E	E	C	D	E		F	B		C	D	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		52.9			58.3			30.2			37.6	
Approach LOS		D			E			C			D	
Queue Length 50th (ft)	117	264	88	70	225		~118	181		47	504	23
Queue Length 95th (ft)	#177	#424	159	117	#369		m#225	225		73	562	82
Internal Link Dist (ft)		310			614			183			629	
Turn Bay Length (ft)	240		195	100			230			215		600
Base Capacity (vph)	252	402	489	230	377		233	1426		239	1374	576
Starvation Cap Reductn	0	0	0	0	0		0	89		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.81	0.85	0.45	0.55	0.81		0.97	0.87		0.42	0.87	0.35

Intersection Summary			
Area Type:	CBD		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 97 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 40.2		Intersection LOS: D	
Intersection Capacity Utilization 103.2%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Harlem Avenue & Lake Street

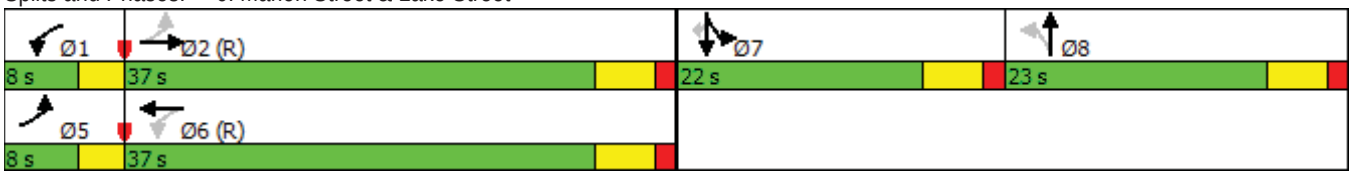


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	395	51	53	347	67	16	106	44	67	139	112
Future Volume (vph)	57	395	51	53	347	67	16	106	44	67	139	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		155
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	80			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.90	0.98		0.94	0.96			0.88			0.92	0.56
Frt		0.983			0.976			0.965				0.850
Flt Protected	0.950			0.950				0.995			0.984	
Satd. Flow (prot)	1593	1600	0	1624	1530	0	0	1474	0	0	1672	1261
Flt Permitted	0.339			0.303				0.950			0.984	
Satd. Flow (perm)	513	1600	0	487	1530	0	0	1365	0	0	1537	705
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			12			18				133
Link Speed (mph)		30			20			25			25	
Link Distance (ft)		694			451			280			701	
Travel Time (s)		15.8			15.4			7.6			19.1	
Confl. Peds. (#/hr)	124		85	85		124	151		119	119		151
Confl. Bikes (#/hr)			8			8			12			4
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%	3%	0%	0%	5%	0%	0%	2%	0%	2%	0%	2%
Parking (#/hr)			7			8						3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	470	0	56	436	0	0	175	0	0	217	118
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Split	NA	Perm
Protected Phases	5	2		1	6			8		7	7	
Permitted Phases	2			6			8					7
Detector Phase	5	2		1	6		8	8		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	8.0	27.5		8.0	27.5		22.5	22.5		21.5	21.5	21.5
Total Split (s)	8.0	37.0		8.0	37.0		23.0	23.0		22.0	22.0	22.0
Total Split (%)	8.9%	41.1%		8.9%	41.1%		25.6%	25.6%		24.4%	24.4%	24.4%
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	5.5		3.0	5.5			5.5			5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	43.3	36.3		43.2	36.3			15.0			15.4	15.4
Actuated g/C Ratio	0.48	0.40		0.48	0.40			0.17			0.17	0.17
v/c Ratio	0.19	0.72		0.18	0.70			0.72			0.76	0.51
Control Delay	14.6	32.5		11.6	21.3			48.8			53.5	13.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	14.6	32.5		11.6	21.3			48.8			53.5	13.3
LOS	B	C		B	C			D			D	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.5			20.2			48.8			39.4	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	18	238		10	77			84			117	0
Queue Length 95th (ft)	40	#409		29	#370			#155			#215	42
Internal Link Dist (ft)		614			371			200			621	
Turn Bay Length (ft)	100			100								155
Base Capacity (vph)	313	650		304	623			279			306	237
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.19	0.72		0.18	0.70			0.63			0.71	0.50

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 73 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 31.2		Intersection LOS: C	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Marion Street & Lake Street

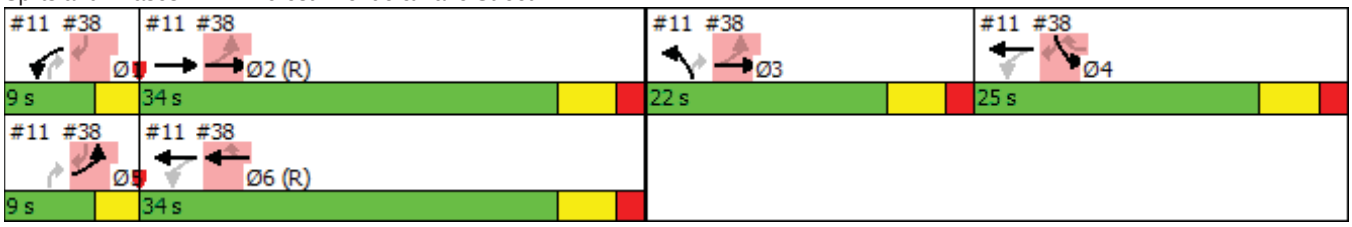


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	437	41	108	393	62	152			
Future Volume (vph)	437	41	108	393	62	152			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	0		0	105			
Storage Lanes		0	1		1	1			
Taper Length (ft)			40		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.97				0.87	0.94			
Frt	0.988					0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1444	0	1608	1644	1593	1268			
Flt Permitted			0.339		0.950				
Satd. Flow (perm)	1444	0	574	1644	1391	1193			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	5					160			
Link Speed (mph)	30			30	30				
Link Distance (ft)	451			165	459				
Travel Time (s)	10.3			3.8	10.4				
Confl. Peds. (#/hr)		128	128		45	32			
Confl. Bikes (#/hr)		14				10			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	1%	0%	1%	4%	2%	2%			
Parking (#/hr)	2					2			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	503	0	114	414	65	160			
Turn Type	NA		pm+pt	NA	Prot	Perm			
Protected Phases	2		1	6 4	3		4	5	6
Permitted Phases			6 4			1 3 5			
Detector Phase	2		1	6 4	3	1 3 5			
Switch Phase									
Minimum Initial (s)	15.0		3.0		8.0		8.0	3.0	15.0
Minimum Split (s)	24.0		8.0		22.0		25.0	6.0	24.0
Total Split (s)	34.0		9.0		22.0		25.0	9.0	34.0
Total Split (%)	37.8%		10.0%		24.4%		28%	10%	38%
Yellow Time (s)	4.0		3.0		4.0		4.0	3.0	4.0
All-Red Time (s)	2.0		0.0		2.0		2.0	0.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0				
Total Lost Time (s)	6.0		3.0		6.0				
Lead/Lag	Lag		Lead		Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes		Yes		Yes	Yes	Yes
Recall Mode	C-Max		None		None		None	None	C-Max
Act Effct Green (s)	33.5		62.7	50.9	11.2	21.1			
Actuated g/C Ratio	0.37		0.70	0.57	0.12	0.23			
v/c Ratio	0.93		0.25	0.45	0.33	0.40			
Control Delay	59.5		2.0	4.1	39.4	5.4			
Queue Delay	0.0		0.1	0.9	0.0	0.0			
Total Delay	59.5		2.1	5.0	39.4	5.4			
LOS	E		A	A	D	A			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø5	Ø6
Approach Delay	59.5			4.3	15.2				
Approach LOS	E			A	B				
Queue Length 50th (ft)	~279		4	23	34	0			
Queue Length 95th (ft)	#503		m7	53	69	24			
Internal Link Dist (ft)	371			85	379				
Turn Bay Length (ft)						105			
Base Capacity (vph)	541		470	962	283	457			
Starvation Cap Reductn	0		55	292	0	0			
Spillback Cap Reductn	0		0	16	0	0			
Storage Cap Reductn	0		0	0	0	0			
Reduced v/c Ratio	0.93		0.27	0.62	0.23	0.35			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 60 (67%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: Forest Avenue & Lake Street



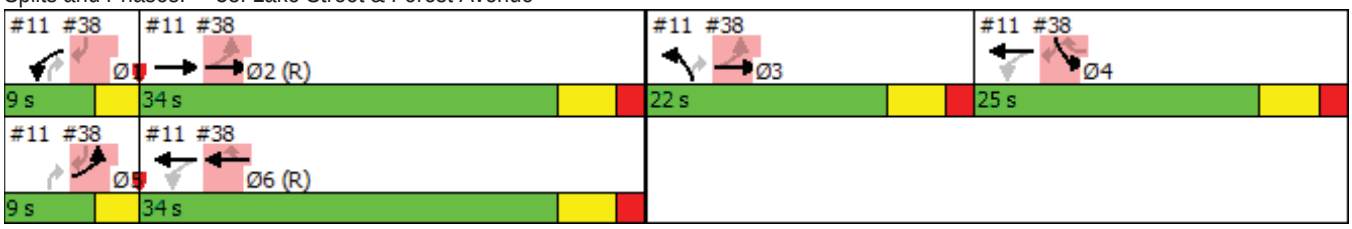
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
Lane Configurations									
Traffic Volume (vph)	194	395	355	146	135	146			
Future Volume (vph)	194	395	355	146	135	146			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0			65	60	0			
Storage Lanes	1			1	1	1			
Taper Length (ft)	35				60				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.89			0.75	0.97	0.98			
Frt				0.850		0.850			
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1624	1636	1444	1454	1624	1411			
Flt Permitted	0.420				0.950				
Satd. Flow (perm)	642	1636	1444	1096	1571	1378			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)				124		152			
Link Speed (mph)		30	30		30				
Link Distance (ft)		165	830		228				
Travel Time (s)		3.8	18.9		5.2				
Confl. Peds. (#/hr)	95			95	14	5			
Confl. Bikes (#/hr)				10		8			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Heavy Vehicles (%)	0%	2%	3%	0%	0%	3%			
Bus Blockages (#/hr)	0	6	0	0	0	0			
Parking (#/hr)			6						
Shared Lane Traffic (%)									
Lane Group Flow (vph)	202	411	370	152	141	152			
Turn Type	pm+pt	NA	NA	custom	Prot	Perm			
Protected Phases	5	2 3	6		4		1	2	3
Permitted Phases	2 3			4 6		1 4 5			
Detector Phase	5	2 3	6	4 6	4	1 4 5			
Switch Phase									
Minimum Initial (s)	3.0		15.0		8.0		3.0	15.0	8.0
Minimum Split (s)	6.0		24.0		25.0		8.0	24.0	22.0
Total Split (s)	9.0		34.0		25.0		9.0	34.0	22.0
Total Split (%)	10.0%		37.8%		27.8%		10%	38%	24%
Yellow Time (s)	3.0		4.0		4.0		3.0	4.0	4.0
All-Red Time (s)	0.0		2.0		2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0				
Total Lost Time (s)	3.0		6.0		6.0				
Lead/Lag	Lead		Lag		Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes	Yes	Yes
Recall Mode	None		C-Max		None		None	C-Max	None
Act Effct Green (s)	60.6	50.7	32.4	50.9	18.5	31.5			
Actuated g/C Ratio	0.67	0.56	0.36	0.57	0.21	0.35			
v/c Ratio	0.40	0.45	0.71	0.23	0.42	0.26			
Control Delay	3.4	3.3	17.8	1.0	34.5	4.8			
Queue Delay	0.9	1.6	0.0	0.0	0.0	0.0			
Total Delay	4.3	4.9	17.8	1.0	34.5	4.8			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
LOS	A	A	B	A	C	A			
Approach Delay		4.7	12.9		19.1				
Approach LOS		A	B		B				
Queue Length 50th (ft)	10	30	91	0	66	0			
Queue Length 95th (ft)	m7	m28	m#323	m0	127	40			
Internal Link Dist (ft)		85	750		148				
Turn Bay Length (ft)				65	60				
Base Capacity (vph)	508	1009	519	693	367	578			
Starvation Cap Reductn	126	409	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.53	0.69	0.71	0.22	0.38	0.26			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 60 (67%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Lake Street & Forest Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	443	44	63	431	44	43	50	58	57	68	24
Future Volume (vph)	19	443	44	63	431	44	43	50	58	57	68	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			74			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.89	0.97			0.97			0.90			0.98	
Frt		0.986			0.986			0.948			0.978	
Flt Protected	0.950			0.950				0.986			0.981	
Satd. Flow (prot)	1579	1740	0	1588	1729	0	0	1623	0	0	1772	0
Flt Permitted	0.413			0.196				0.849			0.536	
Satd. Flow (perm)	610	1740	0	328	1729	0	0	1364	0	0	968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			31			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		830			322			234			299	
Travel Time (s)		18.9			7.3			5.3			6.8	
Confl. Peds. (#/hr)	100		109	109		100	37		53	53		37
Confl. Bikes (#/hr)			20			16			20			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	4%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	6	0	0	6	0	0	0	0	0	0	0
Parking (#/hr)	5		4	4		7	5		4	5		3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	507	0	66	495	0	0	157	0	0	155	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	30.5	30.5		8.0	38.5		25.5	25.5		26.0	26.0	
Total Split (%)	33.9%	33.9%		8.9%	42.8%		28.3%	28.3%		28.9%	28.9%	
Yellow Time (s)	4.5	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		0.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.5	7.5		3.0	7.5			7.5			7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	30.1	30.1		42.2	37.7			13.2			16.6	
Actuated g/C Ratio	0.33	0.33		0.47	0.42			0.15			0.18	
v/c Ratio	0.10	0.87		0.27	0.68			0.69			0.83	
Control Delay	37.1	56.4		19.0	29.2			44.4			67.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	37.1	56.4		19.0	29.2			44.4			67.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	E		B	C			D			E	
Approach Delay		55.7			28.0			44.4			67.8	
Approach LOS		E			C			D			E	
Queue Length 50th (ft)	12	~325		21	231			68			78	
Queue Length 95th (ft)	m27	#553		50	#421			127			#180	
Internal Link Dist (ft)		750			242			154			219	
Turn Bay Length (ft)	105			75								
Base Capacity (vph)	204	586		241	727			297			206	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.87		0.27	0.68			0.53			0.75	

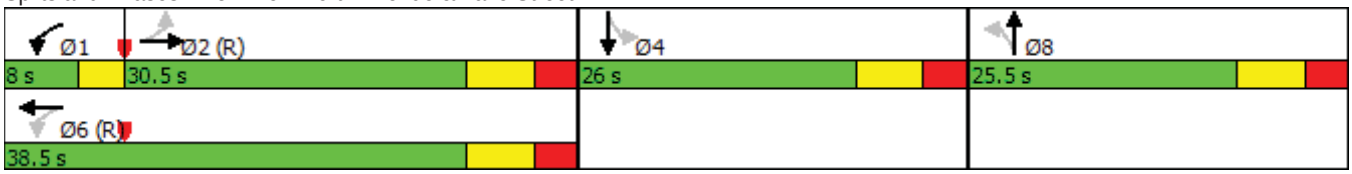
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 44.7		Intersection LOS: D	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 51: Kenilworth Avenue & Lake Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	443	44	63	431	44	43	50	58	57	68	24
Future Volume (vph)	19	443	44	63	431	44	43	50	58	57	68	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			74			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.89	0.97			0.97			0.90			0.98	
Frt		0.986			0.986			0.948			0.978	
Flt Protected	0.950			0.950				0.986			0.981	
Satd. Flow (prot)	1579	1740	0	1588	1729	0	0	1622	0	0	1772	0
Flt Permitted	0.415			0.203				0.849			0.536	
Satd. Flow (perm)	612	1740	0	339	1729	0	0	1363	0	0	968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			31			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		830			322			234			299	
Travel Time (s)		18.9			7.3			5.3			6.8	
Confl. Peds. (#/hr)	100		109	109		100	37		53	53		37
Confl. Bikes (#/hr)			20			16			20			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	4%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	6	0	0	6	0	0	0	0	0	0	0
Parking (#/hr)	5		4	4		7	5		4	5		3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	507	0	66	495	0	0	157	0	0	155	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	32.0	32.0		8.0	40.0		24.5	24.5		25.5	25.5	
Total Split (%)	35.6%	35.6%		8.9%	44.4%		27.2%	27.2%		28.3%	28.3%	
Yellow Time (s)	4.5	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		0.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.5	7.5		3.0	7.5			7.5			7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	30.7	30.7		42.6	38.1			13.0			16.4	
Actuated g/C Ratio	0.34	0.34		0.47	0.42			0.14			0.18	
v/c Ratio	0.10	0.85		0.27	0.67			0.70			0.84	
Control Delay	37.2	54.6		18.3	28.3			45.6			69.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	37.2	54.6		18.3	28.3			45.6			69.7	

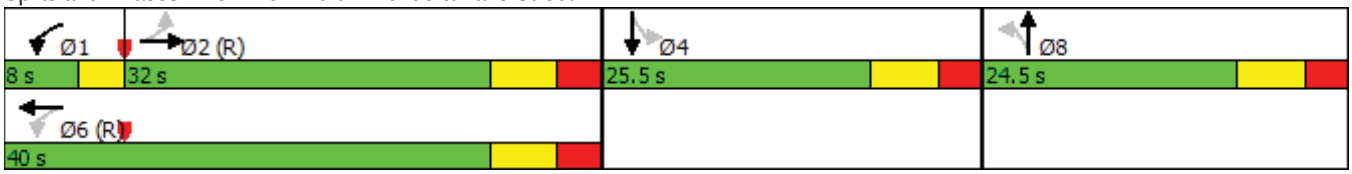
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D		B	C			D			E	
Approach Delay		53.9			27.1			45.6			69.7	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	12	~318		21	229			68			79	
Queue Length 95th (ft)	m27	#534		49	#403			129			#183	
Internal Link Dist (ft)		750			242			154			219	
Turn Bay Length (ft)	105			75								
Base Capacity (vph)	209	597		244	735			282			201	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.85		0.27	0.67			0.56			0.77	

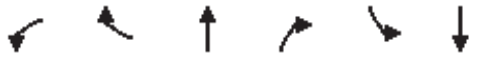
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 44.0 Intersection LOS: D
Intersection Capacity Utilization 61.2% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 51: Kenilworth Avenue & Lake Street





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	219	1140	83	181	1204
Future Volume (vph)	174	219	1140	83	181	1204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	2000
Storage Length (ft)	65	0		0	135	
Storage Lanes	1	0		0	1	
Taper Length (ft)	60				80	
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95
Ped Bike Factor	0.93		0.99			
Frt	0.916		0.990			
Flt Protected	0.978				0.950	
Satd. Flow (prot)	3102	0	3449	0	1787	3654
Flt Permitted	0.978				0.170	
Satd. Flow (perm)	3032	0	3449	0	320	3654
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	200		10			
Link Speed (mph)	30		30			30
Link Distance (ft)	650		709			398
Travel Time (s)	14.8		16.1			9.0
Confl. Peds. (#/hr)	13	17		25	25	
Confl. Bikes (#/hr)		4				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	3%	0%	1%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	405	0	1261	0	187	1241
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	22.0		22.0		8.0	22.0
Total Split (s)	32.0		79.0		14.0	93.0
Total Split (%)	25.6%		63.2%		11.2%	74.4%
Yellow Time (s)	4.0		4.0		3.0	4.0
All-Red Time (s)	2.0		2.0		0.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		3.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Min		None	C-Min
Act Effct Green (s)	14.1		85.0		101.9	98.9
Actuated g/C Ratio	0.11		0.68		0.82	0.79
v/c Ratio	0.77		0.54		0.48	0.43
Control Delay	36.5		24.4		7.1	5.0
Queue Delay	0.0		0.4		0.0	0.0
Total Delay	36.5		24.9		7.1	5.0
LOS	D		C		A	A
Approach Delay	36.5		24.9			5.3

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	D		C			A
Queue Length 50th (ft)	83		468		25	137
Queue Length 95th (ft)	133		402		52	215
Internal Link Dist (ft)	570		629			318
Turn Bay Length (ft)	65				135	
Base Capacity (vph)	803		2348		403	2889
Starvation Cap Reductn	0		540		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.50		0.70		0.46	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 82 (66%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 54: Harlem Avenue & Ontario Street

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	64	145	62	0	62	176	69	0	86	161	47
Future Vol, veh/h	0	64	145	62	0	62	176	69	0	86	161	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	1	0	2	0	0	0	2	1	1	2
Mvmt Flow	0	70	158	67	0	67	191	75	0	93	175	51
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	15.8	17.3	17.3
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	24%	20%	15%
Vol Thru, %	55%	54%	57%	62%
Vol Right, %	16%	23%	22%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	294	271	307	192
LT Vol	86	64	62	29
Through Vol	161	145	176	119
RT Vol	47	62	69	44
Lane Flow Rate	320	295	334	209
Geometry Grp	1	1	1	1
Degree of Util (X)	0.563	0.513	0.573	0.379
Departure Headway (Hd)	6.344	6.271	6.182	6.536
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	566	571	581	547
Service Time	4.407	4.337	4.245	4.61
HCM Lane V/C Ratio	0.565	0.517	0.575	0.382
HCM Control Delay	17.3	15.8	17.3	13.6
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	3.5	2.9	3.6	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	29	119	44
Future Vol, veh/h	0	29	119	44
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	0	5
Mvmt Flow	0	32	129	48
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.6
HCM LOS	B

Intersection	
Int Delay, s/veh	10.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	116	163	43	106	125
Future Vol, veh/h	43	116	163	43	106	125
Conflicting Peds, #/hr	5	14	0	10	10	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	49	132	185	49	120	142

Major/Minor	Minor1		Minor2		Major2	
Conflicting Flow All	520	24	393	152	10	0
Stage 1	10	-	383	-	-	-
Stage 2	510	-	10	-	-	-
Critical Hdwy	7.1	6.2	6.5	6.2	4.1	-
Critical Hdwy Stg 1	-	-	5.5	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	4	3.3	2.2	-
Pot Cap-1 Maneuver	470	1058	546	900	1623	-
Stage 1	-	-	616	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	295	1037	498	900	1604	-
Mov Cap-2 Maneuver	295	-	498	-	-	-
Stage 1	-	-	566	-	-	-
Stage 2	322	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	16.3	3.4
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	549	617	1604	-
HCM Lane V/C Ratio	0.426	0.293	0.075	-
HCM Control Delay (s)	16.3	13.2	7.4	0
HCM Lane LOS	C	B	A	A
HCM 95th %tile Q(veh)	2.1	1.2	0.2	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	0	38	103	0	22	49	179	112	26	140	20
Future Vol, veh/h	16	0	38	103	0	22	49	179	112	26	140	20
Conflicting Peds, #/hr	30	0	30	30	0	30	20	0	20	20	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	17	0	40	108	0	23	52	188	118	27	147	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	625	662	208	634	614	297	188	0	0	326	0	0
Stage 1	233	233	-	371	371	-	-	-	-	-	-	-
Stage 2	392	429	-	263	243	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	400	385	837	395	410	747	1398	-	-	1245	-	-
Stage 1	775	716	-	653	623	-	-	-	-	-	-	-
Stage 2	637	587	-	747	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	351	346	802	340	368	716	1363	-	-	1214	-	-
Mov Cap-2 Maneuver	351	346	-	340	368	-	-	-	-	-	-	-
Stage 1	726	686	-	612	584	-	-	-	-	-	-	-
Stage 2	573	550	-	675	679	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	19.7	1.1	1.1
HCM LOS	B	C		

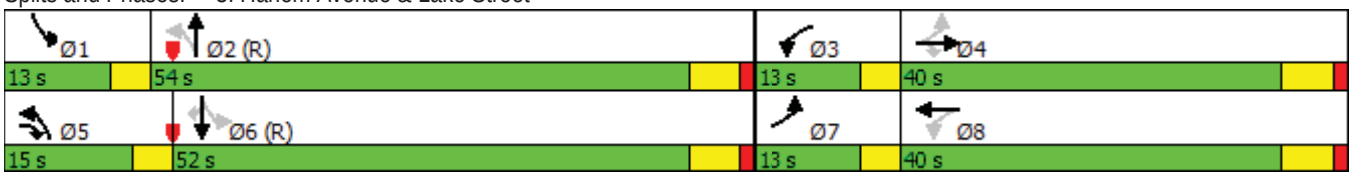
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1363	-	-	581	375	1214	-	-
HCM Lane V/C Ratio	0.038	-	-	0.098	0.351	0.023	-	-
HCM Control Delay (s)	7.7	0	-	11.9	19.7	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.5	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	292	176	189	233	84	280	1001	125	89	1071	228
Future Volume (vph)	235	292	176	189	233	84	280	1001	125	89	1071	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		195	100		0	230		0	215		600
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	105			85			115			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	0.95		0.77	0.88	0.97			0.98				0.82
Frt			0.850		0.960			0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1676	1425	1577	1546	0	1608	3019	0	1608	3154	1405
Flt Permitted	0.291			0.334			0.081			0.123		
Satd. Flow (perm)	470	1676	1097	490	1546	0	137	3019	0	208	3154	1154
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59		15			13				240
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		624			680			263			708	
Travel Time (s)		14.2			15.5			6.0			16.1	
Confl. Peds. (#/hr)	80		179	179		80	80		57	57		80
Confl. Bikes (#/hr)			2			10			2			2
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 (%)	1%	2%	2%	3%	3%	3%	1%	4%	4%	1%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	307	185	199	333	0	295	1186	0	94	1127	240
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	8.5	35.0	14.0	8.5	36.0		14.0	32.0		8.5	36.0	36.0
Total Split (s)	13.0	40.0	15.0	13.0	40.0		15.0	54.0		13.0	52.0	52.0
Total Split (%)	10.8%	33.3%	12.5%	10.8%	33.3%		12.5%	45.0%		10.8%	43.3%	43.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	42.0	30.0	48.0	42.0	30.0		66.9	53.2		56.8	46.0	46.0
Actuated g/C Ratio	0.35	0.25	0.40	0.35	0.25		0.56	0.44		0.47	0.38	0.38
v/c Ratio	0.97	0.73	0.36	0.77	0.84		1.11	0.88		0.48	0.93	0.41
Control Delay	81.6	51.8	17.8	48.6	59.2		115.8	30.4		24.6	52.8	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	10.5		0.0	0.0	0.0
Total Delay	81.6	51.8	17.8	48.6	59.2		115.8	40.9		24.6	52.8	10.8
LOS	F	D	B	D	E		F	D		C	D	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		53.3			55.2			55.8			44.1	
Approach LOS		D			E			E			D	
Queue Length 50th (ft)	135	215	60	106	231		~224	487		41	460	16
Queue Length 95th (ft)	#278	310	115	#179	337		#431	#640		76	#596	103
Internal Link Dist (ft)		544			600			183			628	
Turn Bay Length (ft)	240		195	100			230			215		600
Base Capacity (vph)	254	474	516	257	448		266	1345		211	1209	590
Starvation Cap Reductn	0	0	0	0	0		0	154		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.97	0.65	0.36	0.77	0.74		1.11	1.00		0.45	0.93	0.41

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 3 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 51.2		Intersection LOS: D	
Intersection Capacity Utilization 106.0%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Harlem Avenue & Lake Street

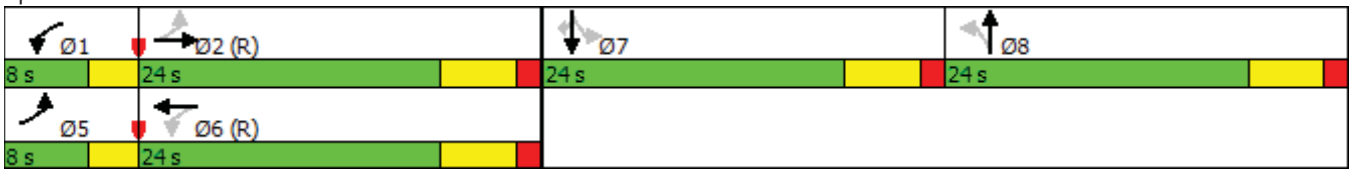


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	347	60	64	398	68	13	79	55	60	90	107
Future Volume (vph)	75	347	60	64	398	68	13	79	55	60	90	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		155
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	80			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.85	0.93		0.85	0.92			0.76				0.49
Frt		0.978			0.978			0.949				0.850
Flt Protected	0.950			0.950				0.996			0.980	
Satd. Flow (prot)	1624	1520	0	1624	1496	0	0	1241	0	0	1643	1286
Flt Permitted	0.180			0.248				0.961			0.328	
Satd. Flow (perm)	261	1520	0	360	1496	0	0	1157	0	0	550	634
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			10			35				164
Link Speed (mph)		30			20			30			30	
Link Distance (ft)		680			469			282			698	
Travel Time (s)		15.5			16.0			6.4			15.9	
Confl. Peds. (#/hr)	333		190	190		333	194		295	295		194
Confl. Bikes (#/hr)			10			14			14			14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	0%	3%	0%	0%	3%	3%	5%	0%	0%
Parking (#/hr)			7			8						3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	420	0	66	480	0	0	151	0	0	155	110
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			7	
Permitted Phases	2			6			8			7		7
Detector Phase	5	2		1	6		8	8		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	8.0	24.0		8.0	24.0		23.0	23.0		22.0	22.0	22.0
Total Split (s)	8.0	24.0		8.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (%)	10.0%	30.0%		10.0%	30.0%		30.0%	30.0%		30.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.5		3.0	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	6.0		3.0	6.0			6.0			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	30.9	22.9		30.7	22.8			13.8			18.0	18.0
Actuated g/C Ratio	0.39	0.29		0.38	0.28			0.17			0.22	0.22
v/c Ratio	0.38	0.95		0.28	1.11			0.66			1.26	0.41
Control Delay	21.7	66.0		19.3	108.9			37.1			198.4	6.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	21.7	66.0		19.3	108.9			37.1			198.4	6.3
LOS	C	E		B	F			D			F	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		59.1			98.1			37.1			118.6	
Approach LOS		E			F			D			F	
Queue Length 50th (ft)	23	~244		20	~315			54			~98	0
Queue Length 95th (ft)	54	#431		48	#509			110			#212	16
Internal Link Dist (ft)		600			389			202			618	
Turn Bay Length (ft)	100			100								155
Base Capacity (vph)	205	441		234	432			287			123	269
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.38	0.95		0.28	1.11			0.53			1.26	0.41

Intersection Summary			
Area Type:	CBD		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 64 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 82.2		Intersection LOS: F	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Marion Street & Lake Street

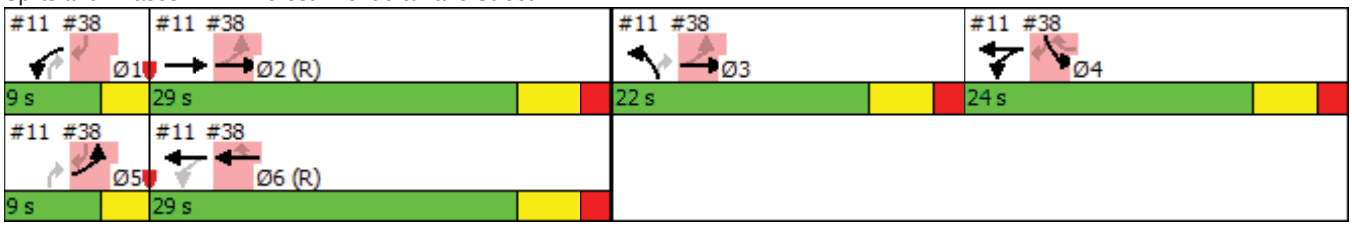


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	405	55	77	447	75	102				
Future Volume (vph)	405	55	77	447	75	102				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		0	0		0	105				
Storage Lanes		0	1		1	1				
Taper Length (ft)			40		25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Ped Bike Factor	0.96		0.91		0.83	0.93				
Frt	0.984					0.850				
Flt Protected			0.950		0.950					
Satd. Flow (prot)	1398	0	1562	1660	1577	1281				
Flt Permitted			0.241		0.950					
Satd. Flow (perm)	1398	0	362	1660	1316	1197				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)	8					105				
Link Speed (mph)	30			30	30					
Link Distance (ft)	469			167	450					
Travel Time (s)	10.7			3.8	10.2					
Confl. Peds. (#/hr)		127	127		63	35				
Confl. Bikes (#/hr)		6				18				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Heavy Vehicles (%)	2%	9%	4%	3%	3%	1%				
Parking (#/hr)	2					2				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	475	0	79	461	77	105				
Turn Type	NA		pm+pt	NA	Prot	Perm				
Protected Phases	2		1 4	6 4	3		1	4	5	6
Permitted Phases			6 4			1 3 5				
Detector Phase	2		1 4	6 4	3	1 3 5				
Switch Phase										
Minimum Initial (s)	15.0				8.0		3.0	8.0	3.0	15.0
Minimum Split (s)	24.0				22.0		8.0	23.0	6.0	24.0
Total Split (s)	29.0				22.0		9.0	24.0	9.0	29.0
Total Split (%)	34.5%				26.2%		11%	29%	11%	35%
Yellow Time (s)	4.0				4.0		3.0	4.0	3.0	4.0
All-Red Time (s)	2.0				2.0		0.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0				0.0					
Total Lost Time (s)	6.0				6.0					
Lead/Lag	Lag				Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max				None		None	None	None	C-Max
Act Effct Green (s)	27.5		60.4	45.7	11.0	20.3				
Actuated g/C Ratio	0.33		0.72	0.54	0.13	0.24				
v/c Ratio	1.03		0.11	0.51	0.37	0.29				
Control Delay	81.7		3.5	6.0	37.3	4.6				
Queue Delay	0.0		1.1	1.9	0.0	0.0				
Total Delay	81.7		4.6	7.9	37.3	4.6				
LOS	F		A	A	D	A				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Approach Delay	81.7			7.4	18.4					
Approach LOS	F			A	B					
Queue Length 50th (ft)	~307		3	49	38	0				
Queue Length 95th (ft)	#498		m3	m52	74	17				
Internal Link Dist (ft)	389			87	370					
Turn Bay Length (ft)						105				
Base Capacity (vph)	462		701	925	300	433				
Starvation Cap Reductn	0		468	303	0	0				
Spillback Cap Reductn	0		0	0	0	0				
Storage Cap Reductn	0		0	0	0	0				
Reduced v/c Ratio	1.03		0.34	0.74	0.26	0.24				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 84			
Actuated Cycle Length: 84			
Offset: 58 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 38.5		Intersection LOS: D	
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: Forest Avenue & Lake Street

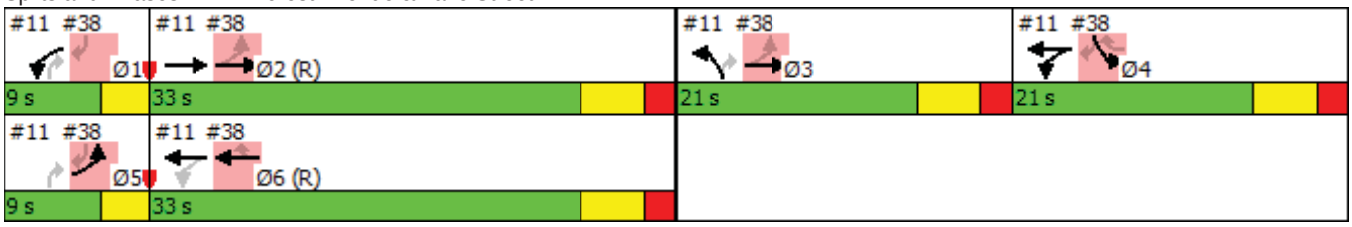


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	405	55	77	447	75	102				
Future Volume (vph)	405	55	77	447	75	102				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		0	0		0	105				
Storage Lanes		0	1		1	1				
Taper Length (ft)			40		25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Ped Bike Factor	0.96		0.91		0.83	0.94				
Frt	0.984					0.850				
Flt Protected			0.950		0.950					
Satd. Flow (prot)	1399	0	1562	1660	1577	1281				
Flt Permitted			0.276		0.950					
Satd. Flow (perm)	1399	0	411	1660	1316	1203				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)	9					105				
Link Speed (mph)	30			30	30					
Link Distance (ft)	469			167	450					
Travel Time (s)	10.7			3.8	10.2					
Confl. Peds. (#/hr)		127	127		63	35				
Confl. Bikes (#/hr)		3				9				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Heavy Vehicles (%)	2%	9%	4%	3%	3%	1%				
Parking (#/hr)	2					2				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	475	0	79	461	77	105				
Turn Type	NA		pm+pt	NA	Prot	Perm				
Protected Phases	2		1 4	6 4	3		1	4	5	6
Permitted Phases			6 4			1 3 5				
Detector Phase	2		1 4	6 4	3	1 3 5				
Switch Phase										
Minimum Initial (s)	15.0				8.0		3.0	8.0	3.0	15.0
Minimum Split (s)	24.0				22.0		8.0	23.0	6.0	24.0
Total Split (s)	33.0				21.0		9.0	21.0	9.0	33.0
Total Split (%)	39.3%				25.0%		11%	25%	11%	39%
Yellow Time (s)	4.0				4.0		3.0	4.0	3.0	4.0
All-Red Time (s)	2.0				2.0		0.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0				0.0					
Total Lost Time (s)	6.0				6.0					
Lead/Lag	Lag				Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max				None		None	None	None	C-Max
Act Effct Green (s)	29.9		60.6	45.9	10.8	20.1				
Actuated g/C Ratio	0.36		0.72	0.55	0.13	0.24				
v/c Ratio	0.94		0.12	0.51	0.38	0.29				
Control Delay	58.2		1.1	4.3	37.9	4.7				
Queue Delay	0.0		0.6	1.3	0.0	0.0				
Total Delay	58.2		1.8	5.7	37.9	4.7				
LOS	E		A	A	D	A				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø4	Ø5	Ø6
Approach Delay	58.2			5.1	18.8					
Approach LOS	E			A	B					
Queue Length 50th (ft)	~268		2	25	38	0				
Queue Length 95th (ft)	#459		m3	m49	75	20				
Internal Link Dist (ft)	389			87	370					
Turn Bay Length (ft)						105				
Base Capacity (vph)	503		687	917	281	421				
Starvation Cap Reductn	0		407	263	0	0				
Spillback Cap Reductn	0		0	0	0	0				
Storage Cap Reductn	0		0	0	0	0				
Reduced v/c Ratio	0.94		0.28	0.70	0.27	0.25				

Intersection Summary	
Area Type:	CBD
Cycle Length: 84	
Actuated Cycle Length: 84	
Offset: 58 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 11: Forest Avenue & Lake Street



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
Lane Configurations									
Traffic Volume (vph)	133	374	401	131	146	123			
Future Volume (vph)	133	374	401	131	146	123			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0			65	60	0			
Storage Lanes	1			1	1	1			
Taper Length (ft)	35				60				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.89			0.66	0.95	0.97			
Frt				0.850		0.850			
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1624	1636	1444	1454	1624	1384			
Flt Permitted	0.356				0.950				
Satd. Flow (perm)	541	1636	1444	953	1544	1339			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)				99		129			
Link Speed (mph)		30	30		30				
Link Distance (ft)		167	818		218				
Travel Time (s)		3.8	18.6		5.0				
Confl. Peds. (#/hr)	130			130	20	8			
Confl. Bikes (#/hr)				18		16			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	2%	3%	0%	0%	5%			
Bus Blockages (#/hr)	0	6	0	0	0	0			
Parking (#/hr)			6						
Shared Lane Traffic (%)									
Lane Group Flow (vph)	140	394	422	138	154	129			
Turn Type	pm+pt	NA	NA	custom	Prot	Perm			
Protected Phases	5	2 3	6		4		1	2	3
Permitted Phases	2 3			4 6		1 4 5			
Detector Phase	5	2 3	6	4 6	4	1 4 5			
Switch Phase									
Minimum Initial (s)	3.0		15.0		8.0		3.0	15.0	8.0
Minimum Split (s)	6.0		24.0		23.0		8.0	24.0	22.0
Total Split (s)	9.0		29.0		24.0		9.0	29.0	22.0
Total Split (%)	10.7%		34.5%		28.6%		11%	35%	26%
Yellow Time (s)	3.0		4.0		4.0		3.0	4.0	4.0
All-Red Time (s)	0.0		2.0		2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0				
Total Lost Time (s)	3.0		6.0		6.0				
Lead/Lag	Lead		Lag		Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes	Yes	Yes
Recall Mode	None		C-Max		None		None	C-Max	None
Act Effct Green (s)	53.8	44.5	27.0	45.7	18.8	31.0			
Actuated g/C Ratio	0.64	0.53	0.32	0.54	0.22	0.37			
v/c Ratio	0.33	0.45	0.91	0.25	0.43	0.22			
Control Delay	3.1	3.1	56.9	3.3	31.6	4.6			
Queue Delay	0.6	1.7	0.2	0.0	0.0	0.0			
Total Delay	3.7	4.9	57.0	3.3	31.6	4.7			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
LOS	A	A	E	A	C	A			
Approach Delay		4.6	43.8		19.3				
Approach LOS		A	D		B				
Queue Length 50th (ft)	6	26	~249	5	64	0			
Queue Length 95th (ft)	m4	m20	#424	25	129	35			
Internal Link Dist (ft)		87	738		138				
Turn Bay Length (ft)				65	60				
Base Capacity (vph)	426	963	463	574	384	575			
Starvation Cap Reductn	102	396	0	0	0	0			
Spillback Cap Reductn	0	0	1	0	0	14			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.43	0.69	0.91	0.24	0.40	0.23			

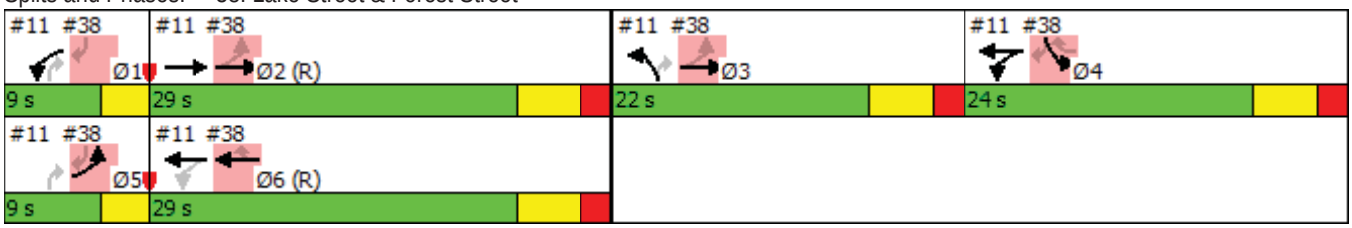
Intersection Summary			
Area Type:	CBD		
Cycle Length: 84			
Actuated Cycle Length: 84			
Offset: 58 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Lake Street & Forest Street



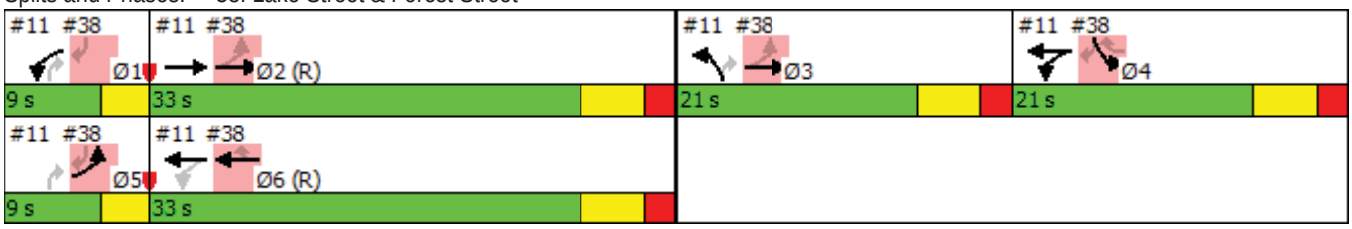
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
Lane Configurations									
Traffic Volume (vph)	133	374	401	131	146	123			
Future Volume (vph)	133	374	401	131	146	123			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0			65	60	0			
Storage Lanes	1			1	1	1			
Taper Length (ft)	35				60				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.88			0.66	0.95	0.97			
Frt				0.850		0.850			
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1624	1636	1444	1454	1624	1384			
Flt Permitted	0.374				0.950				
Satd. Flow (perm)	564	1636	1444	960	1544	1345			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)				101		129			
Link Speed (mph)		30	30		30				
Link Distance (ft)		167	818		218				
Travel Time (s)		3.8	18.6		5.0				
Confl. Peds. (#/hr)	130			130	20	8			
Confl. Bikes (#/hr)				9		8			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	2%	3%	0%	0%	5%			
Bus Blockages (#/hr)	0	6	0	0	0	0			
Parking (#/hr)			6						
Shared Lane Traffic (%)									
Lane Group Flow (vph)	140	394	422	138	154	129			
Turn Type	pm+pt	NA	NA	custom	Prot	Perm			
Protected Phases	5	2 3	6		4		1	2	3
Permitted Phases	2 3			4 6		1 4 5			
Detector Phase	5	2 3	6	4 6	4	1 4 5			
Switch Phase									
Minimum Initial (s)	3.0		15.0		8.0		3.0	15.0	8.0
Minimum Split (s)	6.0		24.0		23.0		8.0	24.0	22.0
Total Split (s)	9.0		33.0		21.0		9.0	33.0	21.0
Total Split (%)	10.7%		39.3%		25.0%		11%	39%	25%
Yellow Time (s)	3.0		4.0		4.0		3.0	4.0	4.0
All-Red Time (s)	0.0		2.0		2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0				
Total Lost Time (s)	3.0		6.0		6.0				
Lead/Lag	Lead		Lag		Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes		Yes	Yes	Yes
Recall Mode	None		C-Max		None		None	C-Max	None
Act Effct Green (s)	56.0	46.7	29.4	45.9	16.6	28.8			
Actuated g/C Ratio	0.67	0.56	0.35	0.55	0.20	0.34			
v/c Ratio	0.31	0.43	0.84	0.24	0.48	0.24			
Control Delay	2.2	2.8	43.5	3.2	35.6	5.2			
Queue Delay	0.6	1.7	0.0	0.0	0.0	0.0			
Total Delay	2.8	4.6	43.5	3.2	35.6	5.2			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
LOS	A	A	D	A	D	A			
Approach Delay		4.1	33.6		21.7				
Approach LOS		A	C		C				
Queue Length 50th (ft)	5	23	211	4	69	0			
Queue Length 95th (ft)	m3	m20	#386	24	135	37			
Internal Link Dist (ft)		87	738		138				
Turn Bay Length (ft)				65	60				
Base Capacity (vph)	454	990	504	575	329	544			
Starvation Cap Reductn	118	421	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0			
Reduced v/c Ratio	0.42	0.69	0.84	0.24	0.47	0.24			

Intersection Summary			
Area Type:	CBD		
Cycle Length: 84			
Actuated Cycle Length: 84			
Offset: 58 (69%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 19.7		Intersection LOS: B	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 38: Lake Street & Forest Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	451	53	64	459	30	49	44	66	47	46	27
Future Volume (vph)	23	451	53	64	459	30	49	44	66	47	46	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			74			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.85	0.97			0.97			0.90			0.94	
Frt		0.984			0.991			0.944			0.970	
Flt Protected	0.950			0.950				0.985			0.981	
Satd. Flow (prot)	1579	1724	0	1588	1758	0	0	1624	0	0	1710	0
Flt Permitted	0.404			0.158				0.851			0.565	
Satd. Flow (perm)	570	1724	0	264	1758	0	0	1365	0	0	965	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			40			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		818			481			216			332	
Travel Time (s)		18.6			10.9			4.9			7.5	
Confl. Peds. (#/hr)	158		106	106		158	42		52	52		42
Confl. Bikes (#/hr)			2			18			18			30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	2%	0%	2%	4%
Bus Blockages (#/hr)	0	6	0	0	6	0	0	0	0	0	0	0
Parking (#/hr)	5		4	4		7	5		4	5		3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	525	0	67	509	0	0	166	0	0	125	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		7.0	23.5		24.0	24.0		23.5	23.5	
Total Split (s)	25.5	25.5		7.0	32.5		24.0	24.0		23.5	23.5	
Total Split (%)	31.9%	31.9%		8.8%	40.6%		30.0%	30.0%		29.4%	29.4%	
Yellow Time (s)	4.5	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		0.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.5	7.5		3.0	7.5			7.5			7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	25.1	25.1		36.6	32.1			12.2			13.1	
Actuated g/C Ratio	0.31	0.31		0.46	0.40			0.15			0.16	
v/c Ratio	0.13	0.96		0.31	0.72			0.69			0.73	
Control Delay	27.3	64.1		19.5	30.3			38.1			51.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	27.3	64.1		19.5	30.3			38.1			51.6	

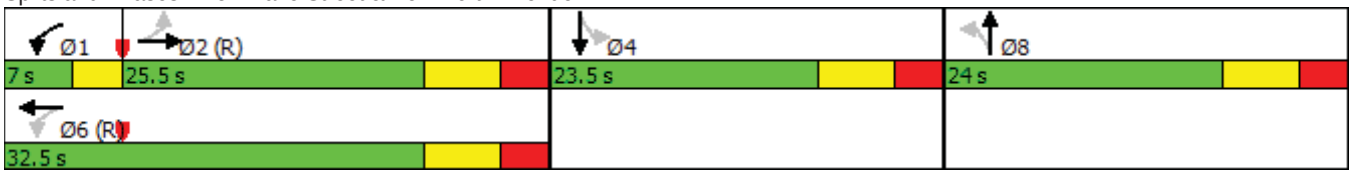
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	E		B	C			D			D	
Approach Delay		62.5			29.1			38.1			51.6	
Approach LOS		E			C			D			D	
Queue Length 50th (ft)	10	~333		19	219			59			51	
Queue Length 95th (ft)	31	#537		48	#431			117			#120	
Internal Link Dist (ft)		738			401			136			252	
Turn Bay Length (ft)	105			75								
Base Capacity (vph)	178	546		215	708			313			205	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.13	0.96		0.31	0.72			0.53			0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 51: Lake Street & Kenilworth Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	451	53	64	460	30	49	44	66	47	46	27
Future Volume (vph)	23	451	53	64	460	30	49	44	66	47	46	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			74			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.85	0.97			0.97			0.91			0.97	
Frt		0.984			0.991			0.944			0.970	
Flt Protected	0.950			0.950				0.985			0.981	
Satd. Flow (prot)	1579	1725	0	1588	1758	0	0	1634	0	0	1720	0
Flt Permitted	0.415			0.184				0.851			0.576	
Satd. Flow (perm)	586	1725	0	308	1758	0	0	1374	0	0	1010	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			40			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		818			481			216			332	
Travel Time (s)		18.6			10.9			4.9			7.5	
Confl. Peds. (#/hr)	158		106	106		158	42		52	52		42
Confl. Bikes (#/hr)			1			9			9			15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	2%	0%	2%	4%
Bus Blockages (#/hr)	0	6	0	0	6	0	0	0	0	0	0	0
Parking (#/hr)	5		4	4		7	5		4	5		3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	525	0	67	510	0	0	166	0	0	125	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.5	23.5		7.0	23.5		24.0	24.0		23.5	23.5	
Total Split (s)	25.5	25.5		7.0	32.5		23.5	23.5		24.0	24.0	
Total Split (%)	31.9%	31.9%		8.8%	40.6%		29.4%	29.4%		30.0%	30.0%	
Yellow Time (s)	4.5	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0		0.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.5	7.5		3.0	7.5			7.5			7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	28.2	28.2		39.6	35.1			12.1			13.1	
Actuated g/C Ratio	0.35	0.35		0.50	0.44			0.15			0.16	
v/c Ratio	0.12	0.86		0.28	0.66			0.69			0.70	
Control Delay	26.8	47.4		18.5	27.8			38.3			47.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	26.8	47.4		18.5	27.8			38.3			47.1	

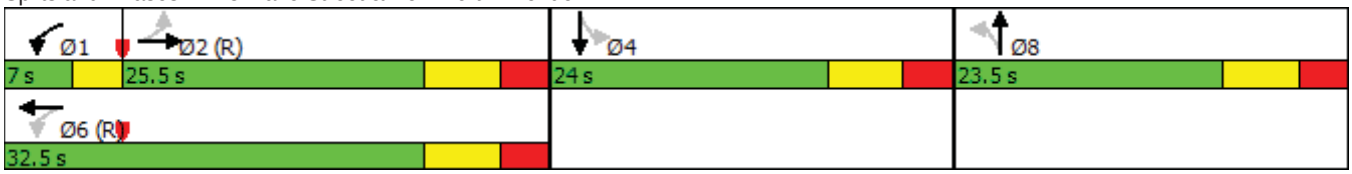
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	D		B	C			D			D	
Approach Delay		46.5			26.8			38.3			47.1	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	9	~327		19	217			59			51	
Queue Length 95th (ft)	31	#537		48	#432			118			#107	
Internal Link Dist (ft)		738			401			136			252	
Turn Bay Length (ft)	105			75								
Base Capacity (vph)	206	612		241	773			306			221	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	0.86		0.28	0.66			0.54			0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 37.6		Intersection LOS: D	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 23: Lake Street & Kenilworth Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	161	165	1177	84	170	1244
Future Volume (vph)	161	165	1177	84	170	1244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	2000
Storage Length (ft)	65	0		0	135	
Storage Lanes	1	0		0	1	
Taper Length (ft)	60				80	
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95
Ped Bike Factor	0.93		0.99			
Frt	0.924		0.990			
Flt Protected	0.976				0.950	
Satd. Flow (prot)	3160	0	3442	0	1787	3689
Flt Permitted	0.976				0.154	
Satd. Flow (perm)	3102	0	3442	0	290	3689
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	174		10			
Link Speed (mph)	30		30			30
Link Distance (ft)	657		708			604
Travel Time (s)	14.9		16.1			13.7
Confl. Peds. (#/hr)	10	21		35	35	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	1%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	1327	0	179	1309
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	22.0		22.0		8.0	22.0
Total Split (s)	33.5		73.0		13.5	86.5
Total Split (%)	27.9%		60.8%		11.3%	72.1%
Yellow Time (s)	4.0		4.0		3.5	4.0
All-Red Time (s)	2.0		2.0		0.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		3.5	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Min		None	C-Min
Act Effct Green (s)	12.1		81.6		98.4	95.9
Actuated g/C Ratio	0.10		0.68		0.82	0.80
v/c Ratio	0.72		0.57		0.48	0.44
Control Delay	34.0		21.8		7.0	4.6
Queue Delay	0.0		0.6		0.0	0.0
Total Delay	34.0		22.4		7.0	4.6
LOS	C		C		A	A
Approach Delay	34.0		22.4			4.9
Approach LOS	C		C			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	64		464		22	134
Queue Length 95th (ft)	111		m491		46	208
Internal Link Dist (ft)	577		628			524
Turn Bay Length (ft)	65				135	
Base Capacity (vph)	858		2344		382	2947
Starvation Cap Reductn	0		569		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.40		0.75		0.47	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 89 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 54: Harlem Avenue & Ontario Street

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	43	102	76	0	38	132	39	0	72	117	39
Future Vol, veh/h	0	43	102	76	0	38	132	39	0	72	117	39
Peak Hour Factor	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	0	2	0	2	0	1	0	2	1	1	0
Mvmt Flow	0	47	112	84	0	42	145	43	0	79	129	43
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	11	11	11.6
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	19%	18%	17%
Vol Thru, %	51%	46%	63%	63%
Vol Right, %	17%	34%	19%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	221	209	129
LT Vol	72	43	38	22
Through Vol	117	102	132	81
RT Vol	39	76	39	26
Lane Flow Rate	251	243	230	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.374	0.35	0.337	0.216
Departure Headway (Hd)	5.372	5.183	5.29	5.496
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	669	692	678	652
Service Time	3.411	3.224	3.333	3.543
HCM Lane V/C Ratio	0.375	0.351	0.339	0.218
HCM Control Delay	11.6	11	11	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	1.6	1.5	0.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	22	81	26
Future Vol, veh/h	0	22	81	26
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	0	0	0
Mvmt Flow	0	24	89	29
Number of Lanes	0	0	1	0

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

Intersection	
Int Delay, s/veh	9.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	85	127	23	56	120
Future Vol, veh/h	40	85	127	23	56	120
Conflicting Peds, #/hr	25	27	0	31	31	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	9	0	1	0	3	0
Mvmt Flow	54	115	172	31	76	162

Major/Minor	Minor1		Minor2		Major2	
Conflicting Flow All	477	58	345	193	31	0
Stage 1	31	-	314	-	-	-
Stage 2	446	-	31	-	-	-
Critical Hdwy	7.19	6.2	6.51	6.2	4.13	-
Critical Hdwy Stg 1	-	-	5.51	-	-	-
Critical Hdwy Stg 2	6.19	-	-	-	-	-
Follow-up Hdwy	3.581	3.3	4.009	3.3	2.227	-
Pot Cap-1 Maneuver	487	1014	580	854	1575	-
Stage 1	-	-	658	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	330	966	535	854	1540	-
Mov Cap-2 Maneuver	330	-	535	-	-	-
Stage 1	-	-	622	-	-	-
Stage 2	382	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	14.8	2.4
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	568	598	1540	-
HCM Lane V/C Ratio	0.357	0.282	0.049	-
HCM Control Delay (s)	14.8	13.4	7.5	0
HCM Lane LOS	B	B	A	A
HCM 95th %tile Q(veh)	1.6	1.2	0.2	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	29	124	0	25	29	107	128	28	116	12
Future Vol, veh/h	12	0	29	124	0	25	29	107	128	28	116	12
Conflicting Peds, #/hr	30	0	30	30	0	30	20	0	20	20	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	0	31	131	0	26	31	113	135	29	122	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	491	535	178	494	475	230	155	0	0	267	0	0
Stage 1	207	207	-	261	261	-	-	-	-	-	-	-
Stage 2	284	328	-	233	214	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	491	454	870	489	491	814	1438	-	-	1308	-	-
Stage 1	800	734	-	748	696	-	-	-	-	-	-	-
Stage 2	727	651	-	775	729	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	437	417	834	434	451	780	1402	-	-	1275	-	-
Mov Cap-2 Maneuver	437	417	-	434	451	-	-	-	-	-	-	-
Stage 1	766	704	-	716	667	-	-	-	-	-	-	-
Stage 2	667	624	-	710	699	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	16.5	0.8	1.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1402	-	-	659	469	1275	-	-
HCM Lane V/C Ratio	0.022	-	-	0.065	0.334	0.023	-	-
HCM Control Delay (s)	7.6	0	-	10.8	16.5	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.5	0.1	-	-

15. Village Services

Included in the Village Services section are signed letters from the Village of Oak Park's Village Engineer, Oak Park's Chief of Police, Oak Park's Chief of Fire, and a memo outlining a refuse pick-up and recycling plan by Waste Management.

Albion Residential and its consultants have reviewed the following state and municipal codes listed below, which are being included in the plans and specifications:

> 2009 IBC, IMC, IFGC, IFC, NEC 2008, Illinois State Plumbing Code, Illinois Accessibility Code, the Village of Oak Park's municipal amendments, Section 3002.4 – regarding elevator size requirements, and two fire department standpipe connections in the stairwells.

Additionally, Albion Residential has included a comprehensive property and sales tax analysis generated from the operation of the planned development's residential and retail components.

The current 1000 Lake Street office building currently sits vacant and has no significant impact on the surrounding property values. The current building is not utilizing the highest and best use of the land making the site an irreplaceable location fit for growth and development within Downtown Oak Park.

After the completion of the planned development, the Village of Oak Park will experience increased Property and Sales Tax Revenue from the operation of the residential and retail components. The planned development will have a positive impact on surrounding business owners as increases in population and density translate in to higher local business revenues fueled by consumer spending. In turn, more business within the boundaries of Oak Park will likely generate higher sales tax revenues for the village. Additionally, the service based retail and restaurant components located on the ground floor of the planned development will have a positive impact on the community by giving consumers access to a variety of retail options within Downtown Oak Park.

Since a large majority of the planned developments unit mix will consist of studios, convertibles, and one-bedrooms, Albion Residential has calculated an average popultion per unit based on forecasted occupanicies per unit. At 100% occupancy, Albion Residential projects that there will be approximately 375 residents occupuying the planned development in total. The figures provided do not take in to account property staffing needs, or daytime population that will be on-site from day to day.

Property Tax Revenue	
Total Residential Units	265
Annual Tax Per Unit	$2,943
Total Residential Property Tax	**$779,895**
Total Retail Square Footage	9,250
Total Retail Property Tax	**$35,428**

Total Village Revenue	
Residential Property Tax	$779,895
Retail Property Tax	$35,428
Total Property Tax	**$815,320**
Retail Sales Tax	$85,250
Total Village Revenue	**$900,570**

Sales Tax Revenue				
Tenant	**Square Feet**	**Sales PSF**	**Total Revenue**	**Sales Tax Revenue**
Restaurant	6,000	$475	$2,850,000	$64,125
Service-Based Retail	3,250	$325	$1,056,250	$21,125
Total/Average	**9,250**	**$422**	**$3,906,250**	**$85,250**

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Taxing District % Share on $1,000,000 of Tax Revenue

TOWNSHIP OF OAK PARK PROPERTY TAX RATES			
Taxing District	**Tax Rate**	**% Share of Taxes**	**Property Taxes Generated**
County	0.055%	0.36%	$3,592
Forest Preserve	0.690%	4.49%	$44,901
Consolidated Elections	0.034%	0.22%	$2,213
Township	0.199%	1.29%	$12,950
General Assistance	0.036%	0.23%	$2,343
Mental Health District	0.112%	0.73%	$7,288
Village of Oak Park	2.062%	13.42%	$134,182
Village of Oak Park Library Fund	0.750%	4.88%	$48,805
Special Service Area #1 - Village of Oak Park	1.561%	10.16%	$101,580
Special Service Area #2 - Village of Oak Park	0.000%	0.00%	$0
Special Service Area #3 - Village of Oak Park	0.000%	0.00%	$0
Special Service Area #4 - Village of Oak Park	0.000%	0.00%	$0
Special Service Area #5 - Village of Oak Park	0.000%	0.00%	$0
Special Service Area #6 - Village of Oak Park	0.000%	0.00%	$0
Special Service Area #7 - Village of Oak Park	0.168%	1.09%	$10,932
School District #97	4.597%	29.91%	$299,144
Consolidated High School District #200	3.634%	23.65%	$236,478
Community College District #504	0.352%	2.29%	$22,906
Park District of Oak Park	0.674%	4.39%	$43,860
Metropolitan Water Reclamation District	0.426%	2.77%	$27,721
Des Plaines Valley Mosquito Abatement District	0.017%	0.11%	$1,106
TOTAL TAXES	**15.367%**	**100%**	**$1,000,000**

Source: *Cook County Clerk*

Tab 15 – Village Services

The planned development is not expected to have an adverse effect on the village or community-wide services as stated in several of the materials listed in Tab 15 – Village Services.

Police Department

Albion Residential met with the Chief of Police on January 26, 2016 to discuss the planned development. Albion Residential presented the preliminary site plan and floor plans for the Chief of Police. After reviewing and discussing site logistics, the proposed population count, and safety concerns, the Chief of Police expressed and agreed that the planned development would not have an adverse effect on the Village of Oak Park's Police Department.

Fire Department

Albion Residential met with the Fire Chief on January 26, 2016 to discuss the proposed planned development. Albion Residential presented the preliminary site plan and floor plans

for the Fire Chief. Albion Residential consulted the fire chief for preferences in configuring the fire command room so that it would exceed code requirements and functionally serve its purpose in the case of an emergency. After reviewing and discussing site logistics, the proposed population count, code requirements, and safety concerns, the Fire Chief expressed and agreed that the planned development would not have an adverse affect on the Village of Oak Park's Fire Department.

Public Works Department

Albion Residential met with the Village Engineer on 12/12/2016 to discuss services and utilities at the planned development site and the surrounding area. Several consultants were present including SpaceCo Inc. (Survey and Civil), Wolff Landscaping Architecture, The Lakota Group, and Thomas Engineering Group.

Albion Residential presented preliminary site plans, floor plans, surveys, and a preliminary engineering plan depicting current and proposed utilities, landscaping and streetscape improvements. Topics of conversation included the proposed Lake Street Streetscape Plan, stormwater retention, and site utilities.

Albion Residential has agreed to continue the proposed Lake Street Streetscape Plan along Forest Avenue and implement materials that are consistent within the downtown Oak Park streetscape plan. The proposed Greenway located between the planned development and the 1010 Lake Street office(building situated to the west) will also include similar streetscape components to the proposed Lake Street Plan.

Both Albion Residential, SpaceCo Inc., and the Village Engineer have been collaborating to ensure that adequate services and utilities are provided at the planned development site. The planned development site is not expected to have any adverse effect on village services and utilities surrounding the planned development.

Park District

Albion Residential has met with the Park District of Oak Park to discuss the planned development's potential impact on Austin Gardens Park. Albion Residential has continually expressed its commitment to sustaining the longevity and vitality of Austin Gardens Park. Albion Residential has proposed a long-term agreement to the Park District that would help repair and maintain Austin Gardens Park.

Albion Residential commissioned several impact studies including a shade impact study, solar study, and a wind study focused on obtaining the facts regarding the potential impact the planned development may have on Austin Gardens Park.

> **Shade Impact Study –** The Shade Impact Study was conducted by Natural-Path Urban Forestry Consultants, a well-distinguished professional with decades of experience working in the Village of Oak Park. The study focuses on shadow studies and tree

species located within Austin Gardens to determine the potential impacts by the planned development.

After diligent research, the consultant indicated several conclusions regarding the potential impact by the planned development stating:

- *"Approximately four to six hours of daily sunlight is required to meet most plant needs."*
- *"Based on the hourly measurements provided for each assessed day during the growing season months approximately 97% of Austin Gardens trees will receive nine hours or greater per day of direct sunlight during the growing season."*
- *"The natural woodlands on the north portion of the park will not be affected by potential shading from the proposed development."*
- *"If the proposed development were to occur, only eleven trees of the current may receive insufficient direct sunlight during the early part of the growing season. The eleven trees that may be affected by potential shade are mostly in fair or worse condition."*

Solar Study – The Solar Study was conducted by Cyclone Energy Group to evaluate the potential impact by the planned development on solar photovoltaic performance on the Austin Gardens Environmental Center. Cyclone Energy Group concluded that:

- "Vantage *reduces annual [PV renewable energy] generation by 11.25% and the future Albion building another 2.0%. However these reductions are in addition to the other existing buildings that shade the array, most notably the seven-story building directly south of the Environmental Center which significantly shades the array."*
- *"The Albion development will not have any impact to the existing LEED Platinum Certification by the USGBC."*

Table 1 - Anticipated impact on Austin Gardens solar PV from neighboring buildings

	Existing buildings only (excludes Vantage)	Existing buildings + Vantage	Existing buildings + Vantage & Albion
PV energy generation (kWh)	17,076	15,154	14,812
% decrease in energy generation		11.25%	13.26%

Wind Study – The Pedestrian Wind Assessment was conducted by RWDI to study the potential wind tunnel effects caused by both Vantage Oak Park and the planned development. Conclusions for the Pedestrian Wind Assessment state the following:
"The large northwest podium will reduce the impact of winds down washing off the tower."

"The tower setbacks on the east, south, and west sides are also positive in reducing the potential wind impact on sidewalks along Lake St and Forest Ave."

"With the proposed Albion Oak Park development in place, the Forest Ave sidewalks in front of the existing 21-story tower will be sheltered from the prevailing westerly winds, resulting in reduced wind activity."

"The proposed development will block the winds from the southerly directions from reaching the park"

"In general, the existing wind conditions will not be significantly altered by the proposed development."

School District

As stated in the comprehensive tax calculation, the planned development is expected generate approximately $500,000 in annual tax revenue that will benefit District 97 and District 200.

Albion's development strategy is focused on providing smaller sized units that are anticipated to attract very few families with school age children.

SB Friedman is conducting an independent review of the 1000 Lake Street planned development. The report will be submitted as soon as it is completed.

Oak Park

The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272

708.383.6400
Fax 708.383.6692
www.oak-park.us
village@oak-park.us

June 16, 2017

Andrew Yule
Albion Residential LLC
188 West Randolph Street – Suite 202
Chicago, IL 60601

Re: Village of Oak Park Water & Sewer Impact Letter for
Albion Oak Park Plan Development Application

Dear Mr. Yule:

The Engineering Division has reviewed the proposed Albion Oak Park Development for impacts to the Village's water distribution network and combined sewer system. The proposed development's building footprint, commercial and residential units, storm water management systems (green roof), and exterior improvements were input into the Village's hydraulic sewer model in order to analyze these impacts to the Village's combined sewer system. The Village's water distribution model indicates more than adequate capacity to provide domestic and fire service to the proposed development. Based on the results of the modeling of the proposed Albion development, the proposed development does not create any impacts to either the water distribution or sewer collection system. A detailed description of the impacts to the systems is included below.

The Village's consultant, MWH now part of Stantec, simulated the impacts to the Village's sewer system from the proposed development. The sewer model already accounts for the storm and sanitary sewage loading for the existing site which is virtually 100% impervious. The model was then used to simulate the proposed development as compared to the existing conditions. The proposed development is being required by the Village to utilize the two separate existing sewer mains on Forest Avenue which have different flow routing pathways in order to take advantage of available capacity in the sewer which ultimately flows east on Ontario Street. The proposed development also includes the current MWRD Watershed Management Ordinance requirements for storm water management and is utilizing a green roof to achieve these requirements. By utilizing the green roof and splitting the sewage flows to different Village sewers the proposed Albion development has net positive impacts on the Village's combined sewer system decreasing the hydraulic grade line of sewage by approximately 1"-2.5"at nearby manholes. A summary of the sewer simulation from MWH is attached for reference.

The Village's water distribution model indicates more than adequate capacity to provide domestic and fire service to the proposed development. A fire flow simulation from the model is attached for reference which indicates fire flow rates in the area of the development in excess of 3,500 gallons per minute which meets all requirements. Actual flow rates of fire hydrants at the site were previously conducted for the development on the east side of Forest which verified the model results that existing water distribution system has capacity to serve the new development.

Sincerely,

Bill McKenna, PE
Village Engineer

MWH now part of Stantec

MEMORANDUM

TO:	Bill McKenna, PE	DATE:	June 15, 2017
FROM:	Nicholas Stepina, PE	REFERENCE:	173440037(10508056)
SUBJECT:	1000 Lake Street Development Sewer Capacity Evaluation		

Objective

Albion Residential is submitting a plan development application to the Village of Oak Park for a proposed mixed used high-rise residential building. The development will be located at 1000 Lake Street, at the northwest corner of the Forest Avenue and Lake Street intersection. The purpose of this study is to predict the effect of flows from the new development on the combined sewer system and determine whether any upgrades are necessary to accommodate the new flows.

Approach

In the existing condition, combined flows including directly connected rooftop runoff were loaded to the 27-inch sewer on Forest Avenue as shown in Figure 1. In order to account for the separated loading shown in the preliminary engineering plan of the planned development application, the combined subcatchment OP0134B0 was split into two subcatchments loaded to different nodes as shown in Figure 2. Sanitary flows were added to the 27-inch sewer on Forest Avenue flowing north to Elizabeth Court and wet weather runoff was added to the 18-inch sewer on Forest Avenue flowing north to Ontario Street. To account for the green roof elements, pervious area within the storm catchment was increased approximately 3,200-ft^2.

Figure 1 – Existing Village combined system the vicinity of the 1000 Lake Street development.

Figure 2 – Proposed Village combined system in in the vicinity of the 1000 Lake Street development.

Simulation Results

To determine the effects of the development on the combined sewer system, maximum hydraulic grade line (HGL) elevations at several nodes in the surrounding system were recorded from a 10-year, 1-hour storm simulation of existing conditions with MWRD interceptors full. The existing condition results were then compared to a simulation of proposed conditions to assess any adverse impact on HGL elevations.

Simulation results including ground and peak HGL elevations at Result Nodes identified in Figures 1 and 2 are shown below in Table 1. In the existing condition, all flows from the 1000 Lake Street property are tributary to the relief sewer in Elizabeth Court. The re-direction of stormwater from the 27-inch to the 18-inch sewer makes use of existing capacity in Ontario Street, which creates slightly improved results compared to the existing condition.

Table 1 – Peak HGL elevations in Village combined sewer system near 1000 Lake Street during the 10-year, 1-hour design storm

Node ID	Ground Elev. (ft CCD)	Peak HGL Elevation (ft CCD)		Peak HGL Depth Below Ground (ft)	
		Existing	Proposed	Existing	Proposed
M0746	46.5	43.7	43.7	2.8	2.8
M2098	50.5	46.0	45.9	4.5	4.6
M2905	52.5	45.7	45.5	6.8	7.0
M3211	49.8	43.7	43.7	6.1	6.1

Conclusion

As shown above, simulation results suggest that the Village system has enough capacity to convey the proposed 1000 Lake Street development flows without creating an adverse condition during the design event of a 10-year, 1-hour storm.

Exhibit C - Max Day Fire Flows, All Pumping Stations On

ALBION
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January 26, 2017

Anthony L. Ambrose – Chief of Police
Village of Oak Park
123 Madison Street
Oak Park, Illinois 60302

RE: 1000 Lake Street Development – Impact on Village Services

Chief Ambrose,

Thank you for taking the time to meet with our team to discuss the proposed development at 1000 Lake Street. Pursuant to our meeting on January 26, 2017, you determined that the development will not have a negative impact on the Police Department. As discussed, please sign below that you agree the development will not have a negative impact on the Police Department.

Thank you for your time.

Sincerely,

Andrew J. Yule
Albion Residential
Vice President, Development

Anthony Ambrose

Anthony L. Ambrose
Chief of Police

ALBION
RESIDENTIAL

January 26, 2017

Thomas Ebsen – Fire Chief
Village of Oak Park
123 Madison Street
Oak Park, Illinois 60302

RE: 1000 Lake Street Development – Impact on Village Services

Chief Ebsen,

Thank you for taking the time to meet with our team to discuss the proposed development at 1000 Lake Street. Pursuant to our meeting on January 26, 2017, you determined that the development will not have a negative impact on the Fire Department. As discussed, please sign below that you agree the development will not have a negative impact on the Fire Department.

Thank you for your time.

Sincerely,

Andrew J. Yule
Albion Residential
Vice President, Development

Thomas Ebsen
Fire Chief

ATTN: Joseph Caucas,
188 W Randolph, Suite #202, Chicago, IL 60601

Dear Joseph,

Thank you for discussing your building and allowing Waste Management the opportunity to provide a recommendation for service of off the building blueprints. We propose the following services based off your space and trash room configuration at 1000 Lake St. Please note the frequency for service can change depending on the generation of trash and recycling.

Solid Waste Service:
-1 apartment style compactor with 2 x 2 yard compactor boxes serviced between 2-6 days a week
-2 x 2 yard Trash containers serviced between 2-6 days a week

Recycling Service:
-1 apartment style compactor with 2 x 2 yard compactor boxes serviced between 2-6 days a week.

In order to perform the recommended services, the trash and recycling truck will be heading east of the alley after servicing the customer to the west. Once we would enter onto Forest Lane, we would back into the building to service both trash and recycling. (Using two separate trucks.) Once the containers on site are serviced, we would pull out of the building heading south on Forest Lane. After arriving to Lake Street, we would head East.

If you decide to use Waste Management, you will:

- Have me as your one point of contact for all of your needs.
- Have the largest fleet of trucks available to service your location. We have transfer stations close by and service many locations in your area that will help service response times should you need a special pick up.
- Have GPS installed in all of our trucks. Your location will benefit in the response time as we can locate the closest truck in the area to service your location.
- Feel peace of mind as all of our trucks are equipped with driver cameras to make sure our drivers are safe and alert while servicing your location.
- Have our drivers be able to provide feedback to make sure the services at your location are "right sized" and reduce service levels if necessary.

Please let me know if you have any questions or would like to discuss further,

ALBION
RESIDENTIAL

March 3, 2017

RE: 1000 Lake Street Development – Garbage Disposal

On February 28, 2017 Albion Residential met with Adam J. Pietraszewski from Waste Management to discuss the garbage & recycling pick-up plan as well as the proposed route for the garbage truck.

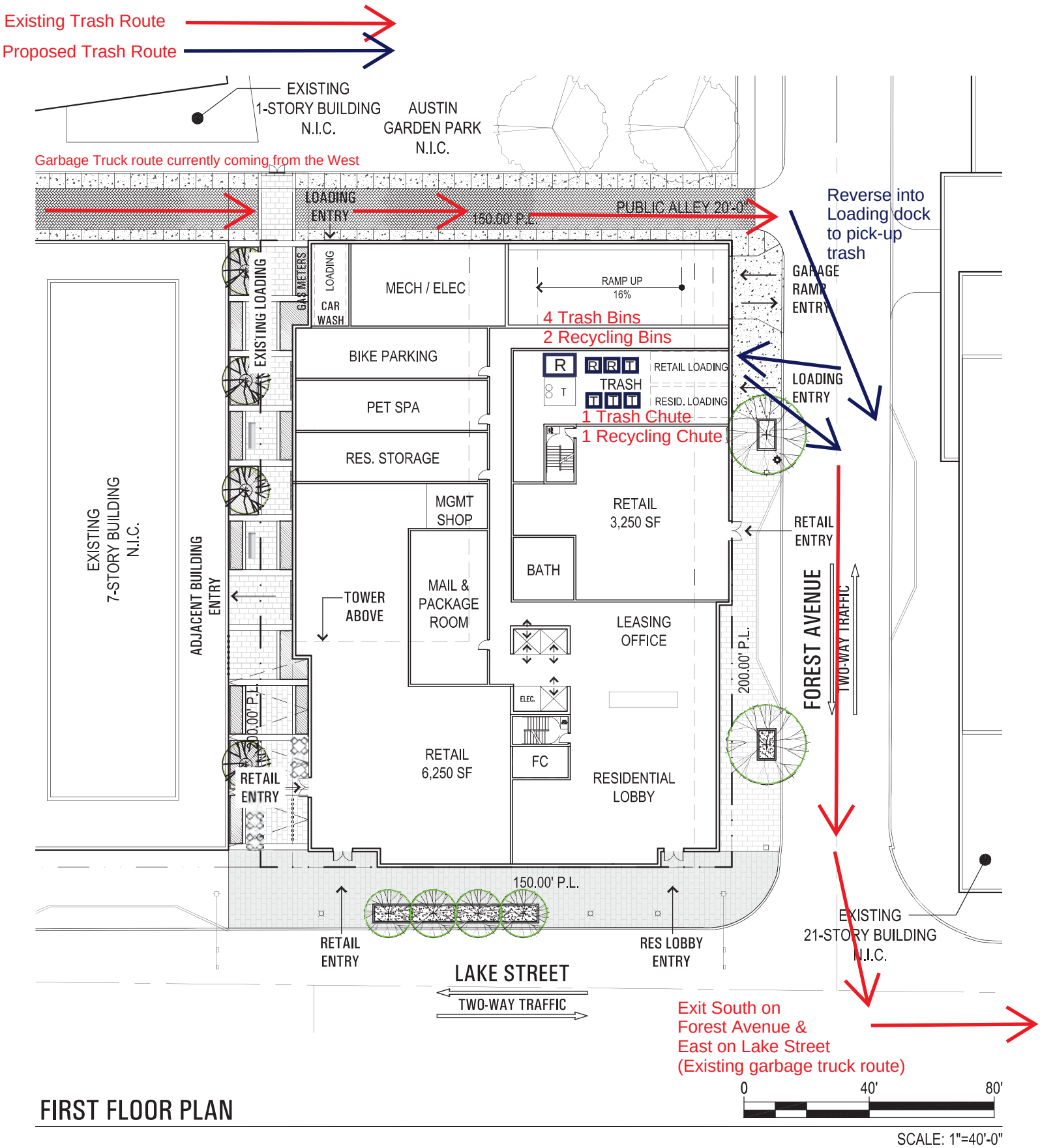
Waste Management's current pick-up route has the garbage truck entering the public alley located to the north of the planned development off Marion Street. The truck then continues to travel west to east down the alley until it arrives at Forest Street.

The proposed garbage pick-up plan for the planned development will have the garbage truck continue down the alley heading east until the truck gets to Forest Avenue. The truck will then turn right heading south on Forest Avenue and reverse into the loading dock located on the eastern side of the planned development. After the garbage pick-up is complete the truck will then pull out of the loading dock and head south on Forest Avenue. The garbage truck will then turn left and continue heading east on Lake Street.

Per Waste Management's recommendation, the planned development will include the following items listed below:

- (1) Trash Chute
- (1) Recycling Chute
- (1) Trash Compactor
- (1) Recycling Compactor
- (4) 2-yard trash containers for bulk items located in trash room
- (2) 2-yard recycling containers for bulk items located in trash room
- The trash room will be at grade and accessible from Forest Avenue

188 WEST RANDOLPH SUITE 202 CHICAGO, IL 60601
ALBION-RESIDENTIAL.COM



FIRST FLOOR PLAN

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
222 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

ALBION RESIDENTIAL

1000 Lake Street

Oak Park, IL

03-03-2017

N

An Assessment of the Impact of Shading from a Proposed Development, at 1000 Lake Street, Oak Park, Illinois on Vegetation in Austin Gardens Park

Prepared for:

Mr. Andrew Yule
Albion Properties
188 West Randolph, Suite 202
Chicago, Illinois 60601

Prepared by:

Mark Duntemann
Natural Path Urban Forestry Consultants
P O Box 1753
Oak Park, Illinois 60304
773.699.7284
naturalpathforestry@gmail.com

March 1, 2017

1. ASSIGNMENT

I was retained by Albion Properties to assess the impact of shading from a proposed development at 1000 Lake Street, Oak Park Illinois to vegetation in Austin Gardens Park. I relied upon my education, training, experience, shade analysis data, site visit, and a range of technical documents in formulating my opinions. The following narrative describes my background, observations, analysis and conclusions.

2. BACKGROUND

I am the owner of Natural Urban Forestry Consultants, a company that originated in Oak Park, Illinois in 1988. The company provides urban forestry management services to communities on four continents (North and South America, Europe, and Asia). The primary services available focus on system-level policies for government agencies, staff training, tree risk assessments, tree preservation, tree valuation and expert witness testimony in tree-related fatality and injury cases.

I am an International Society of Arboriculture (ISA) Board-Certified Master Arborist (RM-131BM). I have my ISA tree risk assessment qualification (TRAQ), tree assessment certification from the United Kingdom-based Arboricultural Association, and I am an ISA instructor for the TRAQ course. In Illinois, I served as President of the Illinois Arborist Association and was the Governor-appointed chair of the Urban Needs Task Group for the Illinois Council on Forestry Development. I am currently the ISA representative to the seven-member, Council of Tree and Landscape Appraisers (CTLA). The Council is currently tasked with writing the 10th edition of the plant appraisal guide.

I received my Bachelors of Science in Forestry from the University of Montana-Missoula and my Masters of Science in Urban Forestry from the University of Wisconsin-Madison. My masters' thesis was "Woodland Restoration of Pembrook Woods", which focused on a site managed by the Gurnee Park District. In cooperation with staff from the Chicago Botanic Garden, I developed a natural area restoration plan in 1995 for Florsheim Park in Lincolnshire and was instrumental in obtaining Land and Water Conservation (LAWCON) funds from the State of Illinois to initiate the restoration plan. The project also achieved state nature preserve status for the Park.

In 2013, Natural Path conducted an assessment and mapping of remnant, large-diameter oaks on public and private property in Oak Park. These trees were correlated to the original 1834 township survey map drafted from 1821 surveyor field notes. This civic engagement project culminated in an evening salon event with the tree owners, both public and private, at the Park District of Oak Park's Cheney Mansion. The event was intended to inform stakeholders of the cultural and ecologic significance of these remnant trees as well as the steward role each property owner had in managing this dwindling population.

3. OBSERVATIONS

As part of the assessment project, a site visit to Austin Gardens was conducted on February 28th, 2017. The purpose of the visit was to provide an understanding of species distribution, size and condition and to obtain an understanding of general locations of vegetation and infrastructure throughout the Park. The outside dimensions of the Park were measured to be approximately 430 feet (north/south) and 420 feet (east/west), which defines an area of about four acres. A fence borders the Park. There were three entrances on the east fence line, along Forest Avenue. One entrance is located at the northeast corner of the Park, at the intersection of Forest and Ontario. One final entrance can be found along the north fence line, along Ontario, at the northwest corner of the Park.

Based on a review of the shade analysis data I was provided and the varied landscape composition in the Park, I separated the Park into three distinct areas for analysis (south, central and north). Each area comprised approximately one/third of the Park. Each third being oriented on an east/west axis. The following narrative summarizes the tree information found in each of the three areas.

South Area – The south portion of the Park is a mix of urban landscape trees ranging in condition from good to poor. The species comprise eastern white pine, Norway maple, red oak, sugar maple, Siberian elm, sycamore, yellowwood, honeylocust and katsuratree. All would be considered non-native to the woodland found in the north portion of the park. Some, such as Norway maple are considered invasive in Illinois. The species diversity is very good. Several species, such as the yellowwood and katsuratree are represented by a singular tree. The Siberian elms, and possibly the silver maple, are more than likely present because of self-seeding.

The fair to poor condition rating of several trees in this area are directly related to overcrowding and the diverse growth habits associated with the diversity. One Norway maple in the southeast corner of the Park has a significant cavity in the trunk. Because of the extent of the decay in this tree, its condition rating is poor. Based on an early review of the shade images provided to me, eleven trees in the southeast corner of the Park have the most shade projected on to them during the growing season from the proposed Albion development. These trees include eight white pine in fair condition and three Norway maple ranging from good to poor.

Central Area – The central area of the Park contains a mix of dense plantings at both the east and west portions of the Park and an area of turf in the center. The dominant species range from weeping willow, red oak, shagbark hickory, bur oak, American elm, silver maple, Norway maple, redbud and hackberry. In the center of this section, four large bur oaks dominate the landscape. The condition of these four trees range from

good to excellent.

North Area – The approximate north third of Austin Gardens comprises an enclosed woodland. The species found in this area include bur oak, swamp white oak, hackberry, black cherry, black locust, American elm, mulberry, hawthorns, and dogwoods. The dominant oaks in this section are swamp white oak and, to a lesser extent, bur oak. These trees are in good condition. The site is maintained as a wildflower and natural area. On past visits, Jack in the Pulpit and Red Trillium were observed.

The large overstory oaks in the north and central sections of the Park are consistent with a closed canopy wet mesic upland woodland that dominated the area prior to European settlement. The presence of invasive and non-native species have degraded the natural area.

Image 1, on the following page, identifies fifteen of the dominant trees in the Park and their relative location using a conceptual drawing from the Park District of Oak Park's website.

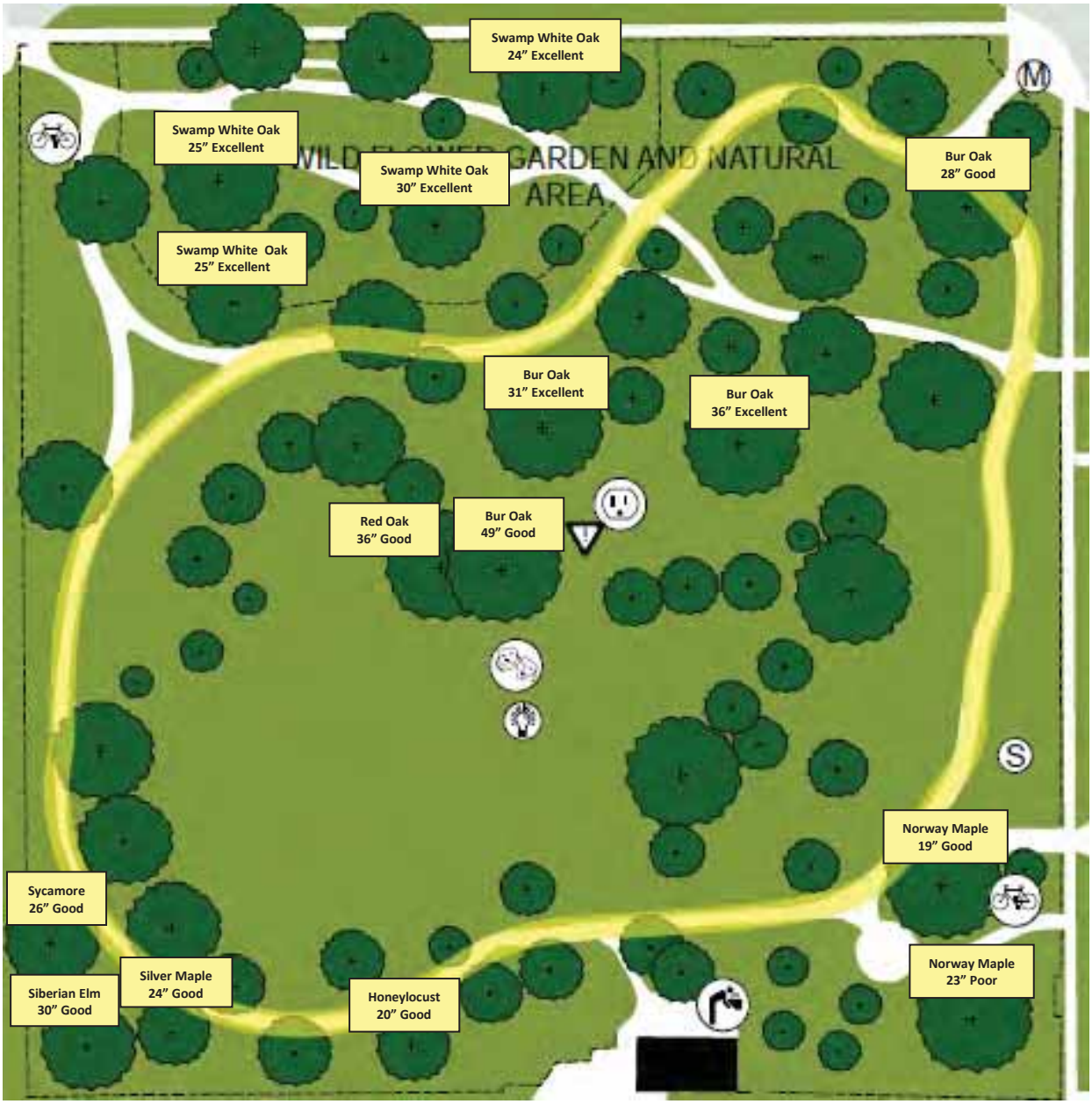


Image 1 – Location of Dominant Trees in Austin Gardens

4. DISCUSSION

A discussion on three topics germane to this assessment are necessary prior to providing assessment opinions. These topics include: shade projection, sun orientation and tolerances.

Shade Projection

Several shade projection applications exist commercially or online. One of the most common projection tools used is found within the Google SketchUp© application. Regardless of the application, when projecting outdoor shade footprints of an object over time, several variables are required. These include the longitude and latitude of the object whose shade is being projected, time zone, the time frame of interest, the dimensions of the object, and the viewer's visual perspective. Whether a point on the ground is within the shade envelope of the object at any one time is determined by these variables and the position of the sun over the horizon and in relation to the subject object within the time frame of interest.

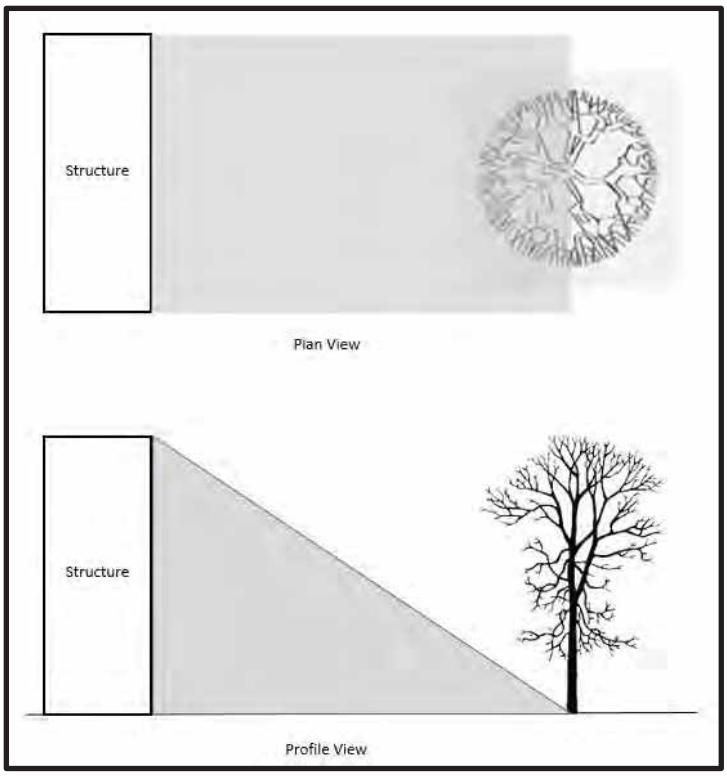


Image 2 – Plan and Profile View of a Shadow Projection

One important issue in interpreting shade diagrams is understanding how the images are being viewed. For example, the shading tool found within SketchUp© allows the shadow of a three-dimensional building to be displayed in two dimension. When viewed from directly above the structure being analyzed, the shadow created is based on data from an object that has a three-dimensional form. In plan view, the trees are displayed in two dimension. In plan view, a shadow that encompasses half of the tree, as in the top of the **Image 2**, appears to envelop half of the tree's canopy. This would be a false conclusion. In profile view, **see Image 2**, one can see that the shadow in the top of the image has only reached the base of the tree, thus not affecting the crown. To envelop the tree's crown in complete shade, the shadow would have to extend well beyond the tree. How far the shadow must extend past the tree is a function of the sun's position in the sky and the proximity of the tree to the structure casting the shadow. In the Image 2 example, for the crown to totally shade the tree, the shadow would have to extend past the tree for a linear distance equal to the height of the tree.

Sun Orientation

In the northern hemisphere as the days migrate from the winter equinox to the summer solstice, the sun rises earlier in the day, from the east and sets later in the day to the west. Because of the changing orientation of the earth to the sun over this period, from a fixed observation point the sun rises and sets at a slightly different position each day. Additionally, this changing orientation positions the sun on each subsequent day at a higher elevation above the horizon, reaching its zenith on the summer solstice. As mentioned in the previous discussion, this changing orientation, the dimensions of the objects being studied, its latitude and longitude, date, time and the orientation of where observations are made affect the area and interpretation in which a shadow is cast. Because the planet rotates, azimuth and elevation numbers for the sun are constantly changing with time and with the observer's location on earth.

Images 3 through 6 display three sun-related pieces of information for four days during the growing season (March 20, April, 20, May 20, and June 20th). The observations discussed here are from a fixed point at the center of the south property line of Austin Gardens Park. The green line identifies the position of the sun at sunrise in relation to this fixed point. The red line identifies the position of the sun at sunset in relation to the fixed point. Finally, the yellow line identifies the position of the sun in relation to the fixed point at the sun's zenith on that particular day. These images provide some perspective on why the direction of shade occurs as they do on these days.

As the spring transitions into summer, the sun rises and sets further "north" of the Park, resulting in progressive morning and progressive evening shadows that are oriented away from the Park from structures on the south side of the Park. Over this same time period, the arc of the sun reaches a higher elevation in the sky over the fixed point. Approaching the summer solstice a progressively smaller shade footprint is realized.

Image 3 – Sunrise/Sunset Position March 20th

Image 4 – Sunrise/Sunset Position April 20th

Image 5 – Sunrise/Sunset Position May 20th

Image 6 – Sunrise/Sunset Position June 20th

Table 1 delineates the azimuth and elevation of the sun at solar noon from a fixed ground point in Austin Gardens Park for the assessed days.

Table 1 – Solar Noon, Azimuth and Elevation of the Sun			
Date	**Solar Noon**	**Azimuth**	**Elevation**
March 20th, 2017	11:58:31	180.00 º	48.25 º
April 20th, 2017	11:50:01	180.00 º	59.88 º
May 20th, 2017	11:47:46	180.00 º	68.24 º
June 20th, 2017	11:52:53	180.00 º	71.55 º
July 20th, 2017	11:57:37	180.01 º	68.63 º
August 20th, 2017	11:54:29	180.00 º	60.32 º
September 20th, 2017	11:44:30	180.00 º	48.94 º

Tolerance

When the topic is trees, the term tolerance, refers to a tree's ability to compete for resources. This certainly includes competition for light, but also includes competition for nutrients, water, aerial space and root space. Tolerance levels are assigned to a species based on a narrative spectrum ranging from very tolerant to very intolerant, with tolerant, intermediate and intolerant between the two extremes. Species tolerances play a large role in the succession of species on a site over time in a natural setting. Very intolerant species initially establish themselves on a site and progressing through successive stages to one dominated by tolerant species.

The tolerance levels for several of the species that can or could be found at Austin Gardens are:

Very Tolerant	
Hemlock, Eastern	*Tsuga canadensis*
Tolerant	
Linden, American	*Tilia americana*
Maple, Norway	*Acer platanoides*
Maple, Silver	*Acer sacharinum*
Intermediate	
Elm, American	*Ulmus americana*
Hackberry	*Celtis occidentalis*
Hornbeam	*Carpinus caroliniana*
Oak, Bur	*Quercus macrocarpa*
Oak, Red	*Quercus rubra*
Oak, Swamp White Oak	*Quercus bicolor*
Pine, Eastern White	*Pinus strobus*
Sycamore	*Platanus occidentalis*
Intolerant	
Cherry, Black	*Prunus serotina*
Honeylocust	*Gleditsia triacanthos*
Hophornbeam	*Ostrya virginiana*

It is generally understood that during the growing season, plants that are intolerant require full sun for at least six hours daily. Plants that require partial shade or partial sun, considered intermediate, should have between four and six hours direct sunlight daily. These are general guidelines; individual species tolerances will affect needs.

5. ANALYSIS

To provide an assessment of the potential shade impact from the proposed Albion Development, I was provided a range of files created by Hartshorne Plunkard Architecture (HPA) using the SketchUp software application. The files initially consisted of MP4 animation that displayed the continuous shade projections from sunup to sunset for the 20th of each month starting from March through September. I requested and obtained from HPA image captures of the shade projections for the top of the hour from sunrise to sunset for each of the seven months assessed. **Attachment 1** presents these image captures in chronological order.

Table 2 presents the sunrise and sunset times for each of the assessed days and the approximate number of hours of potential sunlight available on each of the days (rounded to the nearest hour). As one would expect, the amount of available sunlight increases as the months' progress toward summer solstice and diminishes afterwards.

Table 2 – Sunrise and Sunset Times for Select Days

Date	Sunrise (A.M.)	Sunset (P.M.)	Approximate Hours of Daylight
March 20th	6:55	7:03	12
April 20th	6:03	7:37	14
May 20th	5:27	8:09	15
June 20th	5:16	8:30	15
July 20th	5:33	8:22	15
August 20th	6:04	7:45	14
September 20th	6:36	6:53	12

Because of the dimensions and configurations of the fixed structure (existing and proposed) and the increasingly higher elevation the sun achieves during the subject months, and the position of the sun at sunup and sunset, shade placement in the Park is varied in its duration and location. To assess the potential impact of the proposed Albion Development on vegetation in the Park, six fixed points were identified in the Park from which an analysis could occur. The six points were assigned as a function of potential shading. Points 1 and 2 were assigned in the southwest and southeast corners of the Park respectively. These were selected because they identify areas of the Park that appear to be the most affected by structures to the south, including the proposed Albion Development. Points 3, 4 and 5 were assigned on a west/east axis in the center of the Park. These sites were selected because shade impact from structures to the south during the growing season were the most ambiguous. Finally Point 6 was selected in the center of the woodland area to identify any potential impact to the native trees that dominate this area. **Image 7**, on the following page, displays the points described above. The conceptual drawing of the Park used by HPA in SketchUp© was used to provide easy visual analysis.

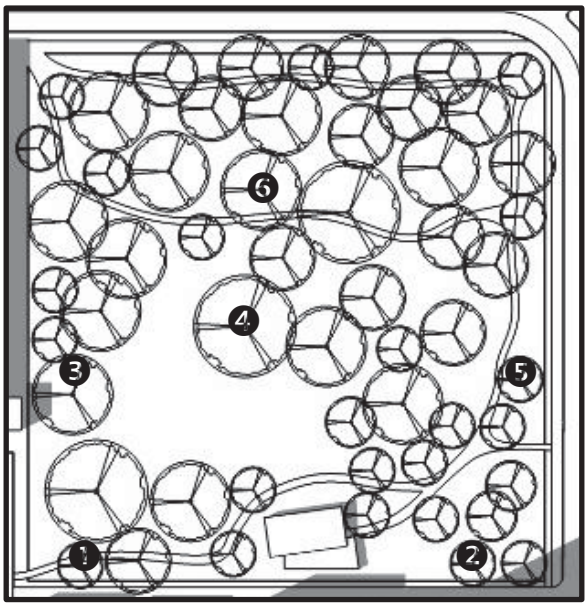


Image 7 – Assessment Point Locations

Table 3 provides the approximate number of non-shaded hours at the seven fixed points delineated in **Image 7** above.

Table 2 – Number of Approximate Non-Shaded Hours at Fixed Points in Austin Gardens Parks

	March 20	April 20	May 20	June 20	July 20	August 20	September 20
Approximate Daylight Hours	12	14	15	15	15	14	12
Fixed Points							
1	11	10	14	15	15	14	10
2	2	3	8	9	11	7	5
3	7	8	9	11	11	9	9
4	9	10	13	13	13	11	10
5	11	11	13	14	14	12	12
6	10	10	12	13	13	11	10

The following narratives discusses shade impacts for the seven assessed days.

March 20th, 2017

The south third of the Park is cast in shade from early morning sun affecting two of the fixed assessment points (1&2). This shade is caused by a combination of the structures to the south. The Vantage building provides all the shade in the southeast corner of the Park. The proposed Albion structure and the building to the west contribute overlapping shade in the southwest corner of the Park. By 10:00 the southwest corner of the Park is in full sunlight and remains so for the rest of the day. By noon, with the sun near its apex, only the east half of the southeast corner of the park is in shade, approximately 8%. By 3:00 P.M., shading from the Albion structure is not observable in the Park. By 4:00 P.M., The Sanctuary building at 1033 Ontario begins to shade the woodland, gradually affecting fixed assessment point 3, 4 and 6. Shade from The Sanctuary completely envelops the woodland area by sundown. On March 20th, the proposed Albion Development was projected to have no shade effect on approximately 80% of the Park over the course of the day. The effect on the remaining 20% is not homogenous, but intermittent at different times in the day.

Of the seven months analyzed, available direct sunlight in March has the least impact on the vegetation in the Park. At this point in the season, average daily night and day air temperatures increase over the month which causes trees to migrate from dormancy to physiological activity. These activities are focused on root elongation and early wood development. Later in the month bud swell may occur.

April 20th, 2017

As the days advance toward the summer solstice, the sun appears higher on the horizon earlier in the day. The early morning shade lengths in the Park, compared to the previous month, are nearly reduced by half. Shade from early morning sun affects two of the fixed assessment points (1&2). This shade is caused by a combination of the structures to the south. The Vantage building provides all the shade in the southeast corner. The proposed Albion structure and the building to the west contribute to the shading in the southwest corner of the Park. By 9:00 the southwest corner of the Park is almost in full sunlight and remains so for the rest of the day. By 3:00 P.M., shading from the Albion structure is not observable in the Park. By 4:00 P.M., The Sanctuary begins to shade the woodland found in the north section of the Park, gradually affecting fixed assessment point 3, 4 and 6. Shade from The Sanctuary completely envelops the woodland area by sundown. On April 20th, the proposed Albion Development was projected to have no shade effect on approximately 90% of the Park over the course of the day. The effect on the remaining 10% is not homogenous, but intermittent at different times in the day.

The two factors that most directly affect the timing of leaf out is increasing temperatures and length of daylight hours. For the Oak Park area, April is the month in which bud break typically occurs. Leaves after bud break are in a juvenile size for a week or two. Certain species, such as poplar, etc., break bud earlier than other species. Oaks, ash, hickory tend to break bud later. April is the month where stem elongation initially occurs followed by leave maturation.

May 20th, 2017

The sun's elevation in the sky in relation to the structures to the south of the Park by this date has a significant impact on reduced shade in the Park. The southwest corner of the Park experiences no shade for the duration of the day. Approximately 2 to 5% of the southeast corner of the Park has intermittent shading from 9:00 A.M. to 2:00 P.M. By 2:00 P.M., shading from the Albion structure is not observable in the Park. By 3:00 P.M., The Sanctuary begins to shade the woodland found in the north section of the park, gradually affecting fixed assessment point 3, 4 and 6. Shade from The Sanctuary completely envelops the woodland area by sundown. On May 20th, the proposed Albion structure was projected to have no shade effect on approximately 95% of the Park over the course of the day. The effect on the remaining 5% is not homogenous, but intermittent at different times in the day.

During May, stem elongation is diminishing and leaves of most of the species that can be found in Austen Gardens are achieving their mature size.

June 20th, 2017

The sun's elevation has reached its zenith. The southwest corner of the Park experiences no shade for the duration of the day. Approximately 2 to 5% of the southeast corner of the Park has intermittent shading from 10:00 A.M. to 2:00 P.M. The Vantage building does have some earlier shading in the Park. By 2:00 P.M., shading from the Albion structure is not observable in the Park. By 3:00 P.M., The Sanctuary begins to shade the woodland found in the north section of the park, gradually affecting fixed assessment point 3, 4 and 6. Shade from The Sanctuary completely envelops the woodland area by sundown. On June 20th, the proposed Albion structure was projected to have no shade effect on approximately 97% of the Park over the course of the day. The effect on the remaining 3% is not homogenous, but intermittent at different times in the day.

During June, stem length and leave size have reached their maximum size.

July 20th, 2017

The day length is beginning to slowly shorten and the sun's maximum elevation at solar noon begins to diminish. The southwest corner of the Park experiences no shade for the duration of the day. Approximately 5% of the southeast corner of the Park has intermittent shading from 8:00 A.M. to 2:00 P.M. The first two hours of shade are provided from the Vantage building. By 2:00 P.M., shading from the Albion structure is not observable in the Park. By 4:00 P.M., The Sanctuary begins to shade the woodland found in the north section of the park, gradually affecting fixed assessment point 3, 4 and 6. Shade from The Sanctuary completely envelops the woodland area by sundown. On July 20th, the proposed Albion structure was projected to have no shade effect on approximately 95% of the Park over the course of the day. The effect on the remaining 5% is not homogenous, but intermittent at different times in the day.

During July, depending on tree health, leaves are fully functioning in their photosynthetic processes.

August 20th, 2017

The day length is beginning to slowly shorten and the sun's maximum elevation at solar noon begins to diminish. The southwest corner of the Park experiences some shade until 9:00 A.M. and then experiences direct sunlight for the duration of the day. Approximately 10% of the of the Park has intermittent shading from 8:00 A.M. to 3:00 P.M. By 3:00 P.M., shading from the proposed Albion Property is not observable in the Park. By 4:00 P.M., The Sanctuary begins to shade the woodland found in the north section of the park, gradually affecting fixed assessment point 3, 4 and 6. Shade from The Sanctuary completely envelops the woodland area by sundown. On August 20th, the proposed Albion structure is projected to have no shade effect on approximately 90% of the Park over the course of the day. The effect on the remaining 10% is not homogenous, but intermittent at different times in the day.

During August, depending on tree health, leaves are fully functioning in their photosynthetic processes. Because of hot and drier weather, most deciduous species will shut down some physiological activities to conserve energy.

September 20th, 2017

The day length is shortening and the sun's maximum elevation at solar noon diminishes. The southwest corner of the Park experiences some shade until 10:00 A.M. and then experiences direct sunlight for the duration of the day. Approximately 30% of the Park has intermittent shading from 8:00 A.M. to 3:00 P.M. By 3:00 P.M., shading from the proposed Albion Property is not observable in the Park. By 3:00 P.M., The Sanctuary begins to shade the woodland found in the north section of the park, gradually affecting fixed assessment point 3, 4 and 6. Shade from The Sanctuary completely envelops the woodland area by sundown. On September 20th, the proposed Albion structure is projected to have no shade effect on approximately 80% of the Park over the course of the day. The effect on the remaining 20% is not homogenous, but intermittent at different times in the day.

During September, photosynthetic activity begins to diminish as plants prepare for winter dormancy. Leaves begin to lose chlorophyll and abscission layers modify preparing leaves to drop from the tree.

6. CONCLUSIONS

Based on the data presented in the HPK shade projection images, the dynamic movement of shading on the site during the growing season, visual assessments in the field, and literature citations on species tolerances, the proposed Albion Residential project will not adversely affect the Austin Garden plant system. This opinion is based on the following:

A. The natural woodlands on the north portion of the park will not be affected by potential shading from the proposed development.

1). No shade footprint from any structures, current or proposed, south or southeast of Austin Gardens Park affects the remnant natural woodland during the critical months of the growing season. An existing building, The Sanctuary (1033 Ontario), which was built in 1926, does shade the woodland in the late afternoon every day during the growing season.

2). The overstory of the woodland in the wet mesic upland site is dominated by tree species that are considered intermediate shade tolerant. Conservative estimates suggest that these require approximately four to six hours of sunlight a day. The woodland receives between eleven and fourteen hours of sunlight over the duration of the growing season.

3). The understory forbs associated with an oak-hickory wet mesic upland forest site are typically considered shade tolerant.

B. If the proposed development were to occur, only 11 trees of the current may receive insufficient direct sunlight during the early part of the growing season.

1) The shade footprint projected on an open site from adjacent structures is very dynamic. The presence of shade at any one moment at a fixed location changes dramatically from one hour to the next.

2) Approximately four to six hours of daily sunlight is required to meet most plant needs. Data from the shadow study was used to analyze light exposure for one day per month (i.e., mid-March through September). Based on the hourly measurements provided for each assessed day during the growing season months approximately 97% of Austin Gardens trees will receive nine hours or greater hours per day of direct sunlight during the growing season.

C. The eleven trees that may be affected by potential shade are mostly in fair or worse condition.

1) The eleven trees in the far southeast corner of the Park will receive direct sunlight that ranges from two to eleven hours daily, depending on the month. The two hours identified are associated with March, which is a less critical month for plants receiving direct sunlight. These trees are in fair or worse condition due to current and past conditions, including poor spacing, site disturbance, and suppression from adjacent plantings. Based on earlier site visits and observations, the declining condition of these trees predated the Vantage development.

2) The one tree in good condition, a Norway maple, is considered shade tolerant.

7. SOURCES

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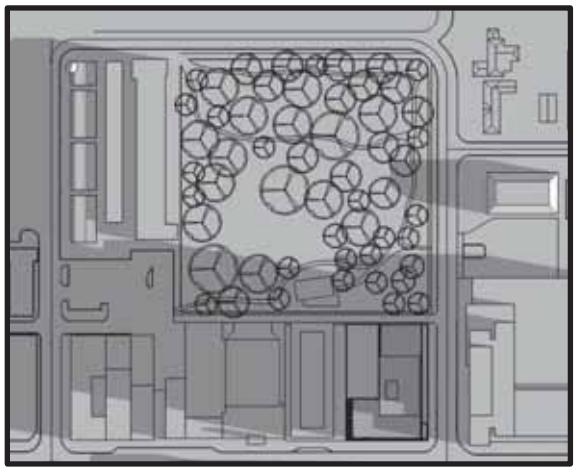
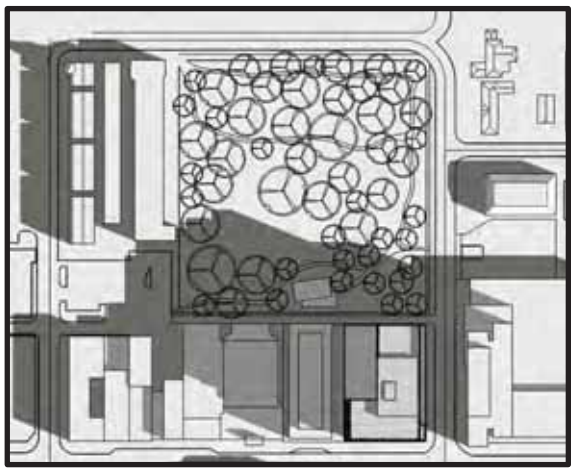
March 20th (6:55 A.M. sunrise to 7:03 P.M. sunset)

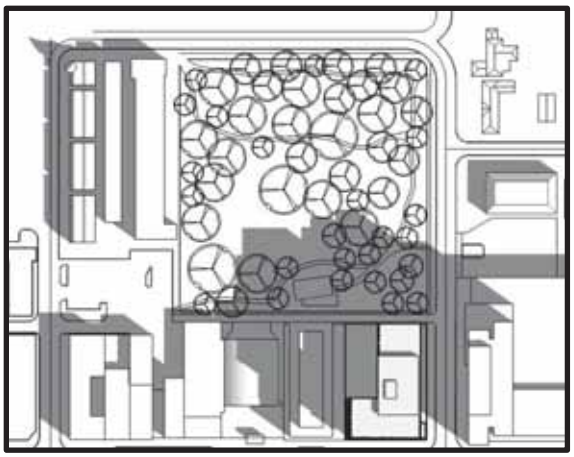
6:55 A.M. (Sunrise)



8:00 A.M.



9:00 A.M.



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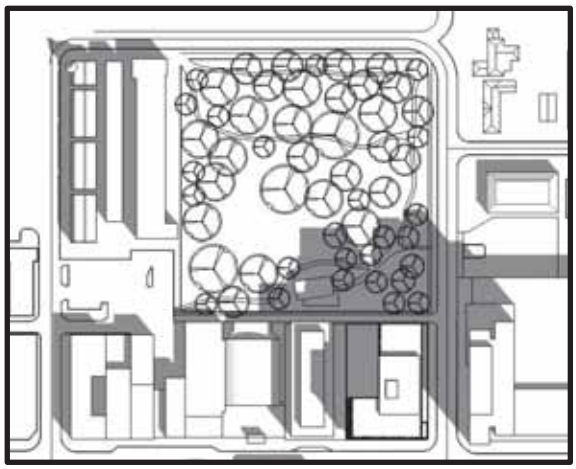

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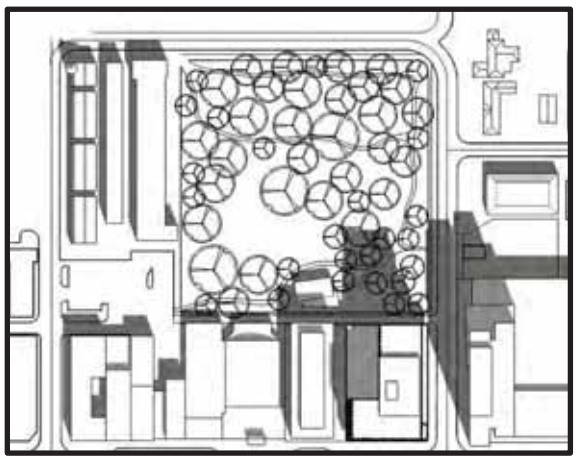

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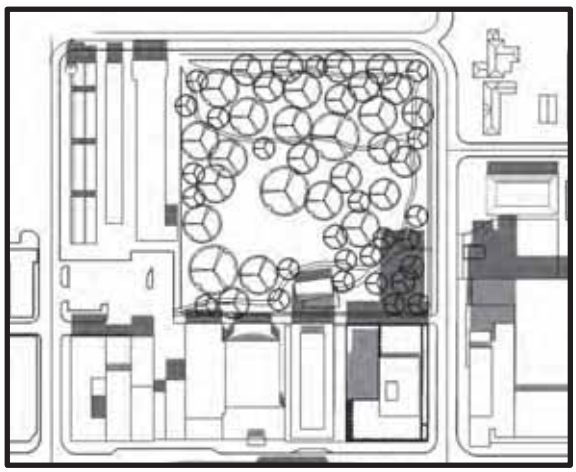
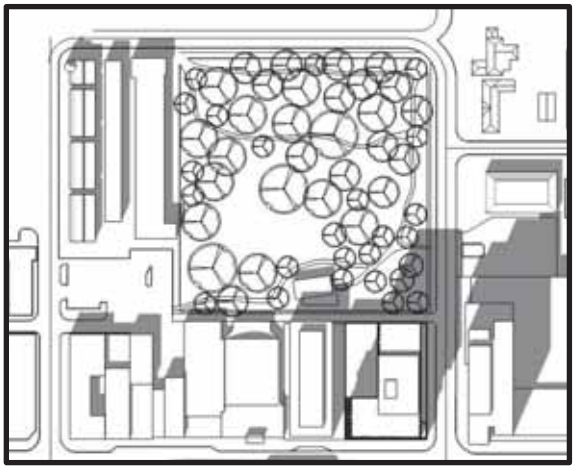


March 20th (6:55 A.M. sunrise to 7:03 P.M. sunset)

1:00 P.M



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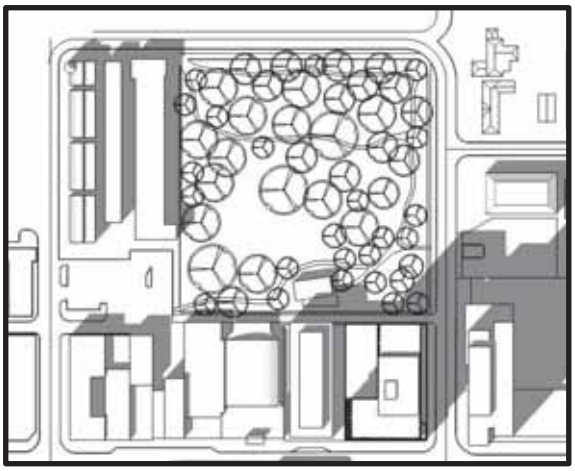

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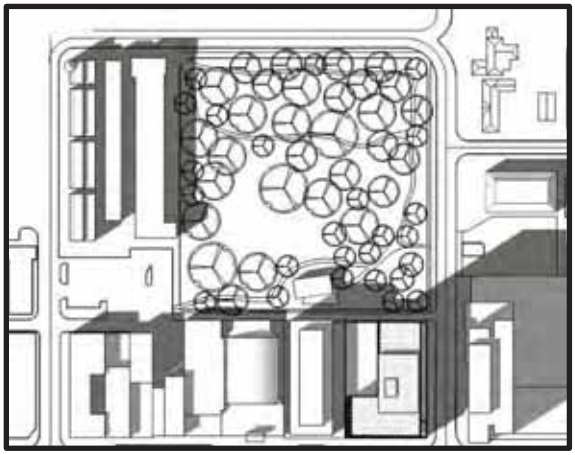
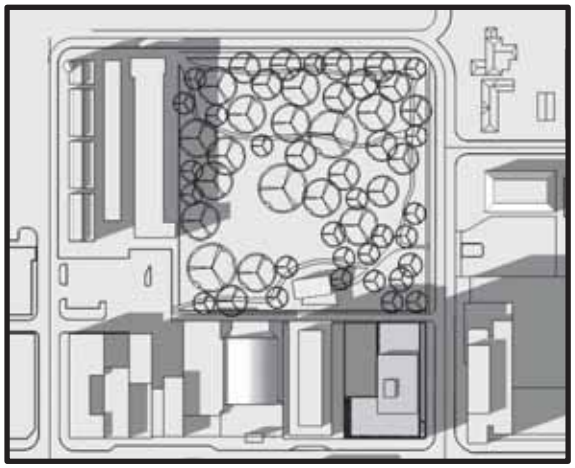
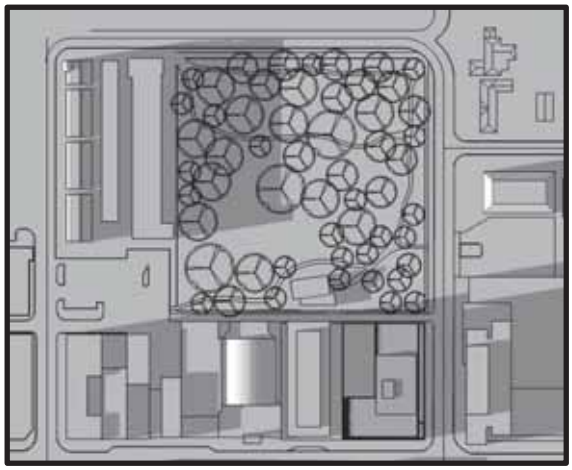


4:00 P.M.

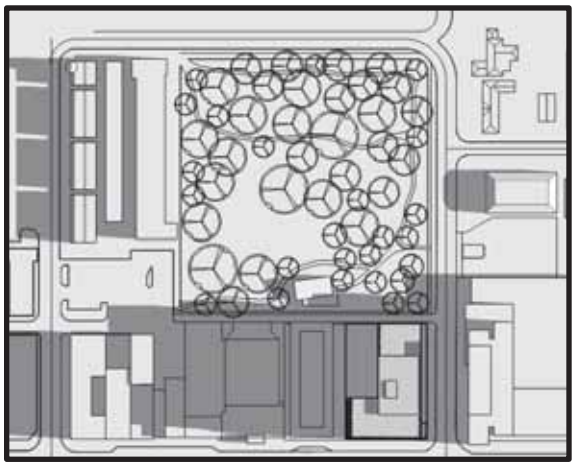


5:00 P.M.

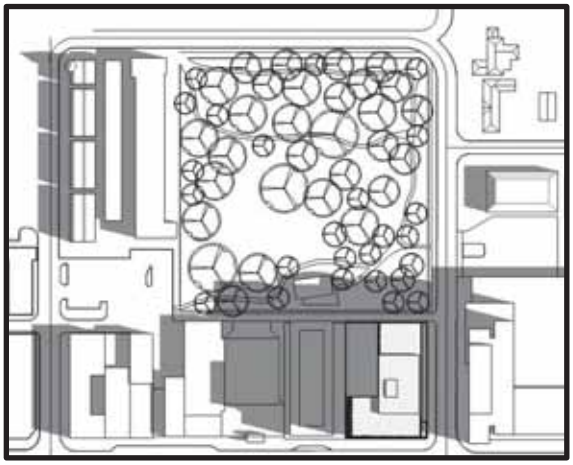


April 20th (6:03 A.M. sunrise to 7:37 P.M. sunset)

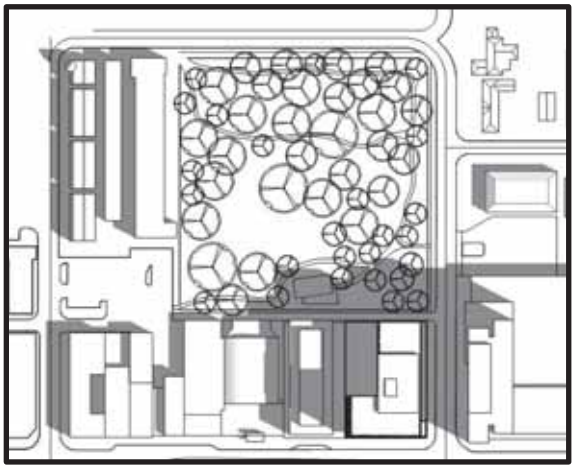
7:00 A.M



8:00 A.M



9:00 A.M.



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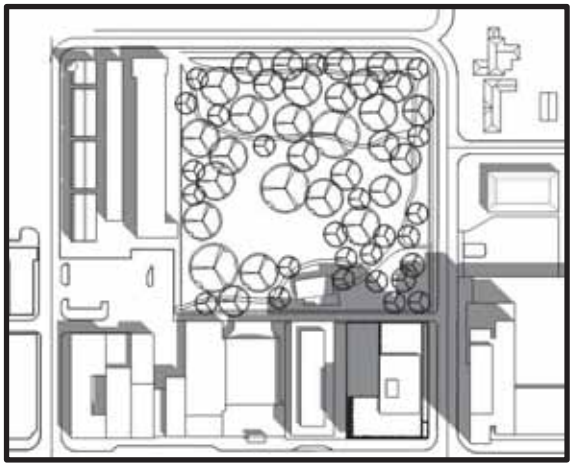

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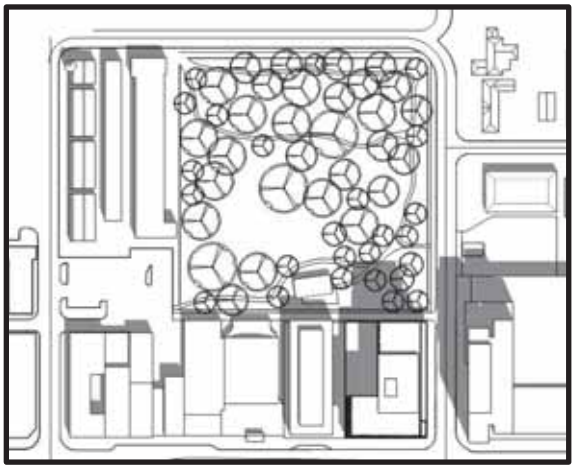

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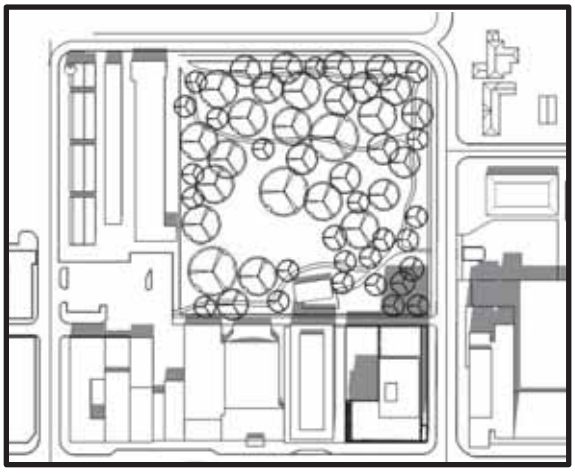
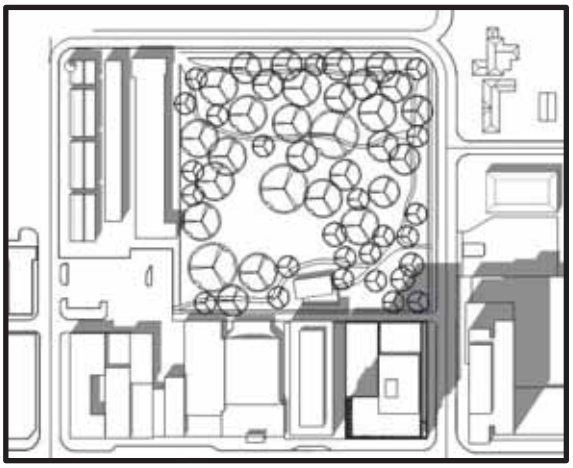
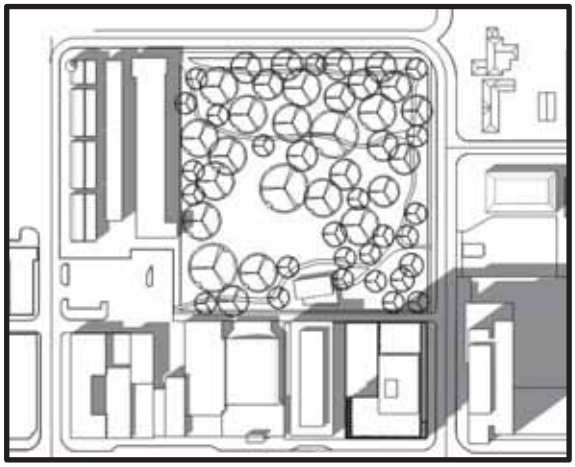


April 20th (6:03 A.M. sunrise to 7:37 P.M. sunset)

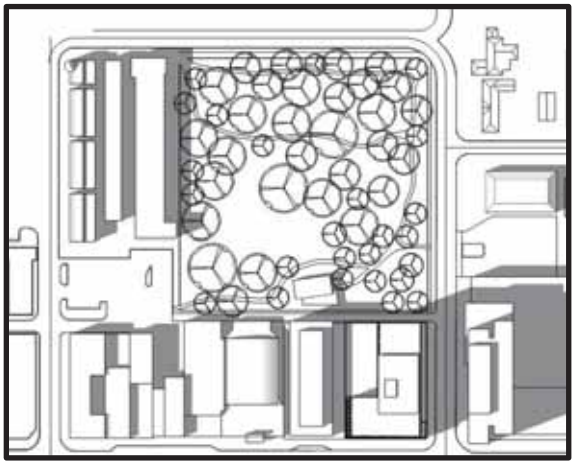
1:00 P.M



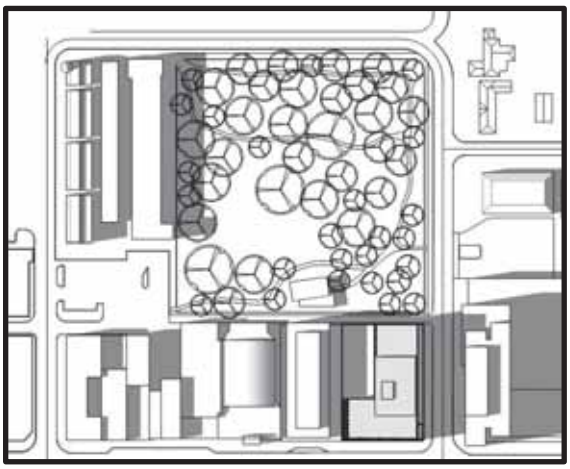
2:00 P.M.



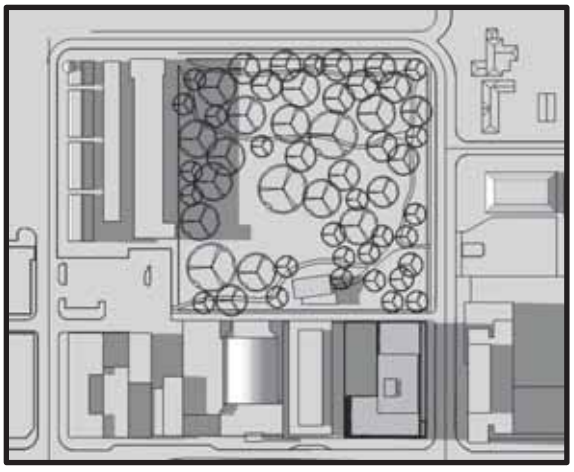
3:00 P.M.



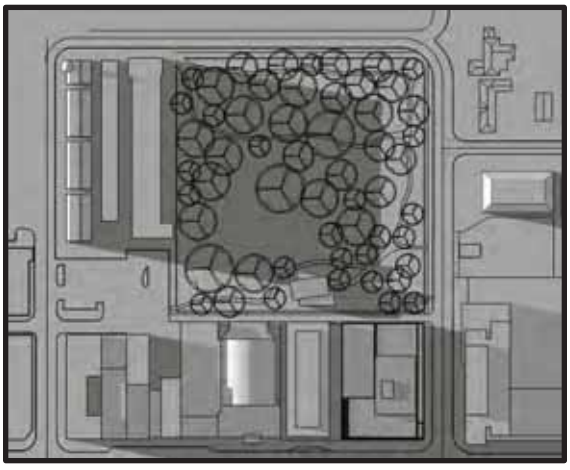
4:00 P.M.



5:00 P.M.

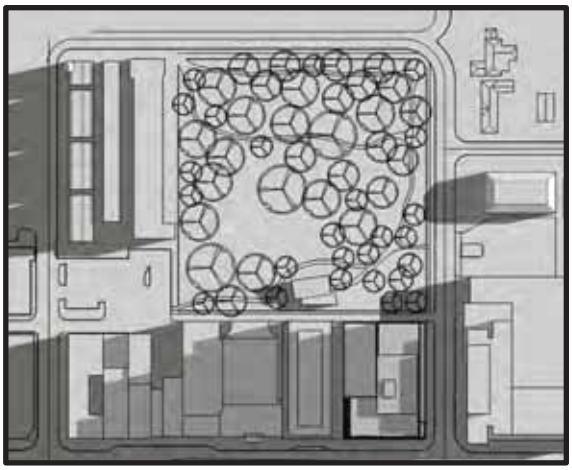


6:00 P.M

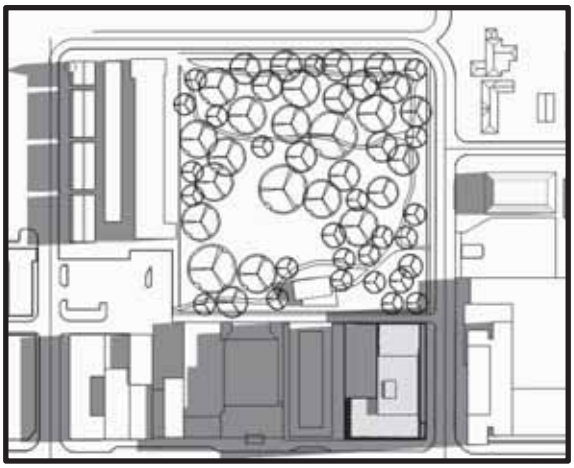


May 20th (5:27 A.M. sunrise to 8:09 P.M. sunset)

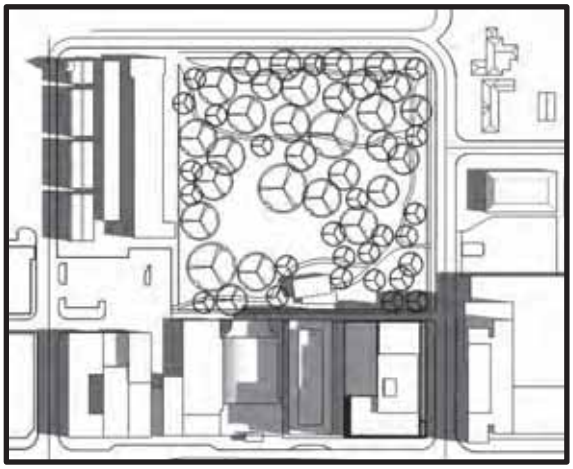
6:00 A.M



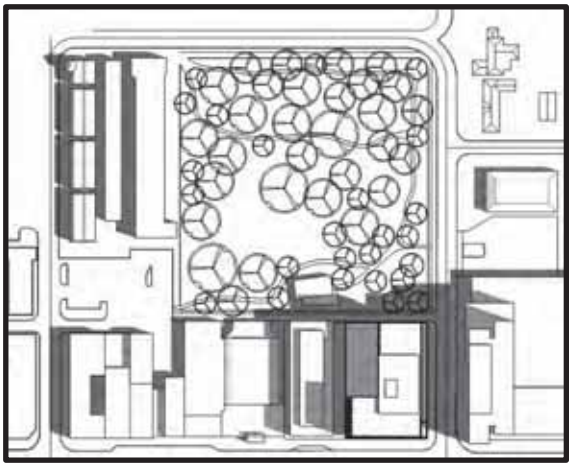
7:00 A.M



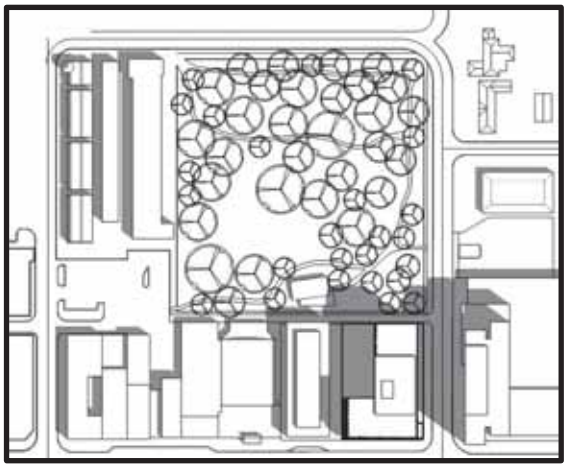
8:00 A.M.



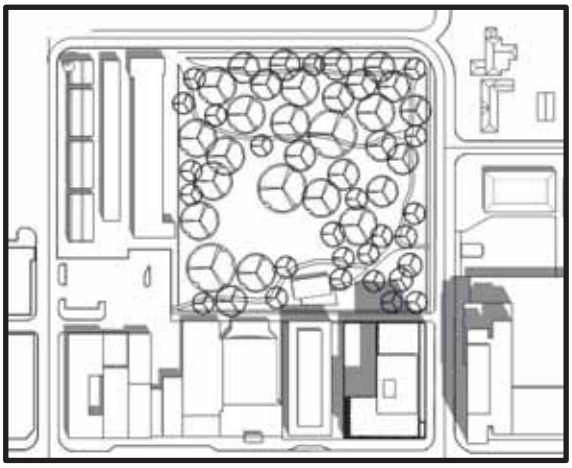
9:00 A.M.



10:00 A.M.

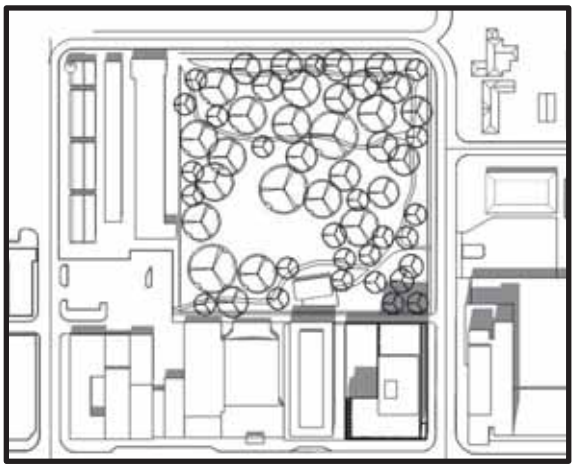


11:00 A.M

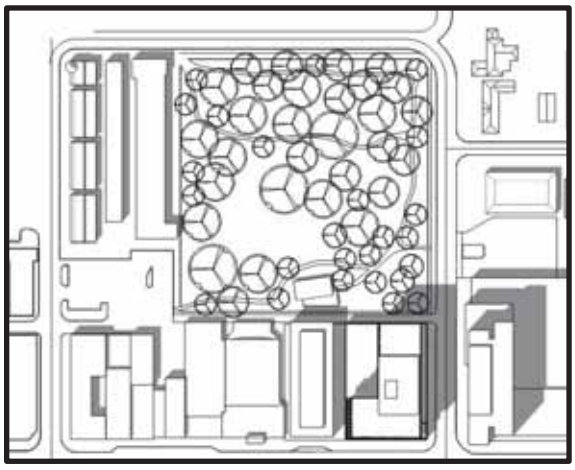


May 20th (5:27 A.M. sunrise to 8:09 P.M. sunset)

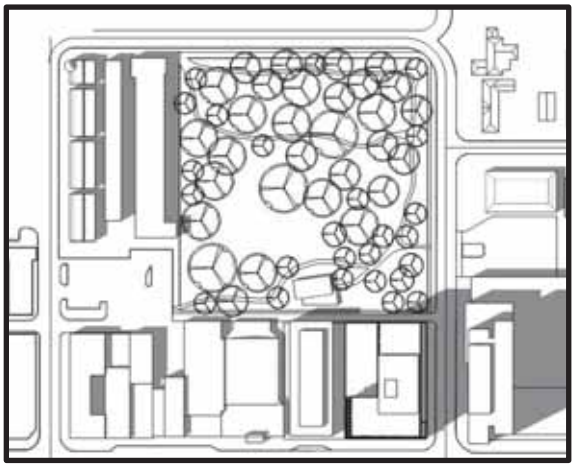
12:00 P.M



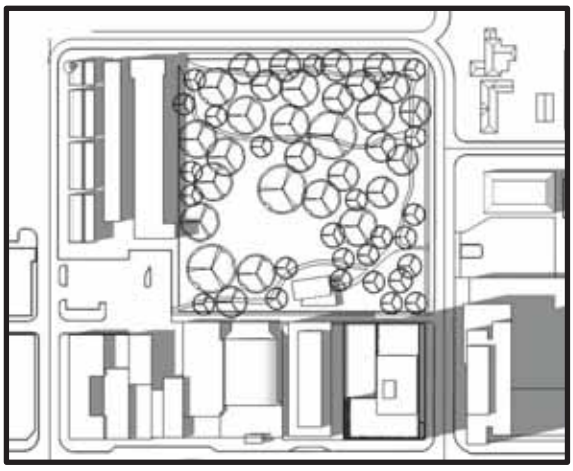
1:00 P.M



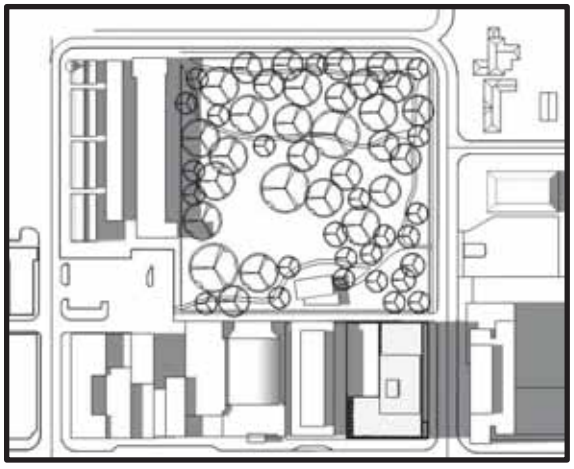
2:00 P.M.



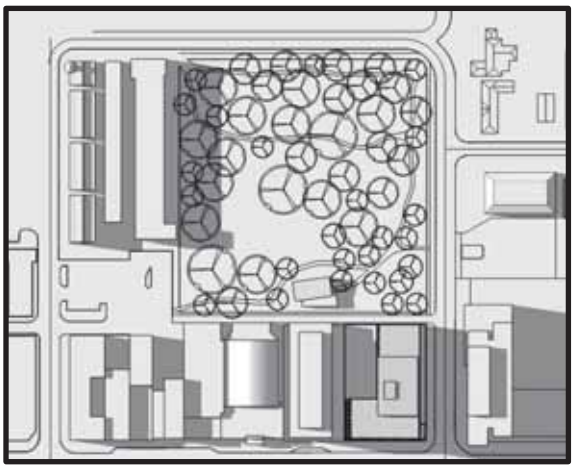
3:00 P.M.



4:00 P.M.

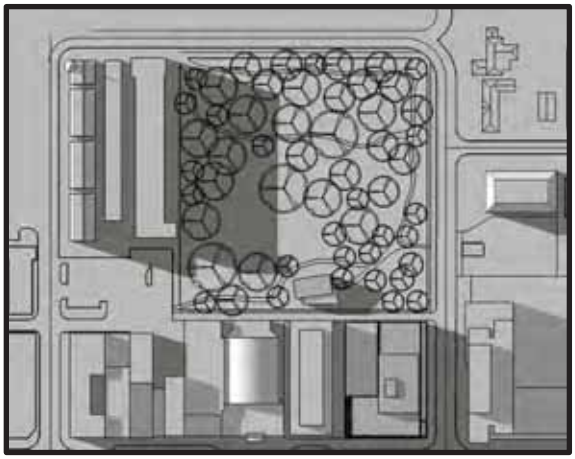


5:00 P.M.

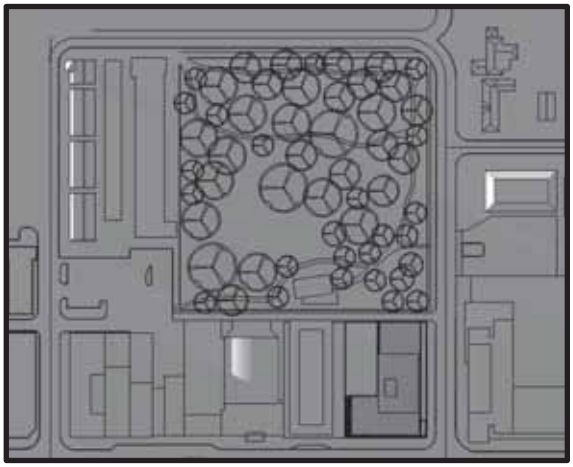


May 20th (5:27 A.M. sunrise to 8:09 P.M. sunset)

6:00 P.M.

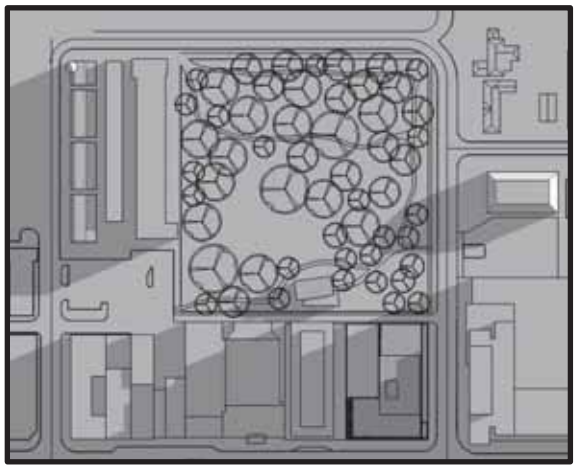


7:00 P.M

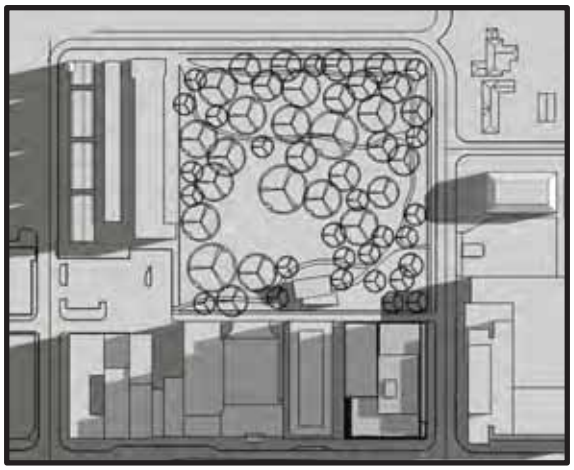


June 20th (5:16 A.M. sunrise to 8:30 P.M. sunset)

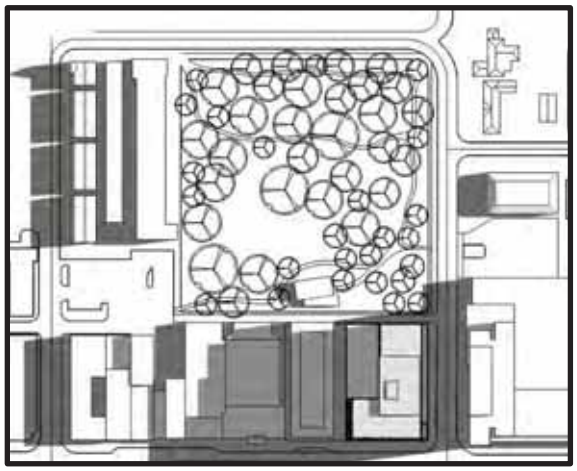
5:16 A.M (Sunrise)



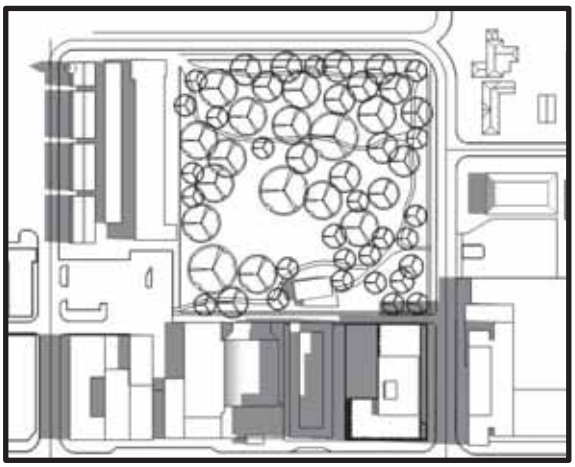
6:00 A.M



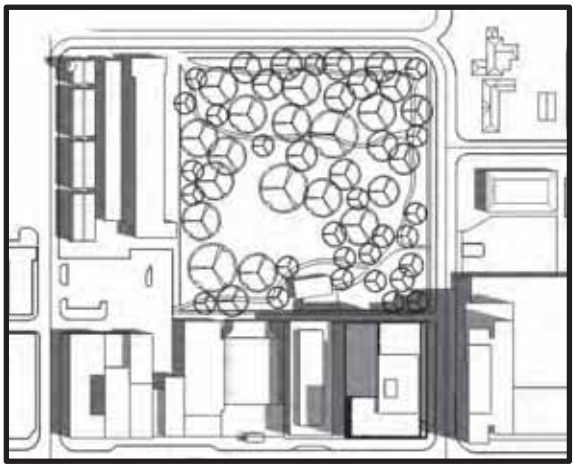
7:00 A.M.



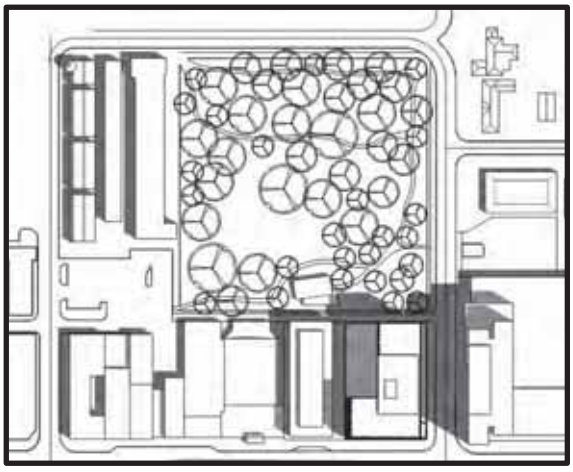
8:00 A.M.



9:00 A.M.

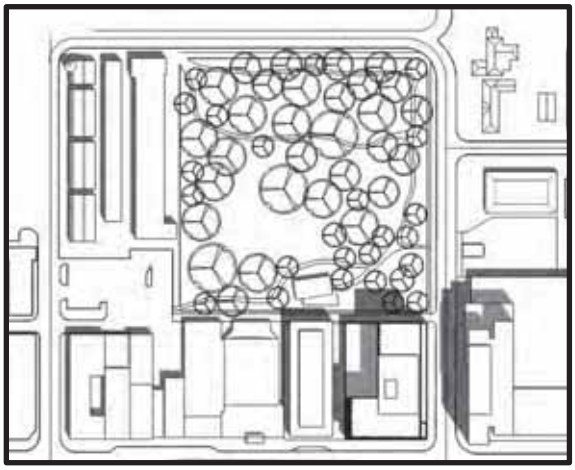


10:00 A.M

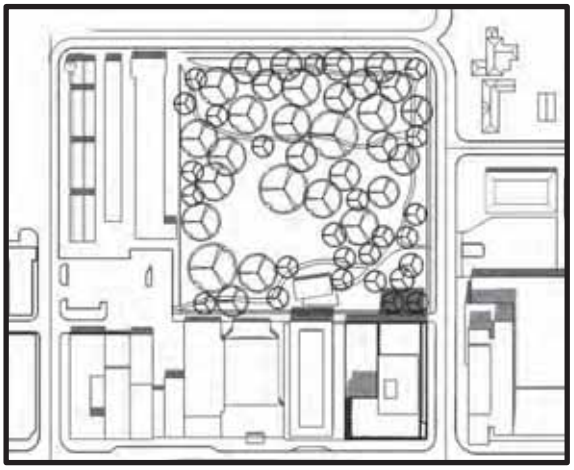


June 20th (5:16 A.M. sunrise to 8:30 P.M. sunset)

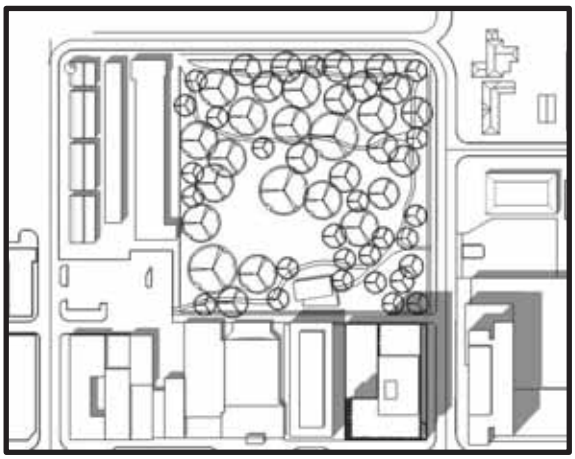
11:00 A.M.



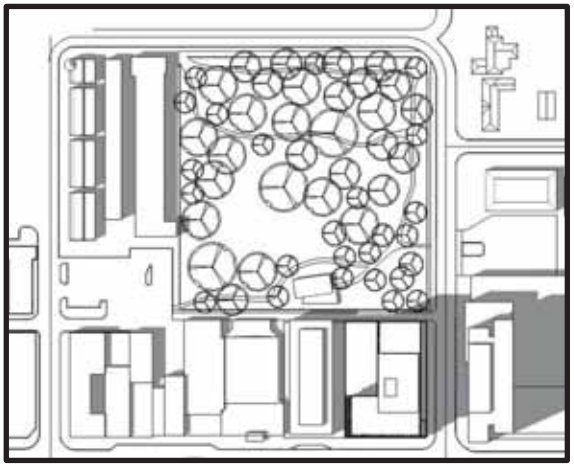
12:00 P.M.



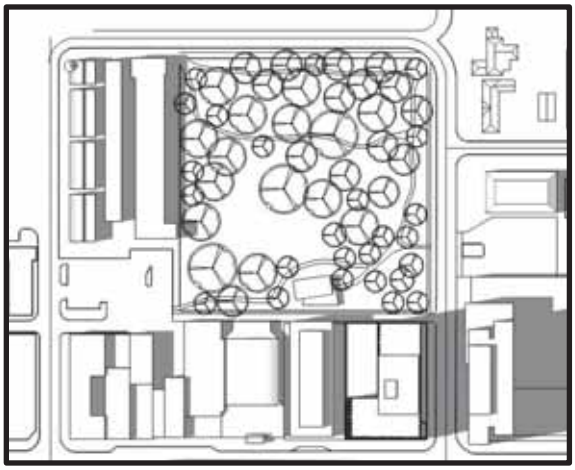
1:00 P.M.



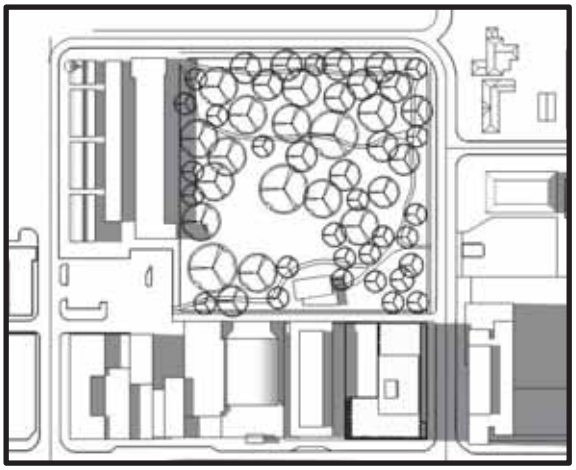
2:00 P.M.



3:00 P.M.

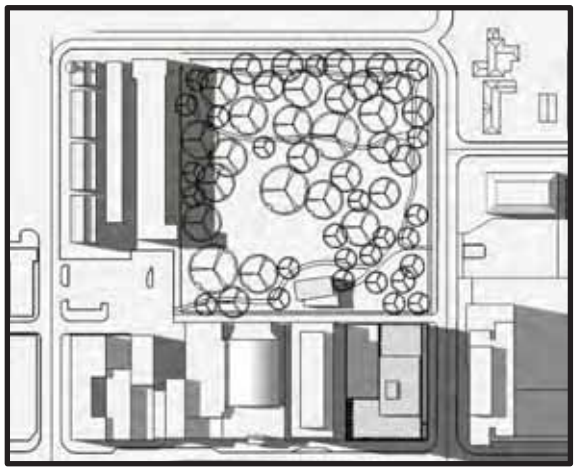


4:00 P.M

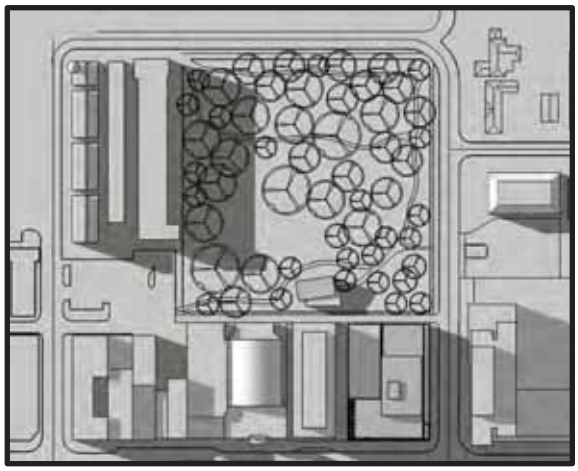


June 20th (5:16 A.M. sunrise to 8:30 P.M. sunset)

5:00 P.M.

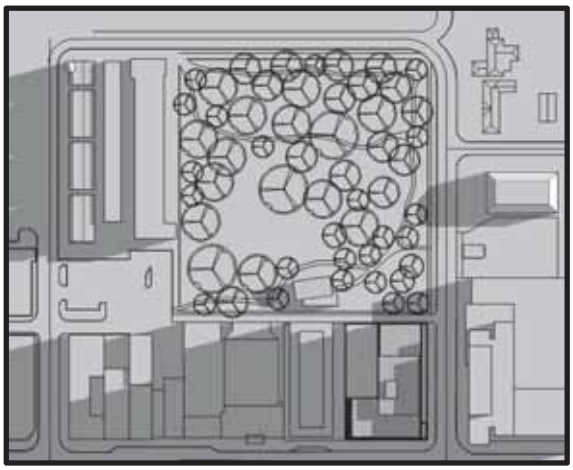


6:00 P.M.

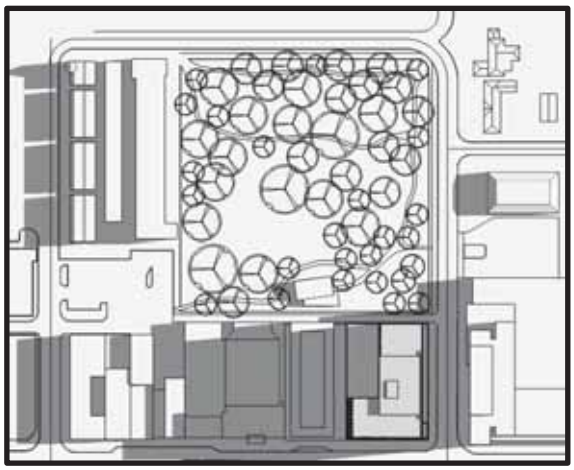


July 20th (5:33 A.M. sunrise to 8:22 P.M. sunset)

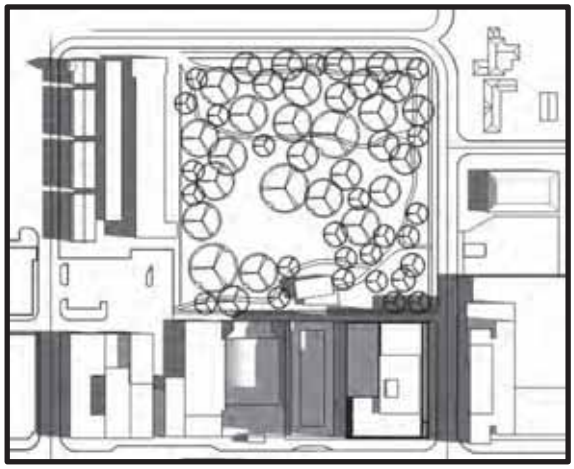
6:00 A.M



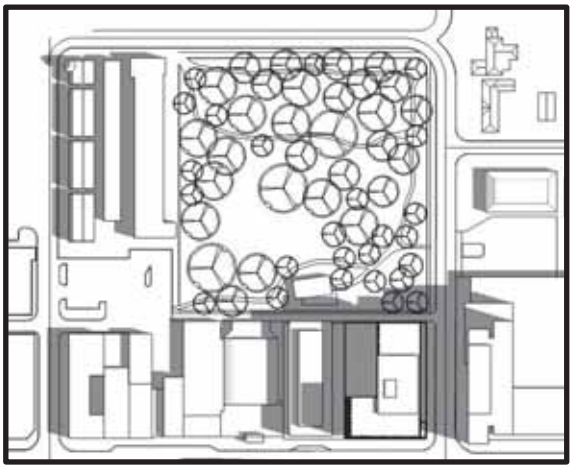
7:00 A.M



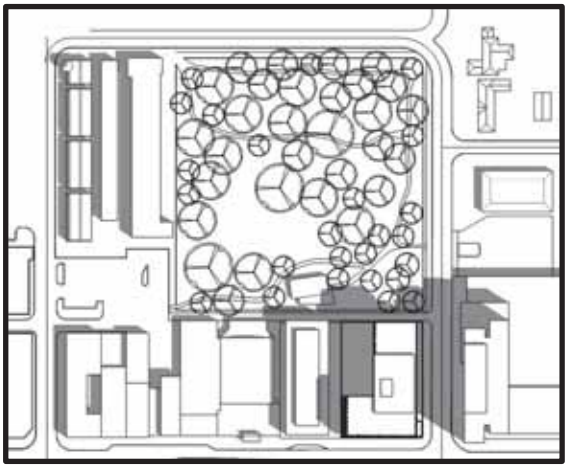
8:00 A.M.



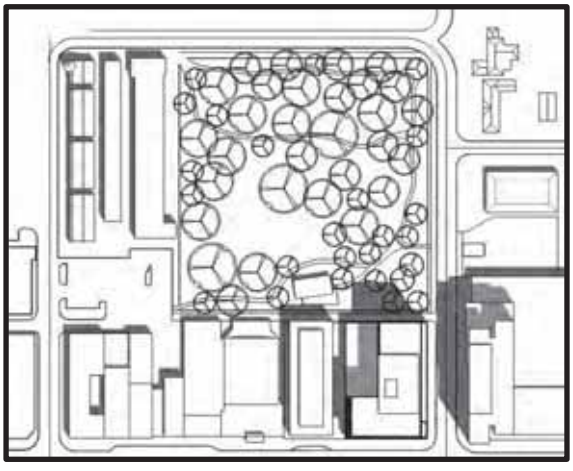
9:00 A.M.



10:00 A.M.

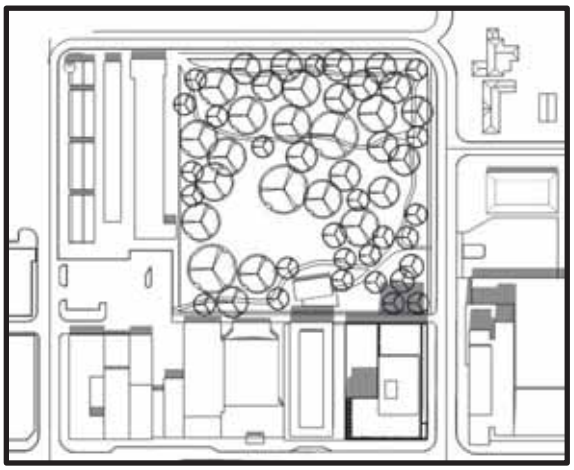


11:00 A.M

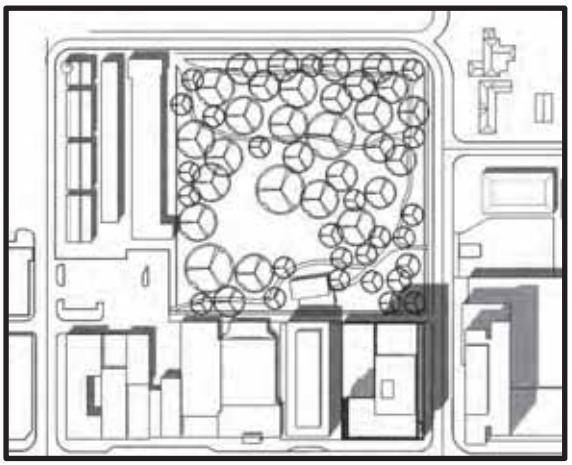


July 20th (5:33 A.M. sunrise to 8:22 P.M. sunset)

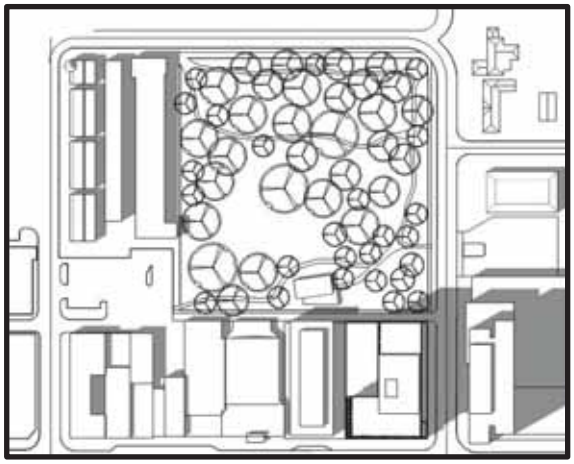
12:00 P.M



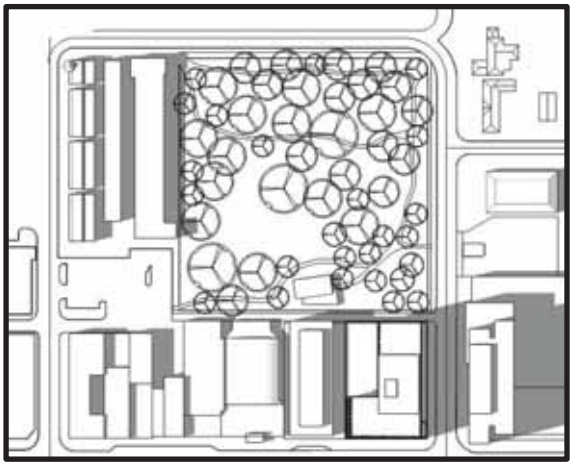
1:00 P.M



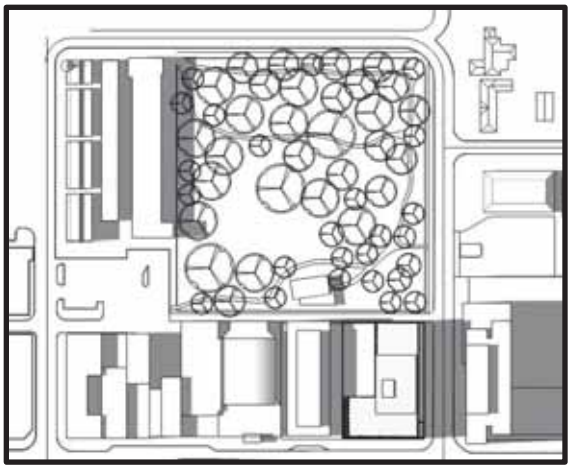
2:00 P.M.



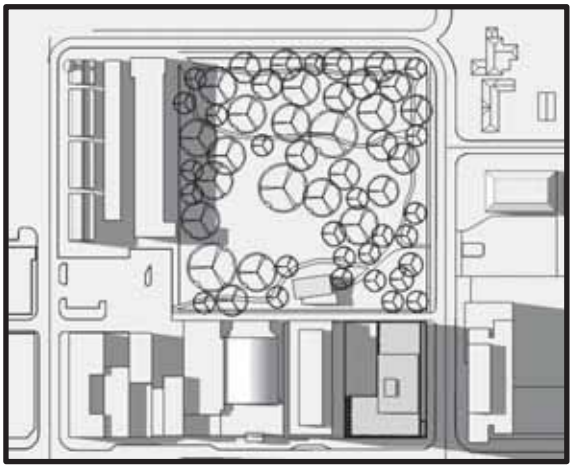
3:00 P.M.



4:00 P.M.

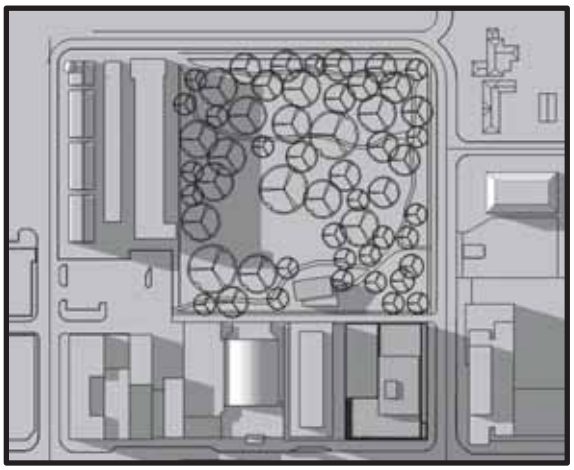


5:00 P.M

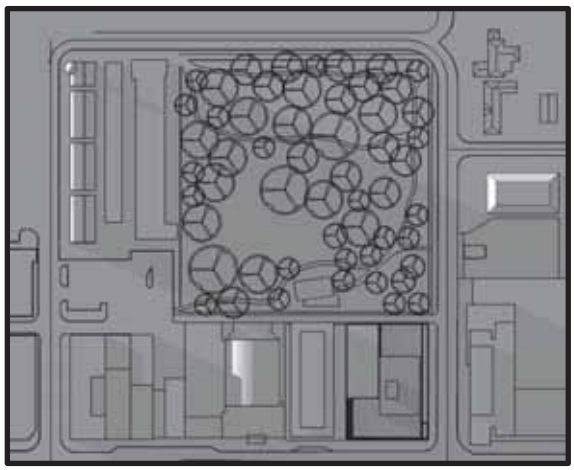


July 20th (5:33 A.M. sunrise to 8:22 P.M. sunset)

6:00 P.M.

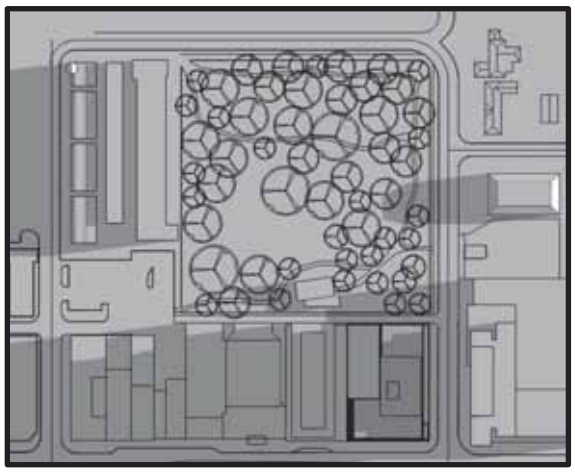


7:00 P.M.

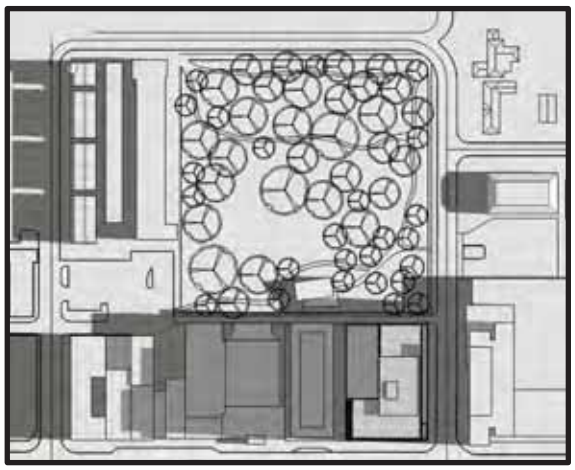


August 20th (6:04 A.M. sunrise to 7:55 P.M. sunset)

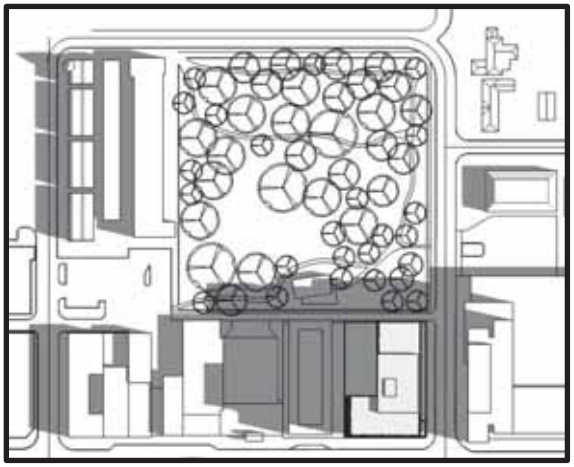
6:04 A.M. (Sunrise)



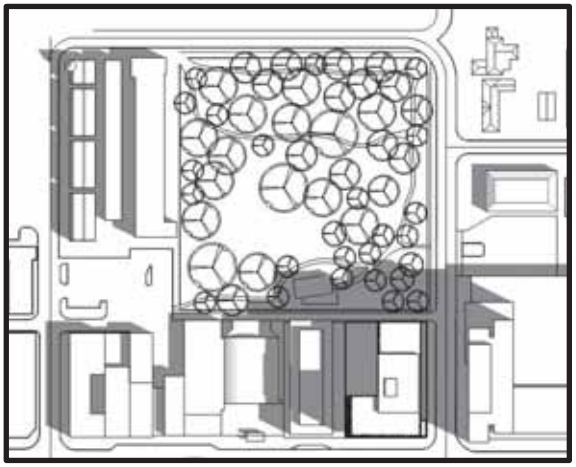
7:00 A.M.



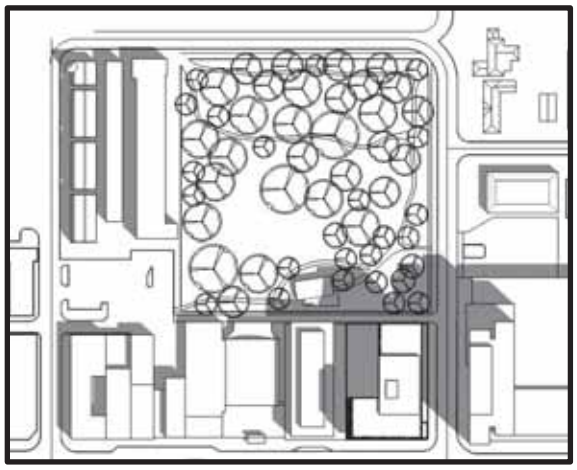
8:00 A.M.



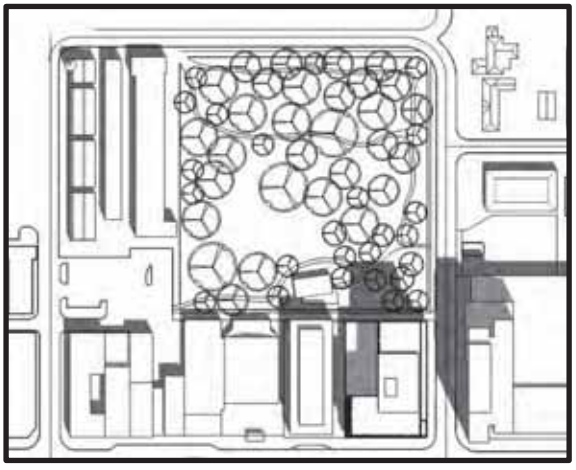
9:00 A.M.



10:00 A.M.

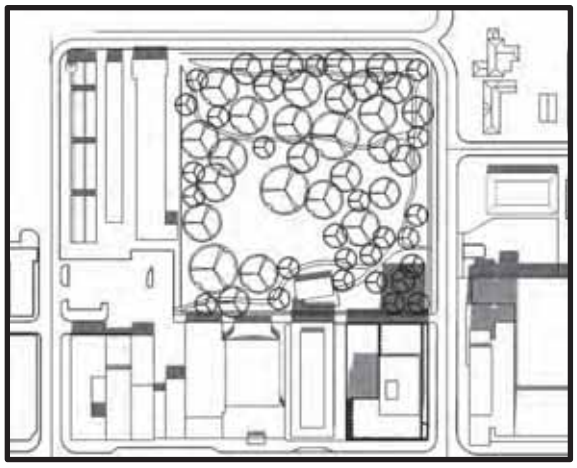


11:00 A.M.

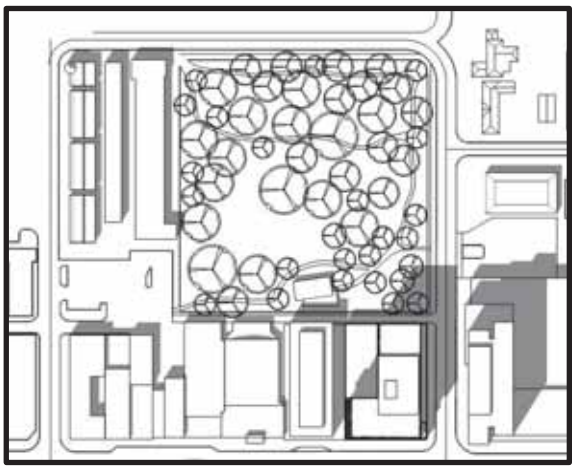


August 20th (6:04 A.M. sunrise to 7:55 P.M. sunset)

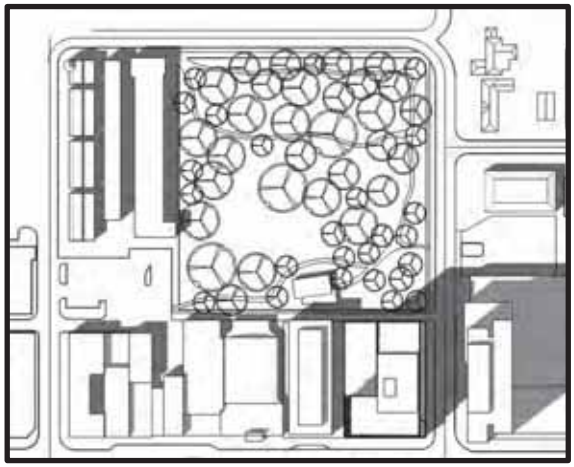
12:00 P.M.



1:00 P.M.



2:00 P.M.



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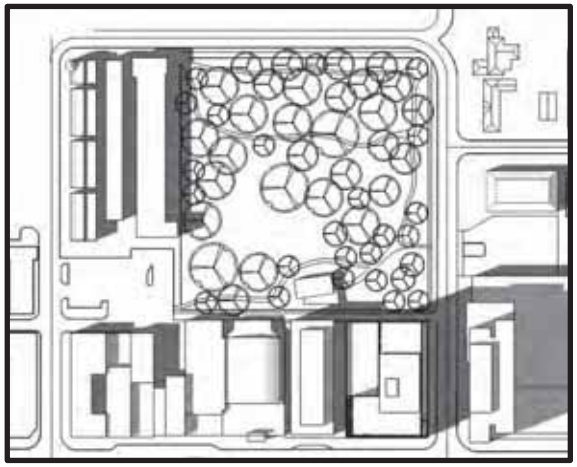

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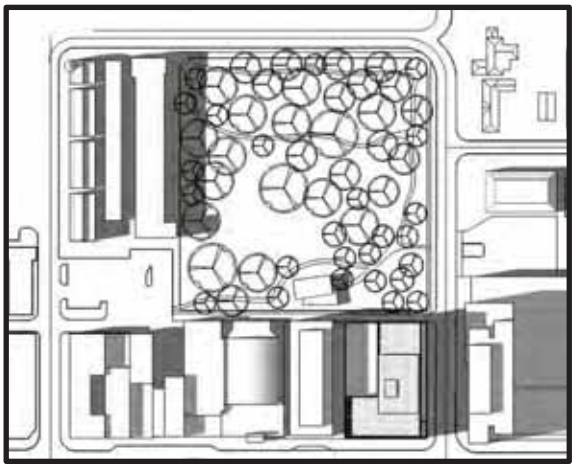

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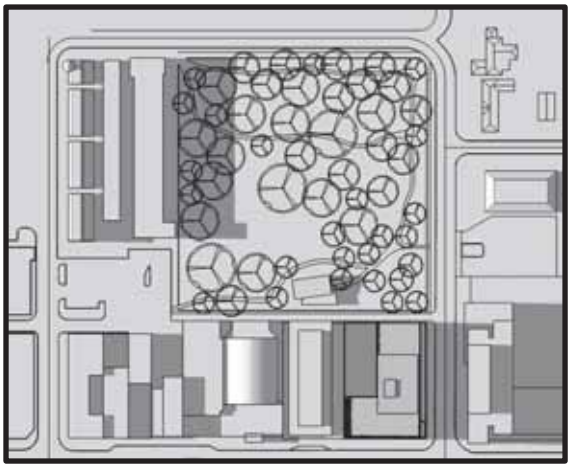
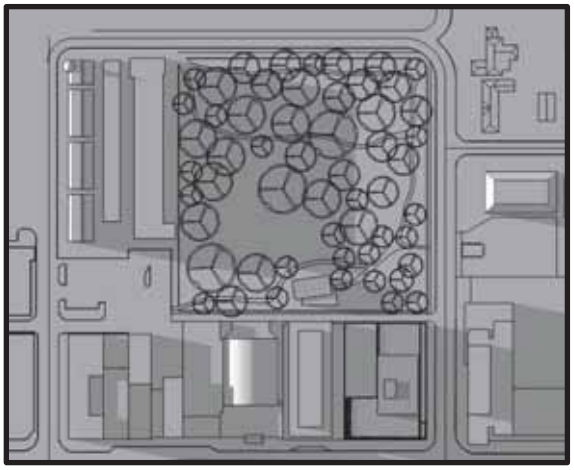
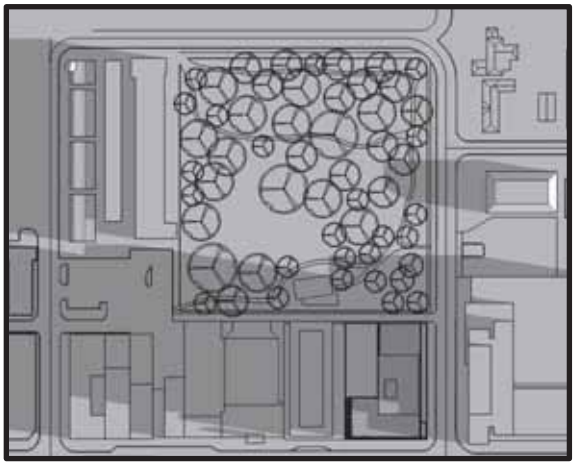


August 20th (6:04 A.M. sunrise to 7:55 P.M. sunset)
6:00 P.M.

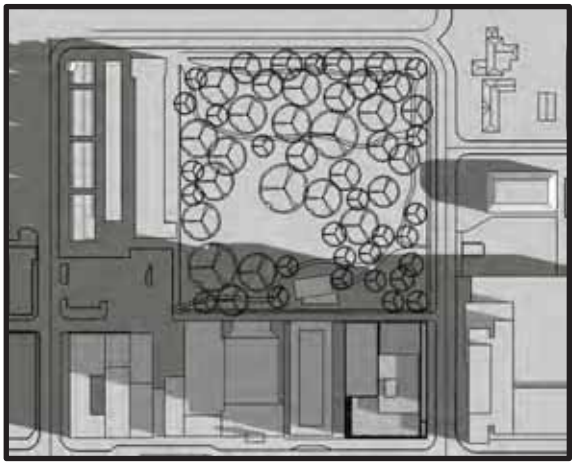


September 20th (6:36 A.M. sunrise to 6:53 P.M. sunset)

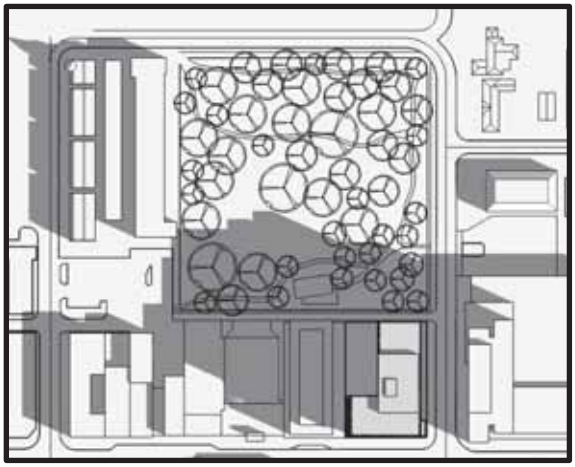
6:36 A.M. (Sunrise)



7:00 A.M.



8:00 A.M.



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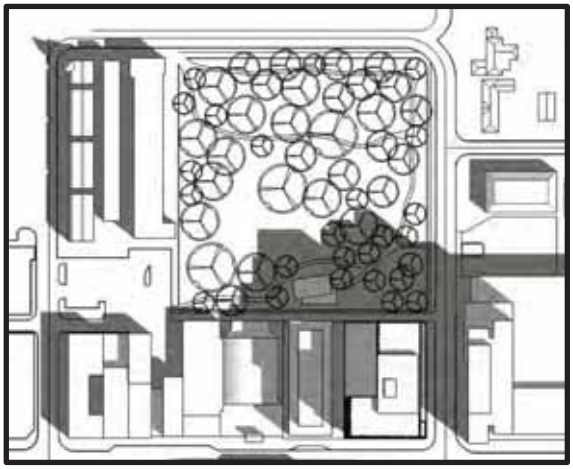

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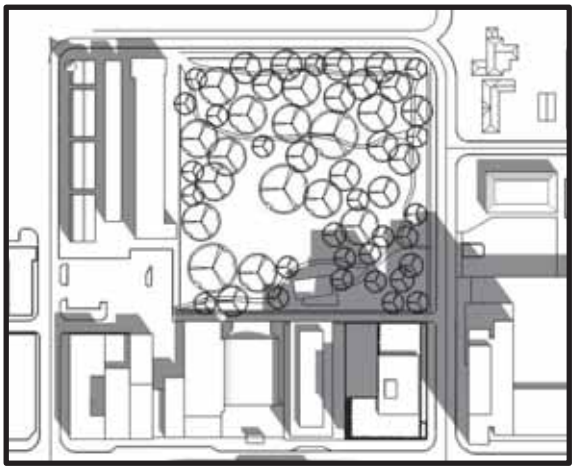
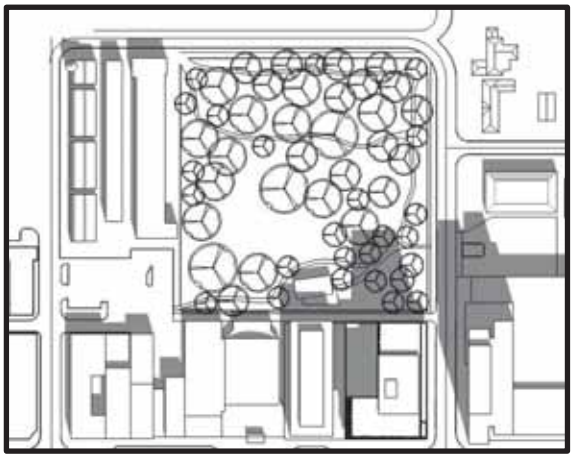
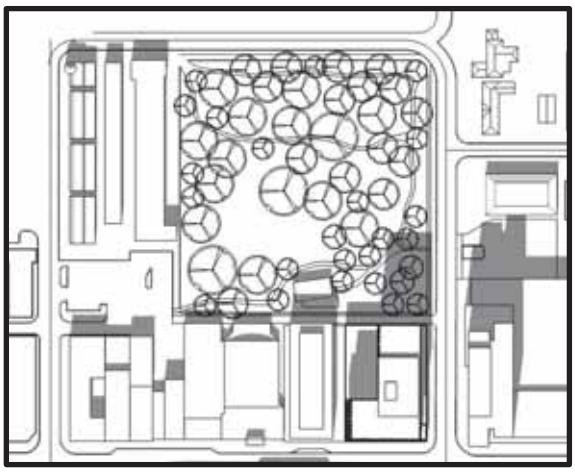


11:00 A.M.

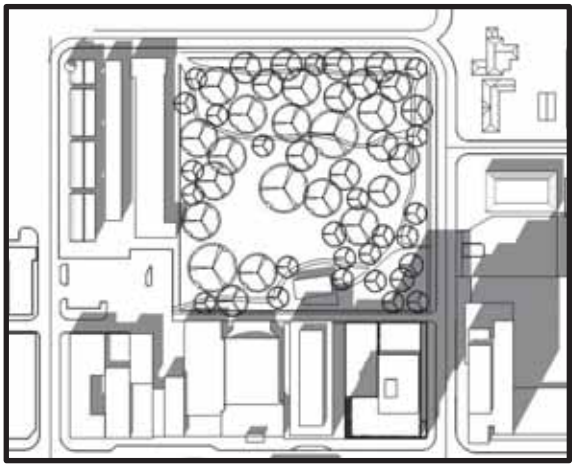


September 20th (6:36 A.M. sunrise to 6:53 P.M. sunset)

12:00 P.M.



1:00 P.M.



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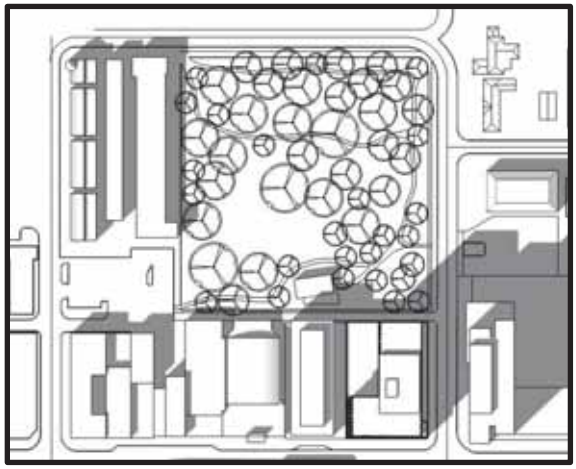

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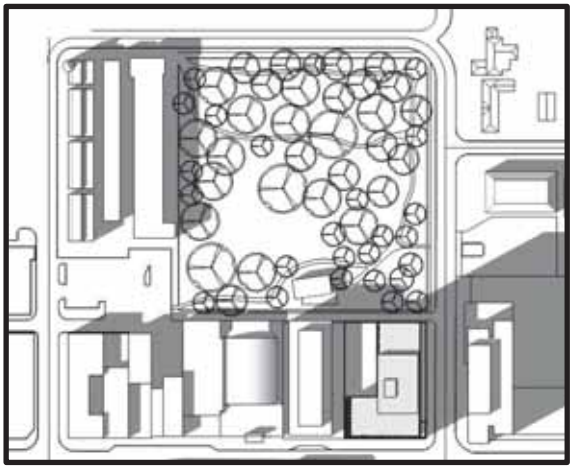

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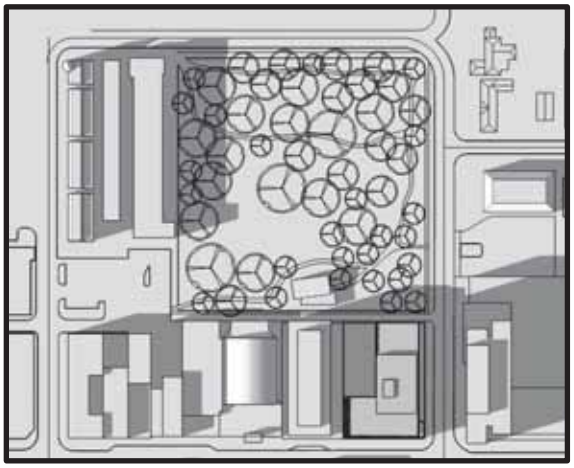

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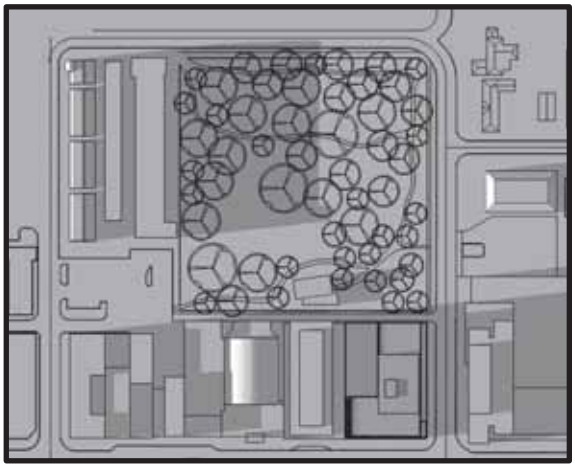


Austin Gardens Solar Study

Date: May 26, 2017

By: Irina Susorova, PhD & Benjamin Skelton, P.E.

Project summary

The objective of this study is to evaluate the impact of adjacent structures on the solar photovoltaic (PV) system performace at the Austin Gardens Environmental Center located in Oak Park, IL. The recently constructed Environmental Center is designed to be a near net zero energy building demonstrating highly efficint building envelope and systems as well as a photovoltac array on the roof that is capabale to generate enough electricity to meet nearly all energy needs of the building. The building earned LEED Platinum Certification by the United States Green Building Council (USGBC.)

In addition to existing building structures adjacent to the Austin Gardens Environmental Center, there are two new tall structures that impact the solar PV renewable energy generation at the Environmental Center. The first structure built east of the Environmental Center is Vantage Oak Park, a 20-story residential building (approximately 230 ft. tall). The second structure is planned developemnt directly south of the Environmental Center, Albion Oak Park, an 18-story residential building with a penthouse (approximately 196 ft. tall). Both of these buildings shade the photovoltaic array on the roof of the Environmental Center during some hours in a year. See Figures 1-3 showing the site view with shading from the adjacent structures taken at noon during the Spring equinox, Summer solstice, Fall equinox, and Winter solctice.

To evaluate the impact of Vantage Oak Park (East building) and Albion Oak Park (South building) on the solar photovoltic array, an energy model of the Austin Gardens Environmental Center and its context buildings was built using IES<VE> software. Annual energy simulations were conducted using a typical year weather profile (TMY3) from O'Hare International Airport to study three senarios:

- Shading from all existing adjacent structures except Vantage and Albion
- Shading from all existing adjacent structures including Vantage, Albion excluded
- All existing adjacent structures including Vantage and the future Albion building

The results of these simulations including the annual building energy consumption and photovoltaic electricity generation, are presented in Table 1.

Table 1 - Anticipated impact on Austin Gardens solar PV from neighboring buildings

	Existing buildings only (excludes Vantage)	Existing buildings + Vantage	Existing buildings + Vantage & Albion
PV energy generation (kWh)	17,076	15,154	14,812
% decrease in energy generation		11.25%	13.26%

Both Vantage and the future Albion building impact the Austin Gardens solar PV array. Vantage reduces annual generation by 11.25% and the future Albion building another 2.0%. However these reductions are in addition to reductions are in addition to the other existing buildings that shade the

array, most notably the seven-story building directly south of the Environmental Center which significantly shades the array.

In conclusion, the future Albion development does have a minor shading effect on the Environmental Center solar array, however the impact is relatively minor in comparison to existing surrounding structures. The Albion development will not have any impact the existing LEED Platinum Certification by the USGBC.

Figure 1. Site view with only existing context buildings at 12 pm on Spring and Fall equinoxes and on Winter and Summer solstices.

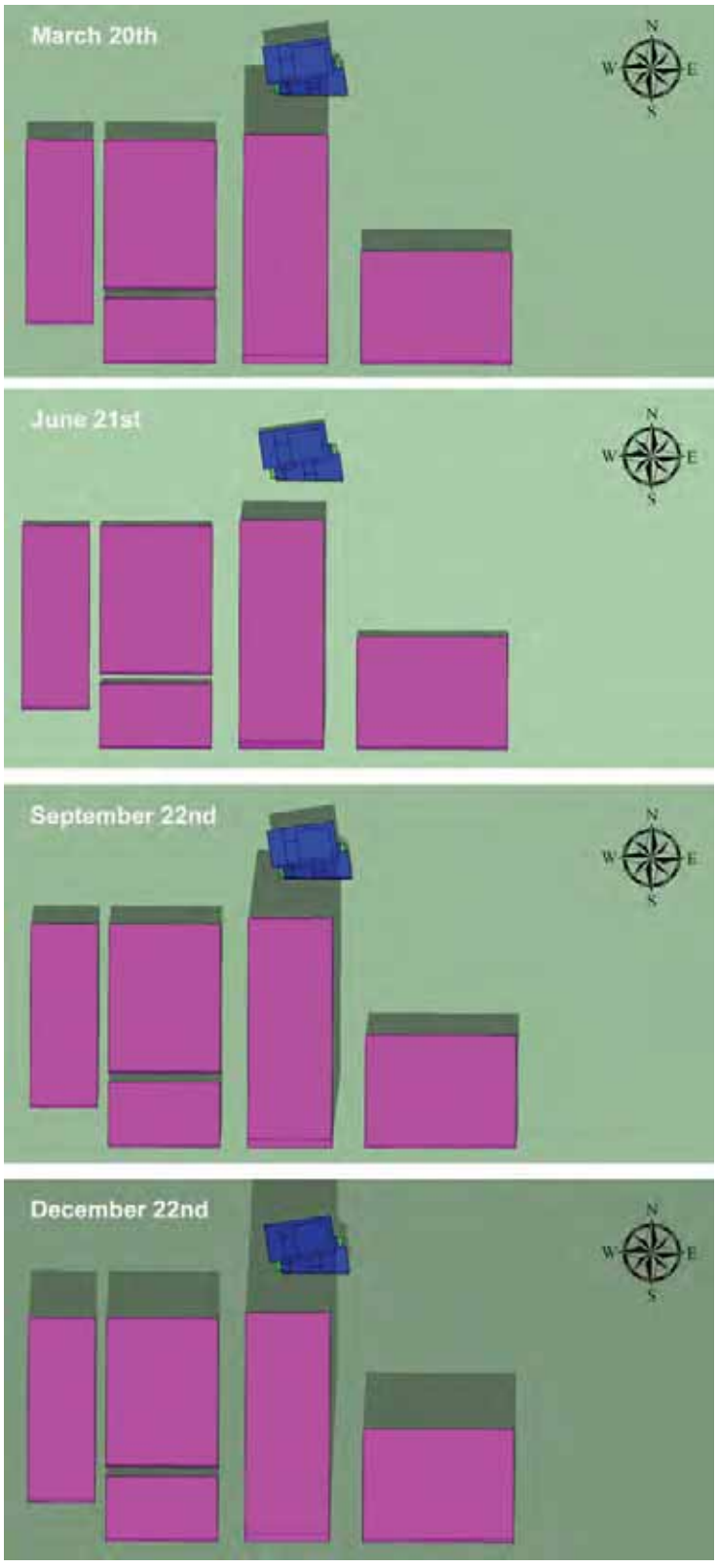


Figure 2. Site view with existing context buildings and new building to the east at 12 pm on Spring and Fall equinoxes and on Winter and Summer solstices.

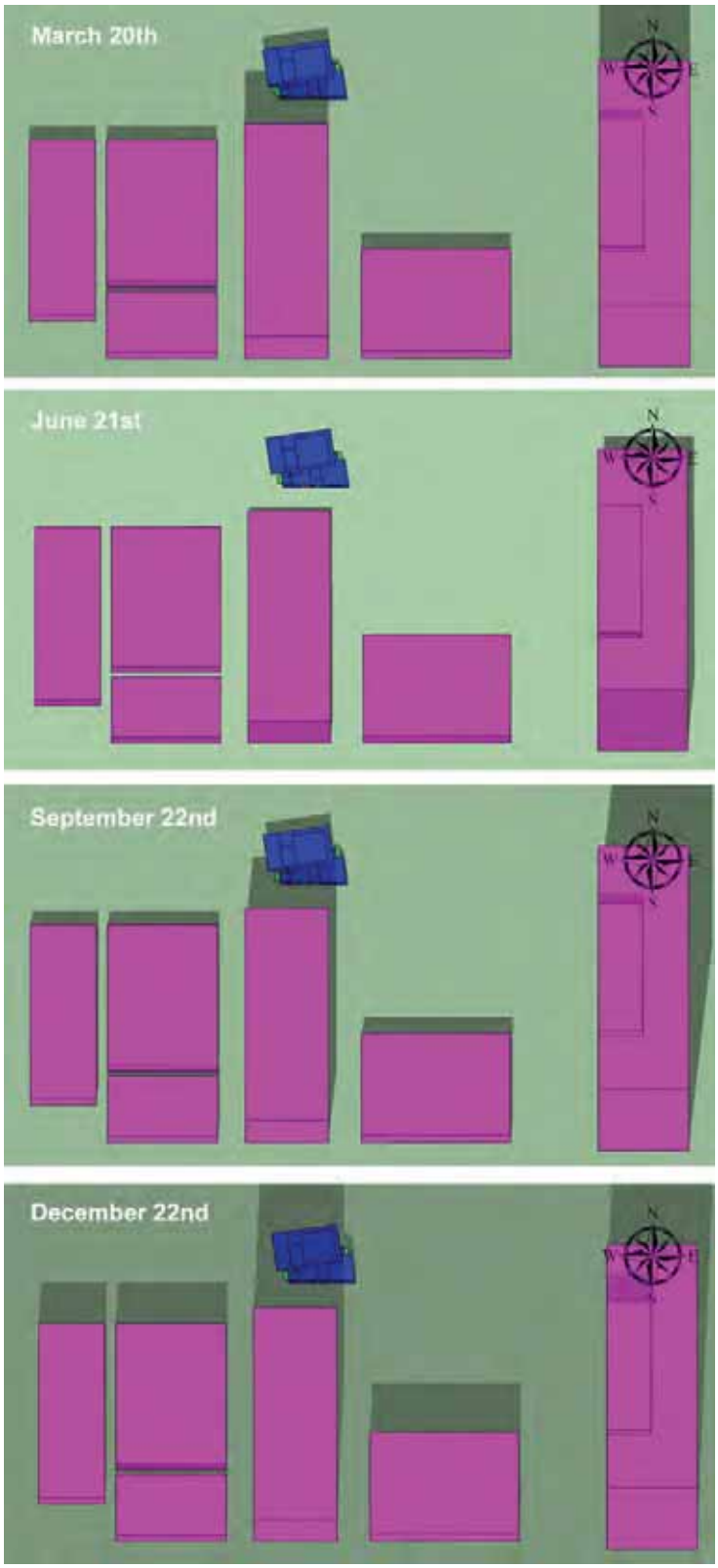
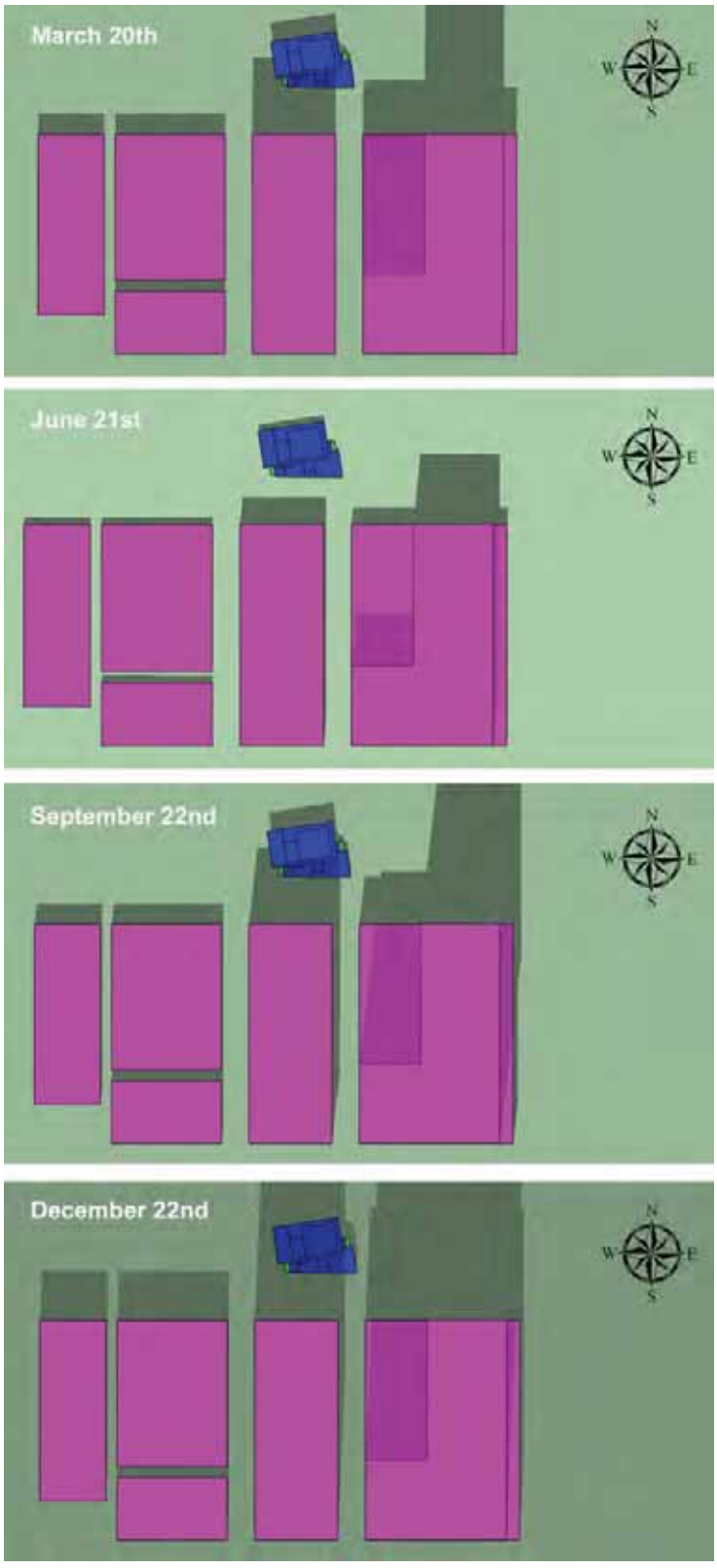


Figure 3. Site view with existing context buildings and new building to the south at 12 pm on Spring and Fall equinoxes and on Winter and Summer solstices.



Disclaimer

This report is intended for research and informational purposes only. This report was compiled using computer simulation. The results from the computer simulation may vary from performance of as-built systems under identical conditions.

Cyclone Energy Group

Cyclone Energy Group, a Chicago-based energy services firm, specialized in commissioning, advanced energy simulation and measurement & verification. To learn more about Cyclone Energy Group, visit www.cyclonegrp.com.

600 Southgate Drive
Guelph, ON N1G 4P6
Canada

Tel: +1.519.823.1311
Fax: +1.519.823.1316

March 31, 2017

Albion-Residential
c/o Andrew Yule
188 W. Randolph
Suite #202
Chicago, IL 60601
ayule@albion-residential.com

Re: Albion Oak Park
Pedestrian Wind Assessment – Letter of Opinion
RWDI Project 1702188

Dear Mr. Yule,

Rowan Williams Davies & Irwin Inc. (RWDI) has prepared this letter to present our opinion on the potential wind effect of the proposed Albion Oak Park development in Oak Park, IL. The following discussions are based on a review of local wind climate, design information received by RWDI on March 10, 2017 and the existing surroundings, combined with our experience and knowledge of wind flows around buildings.

BUILDING AND SITE INFORMATION

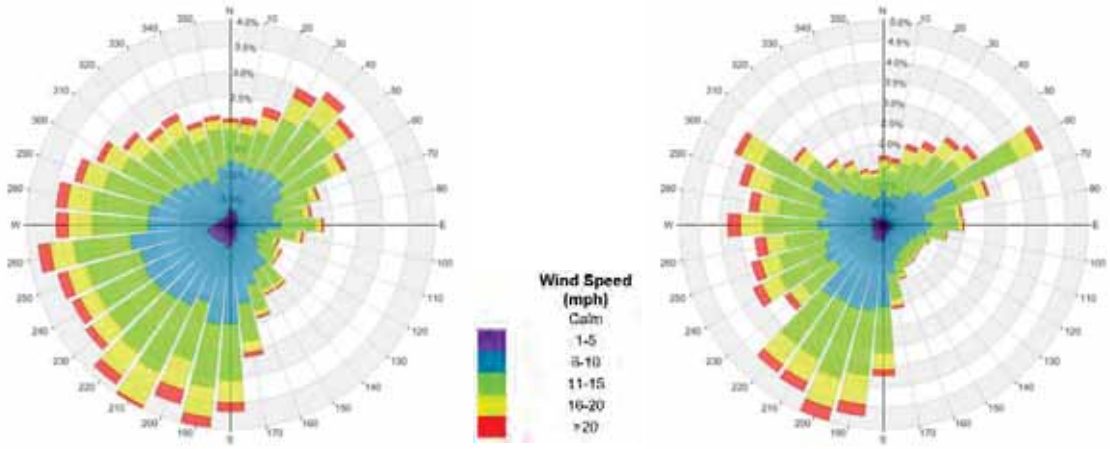
The proposed development will be located at the northwest corner of the intersection of Lake St and Forest Ave in Oak Park, IL (see Image 1). The development will be 18 stories in height. The tower is of an L-shape, with a large podium at the northwest corner and setting back from the podium along the east, south and west perimeter (Image 2).

Image 1 – Aerial View of Site and Surroundings (Photo Courtesy of Google™ Earth, 6/17/2016)

Image 2 – SketchUp Model of the Proposed and Nearby Buildings

The existing surroundings include a 21-story tower to the east, a 15-story tower to the southeast, a 7-story building to the west and a treed park to the north. Further surroundings consist of dense, low-rise buildings in a typical suburban setting in all directions.

The development site is located between Chicago O'Hare International Airport and Chicago Midway International Airport where long-term wind records are available. Based on the data for the last 30 years, winds from the south through northwest and northeast directions are most frequent. Strong winds with speeds greater 15 mph (yellow and red bands in Image 3) are also from these directions at the airports.



Chicago O'Hare International Airport (1985-2015) Chicago Midway International Airport (1983 -2013)

Image 3 – Direction Distribution (%) of Winds (Blowing from)

POTENTIAL WIND EFFECT

In order to provide an opinion on the overall wind effect created by the proposed development, RWDI reviewed the long-term meteorological data for the area, drawings of the proposed development and information regarding the surroundings. These data, in conjunction with our knowledge and engineering judgment, allowed us to provide wind predictions as below:

- Buildings taller than surroundings tend to intercept strong winds at high elevations and deflect them down to the grade. Such a downwashing flow is the main cause for increased wind activity at the pedestrian level. Another common wind flow phenomenon is channeling effect, when wind flows accelerate along a gap between two side-by-side buildings.

- It is our understanding that uncomfortable wind speeds are currently experienced along Forest Ave. This is primarily caused by the downwashing flow off the 21-story slab building, when winds are from the prevailing westerly directions (between southwest and northwest). The existing 15-story building on the south side of Lake St is also expected to deflect the southerly and southwesterly winds onto the intersection of Lake St and Forest Ave.

- The northeasterly winds are of a lesser concern, due to the existing large podium and tower setback at the north end of the existing 21-story tower.

- The proposed Albion Oak Park development includes several positive design features for wind control. For instance, the large northwest podium will reduce the impact of winds downwashing off the tower. The tower setbacks on the east, south and west sides are also positive in reducing the potential wind impact on sidewalks along Lake St and Forest Ave.

- With the proposed Albion Oak Park development in place, the Forest Ave sidewalks in front of the existing 21-story tower will be sheltered from the prevailing westerly winds, resulting in reduced wind activity.

- The southerly and southwesterly winds will still be deflected onto the intersection and along Forest Ave between the existing and proposed buildings.

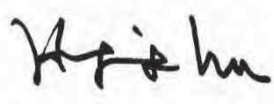
- The public park to the north of the proposed development is covered by dense trees, including coniferous species. The proposed development will block the winds from the southerly directions from reaching the park, but may cause local wind accelerations around the north end of the development for winds from the westerly directions. In general, the existing wind conditions in the park will not be significantly altered by the proposed development.

SUMMARY

The proposed Albion Oak Park development includes a large podium and tower setbacks, which are positive design features for wind control. It is shorter than the existing tower on the east side of Forest Ave. Given the local wind climate and existing tall buildings in the area, it is our opinion that, with the proposed development in place, while the southerly and southwesterly winds will still be deflected on the intersections and along Forest Ave, the prevailing westerly winds will be significantly reduced along Forest Ave by the sheltering offered by the proposed development.

We trust this satisfies your current requirements. Should you have any questions or require additional information, please do not hesitate to contact us.

Yours truly,



Hanqing Wu, Ph.D., P.Eng.
Technical Director/ Principal

Edyta Chruscinski, P.Eng., PMP, LEED AP
Senior Project Manager

STATEMENT OF QUALIFICATIONS

ROWAN WILLIAMS DAVIES & IRWIN INC. (RWDI)

RWDI OVERVIEW

RWDI is a specialty engineering consulting firm of approximately 500 employees in 17 offices worldwide involved in the science of buildings, structures and the environment. We help project teams overcome challenges of a wide range of environmental and integrated sustainability issues. Our expert consultants provide clients with the services necessary to make ecologically, economically and equitably sound decisions. Our approach is built on a foundation of innovative thinking, advanced modelling technologies and collaboration with clients that assists in achieving high performance while reducing cost, time and risk.

Practice Areas

Building Performance

Renowned for our expertise in engineering modeling and analysis, RWDI offers a range of services to help create buildings that are more efficient, sustainable, comfortable to inhabit and resilient to natural disasters. We tackle technically challenging projects that require deep analytical insights balanced by sensitivity to human needs. The result: buildings that make cost-effective use of resources, deliver exceptional long-term performance and, increasingly, have the potential to respond to their changing environments.

Climate Engineering

We help ensure projects fit their climatic context. Drawing on the climate expertise that extends across RWDI, we identify factors that can be leveraged or moderated to make the built environment safe, hospitable and sustainable. The buildings and structures we collaborate on are designed to deliver high performance during typical weather patterns while providing protection against extreme weather events. At the same time, our thorough understanding of climate is integral to engineering solutions that create better outcomes for people and the environment – as part of a broader commitment to low-impact development.

SERVICES OVERVIEW

We help clients tackle complex challenges in the built environment by combining innovative thinking, collaborative problem solving and a passion for expanding the boundaries of the possible.

We shape sustainability performance trends around the globe, and we've worked on every continent and every climate. Our creative solutions produce successful, sustainable buildings that remain within the scope of design, are feasible to build, and provide operational performance that supports your financial goals and long-term viability in a competitive marketplace. We can join your first meeting, so that sustainability goals help shape the entire vision for the project, leading to certification. As experienced independent consultants familiar with new technologies and best practices worldwide, we can help you find the full potential of your building assets. For existing buildings, we can verify and enhance performance within your portfolio and provide voluntary or mandatory reporting.

Services

Wind

- Pedestrian Comfort & Safety
- Cladding & Structural Loads
- Structural Dynamics
- Motion Control
- Wind Energy

Sustainable Design

- LEED Certifications
- WELL Standard
- Energy Modelling
- Energy Conservation Measures
- Building Commissioning
- GHG & Carbon Footprints
- Durability & Resilience
- Daylighting
- Façade Performance
- Performance Engineering

Snow & Sand

- Ground Level Drifting
- Roof Level Loading
- Falling Ice and Snow

Sun

- Solar Loads-Equipment Sizing
- Solar Gains-Thermal Comfort
- Shade
- Glare
- Power Generation

Air Quality

- Exhaust Dispersion
- Fugitive Dust Assessments
- Odour Assessments
- Ambient Monitoring
- Source Testing
- Regulatory Permitting

Ventilation

- Natural Ventilation
- Thermal Comfort
- Radiant Cooling
- Stack Effect
- Smoke Control
- Condensation Risk
- Commissioning Agent

Vibration

- Mechanical Vibration
- Footfall Vibration
- Structural Motion
- Environmental Impacts

Noise & Acoustics

- Noise Modelling
- Noise Monitoring
- Interior Acoustical Design
- Interior Mechanical Noise
- Regulatory Permitting
- Aeroacoustics

Meteorology

- Construction Weather Forecasting
- Wind Gust Forecasting & Alerts
- Climate Change & Adaptation

PEDESTRIAN COMFORT AND SAFETY

Orchestrating wind, sun, humidity and temperature to create pleasant outdoor spaces

Quirks of local climate can spoil the experience of an otherwise excellent design. (Think of a lovely, seaside dining terrace—where strong winds blow at sunset.) But those quirks can also be exploited to improve human comfort and safety.

Shade created where people need it, breezes brought into overheated corners, windbreaks positioned on high terraces—little fixes can have big benefits. With correct data and planning, the interplay among wind, sun, humidity and temperature can be orchestrated to create a pleasant experience for patrons and passers-by.

Our Service

We evaluate how comfortable people will be around your project. Our goal is to help you create a project—an outdoor environment, a development, a stadium, a community—that is physically better suited to the pedestrian, patron or participant experience.

We're experts in identifying the little things that can change how people experience an outdoor space. We can reconstruct or predict the weather in the immediate vicinity of your location, at any moment, anywhere in the world. We can model exactly how the wind will flow around building features and exactly where and when shadows will fall. Through years of experience working in a wide variety of climates, we know how to adapt standard comfort metrics to accurately reflect human experience of cold, heat and humidity.

The following are some examples:

- A design for a residential tower sports a bold, skyline-defining feature and an exclusive rooftop terrace. However, we find that this feature will create wind vortexes that will make the terrace unusable. We can quickly test modifications in our models to find a shape that retains the desired aesthetic while promoting occupant comfort on the terrace itself.
- An office building's courtyard gets unbearably hot at midday, so workers can't enjoy lunch outdoors. We can show how to position a "wind scoop" to direct prevailing winds, creating breezes in areas where normally there wouldn't be any.
- Sports fans or athletes get too hot or too cold at the stadium. We can adjust the shaping and siting of a stadium to balance sun, shade and wind to keep both patrons and athletes comfortable during more of the game or match—and for more of the season.

PEDESTRIAN COMFORT AND SAFETY

RWDI is a valuable partner to clients seeking to...

Explore Innovations

- Arrange active cooling systems (e.g., misted water) for best effect
- Manage planned developments to create optimum public experiences
- Manage multi-building interactions in dense urban environments to maintain pedestrian-level comfort

Create Opportunities

- Expand siting options by mitigating adverse conditions
- Design comfortable, popular public and community spaces that invite pedestrian use

Meet Challenges

- Make hot conditions tolerable by manipulating available airflows and shade
- Balance comfort criteria for stadium patrons and athletes

Fulfill Expectations

- Satisfy patrons' expectations by matching perceived conditions to the purpose of the space
- Meet municipal requirements to demonstrate absence of negative impact to the public realm
- Ensure the public's safety, especially in high winds

PEDESTRIAN COMFORT AND SAFETY

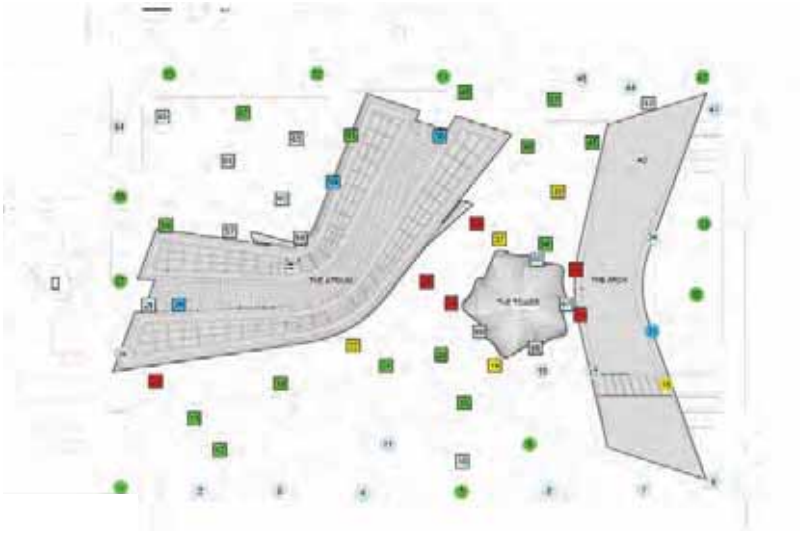
How we work

Our first step is always to understand the weather data and the surrounding context in light of your questions. We might look at where the wind is coming from, where the sun is at every minute, what the temperature trends are, what the terrain or urban context is.

Then we do a predictive assessment: How do we expect the winds to interact with this facility? How fast will shadows move? On how many days will heat or humidity reach levels that people perceive as uncomfortable? We also have custom techniques for quickly considering multiple factors: for example, does a prevailing breeze offset the heat?

Next, we evaluate how people interact with the space. What are the usage patterns? What do people expect? How do they adapt to the weather? Then we work with you to decide which patterns you consider a problem.

With that guidance, we work with appropriate parties—designers, architects, landscape architects, owners—to create a plan that will help mitigate the problems identified. We might recommend changing the usage around the building. Or we might show how adding correctly designed landscaping or architectural features would help mitigate negative conditions. Solutions can be tested quickly in our models to prove their efficacy before construction.



In developing our predictive assessment and recommendations for mitigation, we rely on several tools. One is an experience-based assessment, drawing on decades of results from projects of all shapes and sizes. For a more detailed review, we use computational fluid dynamics (CFD) models for wind and heat flow. These computational models integrate what we know about the weather conditions, the surrounding landscape and the important features of the structure. Where appropriate, we also test physical models in wind tunnels.

The results tell us in detail how pedestrians or patrons might experience the environment. Each mitigation strategy is tested in these models and refined on the basis of the results. We present our final results in simple ways that quickly reveal problem areas, and we're always happy to explain our results and discuss their implications.

PROJECT PROFILE
BRICKELL CITY CENTER
Miami, Florida, USA

Ensuring pedestrian comfort in a large-scale, open-air retail environment.

Brickell City Center is a 5.4-million-square-foot complex in downtown Miami comprising office, retail, hotel and residential spaces. With a footprint that will span three city blocks when completed, the billion-dollar project incorporates many sustainable design elements—notably a strong emphasis on pedestrian access via multiple walkways connecting to an open-air shopping mall.

The Challenge.

Miami's tropical climate makes it difficult to create environments that are pedestrian-friendly. During the summer, temperatures often exceed 90˚F (32˚C) and the hot, humid days typically include heavy afternoon thundershowers. On the Brickell City Center site, cooling breezes off Biscayne Bay mitigate the heat somewhat, but wind and rain remain a challenge.

The project's centerpiece is a raised platform on which people can walk above street level between the shopping areas and adjacent condo and office buildings. Sheltering this platform is a "climate ribbon" – an undulating strip of steel and glass that offers protection from the sun and rain while redirecting breezes to provide natural air conditioning. Project architects Arquitectonica of Miami and designers Hugh Dutton & Associés of Paris knew this innovative passive design element had to be executed perfectly to achieve the vision of an urban "lifestyle development" where pedestrians move comfortably throughout the complex. So they turned to the wind engineering and microclimate experts at RWDI.

The Outcome

Based on our detailed microclimate modeling, we assigned a thermal comfort score at regular intervals along the entire climate ribbon. We then collaborated with the design team to explore various configuration and construction options. Once that investigation was complete, the designers were ready to optimize their specifications and move forward, confident that the hundreds of thousands of people who will soon be walking through Brickell City Center will find its retail spaces and open walkways attractive and comfortable all year round.

QUICK FACTS

A key observation, confirmed by past experience, was that people were willing to accept a wider range of conditions in an outdoor setting – and given Miami's climate, would even tolerate some measure of discomfort.

PROJECT PROFILE
YONGE EGLINTON CENTRE EXPANSION

Toronto, Ontario, Canada

Science informs landscaping design to accommodate wind effects due to neighboring tall towers.

Orchestrating the wind to create comfortable outdoor spaces.

This project involved a major expansion and modernization of existing space at the Yonge Eglinton Centre in midtown Toronto. Nestled between two towers on the mixed use site, the expansion added 40,000 sf of new retail space capped by a landscaped rooftop outdoor space. The adjacent tall towers strongly influence the microclimate, which RWDI was engaged to investigate.

We assessed the microclimate around the new addition with regard to human comfort, in particular at the rooftop outdoor amenity space, through a series of wind tunnel tests using scale models of the various structures in the area. Based on our exceptional knowledge of and experience with the Toronto wind climate, we were able to recommend wind mitigation techniques for the rooftop area and collaborated with the team to develop the landscape design.

Understanding the microclimate conditions is important for outdoor amenity spaces in an urban setting, especially with neighboring tall towers.

QUICK FACTS

This project involved a major expansion to an existing facility in an urban location adjacent to tall towers. RWDI worked with the design team, in particular the landscape architects, to orchestrate the wind to create comfortable outdoor spaces.

ABN Amro

Chicago, IL

RWDI was retained to study the proposed ABN AMRO Building, a 29-story commercial tower in Chicago, Illinois. One objective was to determine the wind loads for the design of the exterior envelope. RWDI conducted a separate study to provide data on the forces and moments for the design of the structural frame of the building and to determine the wind-induced accelerations at the top occupied floor. A pedestrian wind study was conducted to assess the wind environment around the base of the high-rise in terms of pedestrian comfort and safety.

Chicago Spire by Shelbourne Development

Chicago, IL

RWDI was retained to conduct the wind engineering studies on the Chicago Spire project. As the design has evolved RWDI has provided consultation and wind tunnel testing on several versions of the tower. Structural response, cladding loads, pedestrian wind environment, stack effect and icing issues were all addressed. In addition, RWDI's sister company Motioneering developed concepts for special damping systems.

Chicago Children's Memorial Hospital (CMH)

Chicago, IL

RWDI performed several acoustical, noise and vibration services for this project. These studies were intended to 1) quantify the background noise levels from the air handling units and provide recommendations for their control; 2) quantify the performance of the proposed partitions to control noise transmission and ensure privacy between adjacent spaces; 3) quantify the noise transmissions within the proposed mechanical rooms and provide recommendations to reduce noise to acceptable levels; 4) to assess the potential for vibrations from proposed mechanical equipment and provide recommendations for their isolation from the main building structure; 5) assess the vibration transmission throughout the flooring systems due to impacts from footfall; and 6) quantify the acoustical performance of large open spaces within the facility to ensure optimal speech intelligibility and minimal reverberations.

Detailed wind tunnel modeling was also undertaken to quantify air quality impacts from the proposed and existing exhausts at existing and proposed fresh air intakes (to provide guidance on stack location, height and intake location for the new project); to quantify the impact of winds on pedestrian comfort and safety around the site (to assess the need for wind control measures); and to quantify the wind loads that will act on the building's curtainwall (to refine the loads predicted using code calculations). A desktop assessment of snow drifting into a mechanical intake louver was also investigated.

O'Hare Airport Traffic Control Tower

Chicago, IL

The North Airport Traffic Control Tower (NATCT) project included construction of a new supplemental tower and associated base building for the North Airfield development of O'Hare International Airport. The tower is approximately 225 feet tall to the cab floor with a 400 SF cab and a 10,000 SF base building. Challenges faced for this project included an airside construction site, construction height restrictions, and strict coordination with FAA requirements.

RWDI conducted the following studies:
Structural Wind Load Study
Cladding Wind Load Study

Chicago Union Station

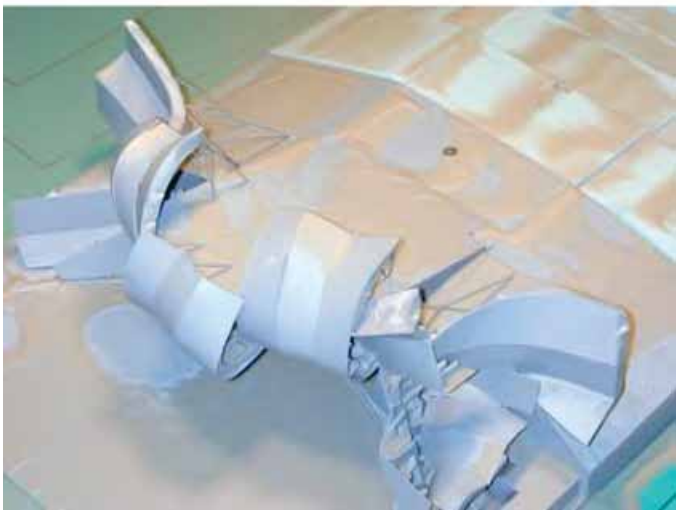
Chicago, IL

RWDI was retained to assess conditions that could arise in the event of a fire in the South Train Shed at Chicago Union Station (CUS) with a particular emphasis on passenger egress and ventilation. The project work program accomplished three tasks:

Task 1: Established an understanding of fire safety within the south train shed, performed a preliminary assessment of passenger egress, developed a set of fire scenarios, and gathered information required for later phases.

Task 2: Constructed a physical scale model of CUS and its environs and performed wind tunnel testing to evaluate wind pressures at the major openings of the train shed for use as inputs to the computational fluid dynamic (CFD) model.

Task 3: Constructed a CFD model of the interior of CUS, ran transient simulations of different fire scenarios, re-assessed passenger egress, and developed and tested a set of mitigation responses.



Chicago Millennium Park

Chicago, IL

RWDI performed wind scour testing in our water flume snow simulator to assess where snow would accumulate on the sculptural forms that constitute this complex. The results of the study illustrated that the wind would be through portions of the structure and scour the snow from the bandshell. When combined with RWDI's microclimate experience and historical weather data for the site, the results were converted into detailed diagrams of predicted wind and snow loadings on complex. These diagrams provided the structural designer with a more accurate assessment of the wind and snow loadings than could be achieved through code calculations.

RELEVANT EXPERIENCE

A selected listing of RWDI projects in Chicago, IL follows:

PROJECT	PROJECT TEAM
10 East Delaware	Lucien Lagrange and Associates Ltd.
10 South LaSalle	Fidinam Developers Moriyama & Teshima
111 South Wacker Drive	Magnusson Klemencic (MKA)
1350 Lakeshore Drive	Draper & Kramer Inc. Jung Brannen Architects
155 N. Wacker	John Buck Company, The
155 North Wacker Drive	John Buck Company, The
175 North Harbor	Metropolitan Structures Fujikawa Johnson Architects
190 South LaSalle	John Buck Company
300 East Randolph	Fukikawa & Johnson
300 East Randolph (BlueCross Blue)	Goettsch Partners
300 South Wacker	DeStefano Goettsch
300 West Monroe	Cesar Pelli Architects WZMH
311 South Wacker	Kohn Pederson Fox Architects
35 West Wacker Drive	John Buck Company Kevin Roche John Dinkeloo Architects
440 North Wabash	John Buck Company
633 St. Clair	Romanek Properties
7 South Dearborn	Skidmore, Owings & Merrill
77 West Wacker	DeStefano, Goettsch / The Prime Group

PROJECT	PROJECT TEAM
840 N. Lakeshore	DeStefano / Lucien LaGrange
840 North Michigan	Lucien LaGrange Associates
900 North Michigan	Urban Developments Perkins & Will
American International Tower	Miglin-Beitler Developments
Ameritech Solar Shovels	Lohan Associates
Amoco Tower	Amoco Oil R&T Engineering
Block 123	John Buck Company
Blue Cross Blueshield Rainscreen	Antamex International Inc.
BlueCross/BlueShield Expansion	Goettsch Partners
Chagall Mosaic Roof	Skidmore, Owings & Merrill
Chicago Bears Proposed Training Facility	Chicago Bears
Chicago Spire	Santiago Calatrava SA
Chicago Union Station - North Shed	Amtrak
Comiskey Park	Kassabaum
Continental Bank	Lohan Associates
Dearborn Center	Skidmore Owings & Merrill
Dupage Corporation Center	Holabird & Root
Fairmont Hotel	Metropolitan Structures Fujikawa Johnson Architects
Hudson Tower	Centrum Properties Inc.
Lake Tower	MB Realty
Lakefront Millennium Pavilion	Frank O. Gehry Skidmore, Owings & Merrill
Loyola University Cancer Center	Perkins & Will

PROJECT	PROJECT TEAM
Mandarin Oriental Hotel	Solomon Cordwell Buenz & Associates Inc.
Mayfair Regent Development	Sidley & Austin
Michigan/Huron Building	Loebl Schlossman Hackl Architects
Millennium Center	Tishman Construction Corp. of Illinois
Millennium Center	Solomon Cordwell Buenz
MKDG Tower	Miller-Klytznich-Davis-Gray Lohan Associates
North Loop Block 37	FJV Venture Metro Structures
North Park Drive Development	Solomon Cordwell Buenz
North Pier Apartment	Broad Acre
Northwestern Memorial Hospital New Outpatient Facility	Cannon
Northwestern Terminal Building	Metra Murphy Jahn Architects
Northwestern University, Memorial Hospital	Hellmuth Obata & Kassabaum Ellerbe Associates
O'Hare Airport Canopy (United Airlines Terminal)	Lev Zetlin Company
O'Hare International Airport – South Airport Traffic Control Tower (SATCT)	EXP (Exponential Possibilities)
Oak Rush Walton Galleria	Solomon Cordwell Buenz & Associates
Oakbrook Terrace	Miglin-Beitler Developments Murphy Jahn Architects
Ohio Grand McClurg Phase II	Golub and Company
One Museum Park West	Pappageorge/Haymes Ltd.
One South Dearborn	Hines
One Wacker	H.M. Walker Company Lincoln Property

PROJECT	PROJECT TEAM
Orchestra Hall	Skidmore, Owings & Merrill
Proposed Miglin-Beitler Tower	Miglin-Beitler Developments Cesar Pelli Architects
Prudential Plaza	Loebl Schlossman Hackl Architects
Richard J. Daley Center	Richard J. Daley Center - MB Real Estate
River View/River East	DeStefano / Chris P. Stefanos
Sears Headquarters	Perkins & Will
Sheraton Hotel	Tishman Corporation
State & Chestnut Residential Apartments	Solomon Cordwell Buenz
Stouffer Hotel	Stouffer Hotels
Terminal 5, Chicago Airport	Group One Design
Two Energy Center	Murphy Jahn Architects
University of Chicago Administration Building	Gensler
Van Buren Franklin Project	Perkins & Will
Wolf Point Project, Phase 1 West Tower	Hines
10 East Delaware	Lucien Lagrange and Associates Ltd.
10 South LaSalle	Fidinam Developers Moriyama & Teshima
111 South Wacker Drive	Magnusson Klemencic (MKA)
1350 Lakeshore Drive	Draper & Kramer Inc. Jung Brannen Architects
155 N. Wacker	John Buck Company, The
155 North Wacker Drive	John Buck Company, The
175 North Harbor	Metropolitan Structures Fujikawa Johnson Architects
190 South LaSalle	John Buck Company

PROJECT	PROJECT TEAM
300 East Randolph	Fukikawa & Johnson
300 East Randolph (BlueCross Blue)	Goettsch Partners
300 South Wacker	DeStefano Goettsch
300 West Monroe	Cesar Pelli Architects WZMH
311 South Wacker	Kohn Pederson Fox Architects
35 West Wacker Drive	John Buck Company Kevin Roche John Dinkeloo Architects
440 North Wabash	John Buck Company
633 St. Clair	Romanek Properties
7 South Dearborn	Skidmore, Owings & Merrill
77 West Wacker	DeStefano, Goettsch / The Prime Group
840 N. Lakeshore	DeStefano / Lucien LaGrange
840 North Michigan	Lucien LaGrange Associates

HANQING WU, PH.D., P.ENG.

TECHNICAL DIRECTOR | PRINCIPAL MICROCLIMATE SPECIALIST

T: 519-823-1311 X 2283 | Hanqing.Wu@rwdi.com

Hanqing Wu is a recognized international leader in the field of wind engineering who provides technical direction to our growing microclimate practice. Hanqing is a critical contributor to many of our clients' most sophisticated projects, and a key driver of RWDI's own research and development work. His record of innovation includes the creation of a pressure device that precisely measures wind speeds and directions (known at RWDI as a "Wu Tube"), and the development of our proprietary software, WindEstimator, which leverages a database of wind tunnel data to generate predictions of pedestrian-level wind flows around complex buildings. Hanqing has frequently been called on to give expert-witness testimony in Canada and the United States, and plays an invaluable leadership role on our clients' projects around the globe.

Employment History

1998-Present
Principal / Technical Director
RWDI

Education

Doctorate (Building Studies), Concordia University, Montreal

Master of Science (Fluid Mechanics), Peking University, Beijing

Bachelor of Science (Mechanics), Peking University, Beijing

Affiliations

American Society of Civil Engineers (ASCE)

ASCE Environmental Wind Engineering Committee

Registered Professional Engineer

(P. Eng.), Ontario, Nova Scotia, Manitoba

Numerous papers in wind engineering journals and presentations at international conferences

Project Experience

- Navy Pier Hotel at 600 East Grand Avenue, Chicago, IL
- Wrigley Stadium Renovation, Chicago, IL
- Obama Presidential Center, Chicago, IL
- CME Lobby Development, Chicago, IL
- 3 Eleven, Chicago, IL
- Solstice on the Park, Chicago, IL
- Wolf Point - South & East Towers, Chicago, IL
- 300 North Michigan, Chicago, IL
- 110 North Wacker, Chicago, IL
- 1000 S. Michigan Ave, Chicago, IL
- Roosevelt and Indiana, Chicago, IL
- The Apple Store, Chicago, IL
- 1326 South Michigan, Chicago, IL
- 9 West Walton at State Street, Chicago, IL

EDYTA CHRUSCINSKI, P.ENG., PMP, LEED AP

SENIOR PROJECT MANAGER

T: 519-823-1311 X 2505 | Edyta.Chruscinski@rwdi.com

Edyta is a skilled project manager whose extensive knowledge of RWDI's technical capabilities allows her to develop assemble customized service combinations that meet clients' unique project needs efficiently. Edyta collaborates with RWDI teams on building design and community planning projects; her engineering background, LEED training, and project management capabilities make her a versatile and insightful project leader.

Project Experience

- Data Center Chicago, Chicago, IL
- University of Chicago Medical Centre - Food Truck Odor Study, Chicago, IL
- 451 East Grand Avenue, Chicago, IL
- State and Chestnut Residential Apartments, Chicago, IL
- University of Illinois Assembly Hall, Champaign, IL
- New York University Core, New York, NY
- Procter & Gamble – Winton Hill Campus, Cincinnati, OH
- Lake Banook Canoe Course, Dartmouth, NS
- PATH Harrison Transit Station, Harrison, NJ
- Village Park Residential Dev., Toronto, ON
- Fan Pier, Boston, MA
- Agua Calinete Casino Hotel, Rancho Mirage, CA
- Emaar Square, Cairo, Egypt
- Lusail Commercial Boulevard, Lusail, KSA
- Grand Mosque of Makkah, Makkah, KSA
- Meraas Dubai Parks, Dubai, UAE
- Avenue Phase 2, Dubai, UAE

Employment History

2007-Present
Senior Project Manager, RWDI

Education

Bachelor of Electrical Engineering and Management, McMaster University, Canada

Affiliations

Professional Engineer, Ontario

Certified Project Management Professional

LEED Accredited Professional

1000 LAKE STREET PARKING & POPULATION MATRIX

UNIT DESCRIPTION	# OF UNIT	% OF UNITS	RESIDENTS PER UNIT	TOTAL RESIDENTS	PARKING PER UNIT	TOTAL PARKING	TOTAL GROSS SF
Studio A	36	14%	1.00	36	0.50	18	
Studio B	39	15%	1.00	39	0.50	20	
Convertible	74	28%	1.20	89	0.50	37	
1 Bedroom 1 Bathroom	35	13%	1.70	60	0.75	26	
1 Bedroom Den 1	31	12%	1.75	55	0.75	23	
2 Bedroom / 2 Bath A	18	7%	1.75	32	1.20	22	
2 Bedroom / 2 Bath B	28	11%	2.00	56	1.50	42	
3 Bedroom / 2.5 Bath	4	2%	2.00	8	2.00	8	
Retail 1 - Coffee Shop						0	3250
Retail 2 - Restaurant						VALET	6250
Car Sharing						2	
Office Flex						37	
TOTAL	**265**	**100%**	**1.41**	**375**	**0.74**	**235**	**379204**

16. Environmental Reports

The Phase 1 Environmental Site Assessment was prepared by Terracon Consultants, Inc. and submitted to Albion Residential on December 12, 2016. The Phase 1 Environmental Site Assessment can be made available upon request. For more information, please contact ayule@albion-residential.com.

17. Perspective Drawings

ALBION RESIDENTIAL

HPA


THE ALBION
1000


1000


LAKE HOUSE
LAKE HOUSE

Planned Development Application

1000 Lake Street Development

Oak Park, IL 60301

18. Photos of Surrounding Properties and Buildings

ALBION RESIDENTIAL

HPA

LOCATION MAP

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

ALBION RESIDENTIAL

1000 Lake Street - Surrounding Properties and Buildings

Oak Park, IL

N

01-10-2017

LOCATION MAP

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

ALBION RESIDENTIAL

1000 Lake Street - Surrounding Properties and Buildings

Oak Park, IL

N

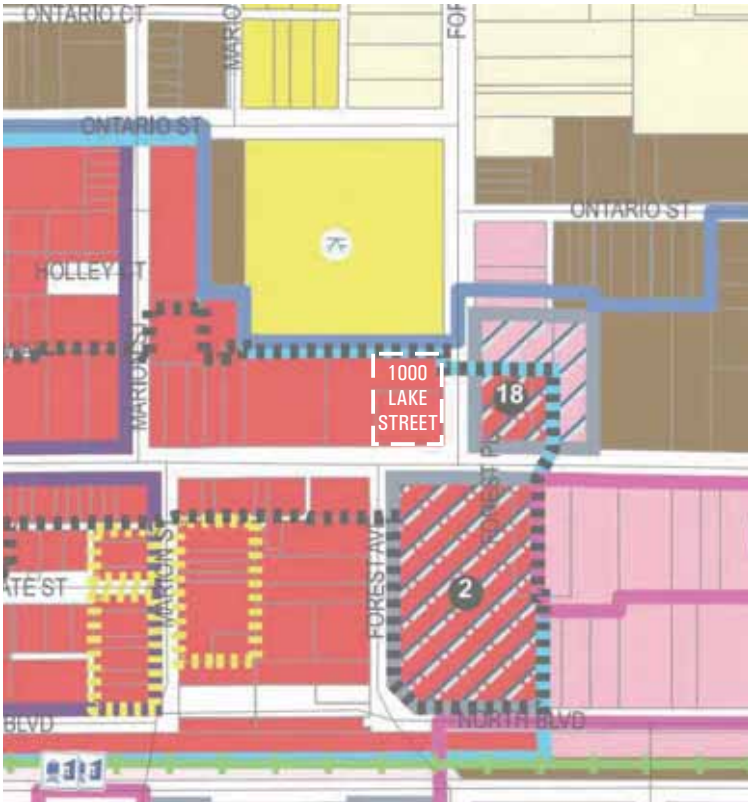
01-10-2017

19. Location Map

ALBION RESIDENTIAL

HPA

500' RADIUS



ZONING MAP

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

ALBION RESIDENTIAL

1000 Lake Street - Location Map

Oak Park, IL

SCALE: 1"=200'-0"

01-10-2017

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Planned Development Application

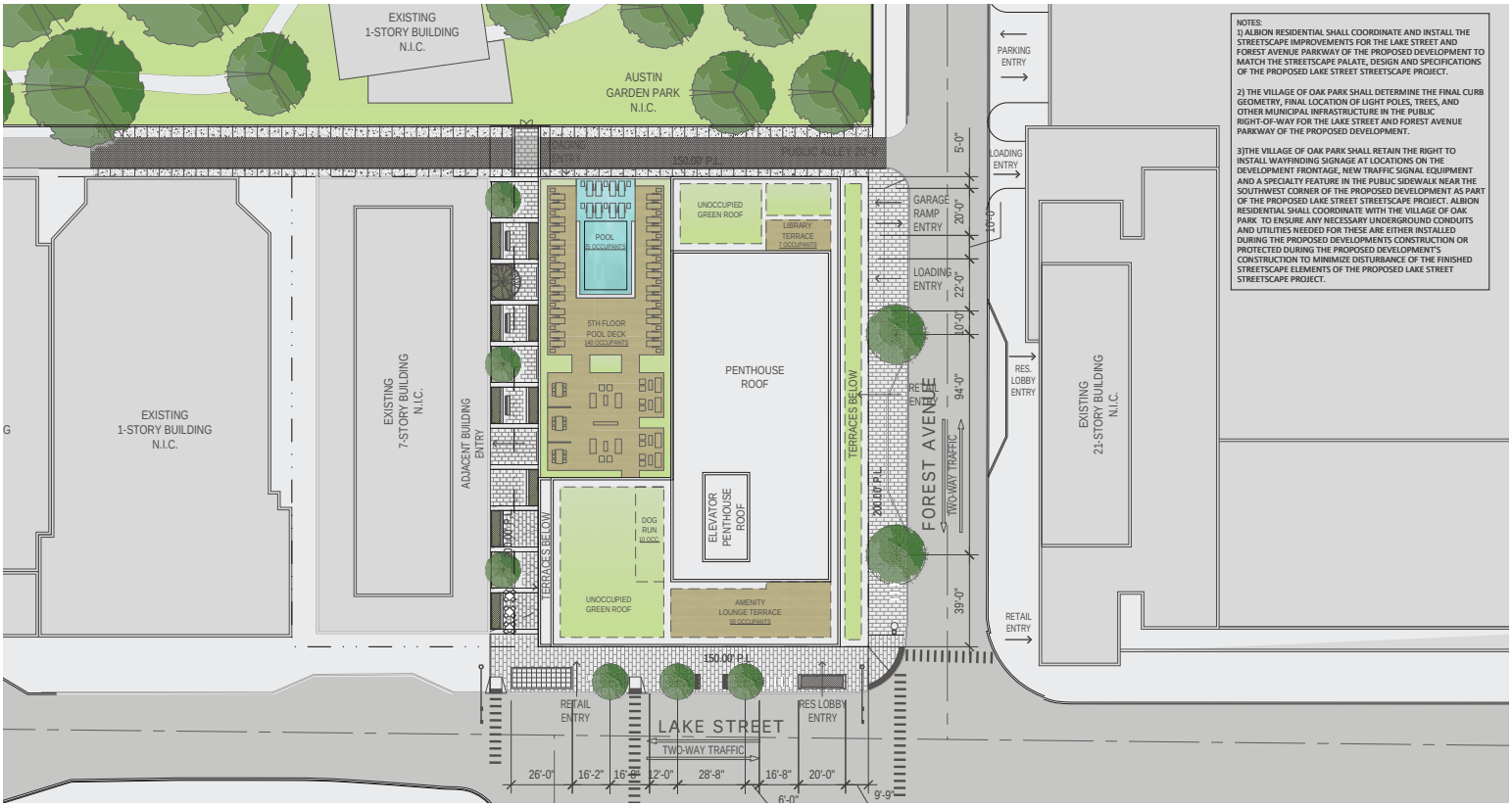
1000 Lake Street Development

Oak Park, IL 60301

20. Site Plan

ALBION RESIDENTIAL

HPA



NOTES:
1) ALBION RESIDENTIAL SHALL COORDINATE AND INSTALL THE STREETSCAPE IMPROVEMENTS FOR THE LAKE STREET AND FOREST AVENUE PARKWAY OF THE PROPOSED DEVELOPMENT TO MATCH THE STREETSCAPE PALATE, DESIGN AND SPECIFICATIONS OF THE PROPOSED LAKE STREET STREETSCAPE PROJECT.

2) THE VILLAGE OF OAK PARK SHALL DETERMINE THE FINAL CURB GEOMETRY, FINAL LOCATION OF LIGHT POLES, TREES, AND OTHER MUNICIPAL INFRASTRUCTURE IN THE PUBLIC RIGHT-OF-WAY FOR THE LAKE STREET AND FOREST AVENUE PARKWAY OF THE PROPOSED DEVELOPMENT.

3)THE VILLAGE OF OAK PARK SHALL RETAIN THE RIGHT TO INSTALL WAYFINDING SIGNAGE AT LOCATIONS ON THE DEVELOPMENT FRONTAGE, NEW TRAFFIC SIGNAL EQUIPMENT AND A SPECIALTY FEATURE IN THE PUBLIC SIDEWALK NEAR THE SOUTHWEST CORNER OF THE PROPOSED DEVELOPMENT AS PART OF THE PROPOSED LAKE STREET STREETSCAPE PROJECT. ALBION RESIDENTIAL SHALL COORDINATE WITH THE VILLAGE OF OAK PARK TO ENSURE ANY NECESSARY UNDERGROUND CONDUITS AND UTILITIES NEEDED FOR THESE ARE EITHER INSTALLED DURING THE PROPOSED DEVELOPMENTS CONSTRUCTION OR PROTECTED DURING THE PROPOSED DEVELOPMENT'S CONSTRUCTION TO MINIMIZE DISTURBANCE OF THE FINISHED STREETSCAPE ELEMENTS OF THE PROPOSED LAKE STREET STREETSCAPE PROJECT.

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

ALBION RESIDENTIAL

1000 Lake Street- Site Plan

Oak Park, IL

SCALE: 1"=40'-0"
04-07-2017
N

Planned Development Application

1000 Lake Street Development

Oak Park, IL 60301

21. Landscape Plan

ALBION RESIDENTIAL

HPA

LANDSCAPE ORDINANCE ANALYSIS

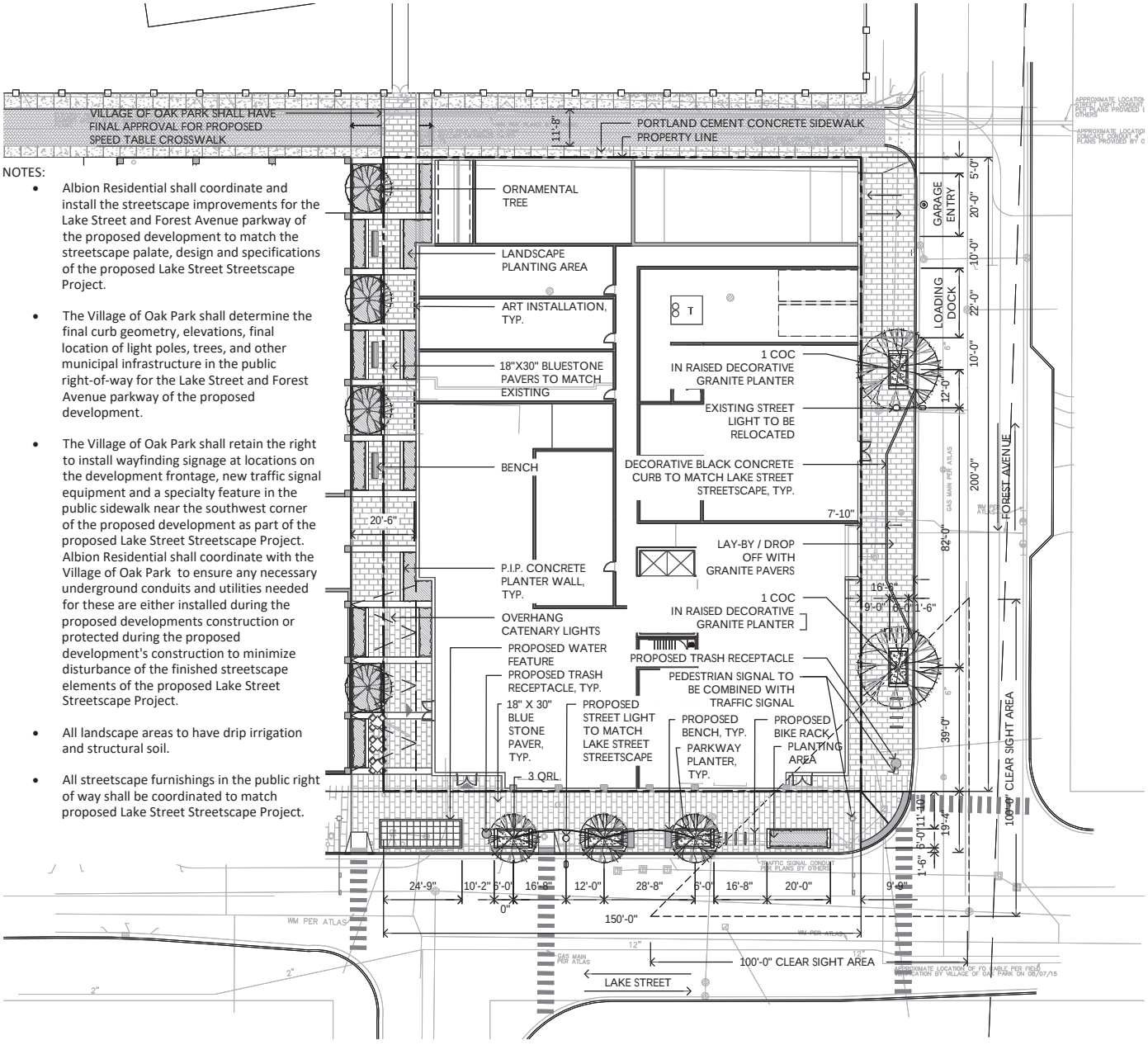
PARKWAY PLANTING

LAKE STREET

LENGTH (LINEAR FEET)	150'-0"
NUMBER OF TREES REQUIRED (1 PER 35 LF)	4
NUMBER OF EXISTING TREES TO REMAIN	0
NUMBER OF ADDITIONAL TREES TO BE PROVIDED	3 TREES ARE PROVIDED. ADDITIONAL TREES BEYOND THIS NUMBER CANNOT BE PROVIDED DUE TO CLEAR SIGHT AREA OFFSET AND WATER FEATURE.

FOREST AVENUE

LENGTH (LINEAR FEET)	200'-0"
NUMBER OF TREES REQUIRED (1 PER 35 LF)	6
NUMBER OF EXISTING TREES TO REMAIN	0
NUMBER OF ADDITIONAL TREES TO BE PROVIDED	2 ADDITIONAL TREES ARE PROVIDED. ADDITIONAL TREES BEYOND THIS NUMBER CANNOT BE PROVIDED DUE TO CLEAR SIGHT AREA OFFSET, DROP-OFF, LOADING DOCK AND GARAGE ENTRANCE OFFSET.



NOTES:

- Albion Residential shall coordinate and install the streetscape improvements for the Lake Street and Forest Avenue parkway of the proposed development to match the streetscape palate, design and specifications of the proposed Lake Street Streetscape Project.
- The Village of Oak Park shall determine the final curb geometry, elevations, final location of light poles, trees, and other municipal infrastructure in the public right-of-way for the Lake Street and Forest Avenue parkway of the proposed development.
- The Village of Oak Park shall retain the right to install wayfinding signage at locations on the development frontage, new traffic signal equipment and a specialty feature in the public sidewalk near the southwest corner of the proposed development as part of the proposed Lake Street Streetscape Project. Albion Residential shall coordinate with the Village of Oak Park to ensure any necessary underground conduits and utilities needed for these are either installed during the proposed developments construction or protected during the proposed development's construction to minimize disturbance of the finished streetscape elements of the proposed Lake Street Streetscape Project.
- All landscape areas to have drip irrigation and structural soil.
- All streetscape furnishings in the public right of way shall be coordinated to match proposed Lake Street Streetscape Project.

GROUND LEVEL LANDSCAPE PLAN

WOLFE LANDSCAPE ARCHITECTURE

ALBION RESIDENTIAL

1000 Lake Street

Oak Park, IL

SCALE: 1"=50'-0"

03-01-2017

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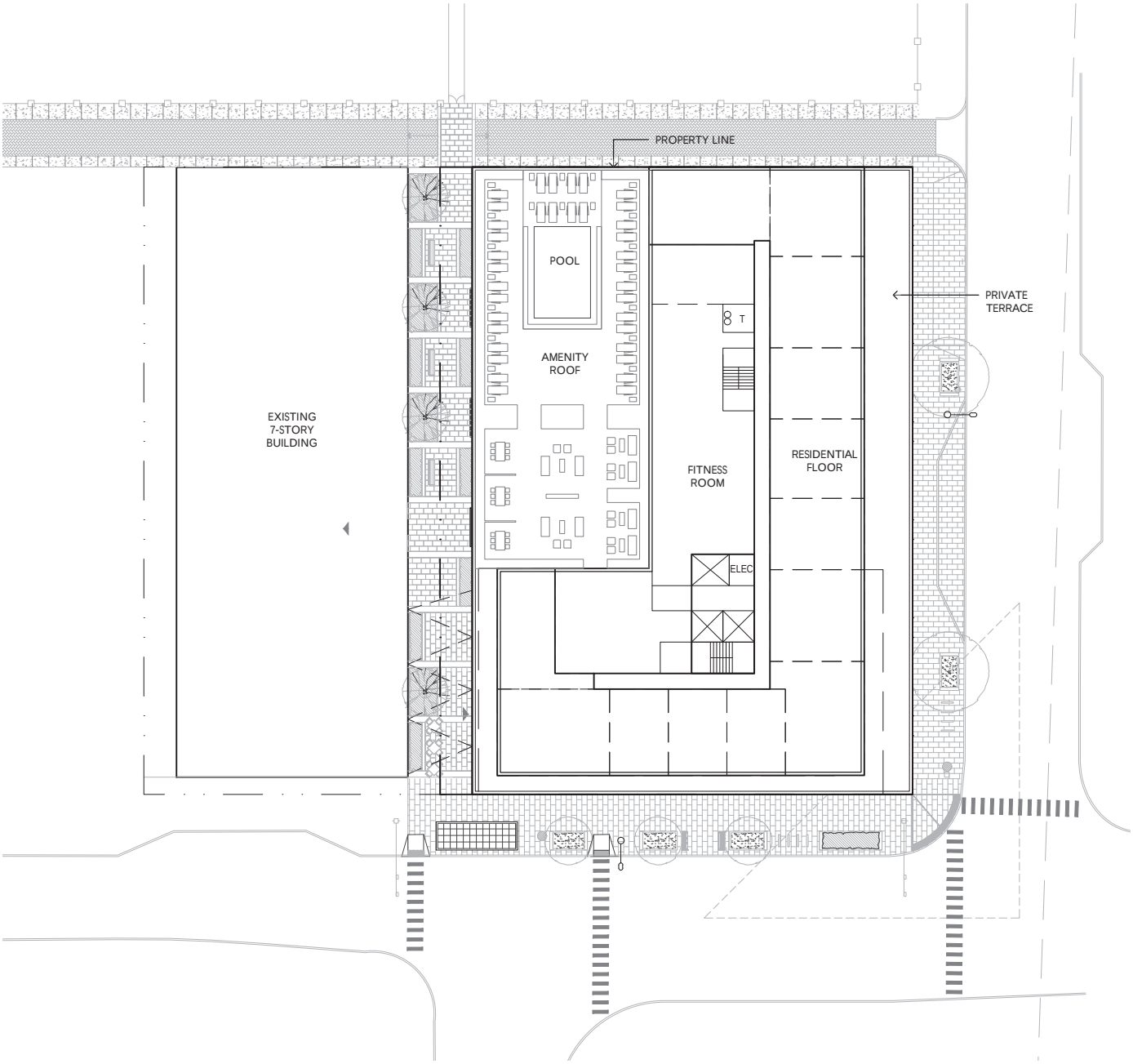

5TH FLOOR AMENITY DECK LANDSCAPE PLAN

WOLFE LANDSCAPE ARCHITECTURE

ALBION RESIDENTIAL

1000 Lake Street

Oak Park, IL

SCALE: 1"=50'-0"

03-01-2017

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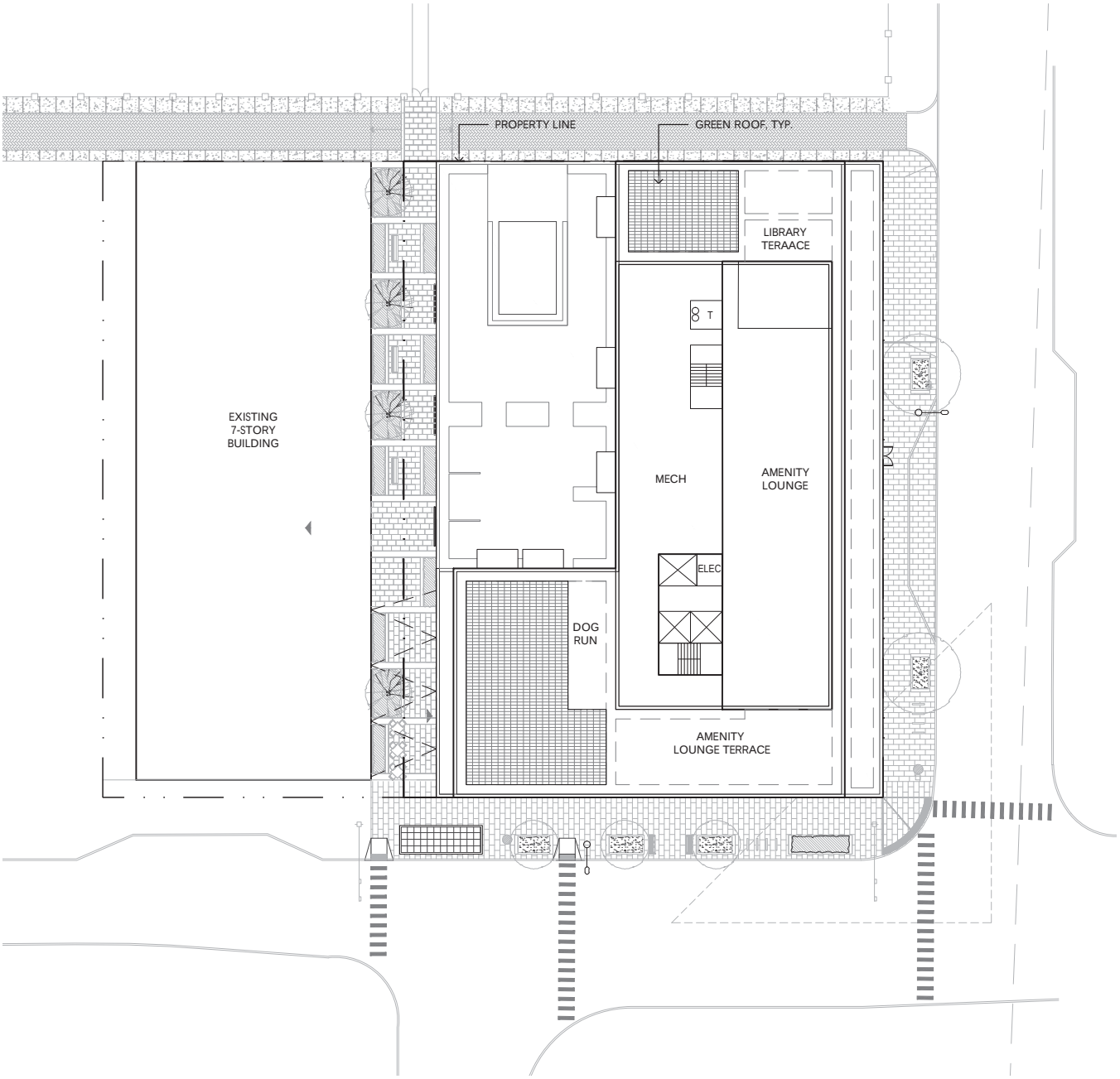

PENTHOUSE AMENITY DECK AND GREEN ROOF LANDSCAPE PLAN

WOLFE LANDSCAPE ARCHITECTURE

ALBION RESIDENTIAL

1000 Lake Street

Oak Park, IL

SCALE: 1"=50'-0"

03-01-2017

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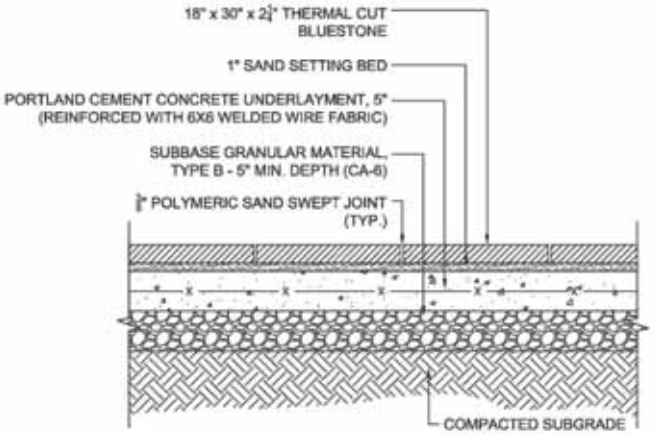
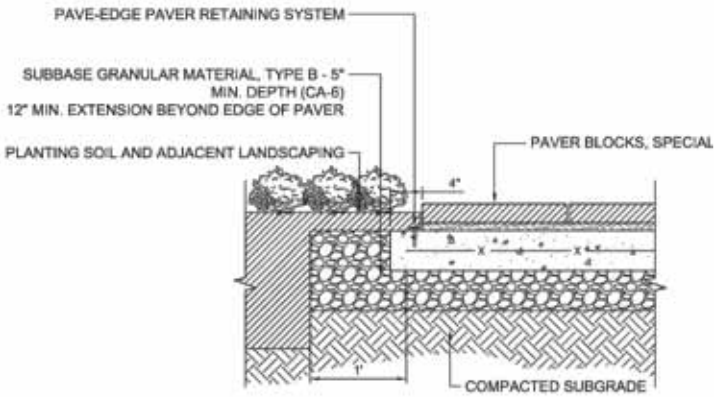
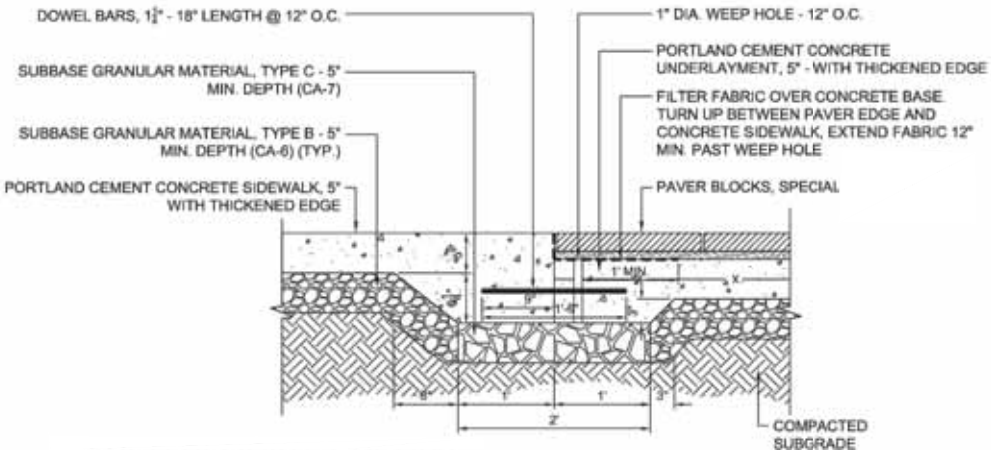


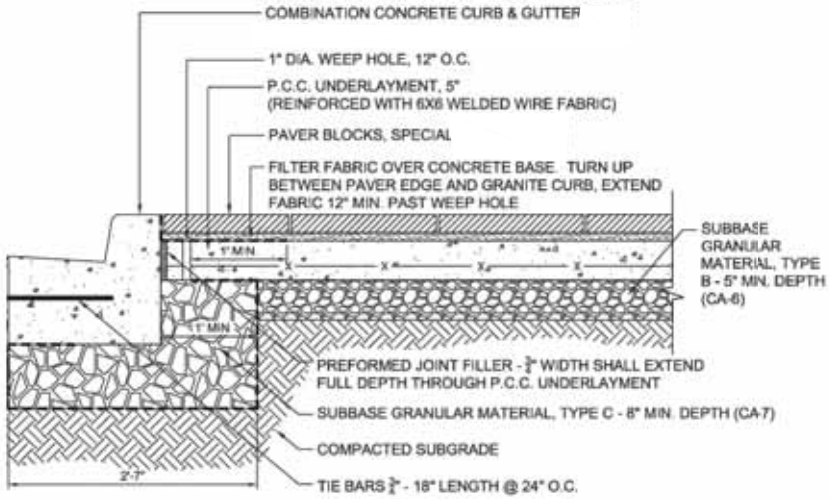
1 BLUESTONE PAVER DETAILS
SCALE: 1/2" = 1'-0"



2 PAVER BLOCKS ADJACENT TO LANDSCAPE DETAILS
SCALE: 1/2" = 1'-0"



3 PAVER BLOCKS ADJACENT TO P.C.C. SIDEWALK DETAILS
SCALE: 1/2" = 1'-0"



4 COMBINATION CONCRETE CURB & GUTTER DETAILS
SCALE: 1/2" = 1'-0"

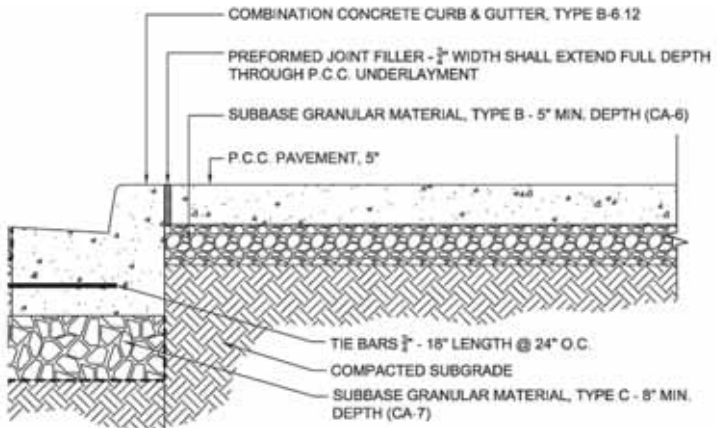
WOLFE LANDSCAPE ARCHITECTURE

ALBION RESIDENTIAL

1000 Lake Street

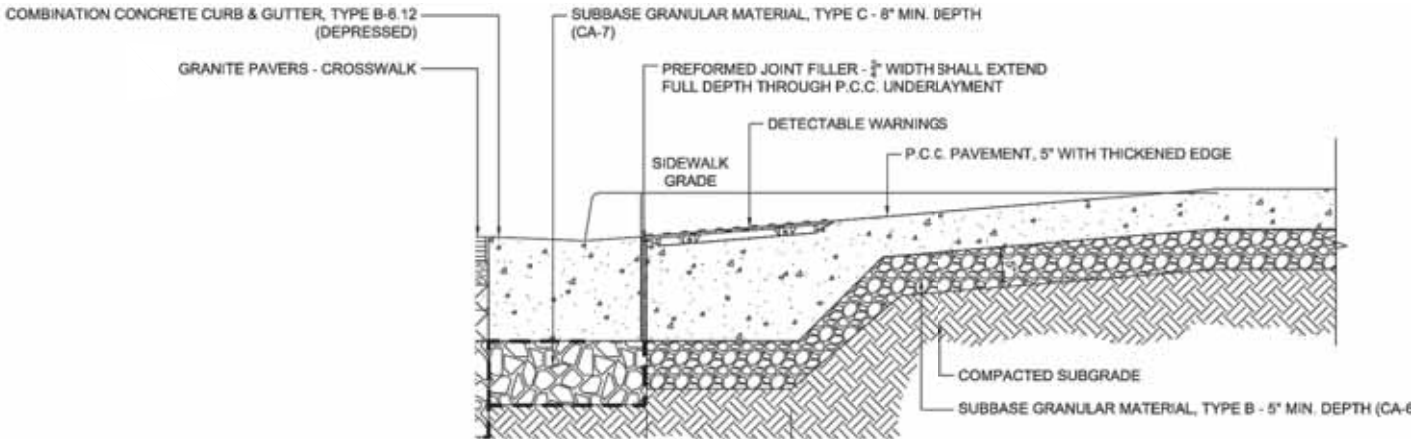
Oak Park, IL

03-01-2017



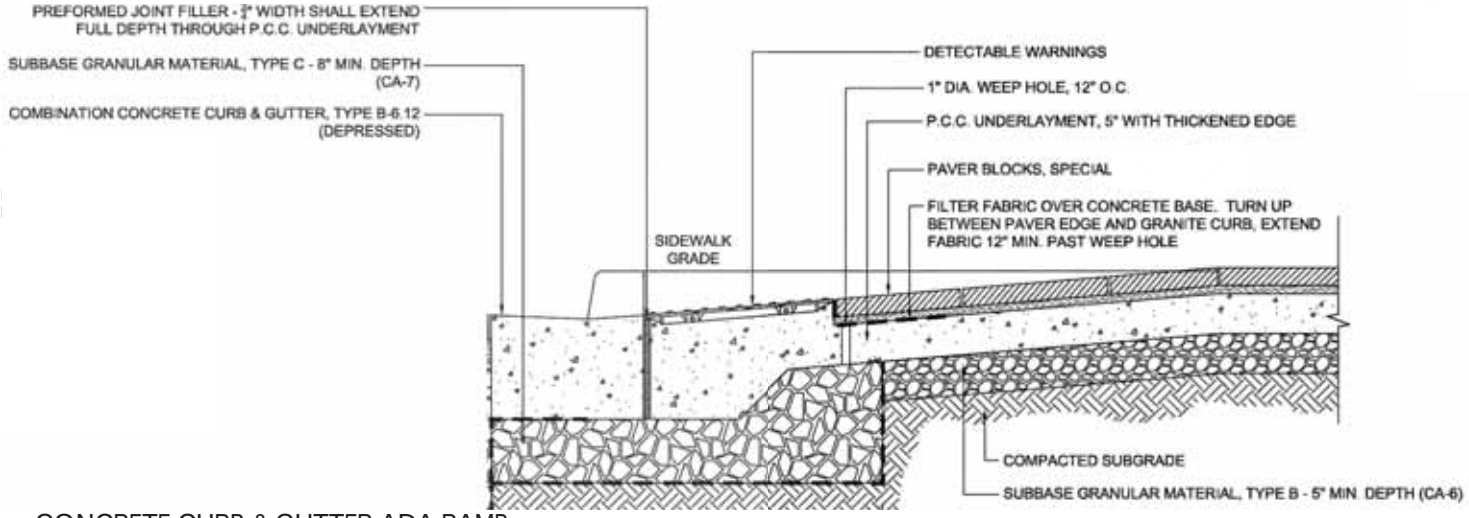
1 COMBINATION CONCRETE CURB & GUTTER ADJACENT TO P.C.C. PAVEMENT

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



2 CONCRETE CURB & GUTTER ADA RAMP ADJACENT TO P.C.C. PAVEMENT

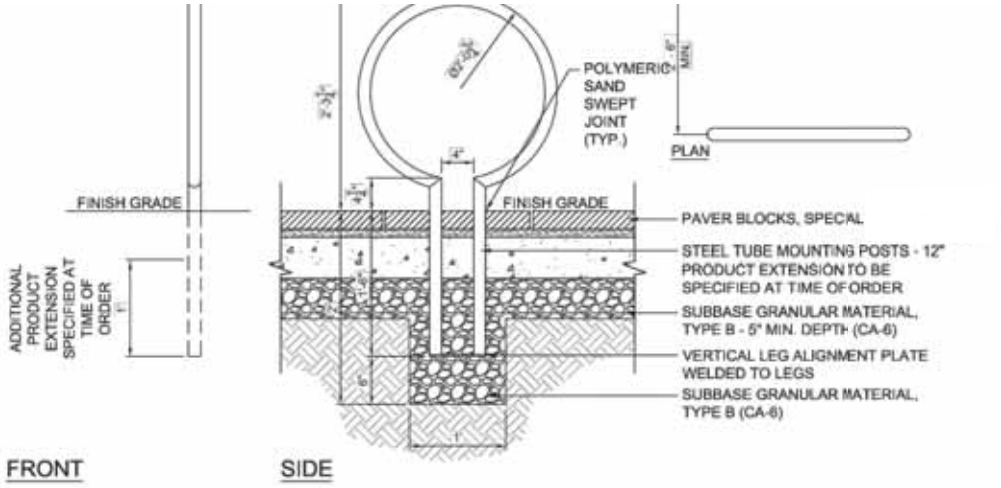
SCALE: 1/2" = 1'-0"



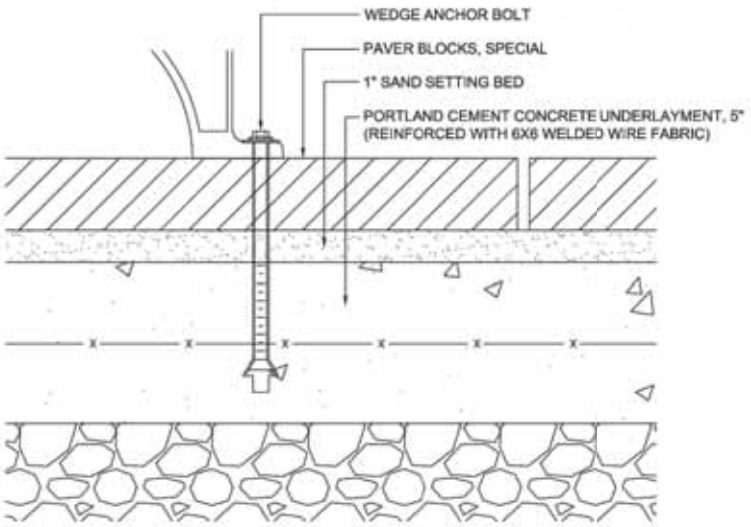
3 CONCRETE CURB & GUTTER ADA RAMP

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

HARDSCAPE DETAILS - 1I



1 BICYCLE RACKS DETAILS
SCALE: 1/2" = 1'-0"



2 SITE FURNITURE ANCHOR DETAIL
SCALE: 1/2" = 1'-0"

WOLFE LANDSCAPE ARCHITECTURE

ALBION RESIDENTIAL

1000 Lake Street

Oak Park, IL

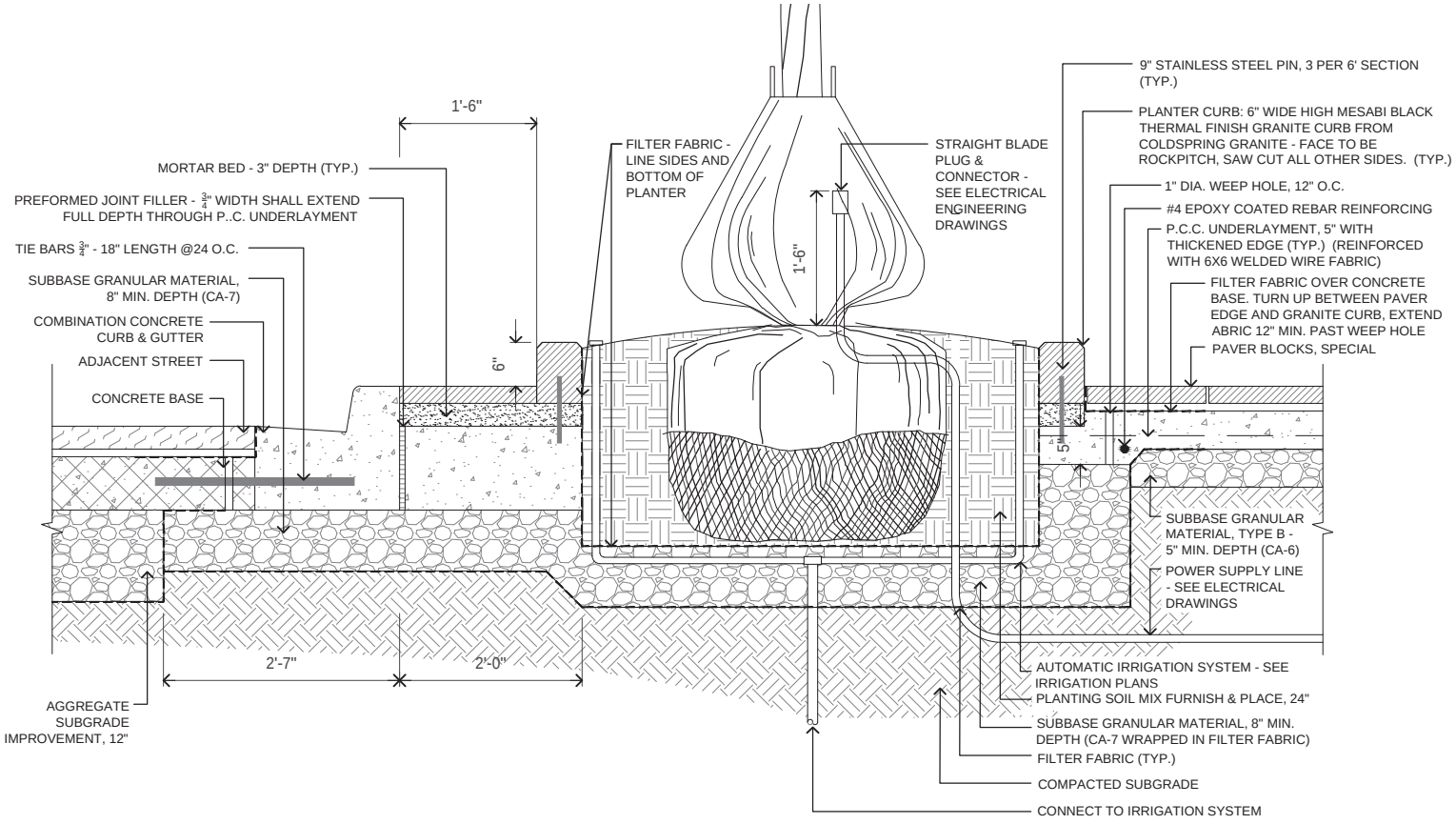
03-01-2017

N

PLANT PALETTE

NOTE: QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
SHADE TREES	QRL	QUERCUS MUEHLENBERGII	REGAL PRINCE OAK	3	4"	-	-	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
	COC	CELTIS OCCIDENTALIS 'CHICAGOLAND'	CHICAGOLAND HACKBERRY	2	4"	-	-	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
SHRUBS	RAP	RIBES ALPINUM 'PUMILUM'	DWARF ALPINE CURRANT	-	-	-	18"	#5	3'-0" ON CENTER
			DWARF HYDRANGEA						
GRASSES	HMA	HAKONECHLOA MACRA ' AUREOLA'	JAPANESE FOREST GRASS	-	-	-	-	#1	1'-6" ON CENTER
	PVS	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH RED SWITCHGRASS	-	-	-	-	#1	2'-0" ON CENTER
	SNSB	SORGHASTRUM NUTANS 'SIOUX BLUE'	SIOUX BLUE INDIAN GRASS	-	-	-	-	#1	2'-0" ON CENTER
PERENNIALS	HMPP	HEUCHERA MIRCANTHA 'PALACE PURPLE'	PALACE PURPLE CORAL BELLS	-	-	-	-	#1	1'-0" ON CENTER
	LMV	LIRIOPE MUSCARI 'VARIEGATA'	VARIEGATED LILYTURF	-	-	-	-	#1	1'-0" ON CENTER
	RFB	RUDBECKIA FULGIDA 'BLOVI'	VIETTE'S LITTLE SUZY	-	-	-	-	#1	1'-0" ON CENTER
	SVPR	SALVIA VERTICILLATA 'PURPLE RAIN'	PURPLE RAIN LILAC SALVIA	-	-	-	-	#1	1'-6" ON CENTER



1 PLANTER CURB DETAILS
SCALE: 1/2" = 1'-0"

LANDSCAPE DETAILS

WOLFE LANDSCAPE ARCHITECTURE

ALBION RESIDENTIAL

1000 Lake Street

Oak Park, IL

03-01-2017

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22. Detailed Sign Elevations

Albion Residential is submitting a request to the Community Design Commission through Mike Bruce, Zoning Administrator, to review the signage variations on the planned development.

ALBION RESIDENTIAL

HPA

Planned Development Application

1000 Lake Street Development

Oak Park, IL 60301

23. Building Elevations

Albion Residential and HPA Architecture met with Floyd Anderson on February 23, 2017 to review the building elevations for the planned development.

On March 2, 2017 Albion Residential met with Mark Campbell, Home and Studio Daily Operations Manager, of the Frank Lloyd Wright Trust to review the building elevations as well as the unique components of the planned development.

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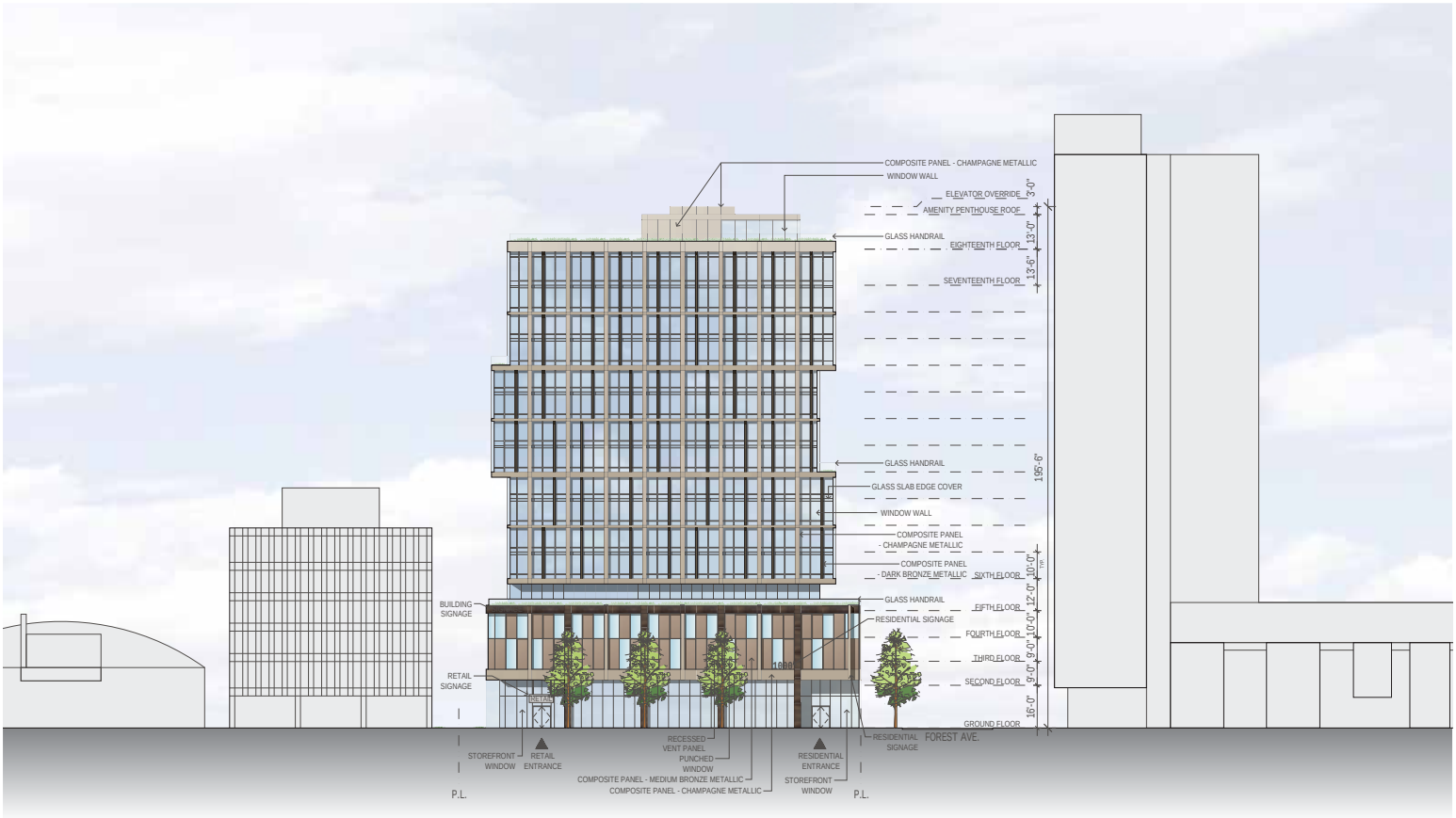

South Elevation - Lake Street

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

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1000 Lake Street

Oak Park, IL

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04-07-2017

East Elevation - Forest Avenue

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

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04-07-2017

North Elevation - Austin Garden Park

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CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

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1000 Lake Street

Oak Park, IL

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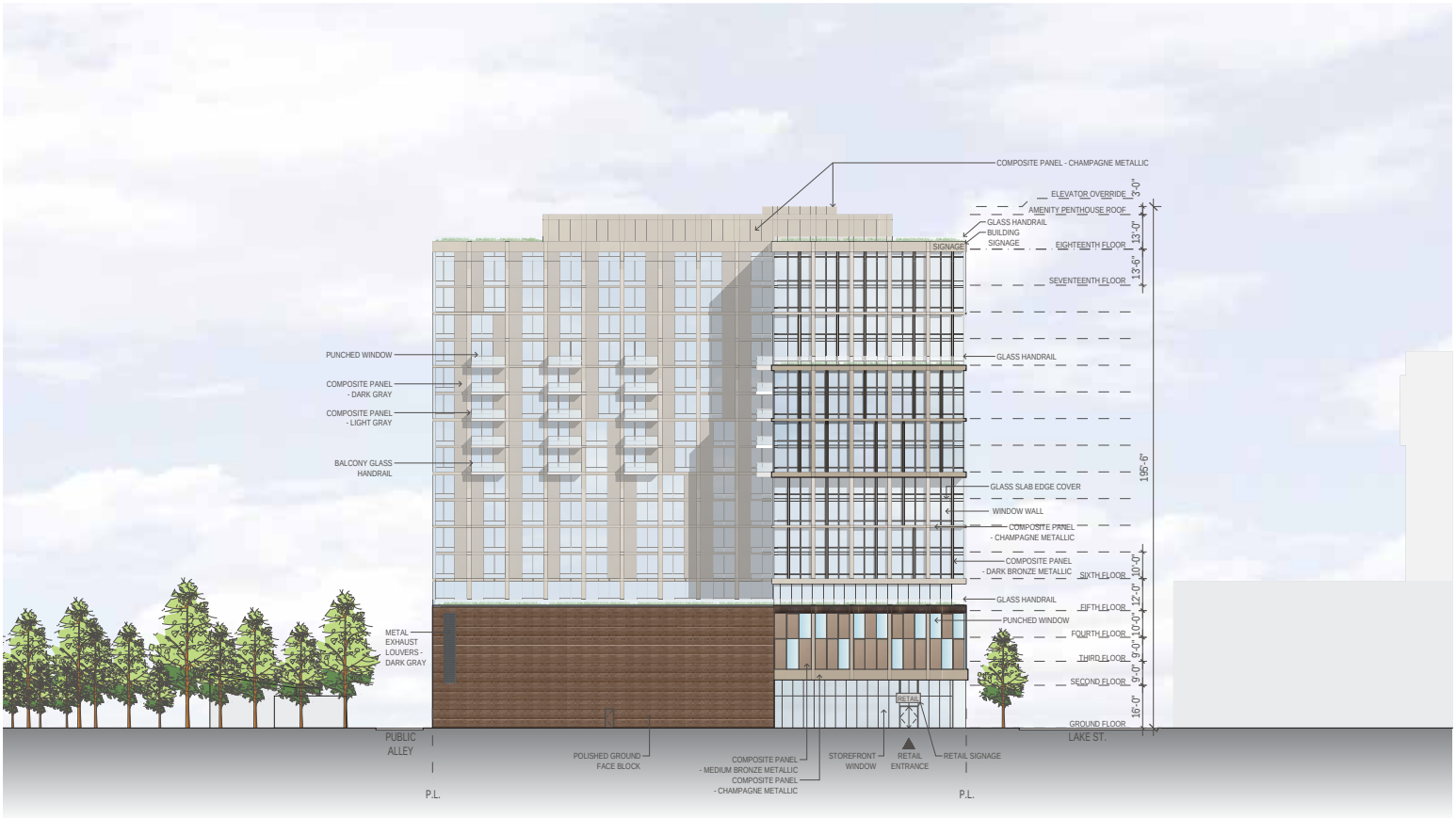
04-07-2017



West Elevation - Connection Walk Way

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

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1000 Lake Street

Oak Park, IL

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04-07-2017

24. Floor Plans

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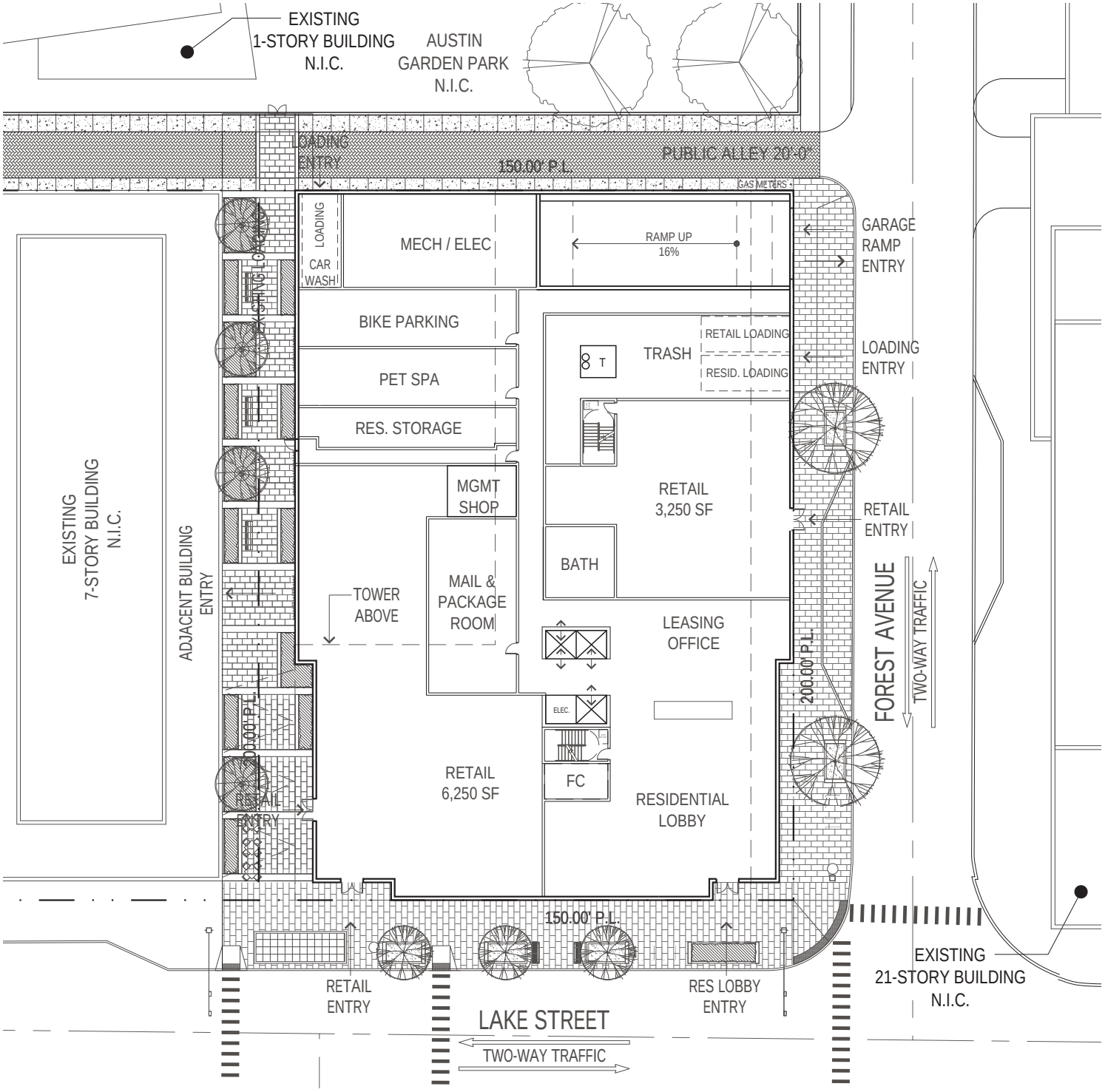

FIRST FLOOR PLAN

0 40' 80'

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE

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CHICAGO, IL 60607
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ALBION RESIDENTIAL

1000 Lake Street

Oak Park, IL

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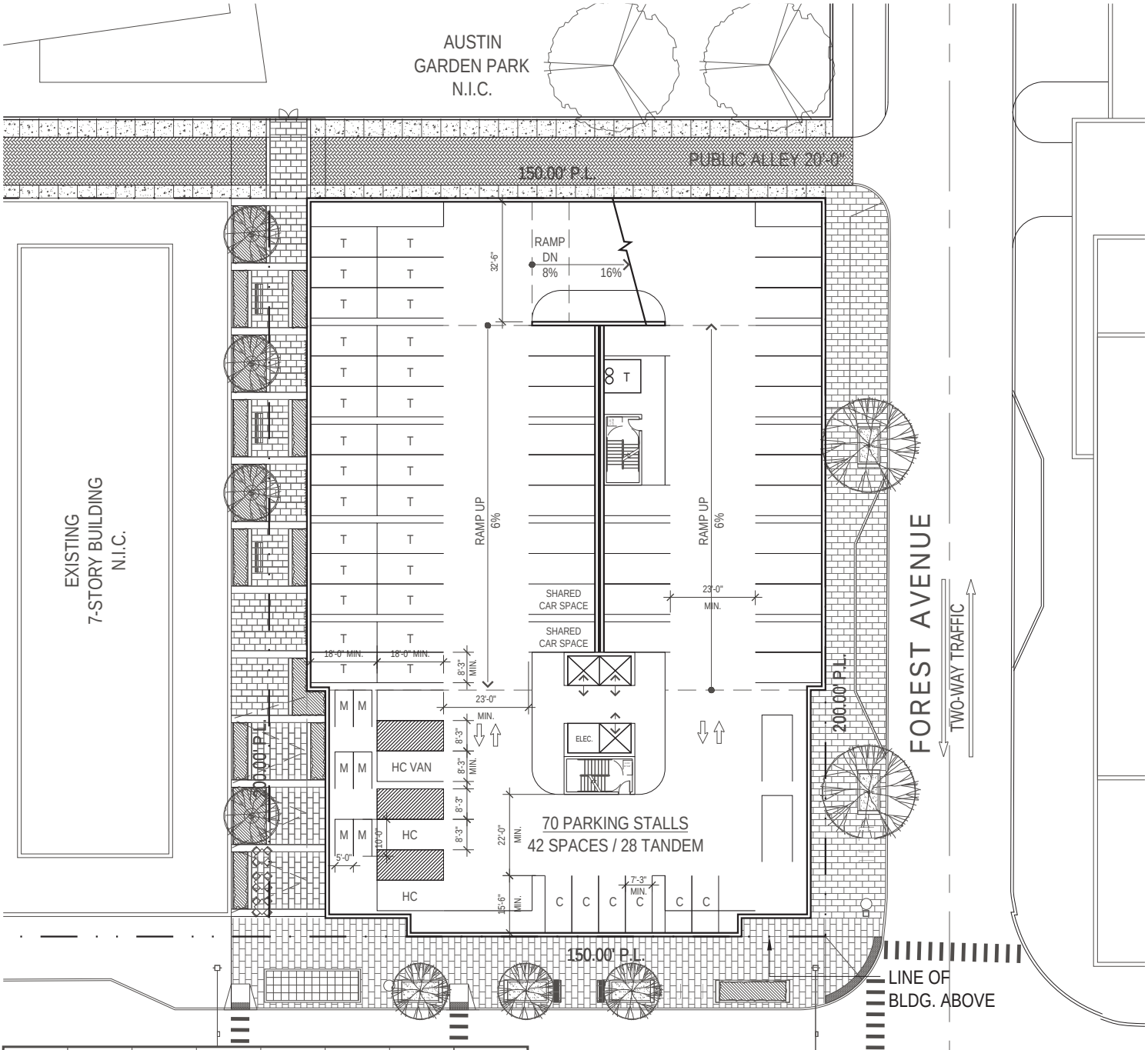
04-07-2017



FLOOR	STANDARD	COMPACT	TANDEM	ADA	ADA -VAN	SHARED	TOTAL
2ND	31	6	28	2	1	2	70
3RD	33	4	42	2	0	0	81
4TH	36	4	42	2	0	0	84
TOTAL	100	14	112	6	1	2	235

* 6 MOTORCYCLE SPACES ON 2ND FLOOR NOT INCLUDED IN TOTAL COUNT

2ND FLOOR PARKING PLAN

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE

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1000 Lake Street

Oak Park, IL

04-07-2017

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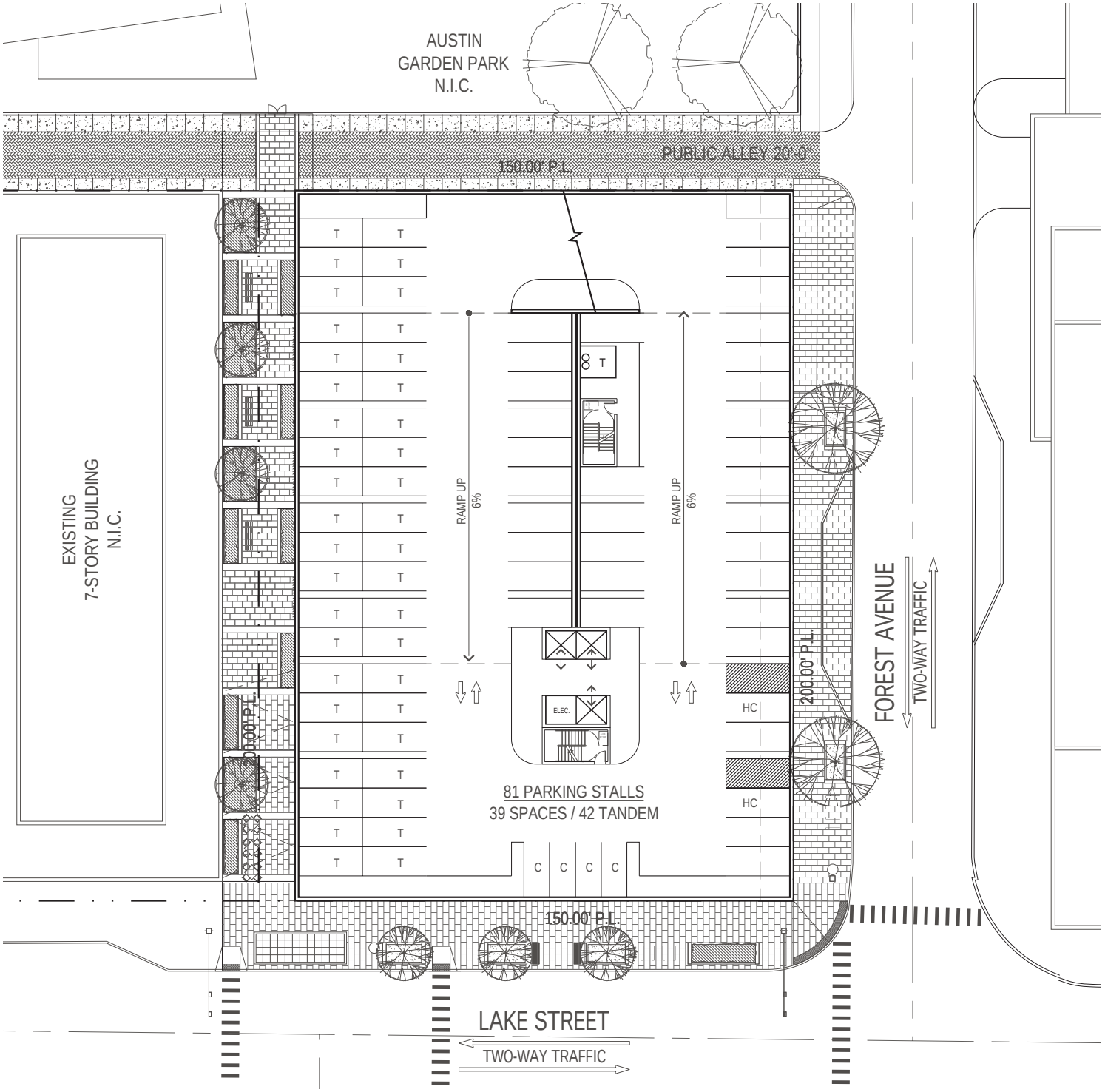

3RD FLOOR PARKING PLAN

0 40' 80'

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE

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1000 Lake Street

Oak Park, IL

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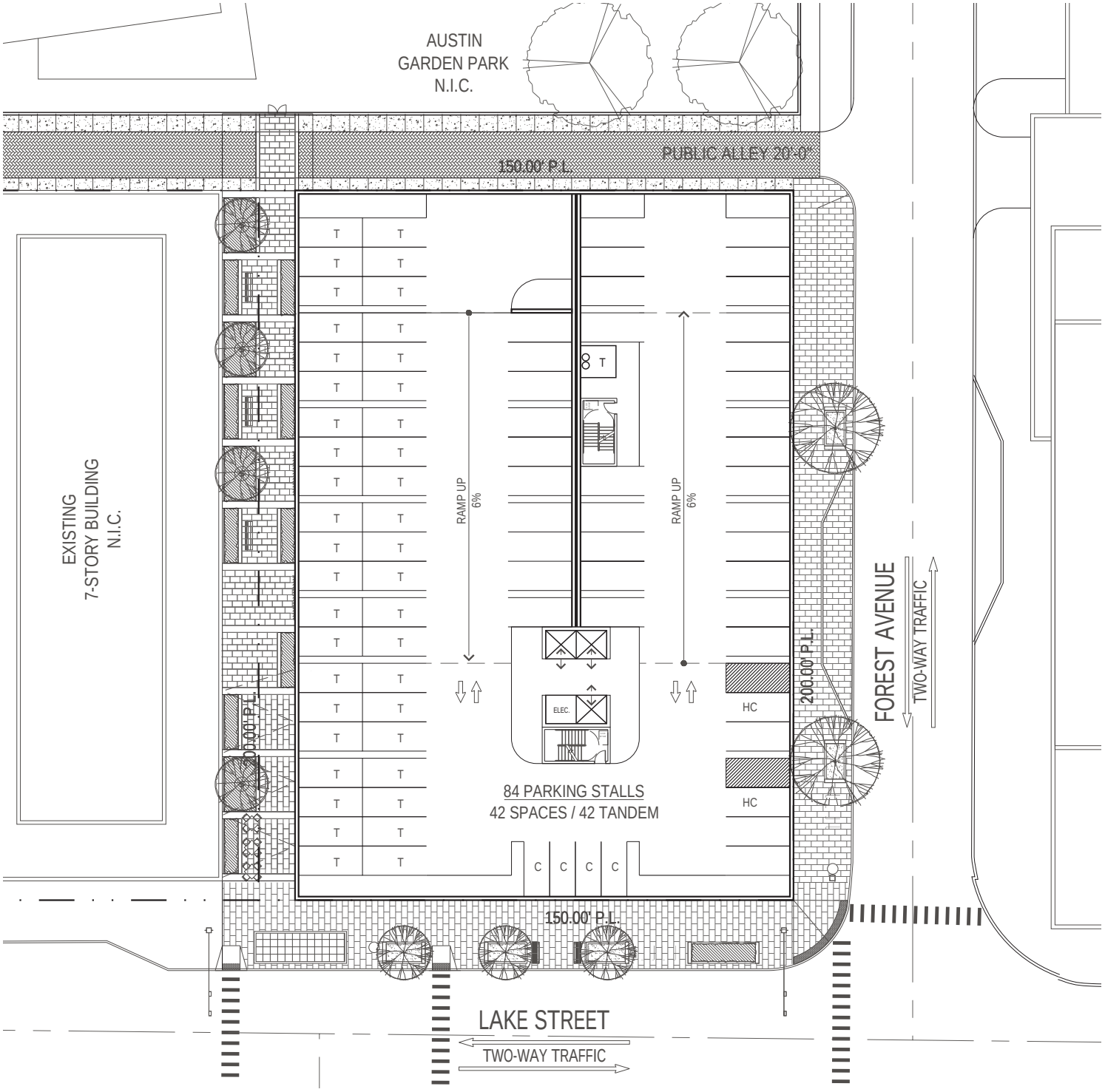
04-07-2017



4TH FLOOR PARKING PLAN

0 40' 80'

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE

HPA

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CHICAGO, IL 60607
312.226.4488
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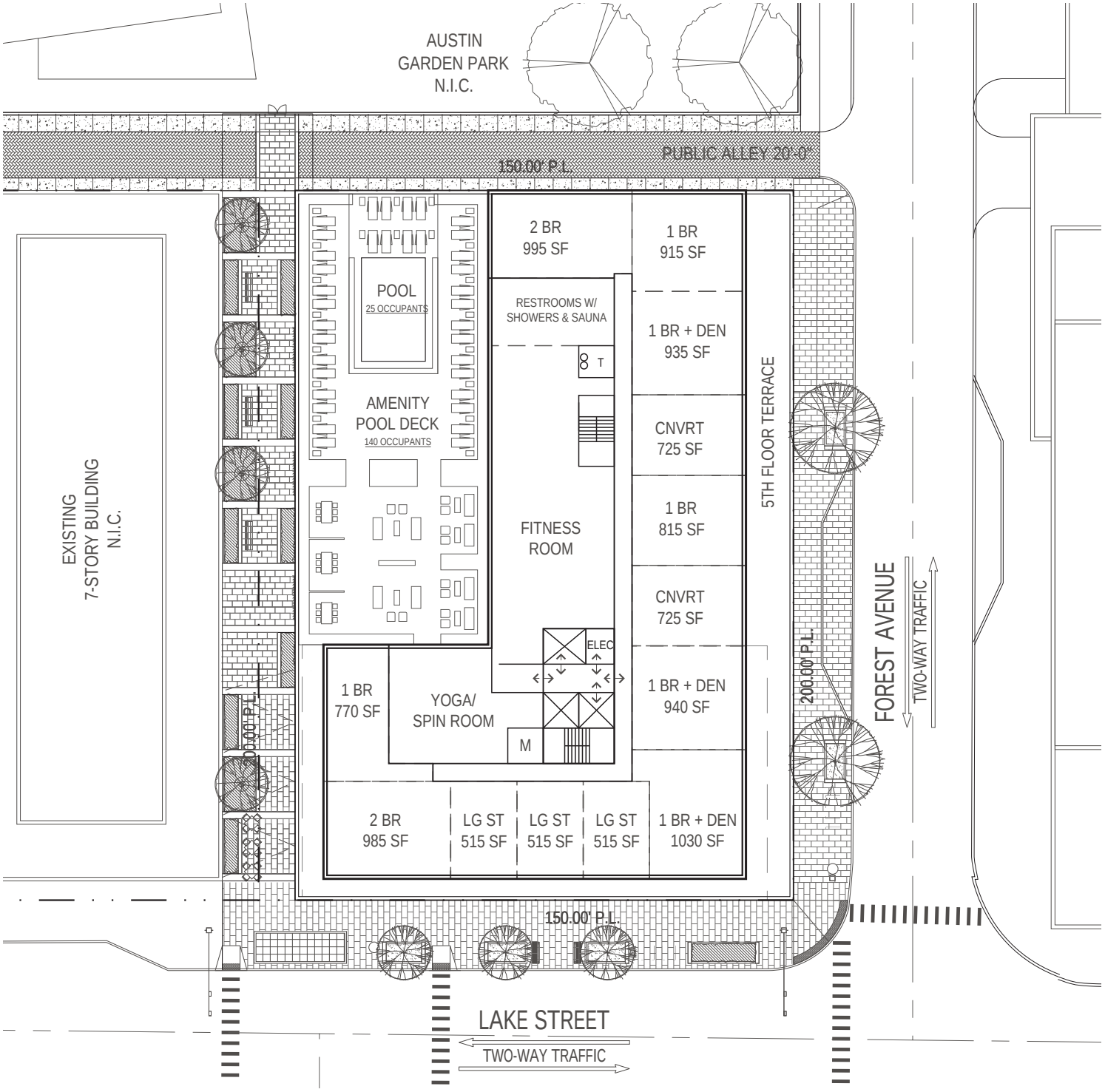
ALBION RESIDENTIAL

1000 Lake Street

Oak Park, IL

N

04-07-2017



AMENITY / RESIDENTIAL FLOOR PLAN (5)

0 40' 80'

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE

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1000 Lake Street

Oak Park, IL

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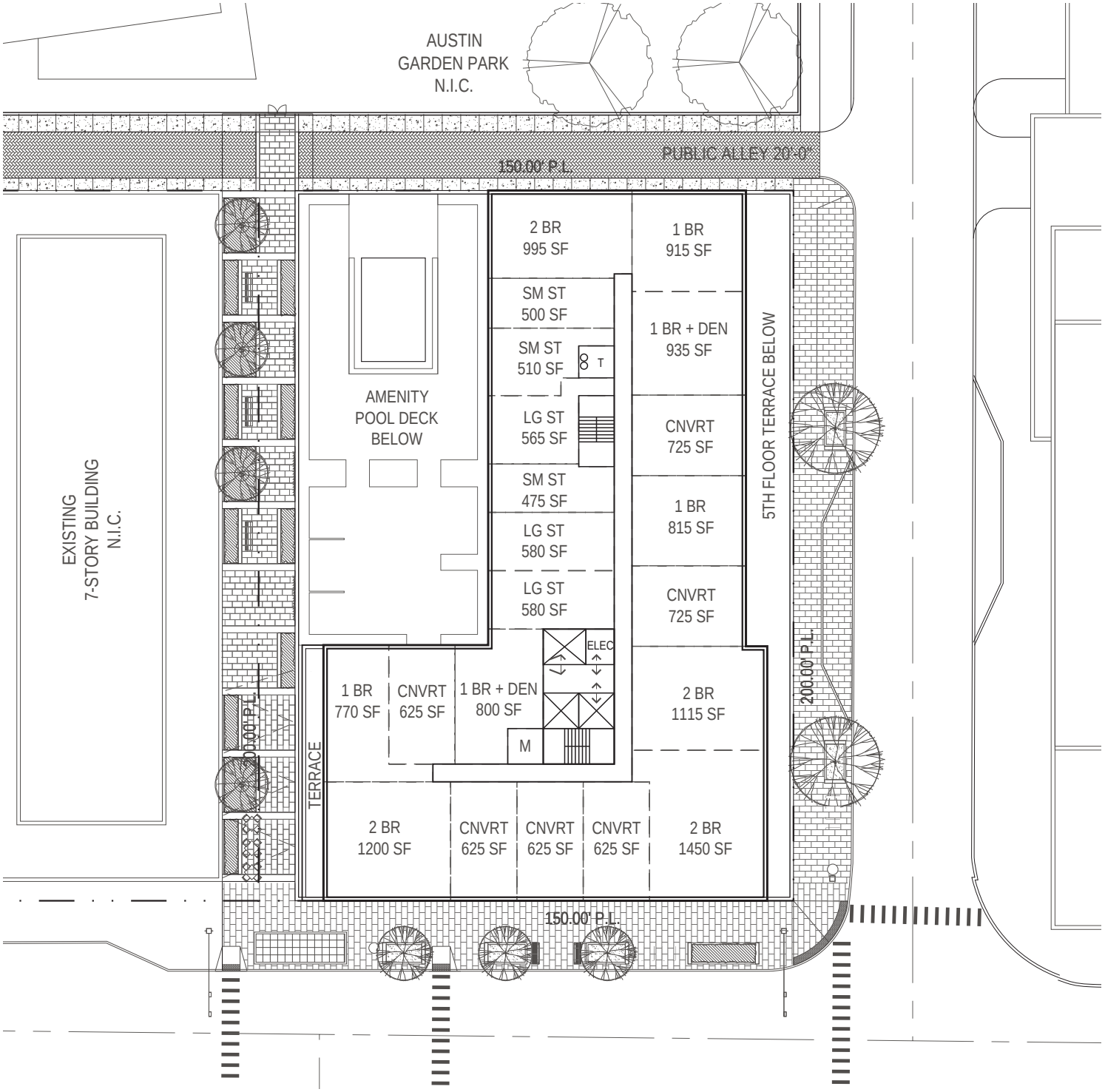
04-07-2017



TYPICAL FLOOR PLAN - PLAN A (6/7/8/9/14/15/16/17)

0 40' 80'

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE

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Oak Park, IL

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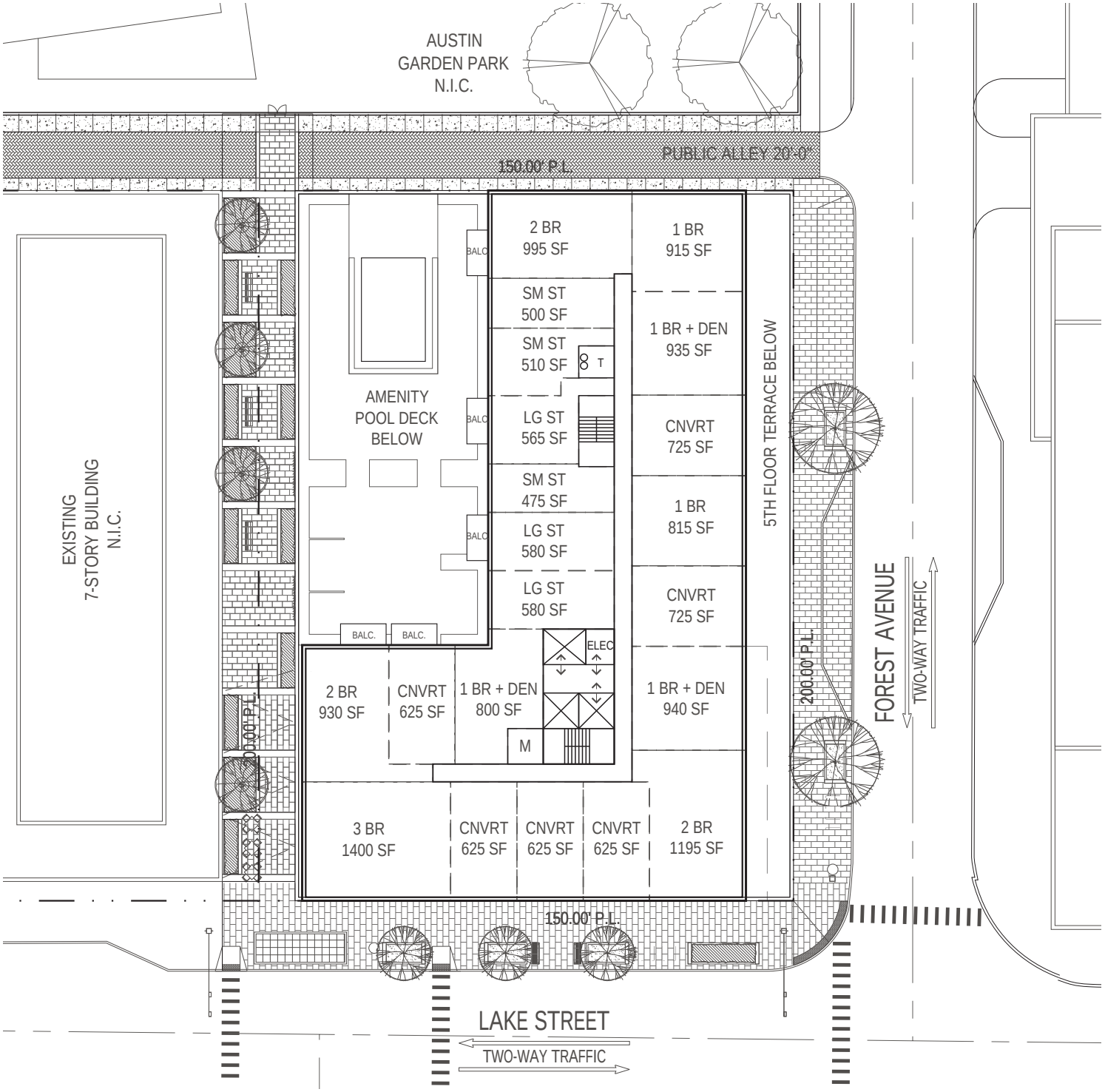
04-07-2017



PENTHOUSE FLOOR PLAN - PLAN B (10/11/12/13)

0 40' 80'

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE

HPA

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1000 Lake Street

Oak Park, IL

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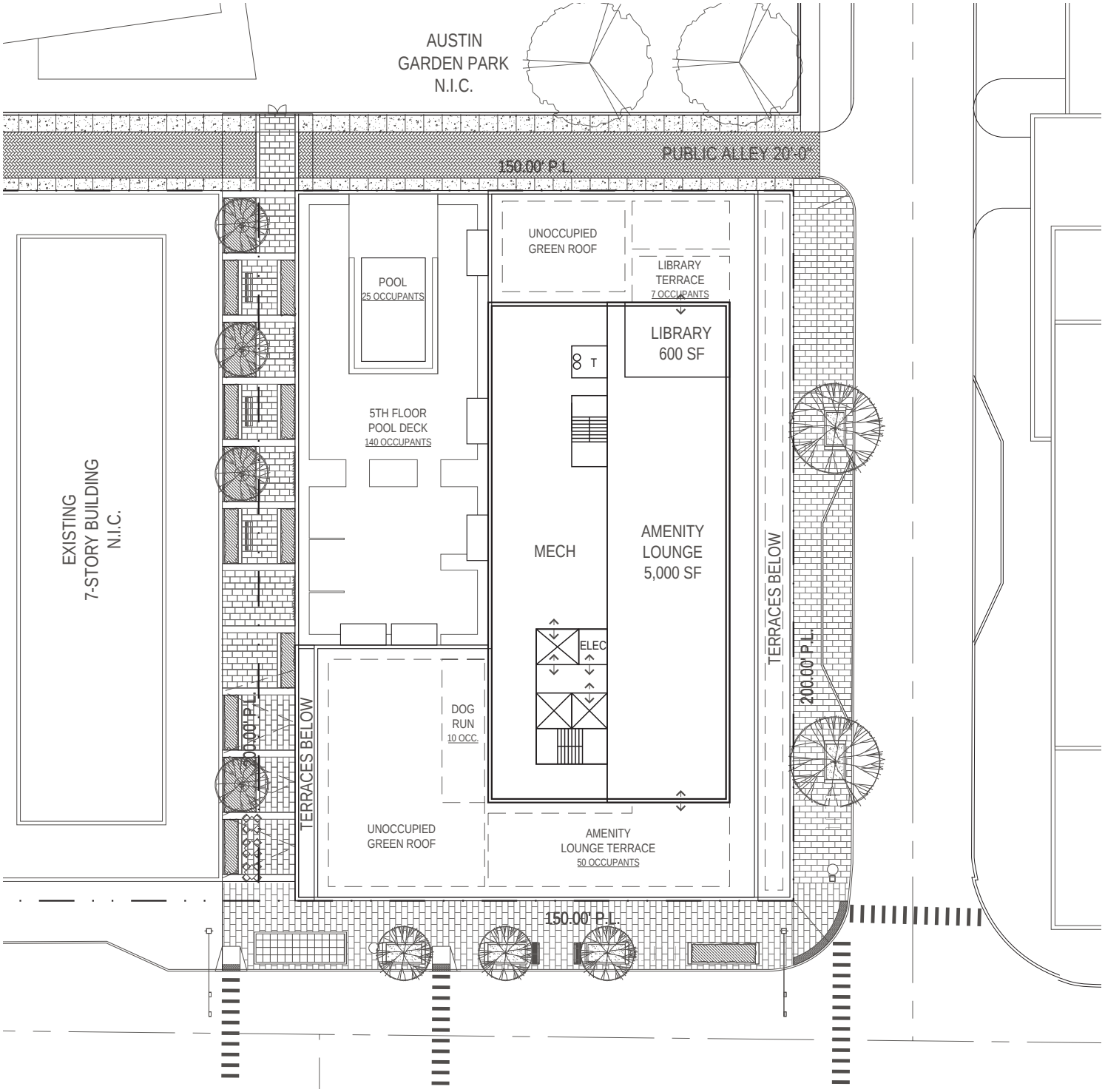

PENTHOUSE FLOOR PLAN (18)

0 40' 80'

SCALE: 1"=40'-0"

HARTSHORNE PLUNKARD ARCHITECTURE

HPA

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1000 Lake Street

Oak Park, IL

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04-07-2017

Planned Development Application

1000 Lake Street Development

Oak Park, IL 60301

25. Exterior Lighting Plan

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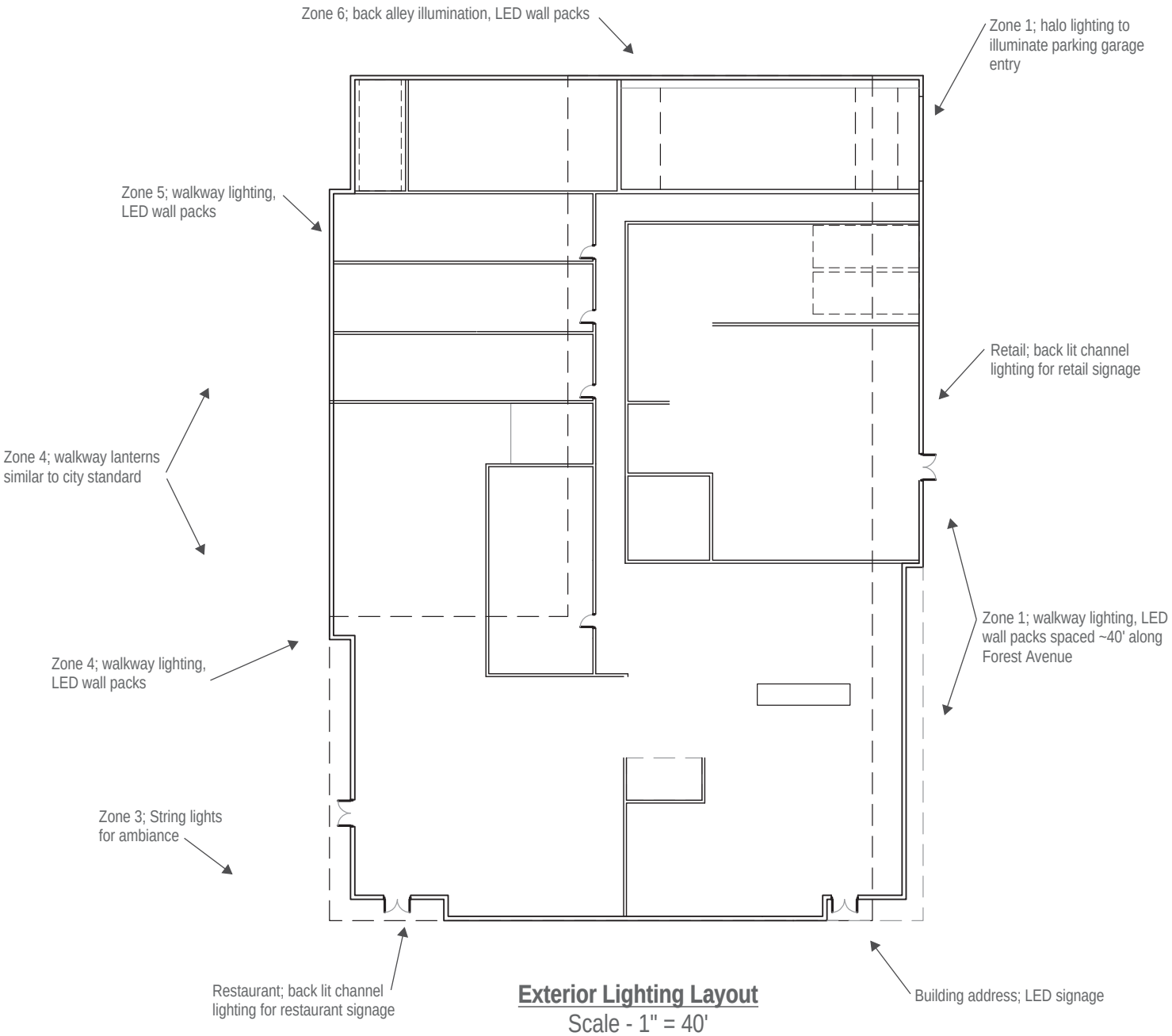
All lighting to be compliant with USGBC LEED Silver standards and IECC 2015 energy code.



Exterior Lighting Layout
Scale - 1" = 40'

rtm
250 South Wacker Drive, Suite 400
Chicago, IL 60606

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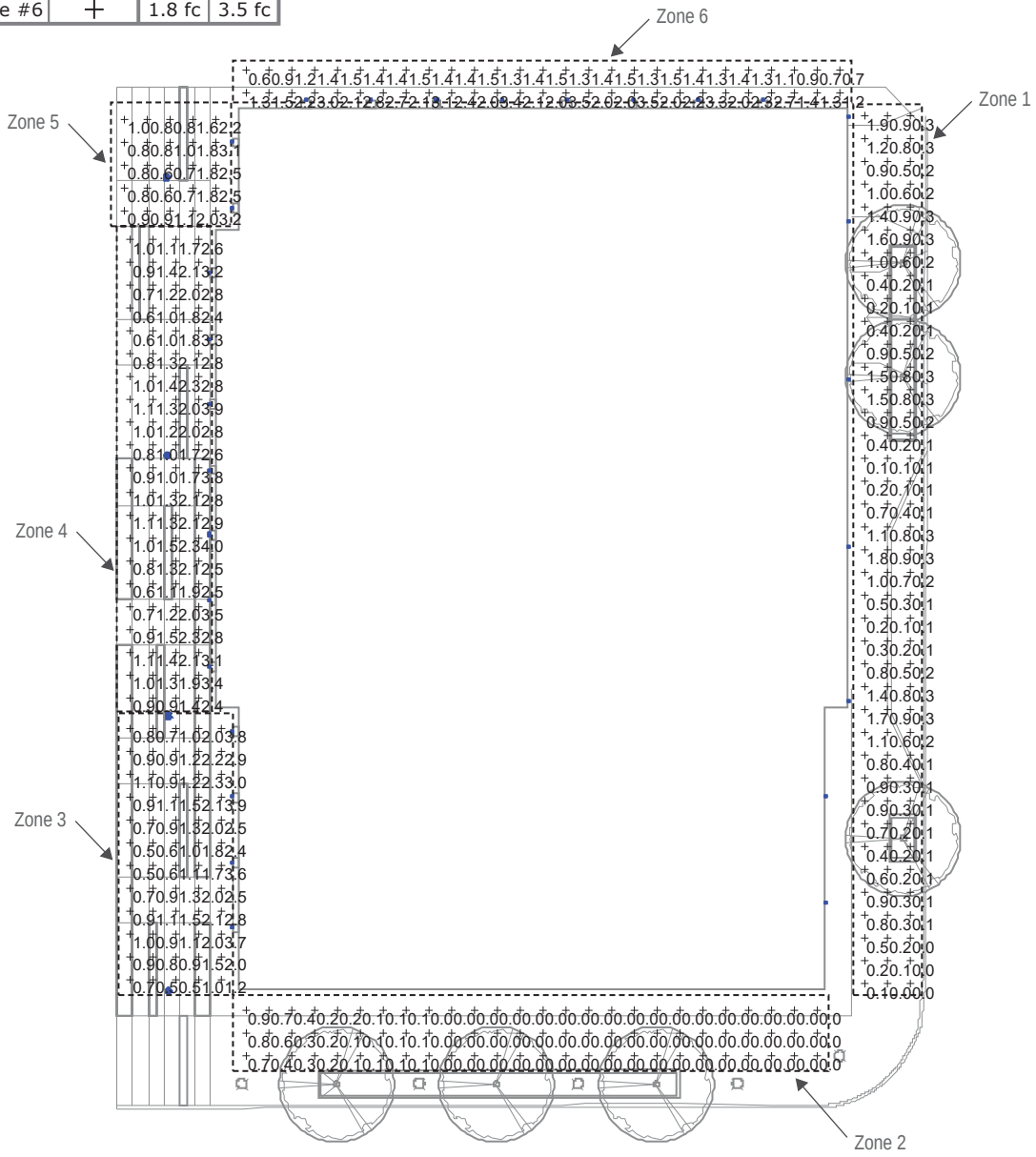
1000 Lake Street
Oak Park, IL

03-24-2017

N

Statistics			
Description	Symbol	Avg	Max
Calc Zone #1	+	0.5 fc	1.9 fc
Calc Zone #2	+	0.1 fc	0.9 fc
Calc Zone #3	+	1.5 fc	3.9 fc
Calc Zone #4	+	1.8 fc	4.0 fc
Calc Zone #5	+	1.4 fc	3.2 fc
Calc Zone #6	+	1.8 fc	3.5 fc



Plan View

Scale - 1" = 40ft

rtm
250 South Wacker Drive, Suite 400
Chicago, IL 60606

ALBION RESIDENTIAL

1000 Lake Street
Oak Park, IL

03-24-2017

N

26. Shadow Study

HPA Architecture has prepared still images and digital Shadow Study animations of the planned development and surrounding existing properties that will be made available for review prior to and during Planning Commission.

Wolff Landscape and Albion Residential have engaged a professional arborist that has several decades of experience working with the Village of Oak Park.

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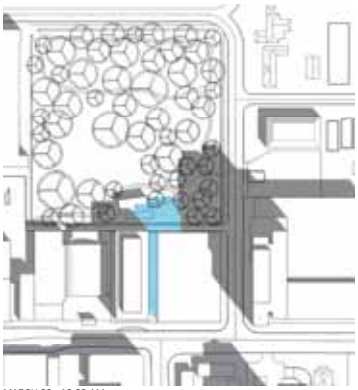
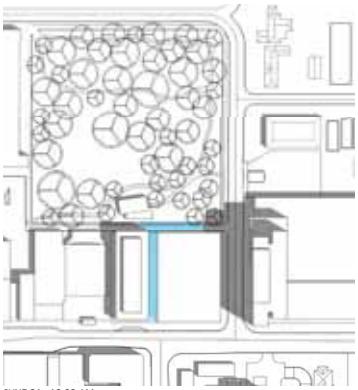
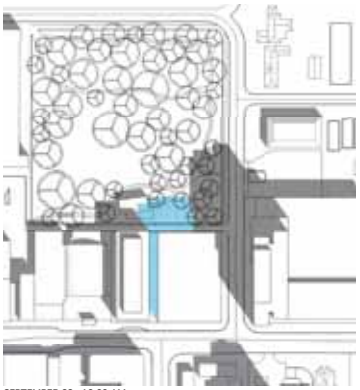


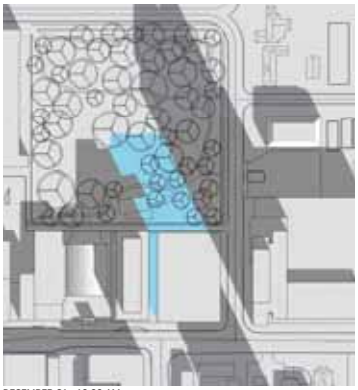
MARCH 20 - 10:00 AM



JUNE 21 - 10:00 AM

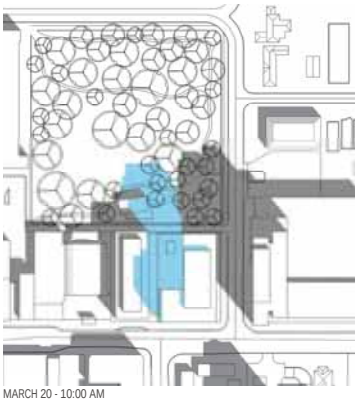


SEPTEMBER 22 - 10:00 AM

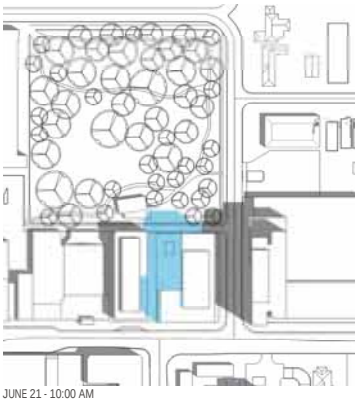


DECEMBER 21 - 10:00 AM

"AS OF RIGHT" - 8 STORY TOWER



MARCH 20 - 10:00 AM



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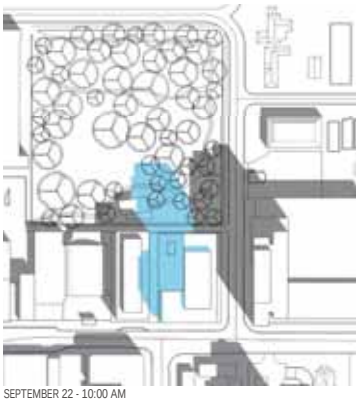
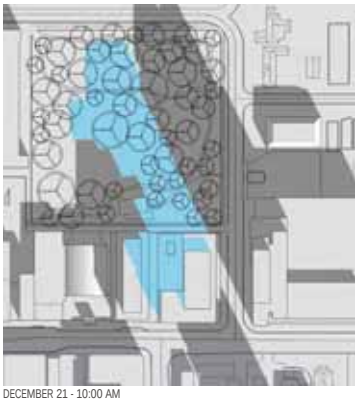


SEPTEMBER 22 - 10:00 AM



DECEMBER 21 - 10:00 AM

"AS PROPOSED" - 18 STORY TOWER

HARTSHORNE PLUNKARD ARCHITECTURE
HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
312.226.4488
HPARCHITECTURE.COM

ALBION RESIDENTIAL

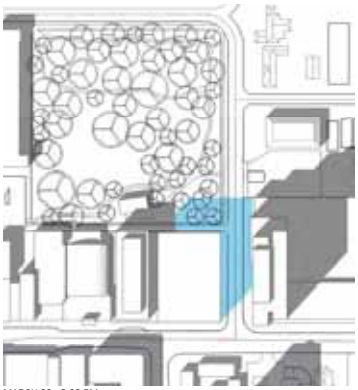
1000 Lake Street - Shadow Study

Oak Park, IL

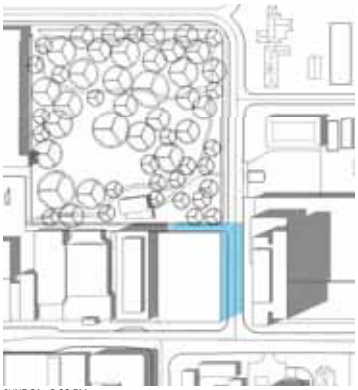
1000 LAKE SHADOW CONTEXT SHADOW

N

03-03-2017



MARCH 20 - 2:00 PM



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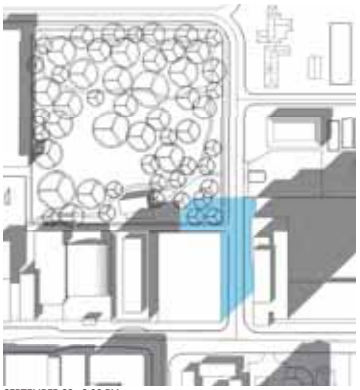

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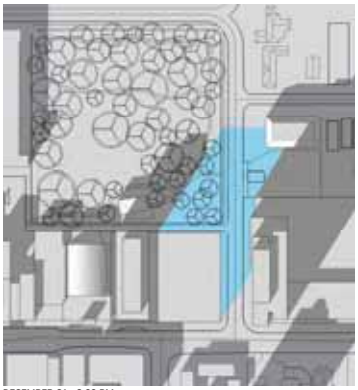
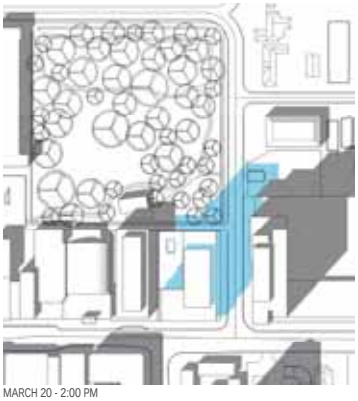
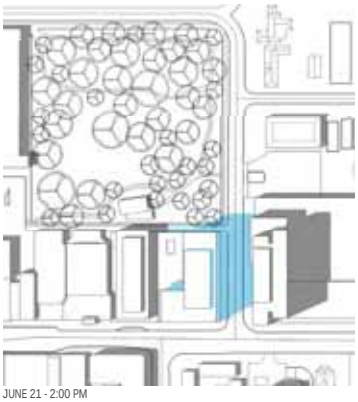


DECEMBER 21 - 2:00 PM

"AS OF RIGHT" - 8 STORY TOWER

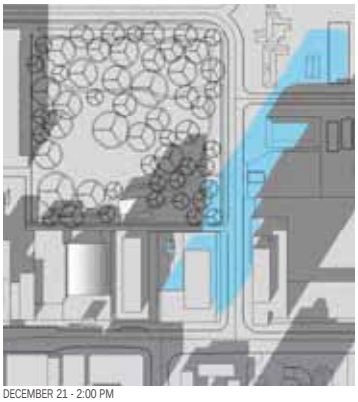


MARCH 20 - 2:00 PM



JUNE 21 - 2:00 PM

SEPTEMBER 22 - 2:00 PM



DECEMBER 21 - 2:00 PM

"AS PROPOSED" - 18 STORY TOWER

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HPA
232 NORTH CARPENTER STREET
CHICAGO, IL 60607
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ALBION RESIDENTIAL

1000 Lake Street - Shadow Study

Oak Park, IL

1000 LAKE SHADOW CONTEXT SHADOW

N

03-03-2017

Planned Development Application

1000 Lake Street Development

Oak Park, IL 60301

27. Preliminary Engineering Plan

ALBION RESIDENTIAL

HPA

RESPONSE TO OAK PARK REVIEW:
DOMESTIC & FIRE PROTECTION SERVICE SIZING

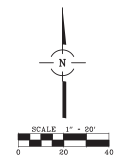
DOMESTIC WATER: Based on unit and occupant counts, our total supply fixture load is roughly **1500 WSFU's**. Taking into account diversity allowed by the 2014 Illinois Plumbing Code, our demand is **267 GPM**. We size for a maximum of 5 feet per minute, our domestic service would be a **4"**.

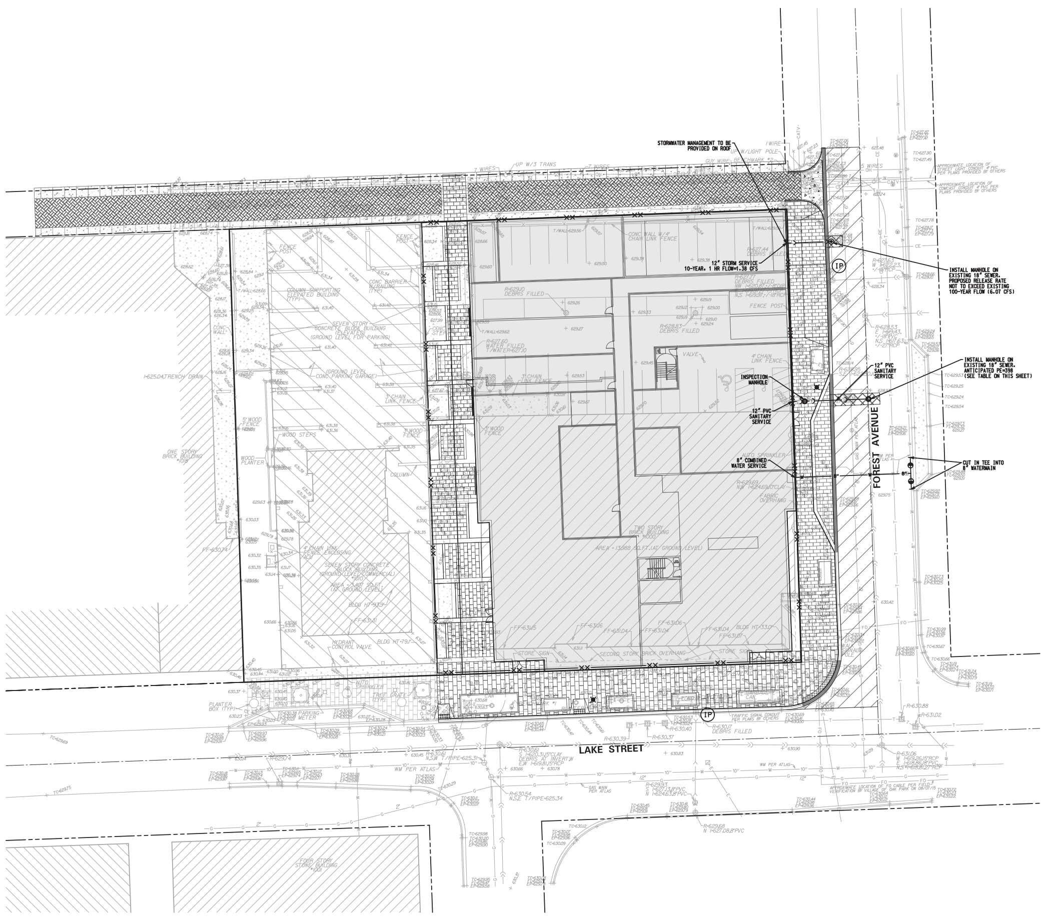
FIRE PROTECTION: Based on dual standpipes; a **750 GPM** Fire Pump, which requires a **6"** dedicated Fire Protection service.

Using a **combined service** would consolidate these two pipes into a single **8"** service.

NOTE: Redundant service requirements – Typically for a building of this size, the fire protection requires two services to add redundancy and reliability. This can be done through various methods based on the approval of the authority having jurisdiction. This coordination with the city and the water department is managed by the Civil Engineer of Record.

Dale Adney, PE, LEED AP 3/27/2017
RTM Engineering Consultants, LLC





LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATER MAIN
- PROPOSED COMBINED SEWER
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATER MAIN
- EXISTING COMBINED SEWER
- (IP) INLET PROTECTION
- DUST/SILT FENCE
- FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT FOR UTILITY INSTALLATION
- PAVEMENT SURFACE REMOVAL AND RESURFACE WITH:
  - -3/4" LEVELING BINDER
  - -2" HMA SURFACE MIX D N50

Population Equivalent Calculation

Estimate Sewage Flow

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
		TOTAL P.E. =	398

NO.	DATE	REMARKS

NO.	DATE	REMARKS
3	04/07/17	PER PRT REVIEW
2	03/03/17	PER PRT REVIEW
1	02/01/17	STORMWATER MANAGEMENT REVISED

CONCEPTUAL ENGINEERING PLAN

1000 LAKE ST.

OAK PARK, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 8571.02C-ENG

DATE: 01/17/17

JOB NO. 8571.02

SHEET C-ENG

1 OF 1

28. Greater Downtown Model

Upon approval of the planned development application, Albion Residential will have a to-scale three-dimensional wooden model created for the Village of Oak Park.

Planned Development Application

1000 Lake Street Development

Oak Park, IL 60301

29. Energy Analysis

ALBION RESIDENTIAL

HPA

Project Name:	The Albion
Project Address:	1000 Lake St, Oak Park, IL 60301
Owner/Manager:	Albion Residential
Architect:	Hartshorne Plunkard Ltd
Engineer:	Dale Adney, PE
Date:	01-01-2016

Oak Park – Planned Development Application Requirements
#29. Energy Analysis

The Oak Park PD requirements include, under item 29:

> *A life-cycle energy analysis comparing the costs of heating and cooling the development using a geothermal system with the costs of a conventional heating and cooling system. The annual and cumulative analysis shall use industry approved simulation models to predict operating and maintenance cost, energy consumption, and production of atmospheric carbon dioxide.*

Currently this project will be pursuing LEED certification, which will involve a detailed energy model to demonstrate energy savings above minimum energy requirements for the purpose of assigning a number of LEED credits. This modeling will not start until the architectural layout and envelope components are designed by the architect of record.

Geothermal systems have been proven to reduce annual energy costs for a number of building use types upwards of 50%. This benefit however is a result of a much higher first cost and expanded project schedule. A test bore is required to determine soil conductivity and required well depth in advance of a system design. This information would be required before the energy use of a geothermal design could be compared to other more conventional systems.

Due to the location of this project and the utilization of the property boundary, the geothermal field would be required to be under the building, which is less than ideal for repair and access to the vertical bores. Additionally, the work required to produce such a model when the first costs and space requirements for a geothermal system are not an option for our project is an expense that the owner should not be required to incur.

RTM Engineering and Albion Residential have made energy conservation a priority for this project. Detailed energy analysis for this building will be performed to demonstrate these goals and will be shared with all parties of interest.

30. Historically Significant Properties

Albion Residential understands that the planned development is within 250 feet of a local landmark, 19th Century Club, and is working towards scheduling a meeting on the second Tuesday of April (April 11, 2017) with the Historic Preservation Commission to review the planned development's building elevations. The meeting will be held before the planned development goes to Planning Commission.

31. LEED Requirements

The planned development located at 1000 Lake Street will be pursuing LEED Silver Certification. In the event that the planned development does not qualify for LEED Silver Certification, Albion Residential is requesting a variance to pursue Green Globe Certification. Green Globe certification was an approved certification applied for by Vantage Oak Park, and is regarded as one of the top sustainability performance certifications recognized around the world.

Included in the planned development application is a LEED checklist that has been completed by a LEED verifier. Albion Residential has already registered the project as LEED Silver with USGBC. Albion Residential plans to coordinate with Cyclone Energy Group to ensure that all LEED requirements are being fulfilled. While the planned development is pursuing LEED Silver Certification, Albion Residential is asking the Village of Oak Park for forgiveness of the required $10,000 bond and acceptance of the equivalent Globe rating by Green Globe's Certification.

LEED 2009 for New Construction and Major Renovation
Project Scorecard

Project Name: Albion Oak Park
Project Address: 1000 Lake Street Oak Park Illinois

Yes	?	No			
24		2	**SUSTAINABLE SITES**		**26 Points**
Y			Prereq 1	**Construction Activity Pollution Prevention**	**Required**
1			Credit 1	**Site Selection**	**1**
5			Credit 2	**Development Density and Community Connectivity**	**5**
		1	Credit 3	**Brownfield Redevelopment**	**1**
6			Credit 4.1	**Alternative Transportation -** Public Transportation Access	**6**
1			Credit 4.2	**Alternative Transportation -** Bicycle Storage and Changing Rooms	**1**
3			Credit 4.3	**Alternative Transportation -** Low-Emitting and Fuel-Efficient Vehicles	**3**
2			Credit 4.4	**Alternative Transportation -** Parking Capacity	**2**
1			Credit 5.1	**Site Development -** Protect or Restore Habitat	**1**
1			Credit 5.2	**Site Development -** Maximize Open Space	**1**
1			Credit 6.1	**Stormwater Design -** Quantity Control	**1**
		1	Credit 6.2	**Stormwater Design -** Quality Control	**1**
1			Credit 7.1	**Heat Island Effect -** Nonroof	**1**
1			Credit 7.2	**Heat Island Effect -** Roof	**1**
1			Credit 8	**Light Pollution Reduction**	**1**

Yes	?	No			
		2	**WATER EFFICIENCY**		**10 Points**
Y			Prereq 1	**Water Use Reduction**	**Required**
2			Credit 1	**Water Efficient Landscaping**	**2 to 4**
				2 Reduce by 50%	2
				No Potable Water Use or Irrigation	4
		2	Credit 2	**Innovative Wastewater Technologies**	2
2			Credit 3	**Water Use Reduction**	**2 to 4**
				2 Reduce by 30%	2
				Reduce by 35%	3
				Reduce by 40%	4

7		9	**ENERGY & ATMOSPHERE**		**35 Points**
Y			Prereq 1	**Fundamental Commissioning of Building Energy Systems**	**Required**
Y			Prereq 2	**Minimum Energy Performance**	**Required**
Y			Prereq 3	**Fundamental Refrigerant Management**	**Required**
4			Credit 1	**Optimize Energy Performance**	**1 to 19**
				Improve by 12% for New Buildings or 8% for Existing Building Renovations	1
				Improve by 14% for New Buildings or 10% for Existing Building Renovations	2
				Improve by 16% for New Buildings or 12% for Existing Building Renovations	3
				X Improve by 18% for New Buildings or 14% for Existing Building Renovations	4
				Improve by 20% for New Buildings or 16% for Existing Building Renovations	5
				Improve by 22% for New Buildings or 18% for Existing Building Renovations	6
				Improve by 24% for New Buildings or 20% for Existing Building Renovations	7
				Improve by 26% for New Buildings or 22% for Existing Building Renovations	8
				Improve by 28% for New Buildings or 24% for Existing Building Renovations	9
				Improve by 30% for New Buildings or 26% for Existing Building Renovations	10
				Improve by 32% for New Buildings or 28% for Existing Building Renovations	11
				Improve by 34% for New Buildings or 30% for Existing Building Renovations	12
				Improve by 36% for New Buildings or 32% for Existing Building Renovations	13
				Improve by 38% for New Buildings or 34% for Existing Building Renovations	14
				Improve by 40% for New Buildings or 36% for Existing Building Renovations	15
				Improve by 42% for New Buildings or 38% for Existing Building Renovations	16
				Improve by 44% for New Buildings or 40% for Existing Building Renovations	17
				Improve by 46% for New Buildings or 42% for Existing Building Renovations	18
				Improve by 48%+ for New Buildings or 44%+ for Existing Building Renovations	19
		7	Credit 2	**On-Site Renewable Energy**	**1 to 7**
				1% Renewable Energy	1
				3% Renewable Energy	2
				5% Renewable Energy	3
				7% Renewable Energy	4
				9% Renewable Energy	5
				11% Renewable Energy	6
				13% Renewable Energy	7
	2		Credit 3	**Enhanced Commissioning**	**2**
		2	Credit 4	**Enhanced Refrigerant Management**	**2**
3			Credit 5	**Measurement and Verification**	**3**
	2		Credit 6	**Green Power**	**2**

LEED 2009 for New Construction and Major Renovation
Project Scorecard

Project Name: Albion Oak Park
Project Address: 1000 Lake Street Oak Park Illinois

Yes	?	No			
6	1	7	**MATERIALS & RESOURCES**		**14 Points**
Y			Prereq 1	**Storage and Collection of Recyclables**	**Required**
		3	Credit 1.1	**Building Reuse** - Maintain Existing Walls, Floors and Roof	**1 to 3**
				Reuse 55%	1
				Reuse 75%	2
				Reuse 95%	3
		1	Credit 1.2	**Building Reuse -** Maintain Interior Nonstructural Elements	**1**
2			Credit 2	**Construction Waste Management**	**1 to 2**
				50% Recycled or Salvaged	1
				75% Recycled or Salvaged	2
		2	Credit 3	**Materials Reuse**	**1 to 2**
				Reuse 5%	1
				Reuse 10%	2
2			Credit 4	**Recycled Content**	**1 to 2**
				10% of Content	1
				20% of Content	2
2			Credit 5	**Regional Materials**	**1 to 2**
				10% of Materials	1
				20% of Materials	2
	1		Credit 6	**Rapidly Renewable Materials**	**1**
		1	Credit 7	**Certified Wood**	**1**

Yes	?	No			
11	3	1	**INDOOR ENVIRONMENTAL QUALITY**		**15 Points**
Y			Prereq 1	**Minimum Indoor Air Quality Performance**	**Required**
Y			Prereq 2	**Environmental Tobacco Smoke (ETS) Control**	**Required**
	1		Credit 1	**Outdoor Air Delivery Monitoring**	**1**
1			Credit 2	**Increased Ventilation**	**1**
1			Credit 3.1	**Construction Indoor Air Quality Management Plan -** During Construction	**1**
	1		Credit 3.2	**Construction Indoor Air Quality Management Plan -** Before Occupancy	**1**
1			Credit 4.1	**Low-Emitting Materials -** Adhesives and Sealants	**1**
1			Credit 4.2	**Low-Emitting Materials -** Paints and Coatings	**1**
1			Credit 4.3	**Low-Emitting Materials -** Flooring Systems	**1**
1			Credit 4.4	**Low-Emitting Materials -** Composite Wood and Agrifiber Products	**1**
	1		Credit 5	**Indoor Chemical and Pollutant Source Control**	**1**
1			Credit 6.1	**Controllability of Systems -** Lighting	**1**
1			Credit 6.2	**Controllability of Systems -** Thermal Comfort	**1**
1			Credit 7.1	**Thermal Comfort -** Design	**1**
		1	Credit 7.2	**Thermal Comfort -** Verification	**1**
1			Credit 8.1	**Daylight and Views -** Daylight	**1**
1			Credit 8.2	**Daylight and Views -** Views	**1**

Yes	?	No			
3	1		**INNOVATION IN DESIGN**		**6 Points**
2	1		Credit 1	**Innovation in Design**	**1 to 5**
				Innovation or Exemplary Performance-SS2 Double Density	1
				Innovation or Exemplary Performance-SS4.1 2x ridership	1
				Innovation or Exemplary Performance - Covered Parking	1
				Innovation	1
				Innovation	1
1			Credit 2	**LEED® Accredited Professional**	**1**

Yes	?	No			
3			**REGIONAL PRIORITY**		**Points**
3			Credit 1	**Regional Priority**	**1 to 4**
				SSc 4.3 - Alternative Transportation	1
				SSc 6.1 - Stormwater Design Quantity Control	1
				SSc 7.2 - Heat Island Effect Roof	1
					1

Yes	?	No		
58	9	21	**PROJECT TOTALS (Certification Estimates)**	**110 Points**

Certified: 40-49 points Silver: 50-59 points Gold: 60-79 points Platinum: 80+ points

RECEIPT

Invoice # : 91024066
Order # : 12013528
Invoice Date : 10/28/2016

Green Business Certification, Inc

1-800-795-1746
202-828-1145
www.gbci.org/contact

Paid By:
Paul Alessandro
30833 Northwestern Highway
Farmington Hills , MI 48334

Paid To:
Green Business Certification, Inc
PO Box 822964
Philadelphia, PA 19182-2964

Payment Method	Payment Date
Credit Card: XXXX XXXX XXXX3067	10/28/2016

Project ID : 1000085919
Project Name : Albion Oak Park
USGBC Member Company : Hartshorne Plunkard Architecture

Item Description	Quantity	List Price/Unit	Discount (If applicable)	Amount
LEED-NC Registration	1	$ 1,200.00	($ 0.00)	$ 1,200.00
			Shipping/Handling	$ 0.00
			Sales Tax	$ 0.00
			Total Paid	**$ 1,200.00**

Thank you for your payment.
Please keep this receipt for your records.

32. Recordation

ALBION
RESIDENTIAL

January 17, 2017

Village of Oak Park, Illinois
123 Madison Street
Oak Park, IL 60302

Village of Oak Park,

The undersigned Applicant does herby acknowledge responsibility to record a certified copy of the zoning ordinance granting the planned-development with the Cook County Recorder of Deeds and to provide evidence of said recording to the Village of Oak Park within 30 days, if possible of the passage in the event the proposed planned development is approved by the Village Board.

Sincerely,

Andrew J. Yule
Albion Residential
Vice President, Development