# VILLAGE OF DOWNERS GROVE
**Report for the Village**
**1/5/2021**

| SUBJECT: | SUBMITTED BY: |
|---|---|
| Belmont Bible Church, 5416, 5418, 5430 Belmont Road, and 2097 Inverness Avenue – Annexation, Zoning Ordinance Map Amendment and Special Use | Stan Popovich, AICP<br>Director of Community Development |

## SYNOPSIS

The petitioner is requesting approval of the following items:

1. Annexation of three lots located at of 5430 Belmont Avenue and 2097 Inverness Avenue;
2. Zoning Ordinance Map Amendment to rezone the properties from B-2, General Retail Business, and R-1, Residential Detached House 1 to INP-1, Neighborhood-Scale Institutional and Public District; and
3. Special Use for religious assembly and private school use.

## STRATEGIC PLAN ALIGNMENT

The goals for 2019-2021 include *Exceptional Municipal Services*.

## FISCAL IMPACT

N/A

## RECOMMENDATION

Approval on the January 12, 2021 active agenda per the Plan Commission's unanimous 8-0 positive recommendation. The Plan Commission found that the proposal is compatible with the Comprehensive Plan and meets all standards for approval for a Map Amendment and Special Use, found respectively, in Section 28.12.030.I and Section 28.12.050.H of the Municipal Code.

*Parkway Tree Removal*
Further discussed under "Public Comment", prior to the Plan Commission meeting, staff did receive communication from a resident who was concerned about the removal of a honey locust tree located in the Village's Inverness Avenue right-of-way. The petitioner provided two additional concept site plans showing how the site could be developed if the honey locust tree remains. In both concept site plans, the petitioner thinks that the tree will not survive because of the impact of the right-of-way and parking lot improvements on the tree's root system. The Village forester concurs with this opinion.

- Concept 1 - This concept relocates the sidewalk south of the tree, while maintaining the 24 foot wide parking lot drive aisle to allow full circulation around the building. Five parking spaces would be lost.

- Concept 2 - This concept removes the 24 foot drive aisle and all parking spaces north of the building. This will result in a loss of nine parking spaces and full circulation around the building will not be maintained.

The petitioner prefers to remove the tree and construct the project as shown on the original site plan. The petitioner will be required to plant 12 new parkway trees, with an initial 2.5 inch caliper, and pay approximately $4,000 for the cost of the existing tree, per Village Code.

## BACKGROUND

The subject property is located at the southwest corner of the intersection of Belmont Road and Inverness Avenue and consists of five lots. Two lots, 5416 and 5418 Belmont Road, are within the Village and are currently zoned B-2, General Retail Business. The other three lots, 5430 Belmont Road and 2097 Inverness Avenue, are unincorporated, and are classified as R-4 Single Family in DuPage County. The incorporated areas are vacant open land, while the unincorporated areas include a vacant house, vacant open land and the existing church. The incorporated parcels were annexed into the Village and rezoned to the B-2 Zoning District in 2008.

The owner of the subject property has petitioned the Village for a voluntary annexation of the subject property which is contiguous and located within the Village's planning boundary. A plat of annexation has been prepared. The proper notices were sent to the Lisle-Woodridge Fire Protection District, Lisle Township and DuPage County on December 10, 2020.

The petitioner is proposing to demolish the existing structures and build a new church and school building. The new building would be oriented north-south and be located along the western side of the property. The construction of the two-story, 32,574 square-foot building will be phased. The first phase will include the 22,574 square-foot first floor, consisting of religious assembly space, administrative offices and preschool classrooms, in addition to an empty 10,000 square-foot second story. The second story will be built out at a later date to add elementary and high school classrooms, additional preschool classrooms, and more offices as necessary.

The petitioner is proposing to annex the unincorporated properties into the Village and rezone the entire property to the INP-1, Neighborhood Scale Institutional and Public District. The INP-1 District designation is intended for small, institutional scale developments that abut residentially zoned properties. Religious assembly and school uses are Special Uses in the INP-1 zoning district.

Compliance with the Comprehensive Plan

The Comprehensive Plans' Future Land Use Map designates a majority of this property as Low Intensity Office, with the western side of the subject property as Multi-Family. Low intensity office uses include uses that are sensitive to their context in terms of scale, height, setback and building materials. The two-story proposed church and school are sensitive to their context.

The Comprehensive Plan has identified this site as a Catalyst Site within the Belmont/Ellsworth Industrial Park and recognizes that this site is currently underutilized. The Plan notes a new retail, office or multi-family use along Belmont Road would provide a transitional use between industrial areas to the north and the multi-family area to the south. While not an office or retail use, the church and school can function as a buffer between more intensive industrial uses to the north and less intense residential to the south. The church and school are an institutional use, which is generally defined as public and semi-private facilities that service the community. The proposal meets several goals of the Comprehensive Plan including:

- Develops an underutilized site.
- Provides an appropriate transitional use between the industrial area to the north and the multi-family area to the south.
- Modernizes an institutional use that can replenish, rejuvenate and spur reinvestment.
- Continues support of the operation and improvement of private schools without negative impact including traffic activity.

Compliance with the Zoning Ordinance

The parcels at 5416 and 5418 Belmont are currently zoned B-2, and the remaining properties, 5430 Belmont and 2097 Inverness, are unincorporated R-4 residential (DuPage County). Once annexed, the unincorporated R-4 parcels will automatically assume the R-1, Residential Detached Zoning District. The petitioner is proposing to rezone all properties to the INP-1 District in order to apply for a Special Use for religious assembly and private school use into an appropriate zoning classification.

Per Section 28.4.020.B.3 of the Zoning Ordinance, all future buildings and structures in the INP-1 district shall follow the setbacks of the most restrictive abutting zoning district. The R-5A, Residential Attached zoning designation is the most restrictive abutting district. Special street setbacks for parking in regards to an existing religious assembly use also apply. As noted in the attached Plan Commission Staff Report, the proposed building and improvements will meet the requirements of the INP-1 zoning district.

Public Comment

Per the Zoning Ordinance requirements, the petitioner held an in-person and zoom neighborhood meeting on November 30, 2020. The summary of this meeting is included within the staff report.

An essential Plan Commission meeting was held on December 7, 2020 with participation through an in-person meeting and via Zoom. The meeting was also televised on DGTV6. Notice was provided to all property owners 250 feet or less from the property in addition to posting the public hearing notice sign and publishing the legal notice in the *Enterprise Newspapers, Inc., (The Bugle).* The notice also provided guidance on how to participate in the Zoom meeting.

As noted above, prior to the Plan Commission meeting, staff did receive communication from a resident who was concerned about the removal of a honey locust tree located in the Village's Inverness Avenue right-of-way and that the proposed Japanese Elm trees are not a native tree species. At the Plan Commission hearing the petitioner responded that the honey locust tree will be removed to accommodate right-of-way and site improvements. Specifically the current sidewalk will be removed and reconstructed, which necessitates removal of the tree. Additionally, 12 parkway trees will be provided as part of the redevelopment of the site. Although Japanese Elm trees are on the approved planting list for the Village, the petitioner also committed to working with staff to identify parkway trees that are native to the area.

Three members of the public provided comments at the Plan Commission meeting and were generally supportive of the petition. Clarification questions on the building setback, the parking drive aisle and trash enclosures were asked by adjacent property owners and the petitioner provided the answers during the meeting.

## ATTACHMENTS

Aerial Map

Annexation Ordinance
Map Amendment Ordinance
Special Use Ordinance
Staff Report with attachments dated December 7, 2020
Draft Minutes of the Plan Commission Hearing dated December 7, 2020
Parking lot and parkway tree concept drawings

**ORDINANCE NO. _____**

**AN ORDINANCE ANNEXING 5430 BELMONT ROAD AND 2097 INVERNESS AVENUE TO THE VILLAGE OF DOWNERS GROVE, ILLINOIS**

WHEREAS, there has been filed with the Clerk of the Village of Downers Grove, in DuPage County, Illinois, a verified petition requesting annexation to said Village parcels of land commonly known as 5430 Belmont Road, and 2097 Inverness Avenue, as hereinafter described and hereafter referred to as the "Territory"; and

WHEREAS, it appears to be in the best interests of the Village of Downers Grove to annex the Territory; and

WHEREAS, all required submittals, fees and payments have been submitted to the Village prior to the approval of this Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. The following described real estate, together with any public streets or highways adjacent to or within the Territory described that have not been previously annexed to any municipality, is hereby annexed to the Village of Downers Grove, to wit:

LOT 4 IN CARLSON'S RESUBDIVISION, IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN IN DUPAGE COUNTY, ILLINOIS.

AND ALSO:
LOT 1 AND LOT 2 IN RICHARD E. CARLSON'S RESUBDIVISION OF PART OF LOT 5 OF CARLSON'S RESUBDIVISION OF LOT 24 OF ARTHUR T. MCINTOSH AND COMPANY'S BELMONT FARMS, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF RICHARD E. CARLSON'S RESUBDIVISION OF PART OF LOT 5, AFORESAID RECORDED FEBRUARY 10, 1953 AS DOCUMENT 673822, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 5430 Belmont Road and 2097 Inverness Avenue, Downers Grove, IL 60516 (PINs 08-12-411-010, -011 & -015)

SECTION 2. That annexation to the Village of Downers Grove shall be subject to the following conditions:

1. The plans shall substantially conform to the staff report dated December 7, 2020, the plans prepared by Rynear and Son Inc., dated 6/22/20, and modified 9/9/20, and the plans prepared by Excel Architects, received 10/7/20, except as such plans may be modified to conform to Village Codes and Ordinances.

2. The applicant shall administratively consolidate the five lots into one lot of record after the annexation is recorded and prior to being issuing a building permit. Easements shall be provided in accordance with the subdivision ordinance.

3. A fee for the removal of the honey locust tree located in the ROW on Inverness Road as depicted on the landscape plan dated 9/23/2020 will be assessed during the permitting process. Initial estimates show it to be approximately $4,000. The applicant is responsible for the removal of the tree and associated costs.

4. Applicant must provide approval from the DuPage County Department of Transportation prior to building permit release.

5. The building shall be equipped with an automatic fire suppression system and an automatic and manual fire alarm system.

6. In the case that the occupancy proposed by the petitioner increases over time, the maximum capacity will be limited to what is allowed by the shared parking calculation methodology provided in the Village of Downers Grove Zoning Ordinance, and the Community Development Director may request a parking study that ensures parking capacity is sufficient.

SECTION 3. A certified copy of this ordinance, together with an accurate map of the Territory hereby annexed shall be recorded in the office of the Recorder of DuPage County and shall be filed with the County Clerk of DuPage County by the Clerk of the Village.

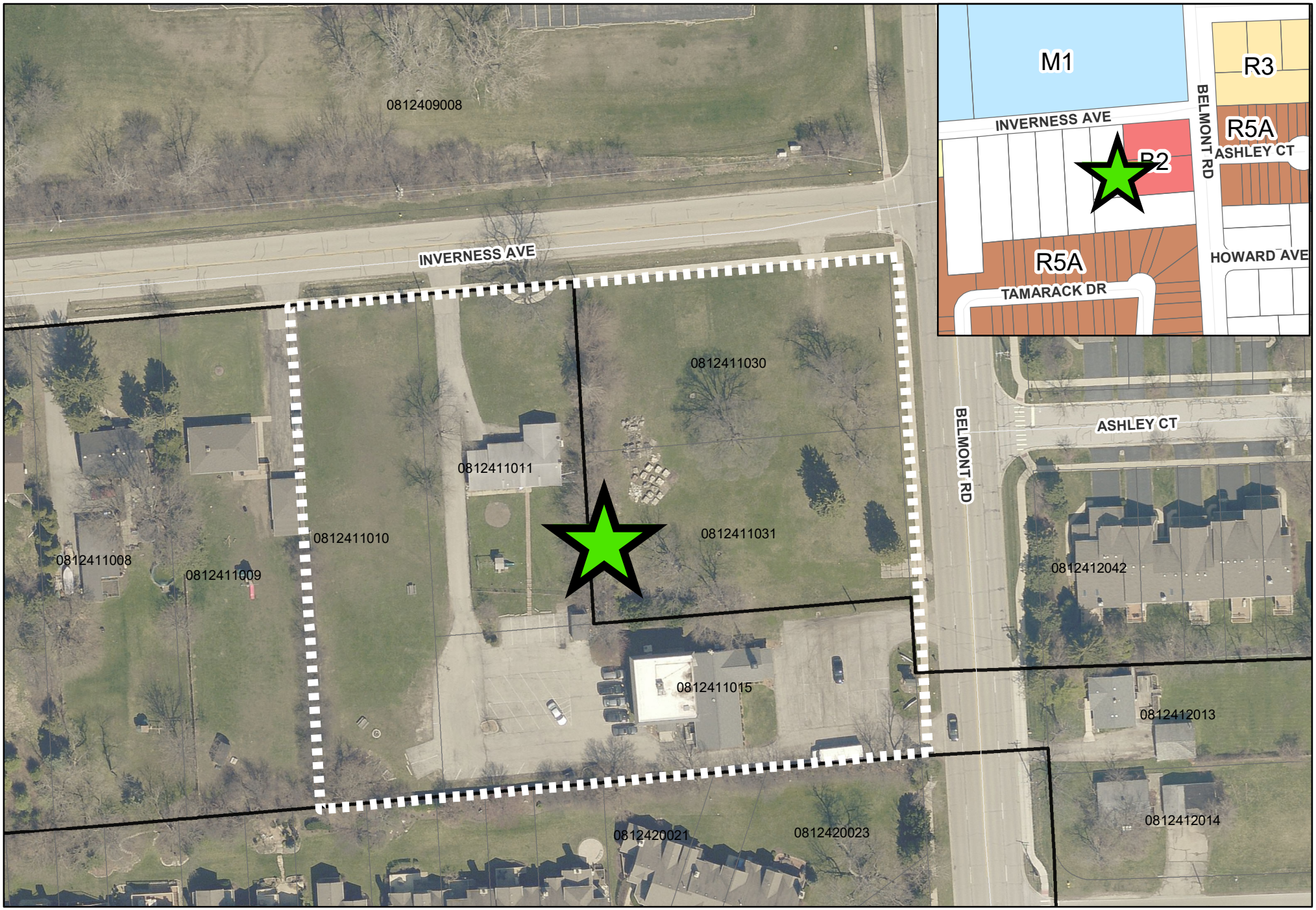
SECTION 4. All ordinances or resolutions, or parts thereof, in conflict with the provisions of this ordinance be and are hereby repealed.

SECTION 5. This ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

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0 65 130 Feet

**5430 Belmont Road - Location Map**

Subject Property

Project Location

# VILLAGE OF DOWNERS GROVE
## REPORT FOR THE PLAN COMMISSION
## DECEMBER 7, 2020 AGENDA

| SUBJECT: | TYPE: | SUBMITTED BY: |
|---|---|---|
| 20-PLC-0014<br>Belmont Bible Church | Annexation, Zoning Map Amendment, and Special Use | Gabriella Baldassari<br>Development Planner |

### REQUEST
The petitioner is requesting approval for 1) Annexation, 2) Zoning Ordinance Map Amendment to rezone the properties from B-2, General Retail Business, and R-1, Residential Detached House 1 to INP-1, Neighborhood-Scale Institutional and Public District and 3) Special use for religious assembly and private school use.

### NOTICE
The application has been filed in conformance with applicable procedural and public notice requirements.

### GENERAL INFORMATION

**OWNER:** Belmont Bible Church
5430 Belmont Road
Downers Grove, IL 60515

**PETITIONER:** Mark Moore
Lead Pastor
Belmont Bible Church
5430 Belmont Road
Downers Grove, IL 60515

### PROPERTY INFORMATION

**EXISTING ZONING:** B-2, General Retail Business; R-1, Residential Detached House 1; and R-4 Single Family (DuPage County)
**EXISTING LAND USE:** Institutional, Single Family Residential, and Vacant Land
**PROPERTY SIZE:** 120,450 square feet (2.77 acres)
**PINS:** 08-12-411-010, -011, -015, -030, -031

**SURROUNDING ZONING AND LAND USES**

| | ZONING | FUTURE LAND USE |
|---|---|---|
| **NORTH:** | M-1, Light Manufacturing | Light Industrial Business Park |
| **SOUTH:** | R-5A, Residential Attached House 5A | Single Family Attached |
| **EAST:** | Unincorporated Residential | Multi-Family Residential |
| | R-5A, Residential Attached House 5A | Single Family Attached |
| **WEST:** | R-4 Single Family (DuPage County) | Multi-Family Residential |

## ANALYSIS

### SUBMITTALS

This report is based on the following documents, which are on file with the Department of Community Development:

1. Petition for Plan Commission/ Petition for Annexation
2. Location Map
3. Plat of Survey
4. Plat of Annexation
5. Project Narrative
6. Standards of Approval
7. Proposed Site Plan
8. Architectural Plans
9. Engineering Plans
10. Landscaping Plan
11. Traffic Study
12. Neighborhood meeting invitation and summary

### PROJECT DESCRIPTION

The subject property is located at the southwest corner of the intersection of Belmont Road and Inverness Avenue and consists of five lots. Two lots, 5416 and 5418 Belmont Road, are within the Village and are currently zoned B-2, General Retail Business. The other three lots, 5430 Belmont Road and 2097 Inverness Avenue, are unincorporated, and are classified as R-4 Single Family in DuPage County. The incorporated areas are vacant open land, while the unincorporated areas include a vacant house, vacant open land and the existing church. The incorporated parcels were annexed into the Village and rezoned to the B-2 Zoning District in 2008 with the intention of building offices.

The petitioner is proposing to annex the unincorporated properties into the Village and rezone the entire property to the INP-1, Neighborhood Scale Institutional and Public District. The INP-1 District designation is intended for small, institutional scale developments that abut residentially zoned properties.

The petitioner is proposing to demolish the existing structures and build a new church and school building. The new building would be oriented north-south and be located along the western side of the property. The construction of the two-story, 32,574 square-foot building will be phased. The first phase will include the 22,574 square-foot first floor, consisting of religious assembly space, administrative offices and preschool classrooms, in addition to an empty 10,000 square-foot second story. The second story will be built out at a later date to add elementary and high school classrooms, additional preschool classrooms, and more offices as necessary.

A permeable paver parking lot will provide 156 parking spaces, and landscaping will be provided beyond the minimum requirements. Pedestrian connections are provided to both Belmont Road and Inverness Avenue. A six foot tall fence along the south and west borders will provide additional screening for the adjacent residential uses. The overall site currently has five curb cuts, three of which are on Belmont Road and two are on Inverness Avenue. One of the Belmont Avenue curb cuts has been abandoned while the remaining two are still actively in use. One of the curb cuts on Inverness Avenue was also abandoned. The proposal will reduce the number of total curb cuts to two, with one along each street frontage.

### COMPLIANCE WITH COMPREHENSIVE PLAN

The Comprehensive Plans' Future Land Use Map designates a majority of this property as Low Intensity Office, with the western side of the subject property as Multi-Family. Low intensity office uses include

uses that are sensitive to their context in terms of scale, height, setback and building materials. The two-story proposed church and school are sensitive to their context.

The Comprehensive Plan has identified this site as a Catalyst Site, number A3, within the Belmont/Ellsworth Industrial Park, and recognizes that this site is currently underutilized. The Plan notes a new retail, office or multi-family use along Belmont Road would provide a transitional use between industrial areas to the north and the multi-family area to the south. While not an office or retail use, the church and school can function as a buffer between more intensive industrial uses to the north and less intense residential to the south. The church and school are an institutional use, which is generally defined as public and semi-private facilities that service the community. The proposal meets several goals of the Comprehensive Plan including:

- Develops of an underutilized site
- Provides an appropriate transitional use between the industrial area to the north and the multi-family area to the south.
- Modernizes an institutional use that can replenish, rejuvenate and spur reinvestment.
- Continues support of the operation and improvement of private schools without any negative impact including traffic activity.

## COMPLIANCE WITH ZONING ORDINANCE

The parcels at 5416 and 5418 Belmont are currently zoned B-2, and the remaining properties, 5430 Belmont and 2097 Inverness, are unincorporated R-4 residential (DuPage County). Once annexed, the unincorporated R-4 parcels will automatically assume the R-1, Residential Detached Zoning District. The petitioner is proposing to rezone all the properties to INP-1 in order to apply for a Special Use for religious assembly and private school use into an appropriate zoning classification.

Per Section 28.4.020.B.3 of the Zoning Ordinance, all future buildings and structures in the INP-1 district shall follow the setbacks of the most restrictive abutting zoning district. The R-5A, Residential Attached zoning designation is the most restrictive abutting district. Special street setbacks for parking in regards, to an existing religious assembly use also apply.

Table 1 – Zoning Regulations

| Bulk Regulation | Required | Proposed |
|---|---|---|
| Street Setback for Building (N, Inverness) | 25 feet | 53 feet |
| Street Setback for Building (E, Belmont) | 25 feet | 204 feet |
| Interior Building Setback (South) | 31.7 feet (10% lot width) | 32 feet |
| Rear Building Setback (West) | 20 feet | 24 feet |
| Street Setback for Parking (N, Inverness) | 5 feet | 5.5 feet |
| Street Setback for Parking (E, Belmont) | 5 feet | 5.5 feet |
| Building Height Maximum | 35 feet | 30.7 feet |
| F.A.R. | 0.80 | 0.28 |
| Building Coverage | 32% | 18.7% |

Based on the proposed building plans, the parking lot design and landscaping requirements, the petitioner's proposal is consistent with the intent and requirements of the Village's Zoning Ordinance. It should be noted that the elevations propose a tower feature, measuring up to 41.4 feet, which categorized as an architectural feature and is permitted to exceed the maximum building height The Village's parking requirements are further discussed in the next section.

*Traffic and Parking*

The Traffic Study submitted by the petitioner and prepared by Kenig, Lindgren, O'Hara, Aboona, Inc., (KLOA) reports that the increase in traffic resulting from the proposed development will not result in a significant traffic impact. The results of the analyses indicate that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated from the proposed use. The proposed access system will eliminate one active curb cut and one abandoned curb cut on Belmont Road, improving the flow of traffic. Access to the site will be provided via a single full access drive off Belmont Road and via a single full access drive off of Inverness Avenue.

The study also provides an analysis for parking. The study indicates that the 156 spaces will provide sufficient parking for the site. The provided parking meets the Village's requirements, as highlighted in Table 2. In the case that the occupancy proposed by the petitioner increases over time, staff is recommending that a condition be placed on the approval that will allow either the maximum capacity to be limited to what is allowed by the shared parking calculation methodology provided in the Zoning Ordinance or the Community Development Director may request a parking study that ensures parking capacity is sufficient.

Table 2 – Parking Requirements

| Use | Proposed Capacity | Ratio | Required Spaces |
|---|---|---|---|
| Assembly Space | 400 occupants | 1 space per 4 occupants | 100 |
| Offices | 3,000 square feet | 3 spaces per 1,000 SF | 9 |
| Preschool Classrooms | 7,000 square feet | 3 spaces per 1,000 SF | 21 |
| Elementary Classrooms | 50 students | 0.1 space per student | 5 |
| High School Classrooms | 50 students | 0.3 spaces per student | 15 |
| | | Total Required | 150 |
| | | Total Provided | 156 |

## ENGINEERING/PUBLIC IMPROVEMENTS

Post Construction Best Management Practices are not required for the project because the total impervious area will be decreased with the usage of permeable pavers for the parking lot. All improvements will comply with the provisions of the Stormwater Ordinance.

New internal pedestrian connections with adjacent public sidewalks are depicted on the site plan. Curb, gutter and storm sewer will be provided on the south side of Inverness Avenue for the limits of the project. The sidewalk along both street sides will be removed and replaced, which will require an easement granted by the DuPage County Department of Transportation (DuDOT) along Belmont Road. One tree will be removed from the Village right-of-way on Inverness Avenue to accommodate right-of-way improvements. Specifically the current sidewalk will be removed and reconstructed, which necessitates removal of the tree. Additional parkway trees will be provided as part of the redevelopment of the site.

## PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and will require the building include a fire alarm and sprinkler system that meet the Village's code requirements. Based upon the submittal, Fire Prevention has sufficient access to the subject properties. There are no additional comments at this time.

## NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property lines in addition to posting the public hearing notice signs and publishing the legal notice in the Downers Grove Suburban Life. Staff has not received any comments regarding the proposal at this time. Additionally, the petitioner hosted a neighborhood meeting on November 30, 2020 in accordance with Section 28.12.010.F.3 of the Municipal

Code. A summary of the meeting is attached.

## STANDARDS OF APPROVAL

The petitioner is requesting approval of an Annexation, Zoning Map Amendment and Special Use for a religious assembly and private school use. The Annexation is considered by the Village Council. The review and approval criterion for the Zoning Map Amendment and Special Use requests are listed below.

The petitioner has submitted a narrative that attempts to address all the standards of approval. The Plan Commission should consider the petitioner's documentation, the staff report and the discussion at the Plan Commission meeting in determining whether the standards for approval have been met.

***Section 28.12.030.I. Zoning Map Amendment Review and Approval Criteria***

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

1. *The existing use and zoning of nearby property.*
2. *The extent to which the particular zoning restrictions affect property values.*
3. *The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.*
4. *The suitability of the subject property for the zoned purposes.*
5. *The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.*
6. *The value to the community of the proposed use.*
7. *The comprehensive plan.*

***Section 28.12.050.H Special Use Approval Criteria***

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.*
2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

## DRAFT MOTION

Staff will provide a recommendation at the December 7, 2020 meeting. Should the Plan Commission find that the request meets the standards of approval for Planned Unit Developments and Map Amendments, staff has prepared a draft motion that the Plan Commission may make for the approval of 20-PLC-0014:

Based on the petitioner's submittal, the staff report and the testimony presented, I find that the petitioner has met the standards of approval for rezoning, the accompanying Map Amendment, and Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 20-PLC-0017, subject to the following conditions:

1. The plans shall substantially conform to the staff report dated December 7, 2020, the plans prepared by Rynear and Son Inc., dated 6/22/20, and modified 9/9/20, and the plans prepared by Excel Architects, received 10/7/20, except as such plans may be modified to conform to Village Codes and Ordinances.
2. The applicant shall administratively consolidate the five lots into one lot of record after the annexation is recorded and prior to being issuing a building permit. Easements shall be provided in accordance with the subdivision ordinance.
3. A fee for the removal of the tree will be assessed during the permitting process. Initial estimates show it to be approximately $4,000. The applicant is responsible for the removal of the tree and associated costs.
4. Applicant must provide approval from the DuPage County Department of Transportation prior to building permit release.
5. The building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
6. In the case that the occupancy proposed by the petitioner increases over time, the maximum capacity will be limited to what is allowed by the shared parking calculation methodology provided in the Village of Downers Grove Zoning Ordinance and/or the Community Development Director may request a parking study that ensures parking capacity is sufficient.

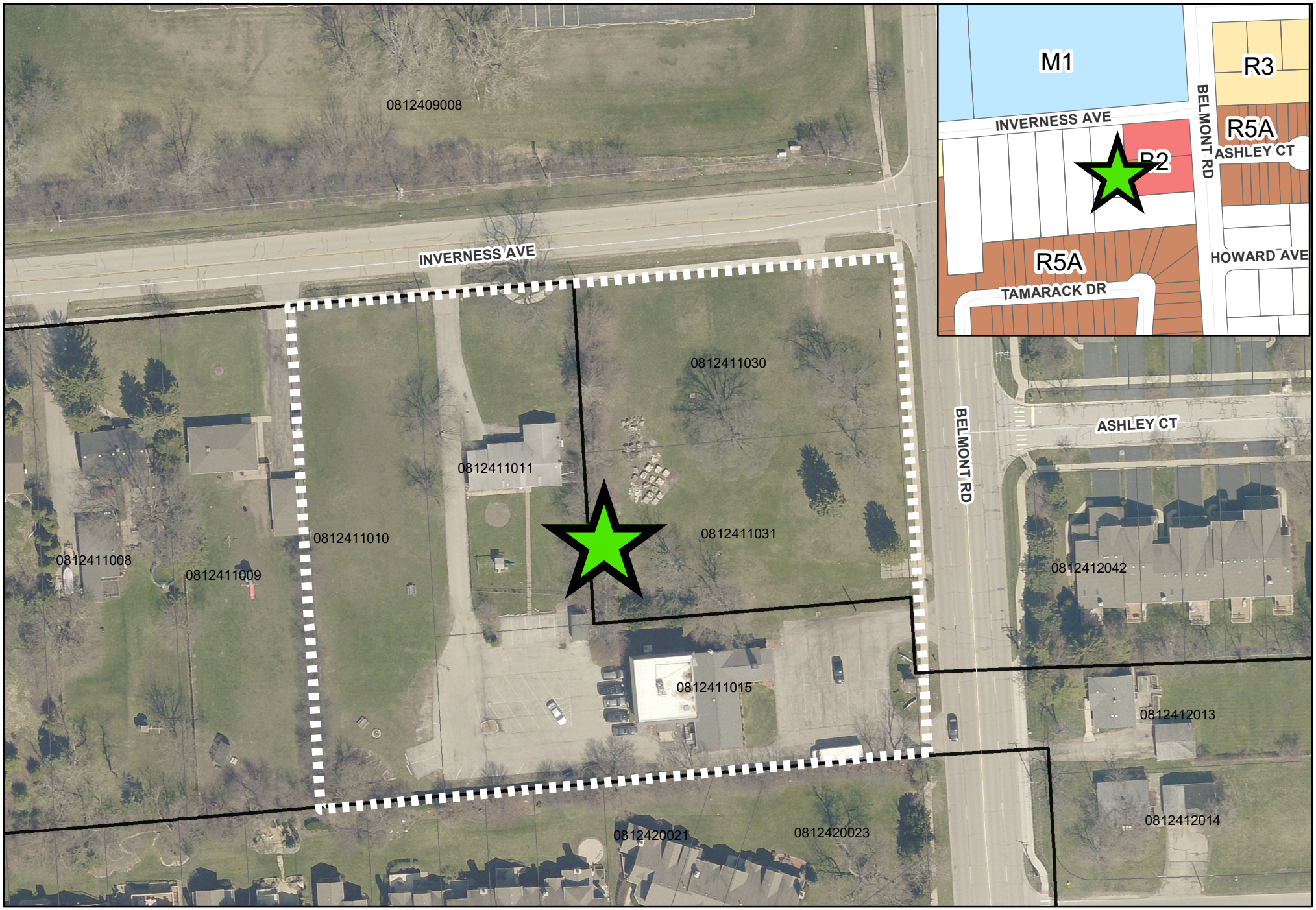
Staff Report Approved By:



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Stanley J. Popovich, AICP
Director of Community Development

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N

0 65 130 Feet

**5430 Belmont Road - Location Map**

Subject Property

Project Location

# PLAT OF SURVEY

## LEGAL DESCRIPTION

LOTS 1 AND 2 IN STEVENS BELMONT OFFICE SUBDIVISION, BEING A RESUBDIVISION OF LOT 1, LOT 2, AND LOT 3, IN CARLSON'S RESUBDIVISION OF LOT 24 IN ARTHUR T. McINTOSH'S BELMONT FARMS, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID CARLSON'S RESUBDIVISION RECORDED JULY 17, 1950 AS DOCUMENT 598421 CERTIFICATE OF CORRECTION RECORDED FEBRUARY 23, 1954 AS DOCUMENT 70856 AND DOCUMENT NO. 08-131545, IN DUPAGE COUNTY, ILLINOIS.

AND ALSO:

LOT 4 IN CARLSON'S RESUBDIVISION, IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN IN DUPAGE COUNTY, ILLINOIS.

AND ALSO

LOT 1 AND LOT 2 IN RICHARD E. CARLSON'S RESUBDIVISION OF PART OF LOT 5 OF CARLSON'S RESUBDIVISION OF LOT 24 OF ARTHUR T. MCINTOSH AND COMPANY'S BELMONT FARMS, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF RICHARD E. CARLSON'S RESUBDIVISION OF PART OF LOT 5, AFORESAID RECORDED FEBRUARY 10, 1953 AS DOCUMENT 673822, IN DUPAGE COUNTY, ILLINOIS.

LINE LEGEND

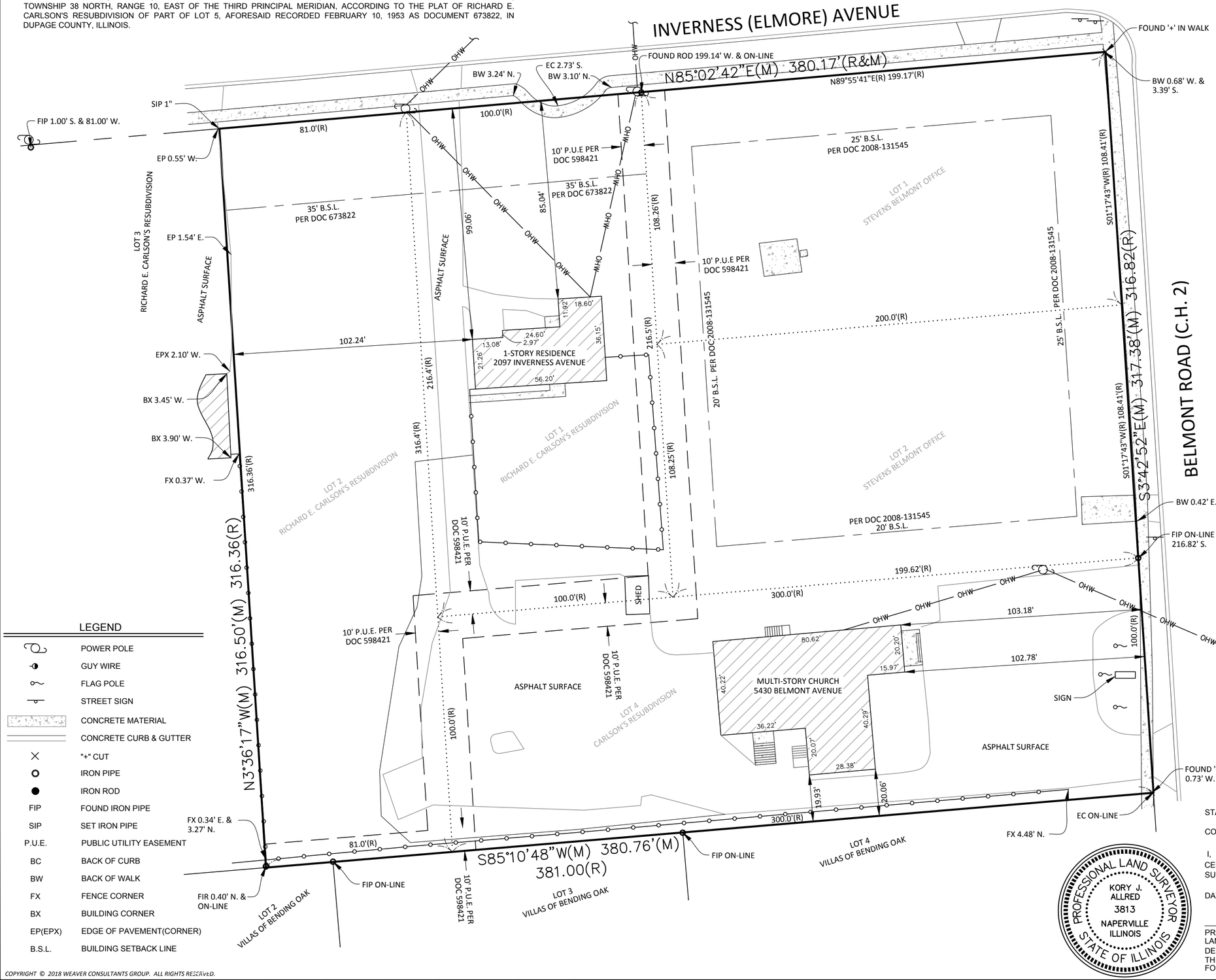
- OVERHEAD WIRES
- FENCE
- BOUNDARY
- EXISTING LOTS
- RIGHT-OF-WAY
- BUILDING SETBACK LINE
- EASEMENT
- UNDERLYING LOT

PIN
08-12-411-010
08-12-411-011
08-12-411-015
08-12-411-030
08-12-411-031

N

SCALE: 1" = 30'
0 15' 30' 60'

AREA OF SITE:
120,535.25 SQ. FEET ± / 2.767 ACRES ±




LEGEND

| | |
|---|---|
| | POWER POLE |
| | GUY WIRE |
| | FLAG POLE |
| | STREET SIGN |
| | CONCRETE MATERIAL |
| | CONCRETE CURB & GUTTER |
| × | "+" CUT |
| ○ | IRON PIPE |
| ● | IRON ROD |
| FIP | FOUND IRON PIPE |
| SIP | SET IRON PIPE |
| P.U.E. | PUBLIC UTILITY EASEMENT |
| BC | BACK OF CURB |
| BW | BACK OF WALK |
| FX | FENCE CORNER |
| BX | BUILDING CORNER |
| EP(EPX) | EDGE OF PAVEMENT(CORNER) |
| B.S.L. | BUILDING SETBACK LINE |

## SURVEY NOTES

1. MEASURED BEARINGS SHOWN HEREON ARE GEODETICALLY REFERENCED TO NORTH BASED ON REALTIME, GPS, CORS OBSERVATIONS OF REFERENCE STATIONS MAINTAINED BY TRIMBLE NAVIGATION.

2. THIS SURVEY SHOULD NOT BE CONSIDERED AS AN EXCLUSIVE SOURCE OF INFORMATION REGARDING THE PROPERTY'S LIMITS, RIGHTS OR RESTRICTIONS. THE FINDINGS OF THIS SURVEY ARE LIMITED TO FIELD OBSERVATIONS AND MEASUREMENTS, THE EXAMINATION OF DOCUMENTS PROVIDED TO THE SURVEYOR AND THE SURVEYOR'S PROFESSIONAL OPINION. THERE MAY BE SETBACK LINES, EASEMENTS AND BUILDING RESTRICTIONS NOT SHOWN HEREON OF WHICH THE SURVEYOR HAS NOT BEEN ADVISED. ALWAYS REFER TO YOUR ABSTRACT, DEED AND GUARANTEE POLICY AND LOCAL ORDINANCES.

3. ALL AREAS ARE MORE OR LESS.

4. SURVEY IS BASED UPON FIELD OBSERVATIONS MADE ON 08/06/2018.

5. COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY DIFFERENCES AT ONCE.

6. UNDERGROUND UTILITIES NOT LOCATED AS PART OF THIS SURVEY.

7. ALL STATEMENTS AND INFORMATION SHOWN HEREON ARE TO THE SURVEYOR'S BEST KNOWLEDGE AND BELIEF.

8. COMMITMENT FOR TITLE INSURANCE NOT PROVIDED TO SURVEYOR IN THE PREPARATION OF THIS SURVEY.

STATE OF ILLINOIS )
) SS
COUNTY OF DUPAGE )

I, KORY J. ALLRED, A PROFESSIONAL LAND SURVEYOR, DO CERTIFY THAT THIS DRAWING HAS BEEN PREPARED UNDER MY DIRECT SUPERVISION ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

DATED THIS 7th DAY OF AUGUST, 2018.

PROFESSIONAL LAND SURVEYOR NUMBER 3813.
LAND SURVEYOR LICENSE EXPIRES NOVEMBER 30, 2018.
DESIGN FIRM NUMBER 184004465
THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS STANDARD FOR A BOUNDARY SURVEY.

PROFESSIONAL LAND SURVEYOR
KORY J. ALLRED
3813
NAPERVILLE ILLINOIS
STATE OF ILLINOIS

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PREPARED FOR:
BELMONT BIBLE CHURCH

PLAT OF SURVEY
BELMONT BIBLE CHURCH
5430 BELMONT ROAD
DOWNERS GROVE, IL 60515

| No. | DATE | REVISION DESCRIPTION |
|---|---|---|
| | | |

Weaver Consultants Group

WEAVER CONSULTANTS GROUP
1316 BOND STREET SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848
www.wcgrp.com

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| | |
|---|---|
| DRAWN BY: | KJA/AJW |
| REVIEWED BY: | KJA |
| DATE: | 08/07/2018 |
| FILE: | 4764-300-09 |
| CAD: | BE000001.dwg |

SHEET 1 OF 1

# PLAT OF ANNEXATION

## TO THE VILLAGE OF DOWNERS GROVE

OF PART OF THE NORTHWEST FRACTIONAL QUARTER AND THE SOUTHWESTFRACTIONAL QUARTER OF SECTION 34 TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS.

ORD 2020-8789




NORTH

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

DUPAGE COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS )
SS
COUNTY OF DU PAGE )

THIS INSTRUMENT_____, WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DU PAGE COUNTY, ILLINOIS,

ON THE _____ DAY OF _____, A.D.,20____

AT_____O'CLOCK____M

_____
RECORDER OF DEEDS

VILLAGE OF DOWNERS GROVE CERTIFICATE

STATE OF ILLINOIS )
SS
COUNTY OF DU PAGE)

THE ANNEXED PROPERTY SHOWN ON THE ABOVE PLAT OF ANNEXATION IS IDENTIFIED AS THAT INCORPORATED AND MADE A PRT OF THE VILLAGE OF DOWNERS GROVE BY ORDINANCE NO._____ADOPTED BY THE COUNCIL OF SAID VILLAGE ON THE_____DAY OF_____,A.D., 20_____.

BY:_____ ATTEST:_____
MAYOR VILLAGE CLERK

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )
)S.S.
COUNTY OF DUPAGE )

THIS IS TO CERTIFY THAT THE PLAT HEREON DRAWN WAS PREPARED UNDER MY DIRECT SUPERVISION FROM EXISTING PUBLIC RECORDS AND PLATS FOR THE PURPOSE OF ANNEXING PROPERTY TO THE VILLAGE OF DOWNERS GROVE AND THAT SAID PLAT IS AN ACCURATE DEPICTION OF THE HEREON DESCRIBED LANDS.

GIVEN UNDER MY HAND AND SEAL AT OSWEGO, ILLINOIS,

THIS _____ DAY OF_____ A.D. 20___.

_____
WILLIAM M. WINGSTEDT ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002675
EXP. 11-30-20

# Village of Downers Grove

# Plan of Operation – Belmont Bible Church

# 2020

**Name of Business**

Belmont Bible Church
5430 Belmont Rd
Downers Grove, IL. 60515

Mark Moore, Lead Pastor
Email: pastormm21@gmail.com
Cell: 630-347-4161

**Property of Discussion**

Belmont Bible Church is on five lots with the address of 5430 Belmont Rd.
Pin numbers 08-12-411-030, and 08-12-411-031 are already within the Village of Downers Grove, and are zoned B2. Pin numbers 08-12-411-010, 08-12-411-011, 08-12-411-015 are unincorporated. All five lots total 2.767 Acres. The comprehensive plan catalyst site is for convenience retail, office, or multi-family residential.

**Belmont Bible Church**

Belmont Bible Church has been at this location in the community of Downers Grove since 1951. The church has experienced growth over the last ten years and is in need of a larger facility. BBC would like to remain in the Downers Grove community, and continue to play a vital role in the fabric of our community. There are currently about 160 people that attend the Sunday services.

Belmont will hold regularly scheduled services at traditional times throughout the week, Sunday 9:00am – noon, Sunday evening 6-7pm, including weekday evening Bible studies, and community support groups as needed.

The facility would also host the administration offices for the church employees (currently 3 full time, and 3 part time employees). Hours: M-F 8am-6pm. Sunday 8am-8pm

Belmont currently offers a faith-based community support group that has been very well attended in the Downers Grove, and surrounding areas, and would like to continue this outreach to support, encourage, and help more people in our community.

Belmont also helps in the community by working with the DuPage County Foster program. We host an annual Christmas party where members of Belmont Bible Church purchase gifts for the children, and we provide them with an evening of food, and fun. This is a type of "community servant" event where we give back to our community.

Additional community events held by Belmont Bible Church include:

1. An annual Trunk or Treat that provides a safe environment for families from the community to trick or treat with games, and refreshments.
2. An annual Easter Egg Hunt to provide the community with a safe environment to celebrate Easter with their loved ones.
3. We have also offered our facilities as a donation center in time of local tragedy in order to facilitate the local community response of helping our neighbors in time of trouble.

Belmont has plans to help in our community even further with the abilities afforded from our new facility. We have plans of holding blood drives with the Red Cross, as well as offering our new facility as a polling place for future elections.

**Future Site Development Plans**

In the next year, Belmont Bible Church would look to build our new building, which would be a 32k sq. ft. multipurpose facility and worship center. The building will be corporate/office looking in style, with landscaping to enhance the surroundings. Parking lot would be brick paver of 156 parking spaces.

Belmont has a small Christian School from K to 12$^{th}$ grade. Belmont would also like to expand our Christian preschool with before and after school care, to be a service to the many working parents in the community.

Food service at the church would be limited to hospitality for services, as well as occasional special events. No alcohol.

Refuse disposal will be handled in a manner that is aesthetically pleasing to the site.

Water service and sewage disposal would be through municipal service.

# Standards of Special Use

# INP-1

***Section 28.12.030.I Review and Approval Criteria for Zoning Map Amendments***

*The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors:*

***(1) The existing uses and zoning of nearby property.***

*The INP-1 zoning designation is intended for small, institutional scale developments that abut residentially zoned properties. The church, school, and ancillary parking are institutional in nature. The designated area is geographically contained in 2.76 acres. The subject properties are bordered by M1 to the north across Inverness Ave, single and multi family residences to the east across Belmont Rd, multi family residences to the south, and single family residences to the west.*

***(2) The extent to which the particular zoning restrictions affect property values.***

*The proposed rezoning will not negatively affect property values. By rezoning, the Belmont Bible Church will be able to continue using the property as a religious assembly and private school use.*

***(3) The extent to which any determination in property value is offset by an increase in the public health, safety and welfare.***

*The proposed rezoning will not impact property values or the public health, safety and welfare of the community. The existing use is a religious assembly and private school use and will continue as a religious assembly and private school use.*

***(4) The suitability of the subject property for the zoned purposes.***

*Belmont Bible Church is proposing to rezone the property to INP-1, Neighborhood-scale Institutional and Public District. A religious assembly and private school use is a special us in this zoning district.*

***(5) The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.***

*The entire site is not currently vacant, but the rezoning to INP-1 considers the context of the neighborhood.*

*Belmont Bible Church purchased the lots of pin #'s 08-12-411-010, 08-12-411-011, and 08-12-411-015 in 1950.*

*Belmont Bible Church purchased the lots of pin #'s 08-12-411-030, 08-12-411-031 in 2015.*

***(6) The value to the community of the proposed use.***

*The church is proposing to maintain the preschool and private school in service to the surrounding neighborhoods.*

***(7) The Comprehensive Plan.***

*The subject property is designated for a low intensity office use in the Comprehensive Plan.*

*The proposed site will improve access management by reducing curb cuts along Belmont Road.*

*The proposed site will minimize light pollution and glare to the neighboring properties.*

*The proposed expansion will take the site from being underutilized into a transitional use between the industrial areas to the north, and the multi-family area to the south.*

***Section 28.12.050.H Approval Criteria***

*No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusion:*

***(1) That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.***

*Belmont Bible Church is proposing to rezone the subject property to INP-1 Neighborhood-scale Institutional and Public District. Under Section 5.010 of the Zoning Ordinance, a religious assembly, private school and ancillary parking uses are listed as an allowable Special Use in the INP-1 zoning district.*

***(2) That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.***

*The proposed use is in the interest of the public convenience and will contribute to the general welfare because the many services that the church is already providing to the community including a preschool, addictions program, trunk or treat, and Easter egg hunts. With the proposed modernized and code compliant facility, the church will be able to more effectively maintain these services to the community. Also traffic circulation will improve with more flexible options for vehicles to enter and exit the site without compounding points of conflict.*

***(3) That the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.***

*Belmont Bible Church will be maintaining the same use, but with additional parking and enhanced traffic circulation. Significant landscaping and a privacy fence will be added to the site as well as rooftop mechanical screening to assist with screening and buffering.*

Belmont
BIBLE CHURCH

# Efforts to Notify Neighbors
# Belmont Bible Church Building Project

Belmont Bible Church mailed a notification letter on Wednesday, November 18th to the neighbors within 250' of the BBC property. A copy of this letter has been submitted to the Village. The list of neighbors that this letter was mailed to has also been submitted to the village. The letter notified our neighbors of our neighborhood meeting that we would be hosting at 5430 Belmont Rd. on Monday, November 30th @7pm. The neighbors were given an option to RSVP to attend in person, or to request the Zoom link in order to attend the meeting virtually.

All attendees (both physically, and virtually) are recorded on the minutes of the meeting which has been submitted to the village.

As a result of the neighborhood meeting of November 30th, the following change is being implemented:

The new 6' privacy fence that will be on our south property line will now be installed right on the property line as opposed to the location of the existing privacy fence that is 2-3' inside of our property line.

Pastor Mark Moore
Belmont Bible Church

Dear Neighbors,

We are in the process of making plans to improve our campus and continue our service to our community. We would like to take down our current facility at 5430 Belmont Rd and our single family home at 2097 Inverness Ave in order to build a new twenty-two thousand square footprint facility to continue our ministries and service to the community.

We are seeking the Village of Downers Grove's approval to do this work. As a part of this process, we will be petitioning the Village of Downers Grove to annex three of our five lots into the village (two of our lots are already within the village), and then rezone our entire property in INP-1, Neighborhood – Scale Institutional and Public District at a public hearing on Monday, December 7, 2020, at 7:00pm. Please refer to the Village of Downers Grove website (www.downers.us/agends/current). The packet for the case will be made available on December 2, 2020.

Before that meeting, we are hosting a Town Hall meeting to share this information about the project with you. Due to Covid 19, we will be limiting attendance to 10 attendees. We will conduct the meeting as follows:

**On Monday, November 30th at 7:00pm**
**Belmont Bible Church, 5430 Belmont Rd. Enter by the front door.**
**Please RSVP if you are attending with your name to office@belmontbiblechurch.com**
**by Friday, November 27th to help us assure we are not exceeding 10 attendees.**
**If we exceed the 10 person limit, there will be a line to wait to enter the room. (Wait time should be no more than 15 minutes)**

If for personal, safety reasons you do not wish to attend in person, we are also offering a simultaneous Zoom meeting that evening that you can attend.

**Email office@belmontbiblechurch.com if you would like this link to be sent to you.**

If you are unable to attend the meeting in person or virtually, but would like to learn more about this project, please contact us at office@belmontbiblechurch.com .

Yours in Christ,

Pastor Mark Moore

November 30, 2020

**Notes from Belmont Bible Church Neighborhood Meeting**

**Requested Zoom Link**
Nancy Hoekstra – present
Judy Anderson – present
Arthur Kardatzke – present
Joanne Fiene – present
Debra Gordon – present

**Reserved to Attend in Person**
Peter Lazar – present in person
Timothy Emmerson (also sent Zoom link) – present on Zoom
Matt Anslow – present in person

**In attendance:**
Pastor Mark Moore – present in person
Pastor Rob St. Clair – present on Zoom
Pastor Dan Horning – present in person
Kristen Mighty, secretary and meeting notetaker – present in person

Pastor welcomed attendees to meeting at 7:00pm and began recording at 7:04pm

History of church provided at beginning of the meeting
Gave an overview of ministries currently in place at Belmont Bible Church: multiple services, K-12 school

New facility will enhance ability to enhance outreach and service in the community:

- New building ADA access, bathrooms with ADA access
- New building will have 22,000 sf footprint
- New building will reduce storm drainage and runoff impact on neighboring properties

Provided overview of building plans
Provided overview of the landscape plan submitted to the Village

- including planting of trees throughout the property to provide finished landscape and screening and location of garbage receptacles

Provided overview of a traffic impact study done by KLOA (approved contactor for these studies by the Village)

- read the conclusion of the report to attendees, highlighting that the traffic will not be negatively impacted by the building

**Questions:**

Nancy Hoekstra (2214 Tamarack Dr.) – no questions at this time

Terry Alfieri (2210 Tamarack Dr.)
Question: What are the plans for the privacy fence on the southern property line?
Answered: It will be replaced by a 6' privacy fence along the southern property line.

Tim Emmerson (2495 Aspen Dr.)
Question: When was traffic study (pre- or post- COVID) completed?
Answered: After the shutdown was lifted (August/September);
Question: How far back does the building sit from Belmont Rd?
Answered: Shown from the scale of the site plan.
Question: What is the anticipated length of time for construction?
Answered: 10-12 months.

Judy Anderson (2135 Ashley Ct.) - no questions at this time

Arthur Kardatzke (2246 Tamarack Dr.)
Question: Who maintains the privacy fence?
Answered: We do as it is on our side of the property line.
Question: Why is the building going to be constructed in the planned location?
Answered: Because of the slope of the property.
Question: What are the exterior materials of the building?
Answered: Wood siding, and finished stone.
Question: Is this going to be a 2-story building?
Answered: Yes, a partial 2nd floor of approximately 10,000 SF.
Question: Are all four sides of the building finished in the same materials?
Answered: Yes
Question: Have you received planned commission approval yet?
Answered: Information was given for the village meeting on December 7th.
Question: When will construction begin?
Answered: Depending on the permit process, we would like to begin in the spring of 2021.
Question: What happens to the congregation and house during construction?
Answered: The current structures will be demolished as part of this project.
Question: Does the building and paving cover the entire site?
Answered: With the brick pavers, the impervious areas of the new site will actually be reduced by about 1,300 SF.

Tom Talaga – (2218 Tamarack Dr.)
Question: How many students will be in the school?
Answered: Maximum amount in new building will be 100. (including 2nd floor)
Question: Will there be a playground?
Answered: Eventually there will be an indoor playground.
Question: How many are in the school now?
Answered: Approximately 28.

Question: Will the fence on south end extend all the way to Belmont?
Answered: It will extend as far as DuPage County will allow to preserve sight lines along Belmont Rd.
Question: If a new fence is put up, how tall will the fence be?
Answered: a 6' privacy fence.
Question: Over the past several years, a lot of debris has made it over the fence (thrown over the fence by people on the church property), are you going to take care of this?
Answered: Our church people do not throw debris over the fence. This might be from outside people coming on to our property during the night. The new development will have better visibility to discourage this from happening.
Question: How close to the southern fence is lighting going to be installed?
Answered: Shown from the photometric plan.

Joanne Fiene (2234 Tamarack Dr.)
Question: Concerned about the garbage receptacle location. Would it be properly screened?
Answered: It will be screened from neighboring properties by privacy enclosure and landscaping according to village code.
Question: There is a partially dead tree that hangs over the property, will it be removed?
Answered: If this tree is on our property, we will have it removed.
Question: Will all of these concerns be taken care of and will the brush pile be taken care of better compared to the past 20 years?
Answered: Yes, there will be no brush pile on the property.
Question: Is it wide enough for the garbage truck to get back there?
Answered: Yes, it is wide enough to ensure that the Village's longest fire truck can make it through. So the garbage truck will be no problem.
Question: Is there going to be more plantings around the garbage receptacle (along my property line)?
Answered: Plantings directly between the garbage receptacle enclosure and the privacy fence would not survive. The privacy fence and planting on the landscape plan will provide screening from view.
Question: Can I count on you to make sure it's not going to be an eye sore back there?
Answered: Yes.

Judy VanHorn (2226 Tamarack Dr.)
Question: My concern is with plants/weeds that are currently causing issues in my yard?
If we have trouble with the buckthorn not being removed, do we come to you?
Answered: If it is by our fence, yes.
Question: What kind of lighting will be installed?
Answered: Pastor provided overview of the photometric plan.
Question: Are there any plans for bells or chimes to be installed?
Answered: No

Peter Lazar (2103 Inverness Ave.)
Question: Is the Westway coach bus that parks on Inverness affiliated with the church?
Answered: No.
Question: On the north end of the property there is a 48-inch honey locust tree, what are the plans with the tree? Has removal been approved by the Village?

Answered: It will be removed as part of this development, but new trees will be planted along the north side of the property according to village code.
Question: Are the trees along Inverness in the right of way?
Answered: Shown from the landscape plan.

Matt Anslow (2101 Inverness Ave.)
Question: What will be the grading of the site? Will it change?
Answered: The grade will change, but will still slope to the Northwest.
Question: On west end, towards the houses, will there be any drainage installed at the back end? How will you drain from dumpster to inverness? Where will the building's draining go?
Answered: The parking lot will be brick pavers so the drainage will be retained and filtered underground.

Meeting was adjourned at 8:00pm

LIGHT FIXTURE: C16

# HALO

**Description**

The Halo ML56 LED Downlighting System is a series of modular LED Modules for use with designated 5" or 6" ML56 LED trims in new construction, remodel and retrofit installation. Compatible with Halo 5" H550 and 6" H750, H750 Series LED housings. Are in retrofit of existing 5" and 6" housings with Halo RL, RLA, RLB, RLC, RLD, RLE, RLF, RLG, RLH, RLI, RLJ, RLK, RLL, RLM, RLN, RLO, RLP, RLQ, RLR, RLS, RLT, RLU, RLV, RLW, RLX, RLY, RLZ, RLAA, RLAB, RLAC, RLAD, RLAE, RLAF, RLAG, RLAH, RLAI, RLAJ, RLAK, RLAL, RLAM, RLAN, RLAO, RLAP, RLAQ, RLAR, RLAS, RLAT, RLAU, RLAV, RLAW, RLAX, RLAY, RLAZ, RLBA, RLBB, RLBC, RLBD, RLBE, RLBF, RLBG, RLBH, RLBI, RLBJ, RLBK, RLBL, RLBM, RLBN, RLBO, RLBP, RLBQ, RLBR, RLBS, RLBT, RLBU, RLBV, RLBW, RLBX, RLBY, RLBZ, RLCA, RLCB, RLCC, RLCD, RLCE, RLCF, RLCG, RLCH, RLCI, RLCJ, RLCK, RLCL, RLCM, RLCN, RLCO, RLCP, RLCQ, RLCR, RLCS, RLCT, RLCU, RLCV, RLCW, RLCX, RLCY, RLCZ, RLDA, RLDB, RLDC, RLDD, RLDE, RLDF, RLDG, RLDH, RLDI, RLDJ, RLDK, RLDL, RLDM, RLDN, RLDO, RLDP, RLDQ, RLDR, RLDS, RLDT, RLDU, RLDV, RLDW, RLDX, RLDY, RLDZ, RLEA, RLEB, RLEC, RLED, RLEE, RLEF, RLEG, RLEH, RLEI, RLEJ, RLEK, RLEL, RLEM, RLEN, RLEO, RLEP, RLEQ, RLER, RLES, RLET, RLEU, RLEV, RLEW, RLEX, RLEY, RLEZ, RLFA, RLFB, RLFC, RLFD, RLFE, RLFF, RLFG, RLFH, RLFI, RLFJ, RLFK, RLFL, RLFM, RLFN, RLFO, RLFP, RLFQ, RLFR, RLFS, RLFT, RLFU, RLFV, RLFW, RLFX, RLFY, RLFZ, RLGA, RLGB, RLGC, RLGD, RLGE, RLGF, RLGG, RLGH, RLGI, RLGJ, RLGK, RLGL, RLGM, RLGN, RLGO, RLGP, RLGQ, RLGR, RLGS, RLGT, RLGU, RLGV, RLGW, RLGX, RLGY, RLGZ, RLHA, RLHB, RLHC, RLHD, RLHE, RLHF, RLHG, RLHH, RLHI, RLHJ, RLHK, RLHL, RLHM, RLHN, RLHO, RLHP, RLHQ, RLHR, RLHS, RLHT, RLHU, RLHV, RLHW, RLHX, RLHY, RLHZ, RLIA, RLIB, RLIC, RLID, RLIE, RLIF, RLIG, RLIH, RLII, RLIJ, RLIK, RLIL, RLIM, RLIN, RLIO, RLIP, RLIQ, RLIR, RLIS, RLIT, RLIU, RLIV, RLIW, RLIX, RLIY, RLIZ, RLJA, RLJB, RLJC, RLJD, RLJE, RLJF, RLJG, RLJH, RLJI, RLJJ, RLJK, RLJL, RLJM, RLJN, RLJO, RLJP, RLJQ, RLJR, RLJS, RLJT, RLJU, RLJV, RLJW, RLJX, RLJY, RLJZ, RLKA, RLKB, RLKC, RLKD, RLKE, RLKF, RLKG, RLKH, RLKI, RLKJ, RLKK, RLKL, RLKM, RLKN, RLKO, RLKP, RLKQ, RLKR, RLKS, RLKT, RLKU, RLKV, RLKW, RLKX, RLKY, RLKZ, RLLA, RLLB, RLLC, RLLD, RLLE, RLLF, RLLG, RLLH, RLLI, RLLJ, RLLK, RLLL, RLLM, RLLN, RLLO, RLLP, RLLQ, RLLR, RLLS, RLLT, RLLU, RLLV, RLLW, RLLX, RLLY, RLLZ, RLMA, RLMB, RLMC, RLMD, RLME, RLMF, RLMG, RLMH, RLMI, RLMJ, RLMK, RLML, RLMM, RLMN, RLMO, RLMP, RLMQ, RLMR, RLMS, RLMT, RLMU, RLMV, RLMW, RLMX, RLMY, RLMZ, RLNA, RLNB, RLNC, RLND, RLNE, RLNF, RLNG, RLNH, RLNI, RLNJ, RLNK, RLNL, RLNM, RLNN, RLNO, RLNP, RLNQ, RLNR, RLNS, RLNT, RLNU, RLNV, RLNW, RLNX, RLNY, RLNZ, RLOA, RLOB, RLOC, RLOD, RLOE, RLOF, RLOG, RLOH, RLOI, RLOJ, RLOK, RLOL, RLOM, RLON, RLOO, RLOP, RLOQ, RLOR, RLOS, RLOT, RLOU, RLOV, RLOW, RLOX, RLOY, RLOZ, RLPA, RLPB, RLPC, RLPD, RLPE, RLPF, RLPG, RLPH, RLPI, RLPJ, RLPK, RLPL, RLPM, RLPN, RLPO, RLPP, RLPQ, RLPR, RLPS, RLPT, RLPU, RLPV, RLPW, RLPX, RLPY, RLPZ, RLQA, RLQB, RLQC, RLQD, RLQE, RLQF, RLQG, RLQH, RLQI, RLQJ, RLQK, RLQL, RLQM, RLQN, RLQO, RLQP, RLQQ, RLQR, RLQS, RLQT, RLQU, RLQV, RLQW, RLQX, RLQY, RLQZ, RLRA, RLRB, RLRC, RLRD, RLRE, RLRF, RLRG, RLRH, RLRI, RLRJ, RLRK, RLRL, RLRM, RLRN, RLRO, RLRP, RLRQ, RLRR, RLRS, RLRT, RLRU, RLRV, RLRW, RLRX, RLRY, RLRZ, RLSA, RLSB, RLSC, RLSD, RLSE, RLSF, RLSG, RLSH, RLSI, RLSJ, RLSK, RLSL, RLSM, RLSN, RLSO, RLSP, RLSQ, RLSR, RLSS, RLST, RLSU, RLSV, RLSW, RLSX, RLSY, RLSZ, RLTA, RLTB, RLTC, RLTD, RLTE, RLTF, RLTG, RLTH, RLTI, RLTJ, RLTK, RLTL, RLTM, RLTN, RLTO, RLTP, RLTQ, RLTR, RLTS, RLTT, RLTU, RLTV, RLTW, RLTX, RLTY, RLTZ, RLUA, RLUB, RLUC, RLUD, RLUE, RLUF, RLUG, RLUH, RLUI, RLUJ, RLUK, RLUL, RLUM, RLUN, RLUO, RLUP, RLUQ, RLUR, RLUS, RLUT, RLUU, RLUV, RLUW, RLUX, RLUY, RLUZ, RLVA, RLVB, RLVC, RLVD, RLVE, RLVF, RLVG, RLVH, RLVI, RLVJ, RLVK, RLVL, RLVM, RLVN, RLVO, RLVP, RLVQ, RLVR, RLVS, RLVT, RLVU, RLVV, RLVW, RLVX, RLVY, RLVZ, RLWA, RLWB, RLWC, RLWD, RLWE, RLWF, RLWG, RLWH, RLWI, RLWJ, RLWK, RLWL, RLWM, RLWN, RLWO, RLWP, RLWQ, RLWR, RLWS, RLWT, RLWU, RLWV, RLWW, RLWX, RLWY, RLWZ, RLXA, RLXB, RLXC, RLXD, RLXE, RLXF, RLXG, RLXH, RLXI, RLXJ, RLXK, RLXL, RLXM, RLXN, RLXO, RLXP, RLXQ, RLXR, RLXS, RLXT, RLXU, RLXV, RLXW, RLXX, RLXY, RLXZ, RLYA, RLYB, RLYC, RLYD, RLYE, RLYF, RLYG, RLYH, RLYI, RLYJ, RLYK, RLYL, RLYM, RLYN, RLYO, RLYP, RLYQ, RLYR, RLYS, RLYT, RLYU, RLYV, RLYW, RLYX, RLYY, RLYZ, RLZA, RLZB, RLZC, RLZD, RLZE, RLZF, RLZG, RLZH, RLZI, RLZJ, RLZK, RLZL, RLZM, RLZN, RLZO, RLZP, RLZQ, RLZR, RLZS, RLZT, RLZU, RLZV, RLZW, RLZX, RLZY, RLZZ

| | |
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| Catalog # | Type |
| Project | |
| Comments | Date |
| Prepared by | |



**ML56 LED System**

**1200 Series with Beam Forming Reflector Option**

**90 CRI**

**ML561292[7]**
**ML561293[0]**
**ML561293[5]**
**ML561294[0]**

**5-Inch and 6-Inch 1200 Lumen LED Module for New Construction, Remodel and Retrofit**

**For use with 5in and 6in Series 5" and 6" Trims**

**FOR USE IN INSULATED CEILINGS WITH NON-GEL/ML56 RATED HOUSINGS**

**HIGH EFFICACY LED WITH INTEGRAL DRIVER - DIMMABLE**

**Specification Features**

**Mechanical**

**Light Module**
- Includes: Halo series LED package, LED driver, heat sink, and trim
- Durable die-cast aluminum construction.
- Heat sink designed to conduct heat away from the LED keeping the junction temperature low for optimum performance, including insulated ceiling environments.

**Optics**
- Diffuse lens is standard on all 1200 Series LED light modules.
- Clear, consistent polycarbonate
- Convex form for lamp-like appearance
- High lumen transmission
- Beam forming reflector replaces diffuse lens and provides narrow fixed (NFL) 25° nominal distribution. Beam forming optic is field installed. Order separately where required.

**Assembly**
- Module attach to reflector and baffle trims via tabbing tabs, and attach to mounting via keyed hand-to-hole mating features.
- The complete light module and trim assembly installs into housings with integral torsion spring mounting bracket and tabs.
- Use the retrofit adapter bezel (ML7RAB) accessory when housing does not have torsion spring mounting.

**Housing Compatibility**

A complete ML56 system includes a LED module (this item), and a compatible housing (sold separately) and trim, or a new or existing retrofit. Housing compatibility in the ML56 System is determined by the ML56 trim dimensions. ML56 trims are available in 5" (for 5" housings) and 6" (for 6" or larger housings). Refer to Housing + Trim Section in this document.

**Trims**
- 1200 Series + 1200 design lumens typical. Delivered lumens vary upon 5" or 6" trim, reflector/baffle, and trim finish.
- Color Temperature options: 2700K, 3000K, 3500K, 4000K
- CRI: 90, 90/80

**Ground Connection**
- Separate grounding cable included on the module for ground connection during installation.

**LED Driver**
- Driver is universal voltage 120V-277V, and may be controlled from a wall/in-fixture dimmer for 120V, 120V-208V, 208V-240V, and 277V.
- Driver is dimmable at 120V operation when used with a compatible dimmer.
- Driver is a high efficiency, electronic power supply providing DC power to the LED.
- Driver complies with FCC conducted and case limits on 120V mark inputs, and is compliant for use in residential and commercial installations.
- Driver features high power factor, low harmonic distortion, and power factor is the same over temperature or internal failure.
- Driver is replaceable, if replacement should be required.

**Dimming**

Designed for dimming capability to nominal 10% light output operation with standard 120V Leading Edge (LE) and Trailing Edge (TE) phase control dimmers. (Consult dimmer manufacturer for dimmer compatibility and 10% dimming. Some dimmers require a neutral in the wallbox.)

**Warranty**

Halo provides a (5) five year limited warranty on the Halo ML56 LED Module.

**LED Module is New or Retrofit Existing Construction – Housings other than Halo**
- If used in recessed housings other than Halo, the ML56 LED Module is suitable for the LED Module and Trim only.
- As with any electrical installations, a qualified electrician must evaluate compatibility of use with a particular housing; this includes all applicable installation codes and safety regulations. Halo, Installation is responsible to properly and securely retain the LED Module and LED Trim in the housing at time of installation.

**Specification Features**

**Mechanical**

**Light Module**
- Includes: Halo series LED package, LED driver, heat sink, and trim
- Durable die-cast aluminum construction.
- Heat sink designed to conduct heat away from the LED keeping the junction temperature low for optimum performance, including insulated ceiling environments.

**Optics**
- Diffuse lens is standard on all 1200 Series LED light modules.
- Clear, consistent polycarbonate
- Convex form for lamp-like appearance
- High lumen transmission
- Beam forming reflector replaces diffuse lens and provides narrow fixed (NFL) 25° nominal distribution. Beam forming optic is field installed. Order separately where required.

**Assembly**
- Module attach to reflector and baffle trims via tabbing tabs, and attach to mounting via keyed hand-to-hole mating features.
- The complete light module and trim assembly installs into housings with integral torsion spring mounting bracket and tabs.
- Use the retrofit adapter bezel (ML7RAB) accessory when housing does not have torsion spring mounting.

**Housing Compatibility**

A complete ML56 system includes a LED module (this item), and a compatible housing (sold separately) and trim, or a new or existing retrofit. Housing compatibility in the ML56 System is determined by the ML56 trim dimensions. ML56 trims are available in 5" (for 5" housings) and 6" (for 6" or larger housings). Refer to Housing + Trim Section in this document.

**Trims**
- 1200 Series + 1200 design lumens typical. Delivered lumens vary upon 5" or 6" trim, reflector/baffle, and trim finish.
- Color Temperature options: 2700K, 3000K, 3500K, 4000K
- CRI: 90, 90/80

- L70 at 50,000 hours, projected in accordance with IES TM-21.

**Ground Connection**
- Separate grounding cable included on the module for ground connection during installation.

**LED Driver**
- Driver is universal voltage 120V-277V, and may be controlled from a wall/in-fixture dimmer for 120V, 120V-208V, 208V-240V, and 277V.
- Driver is dimmable at 120V operation when used with a compatible dimmer.
- Driver is a high efficiency, electronic power supply providing DC power to the LED.
- Driver complies with FCC conducted and case limits on 120V mark inputs, and is compliant for use in residential and commercial installations.
- Driver features high power factor, low harmonic distortion, and power factor is the same over temperature or internal failure.
- Driver is replaceable, if replacement should be required.

**Dimming**

Designed for dimming capability to nominal 10% light output operation with standard 120V Leading Edge (LE) and Trailing Edge (TE) phase control dimmers. (Consult dimmer manufacturer for dimmer compatibility and 10% dimming. Some dimmers require a neutral in the wallbox.)

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**ML56 LED System**

**1200 Series with Beam Forming Reflector Option**

**90 CRI**

**ML561292[7]**
**ML561293[0]**
**ML561293[5]**
**ML561294[0]**

**5-Inch and 6-Inch 1200 Lumen LED Module for New Construction, Remodel and Retrofit**

**For use with 5in and 6in Series 5" and 6" Trims**

**FOR USE IN INSULATED CEILINGS WITH NON-GEL/ML56 RATED HOUSINGS**

**HIGH EFFICACY LED WITH INTEGRAL DRIVER - DIMMABLE**

**Ordering Information**

Sample Number: **ML561293E 1SWB**

Order LED Modules and trim separately.
A complete system also includes a compatible housing (new construction, remodel, or existing retrofit). Housing aperture size in the ML56 System is determined by the ML56 trim dimensions.
ML56 trims are available in 5" and 6" aperture (5" = 5in series and 6" = 6in series trims). Refer to Housing Section in this document.

**ML56 LED Modules**
**1200 Series / 90 CRI**

**ML561292[7]** – 5" (6" LED module), 1200 lumen, 90CRI, 2700K
**ML561293[0]** – 5" (6" LED module), 1200 lumen, 90CRI, 3000K
**ML561293[5]** – 5" (6" LED module), 1200 lumen, 90CRI, 3500K
**ML561294[0]** – 5" (6" LED module), 1200 lumen, 90CRI, 4000K

**California non-IC6 models***
**ML561292[7]CA** – 5" (6" LED module), 1200 lumen, 90CRI, 2700K, California non-IC6
**ML561293[0]CA** – 5" (6" LED module), 1200 lumen, 90CRI, 3000K, California non-IC6
**ML561293[5]CA** – 5" (6" LED module), 1200 lumen, 90CRI, 3500K, California non-IC6
**ML561294[0]CA** – 5" (6" LED module), 1200 lumen, 90CRI, 4000K, California non-IC6

**ML56 Beam Forming Optic / Media**
**1200 Series Accessories**

**BFRAMPL** (Beam forming reflector kit, narrow flood, 25° nominal)

**BFRAMW** (Media holder, accepts one 3.94" lens, 3.94" lens, or 3.94" frosted lens, for wallwash)

**LNSR** (.63" diameter soft focus lens. Requires BFRAMW, and BFRAMW, order separately.)

**ML56 System Accessories**

**ML7RAB** (Retrofit adapter bezel for housings without torsion spring receivers The ML7RAB kit supplies parts to retrofit four housings, the kit includes four adapter bezels with screws and leaf spring wire ears

**WWHSGC** (4" Wall wash insert - kick reflector for SSWH-3 included with trim) double or corner wall wash

**WWHSGC** (4" Wall wash insert - kick reflector for SSWH-3 included with trim) double or corner wall wash

**TDWWHN** (4" LED oversize trim ring for use with 56" series trims, white, ILLP 15, 7.5" O.D. Ring slips over LED trim. Insert design allows 6" trim to trim oversize ring for an even trim surface

**TDWWBN** (4" LED oversize trim ring for use with 56" series trims, black, ILLP 15, 7.5" O.D. Ring slips over LED trim. Insert design allows 6" trim to trim oversize ring for an even trim surface

***Wall Wash Trims SSWHW and SSWHB feature an exclusive Reposit/Invisible Kick Reflector for fine-tuning adjustment of the wall wash effect. The Reposit/Invisible Kick Reflector is a combination Reflectors sold separately for addition to the Wall Wash Trim when a double or corner wall wash is needed, or for replacement of original kick reflector included with the trim.

**Lighting Info**

**ML561292[7]**

| PRODUCT SPECIFICATIONS | |
|---|---|
| Lumens (LQ/# Output) | 1212 |
| Watts | 13.3 |
| Lumens Per Watt (Efficacy) | 90.6 |
| Color Accuracy (CRI) | 90 |
| Light Color (CCT) (nominal per nominal bin) | 2700K |

**ML561293[0]**

| PRODUCT SPECIFICATIONS | |
|---|---|
| Lumens (LQ/# Output) | 1177 |
| Watts | 11.8 |
| Lumens Per Watt (Efficacy) | 101 |
| Color Accuracy (CRI) | 90 |
| Light Color (CCT) (nominal per nominal bin) | 3000K |

**ML561293[5]**

| PRODUCT SPECIFICATIONS | |
|---|---|
| Lumens (LQ/# Output) | 1320 |
| Watts | 11.7 |
| Lumens Per Watt (Efficacy) | 113 |
| Color Accuracy (CRI) | 90 |
| Light Color (CCT) (nominal per nominal bin) | 3500K |

**ML561294[0]**

| PRODUCT SPECIFICATIONS | |
|---|---|
| Lumens (LQ/# Output) | 1395 |
| Watts | 12 |
| Lumens Per Watt (Efficacy) | 116 |
| Color Accuracy (CRI) | 90 |
| Light Color (CCT) (nominal per nominal bin) | 4000K |

Notes: 1. California product only.



LIGHT FIXTURE: C16



**Ordering Information**

Sample Number: **ML561293E 1SWB**

Order LED Modules and trim separately.
A complete system also includes a compatible housing (new construction, remodel, or existing retrofit). Housing aperture size in the ML56 System is determined by the ML56 trim dimensions.
ML56 trims are available in 5" and 6" aperture (5" = 5in series and 6" = 6in series trims). Refer to Housing Section in this document.

**ML56 LED Modules**
**1200 Series / 90 CRI**

**ML561292[7]** – 5" (6" LED module), 1200 lumen, 90CRI, 2700K
**ML561293[0]** – 5" (6" LED module), 1200 lumen, 90CRI, 3000K
**ML561293[5]** – 5" (6" LED module), 1200 lumen, 90CRI, 3500K
**ML561294[0]** – 5" (6" LED module), 1200 lumen, 90CRI, 4000K

**California non-IC6 models***
**ML561292[7]CA** – 5" (6" LED module), 1200 lumen, 90CRI, 2700K, California non-IC6
**ML561293[0]CA** – 5" (6" LED module), 1200 lumen, 90CRI, 3000K, California non-IC6
**ML561293[5]CA** – 5" (6" LED module), 1200 lumen, 90CRI, 3500K, California non-IC6
**ML561294[0]CA** – 5" (6" LED module), 1200 lumen, 90CRI, 4000K, California non-IC6

**ML56 Beam Forming Optic / Media**
**1200 Series Accessories**

**BFRAMPL** (Beam forming reflector kit, narrow flood, 25° nominal)

**BFRAMW** (Media holder, accepts one 3.94" lens, 3.94" lens, or 3.94" frosted lens, for wallwash)

**LNSR** (.63" diameter soft focus lens. Requires BFRAMW, and BFRAMW, order separately.)

**ML56 System Accessories**

**ML7RAB** (Retrofit adapter bezel for housings without torsion spring receivers The ML7RAB kit supplies parts to retrofit four housings, the kit includes four adapter bezels with screws and leaf spring wire ears

**WWHSGC** (4" Wall wash insert - kick reflector for SSWH-3 included with trim) double or corner wall wash

**WWHSGC** (4" Wall wash insert - kick reflector for SSWH-3 included with trim) double or corner wall wash

**TDWWHN** (4" LED oversize trim ring for use with 56" series trims, white, ILLP 15, 7.5" O.D. Ring slips over LED trim. Insert design allows 6" trim to trim oversize ring for an even trim surface

**TDWWBN** (4" LED oversize trim ring for use with 56" series trims, black, ILLP 15, 7.5" O.D. Ring slips over LED trim. Insert design allows 6" trim to trim oversize ring for an even trim surface

***Wall Wash Trims SSWHW and SSWHB feature an exclusive Reposit/Invisible Kick Reflector for fine-tuning adjustment of the wall wash effect. The Reposit/Invisible Kick Reflector is a combination Reflectors sold separately for addition to the Wall Wash Trim when a double or corner wall wash is needed, or for replacement of original kick reflector included with the trim.

**Lighting Info**

**ML561292[7]**

| PRODUCT SPECIFICATIONS | |
|---|---|
| Lumens (LQ/# Output) | 1212 |
| Watts | 13.3 |
| Lumens Per Watt (Efficacy) | 90.6 |
| Color Accuracy (CRI) | 90 |
| Light Color (CCT) (nominal per nominal bin) | 2700K |

**ML561293[0]**

| PRODUCT SPECIFICATIONS | |
|---|---|
| Lumens (LQ/# Output) | 1177 |
| Watts | 11.8 |
| Lumens Per Watt (Efficacy) | 101 |
| Color Accuracy (CRI) | 90 |
| Light Color (CCT) (nominal per nominal bin) | 3000K |

**ML561293[5]**

| PRODUCT SPECIFICATIONS | |
|---|---|
| Lumens (LQ/# Output) | 1320 |
| Watts | 11.7 |
| Lumens Per Watt (Efficacy) | 113 |
| Color Accuracy (CRI) | 90 |
| Light Color (CCT) (nominal per nominal bin) | 3500K |

**ML561294[0]**

| PRODUCT SPECIFICATIONS | |
|---|---|
| Lumens (LQ/# Output) | 1395 |
| Watts | 12 |
| Lumens Per Watt (Efficacy) | 116 |
| Color Accuracy (CRI) | 90 |
| Light Color (CCT) (nominal per nominal bin) | 4000K |



LIGHT FIXTURE: L13H, L14H, L24, L25

**DESCRIPTION**

# McGraw-Edison

The Gladeo™ LED luminaire delivers exceptional performance in a sleek, contemporary, low-profile design. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy-conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated and UL/cUL Listed for wet locations.

| | | Type |
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| Project | | |
| Comments | | Date |
| Prepared by | | |

**SPECIFICATION FEATURES**

**Construction**
Extruded aluminum driver enclosure thermally isolated from LED source for optimal thermal performance. Heavy-wall, die-cast aluminum and cape enclose housing and die-cast aluminum heat sinks. A unique, patent-pending, tool-less optical system and heat sink provides scalability with superior structural rigidity. 30 degree increments of tool-less optical hardware accessible for ease of entry into electrical chamber. Housing is IP66 rated.

**Optics**
Patented, high-efficiency injection-molded AccuLED Optics technology. Optics are precisely designed to shape light for maximum application efficiency and application spacing. AccuLED Optics create consistent distribution patterns that are ideal to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT 70 CRI. Optional 3000K, 5000K and 6000K CCT.

**Electrical**
LED drivers are mounted to removable tray assembly for ease of serviceability. 120V-277V, 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480Y/ Wye systems only. Standard with 0-10V dimming. Integral surge protection (10kV) per Lighting Solutions proprietary circuit module designed to withstand IEEE C62.41 surge. The luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures above 40°C, please specify the HA (High Ambient) option. Light Squares are IP66 rated. Greater than 90% lumen maintenance expected at 60,000 hours per IESNA projections. Long drive current and optional 800mA, 900mA and 1200mA drive currents (nominal).

**Mounting**
STANDARD ARM MOUNT. Extruded aluminum arm includes 3G vibration rating per ANSI C136.31, easy positioning of fixture during mounting. When mounting two (2) or more luminaires at 90° and 120° apart, the EA extended arm may be required. Refer to the arm mounting requirement table. Round pole adapter included. For square pole applications, use square pole adapter option. QUICK MOUNT ARM: Adapter is bolted directly to the pole. Quick mount arm slide into place on the adapter and is secured with a single set screw. Wiring quick and easy installation. The versatile, patent pending, quick mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the quick mount arm enables wiring of the fixture without the need to access the driver compartment. A knock-out enables round pole mounting.

**Finish**
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior corrosion resistance. Satin and wear. Head sink is powder coated black. Standard housing colors include black, bronze, grey, white, dark platinum and graphite metallic. ASTM B117 salt spray matches available.

**Warranty**
Five-year warranty.



**GLEON**
**GALLEON LED**

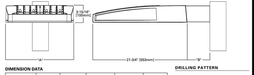
**1-10 Light Squares**
**Solid State LED**

**AREA/SITE LUMINAIRE**

**CERTIFICATION DATA**
IES Information Rated
DesignLights Consortium® Qualified*
ENERGY STAR® Certified (5000K CCT and warmer only)
IP66 Rated
70 CRI Min
LM79 / LM80 Compliant
UL/cUL Wet Location Listed

**ENERGY DATA**
**Electronic LED Driver**
120V-277V 50/60Hz
UZW Total Harmonic Distortion
120V-277V 50/60Hz
<20% THD
40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

**DIMENSIONS**



**DIMENSION DATA**

| Number of Light Squares | "A" Width | "B" Overall Arm Length | "C" Overall Arm Length | Weight (lbs) (kgs) | EPA (sq. ft.) |
|---|---|---|---|---|---|
| 1-4 | 19-1/2" (494mm) | 7" (178mm) | 10" (254mm) | 25 (10.4 kgs.) | 0.56 |
| 5-8 | 31-3/8" (644mm) | 7" (178mm) | 10" (254mm) | 44 (20.0 kgs.) | 1.00 |
| 7-8 | 43-3/4" (1094mm) | 7" (178mm) | 10" (254mm) | 62 (28.1 kgs.) | 1.23 |
| 9-10 | 55-3/4" (857mm) | 7" (178mm) | 10" (406mm) | 80 (36.4 kgs.) | 1.12 |

**NOTES** 1. Optional arm length to be used where mounting two fixtures at 90° or at angles up to 270°.

**DRILLING PATTERN**

**TYPE "A"**



**TYPE "B"**



**TYPE "EA"**





LIGHT FIXTURE: L13H, L14H, L24, L25

**GLEON** GALLEON LED

**ORDERING INFORMATION**

**Sample Number:** GLEON-AF-64-LED-E1-T3-GM-GM

| Product Family * | Light Engine | Number of Light Squares | Lamp Type | Voltage | Distribution | Color | Mounting |
|---|---|---|---|---|---|---|---|
| GLEON (Gallon) | AF=3-Drive Current | 08=1<br>09=2<br>10=3<br>11=4<br>12=5<br>13=6<br>14=7<br>15=8<br>16=9<br>17=10 | LED=Solid State Light Emitting Diodes | E1=120-277V<br>MV=347V *<br>480=480V * | T3=Type 3<br>T3R=Type 3 Rotatable<br>T4=Type 4<br>T4FT=Type 4 Forward Throw<br>T5=Type 5<br>T5W=Type 5 Wide<br>T5VW=Type 5 Very Wide<br>T5S=Type 5 Square<br>T5W=Type 5 Square Medium<br>T5VW=Type 5 Square Wide<br>BLC=Type 5 Left Control<br>BRC=Type 5 Right Control<br>BLC=Type 5 Left Control Left<br>BRC=Type 5 Right Control Left<br>RW=Rectangular Wide Type<br>RFL=Rectangular Flood Type | AM=Gray<br>BZ=Bronze<br>BK=Black<br>DP=Dark Platinum<br>GM=Graphite Metallic<br>WH=White | 2M=Mast Arm for Round or Square Pole<br>MA=Universal Mast Arm Adapter (Specify Finish)<br>RPA=Round Pole Adapter<br>RPM=Wall Mount<br>SPA=Square Pole Adapter (Standard Length) *<br>SPAL=Square Pole Adapter (Extended Length) * |

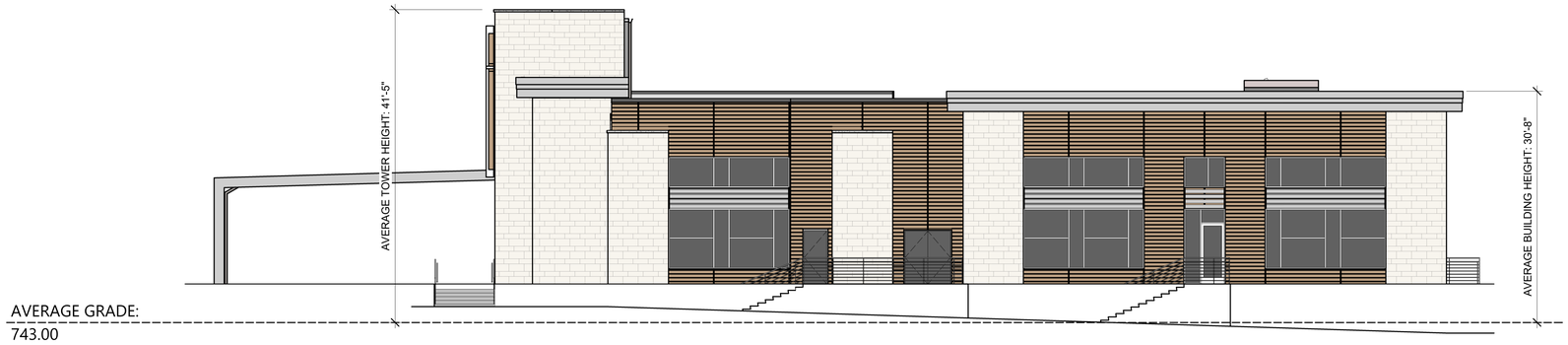
**Options** (Add as Suffix)

**MSL=**Motion Sensor for ON/OFF Operation, Maximum 8' Mounting Height *
**MSLA=**Motion Sensor for ON/OFF Operation, 9' - 20' Mounting Height *
**MSLAM=**Motion Sensor for ON/OFF Operation, 21' - 40' Mounting Height *
**MSD=**Motion Sensor for Dimming Operation, 8' - 20' Mounting Height *
**MSDA=**Motion Sensor for Dimming Operation, 21' - 40' Mounting Height *
**MSLDM=**Motion Sensor for Dimming Operation, 8' - 40' Mounting Height *
**MSLC=**Motion Sensor for Dimming Operation, 8' - 40' Mounting Height *
**MSLS-LM=**Sound Motion Sensor, 8' - 20' Mounting Height *
**MSLS-MM=**Sound Motion Sensor, 21' - 40' Mounting Height *
**DIM=**0-10V Dimming Wires Extended 6" Beyond Luminaire Housing *
**DIMPC=**0-10V Dimming Photocell Sensor, Sensor can be 15' - 40' Mounting Height *
**2W=**Internal Assembled 2-Way Radio Receiver ***
**PE=**Photocell, Button Type ***
**ZW=ENROAH=**Atlanta Wireless Series 15' - 40' Mounting Height ***

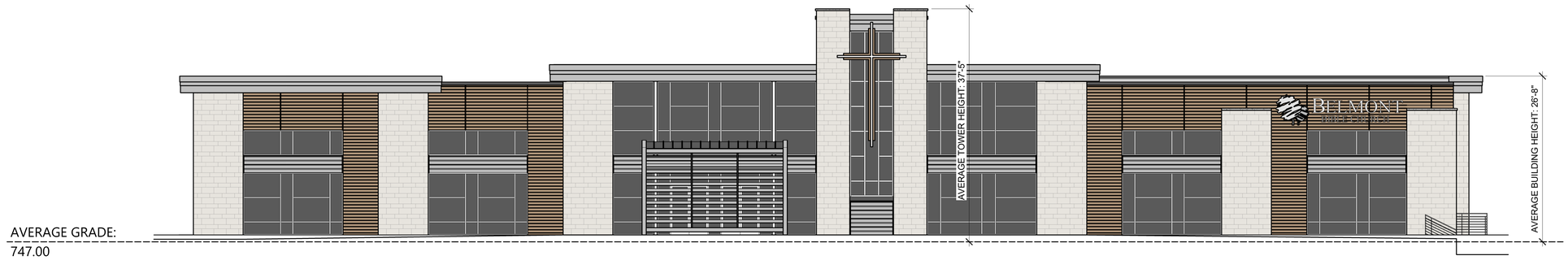
**Accessories** (Order Separately)

**ZM-RAB-10W=**Photocontrol Multi-Tap, 105-285V
**ZM-RAB-ADA=**Photocontrol, 347V
**ZM-RAB-480=**Photocontrol, 347V
**ZM-RAB-HA=**120V Photocontrol
**ZM-RAB-HA-480=**480V Photocontrol
**SA-USA-150=**Single Pole Adapter for 5 (28" O.D.) Tenon
**SA-USA-250=**Single Pole Adapter for 6 (28" O.D.) Tenon
**SA-USA-350=**Single Pole Adapter for 8 (28" O.D.) Tenon
**SA-USA-450=**Single Pole Adapter for 10 (28" O.D.) Tenon
**SA-USA-550=**Single Pole Adapter for 12 (28" O.D.) Tenon
**SA-USA-650=**Single Pole Adapter for 14 (28" O.D.) Tenon
**SA-USA-750=**Single Pole Adapter for 16 (28" O.D.) Tenon
**SA-USA-850=**Single Pole Adapter for 18 (28" O.D.) Tenon
**SA-USA-950=**Single Pole Adapter for 20 (28" O.D.) Tenon
**SA-USA-1050=**Single Pole Adapter for 22 (28" O.D.) Tenon
**SA-USA-1150=**Single Pole Adapter for 24 (28" O.D.) Tenon
**GLEONTP=**Post-mounted Steel Top for 4 Light Squares
**GLEONTP5=**Post-mounted Steel Top for 5-6 Light Squares
**GLEONTP7=**Post-mounted Steel Top for 7-8 Light Squares
**GLEONTP9=**Post-mounted Steel Top for 9-10 Light Squares
**GLEON-DM=**Quick Mounted Arm Kit
**GLEON-DM-EXT=**Quick Mounted Arm Extended Length
**LVSWA=**Post-mounted Steel Base Plate
**ZM-RAB-ADA=**Photocontrol Multi-Tap, 105-285V
**ZSMPK-RA=**Atlanta Wireless Series 15' - 40' Mounting Height ****
**ZSMPK-RA=**Atlanta Wireless Series 15' - 40' Mounting Height ****

**NOTES**
1. Luminaire is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WPW0409EN for additional support information. 2. Designs using Cooper/Lumark luminaires are recommended to be reviewed by a professional engineer to ensure proper performance. 3. Actual performance may differ as a result of end user environment and application. 4. All values are design or typical values, measured under laboratory conditions at 25 °C. 5. Specifications subject to change without notice. 6. Not available with 480V, MSL, MSLA, MSLAM, MSD, MSDA, MSLDM, MSLC, MSLS-LM, MSLS-MM, DIM, DIMPC, PE, PEC, 2W, 2WC, ZW, ZWC, ZSMPK-RA, ZSMPK-RAC, ZSMPK-RA, ZSMPK-RAC, ZSMPK-RA, ZSMPK-RA




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




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

ELEVATIONS - AVERAGE GRADE

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Phone: (920) 926-9800
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**PROJECT INFORMATION**

PROPOSED BUILDING FOR:
**BELMONT BAPTIST CHURCH**
5430 BELMONT ROAD • DOWNERS GROVE, IL 60515

PROFESSIONAL SEAL

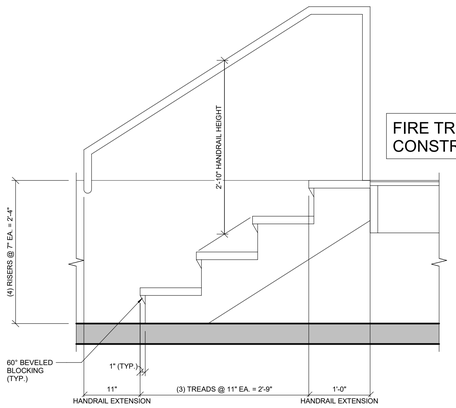
**SHEET DATES**
SHEET ISSUE PRELIM
REVISIONS

JOB NUMBER
1967160

SHEET NUMBER
**A2**

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1 A1.1 STAIR SECTION

SCALE: 1" = 1'-0"

## GENERAL NOTES

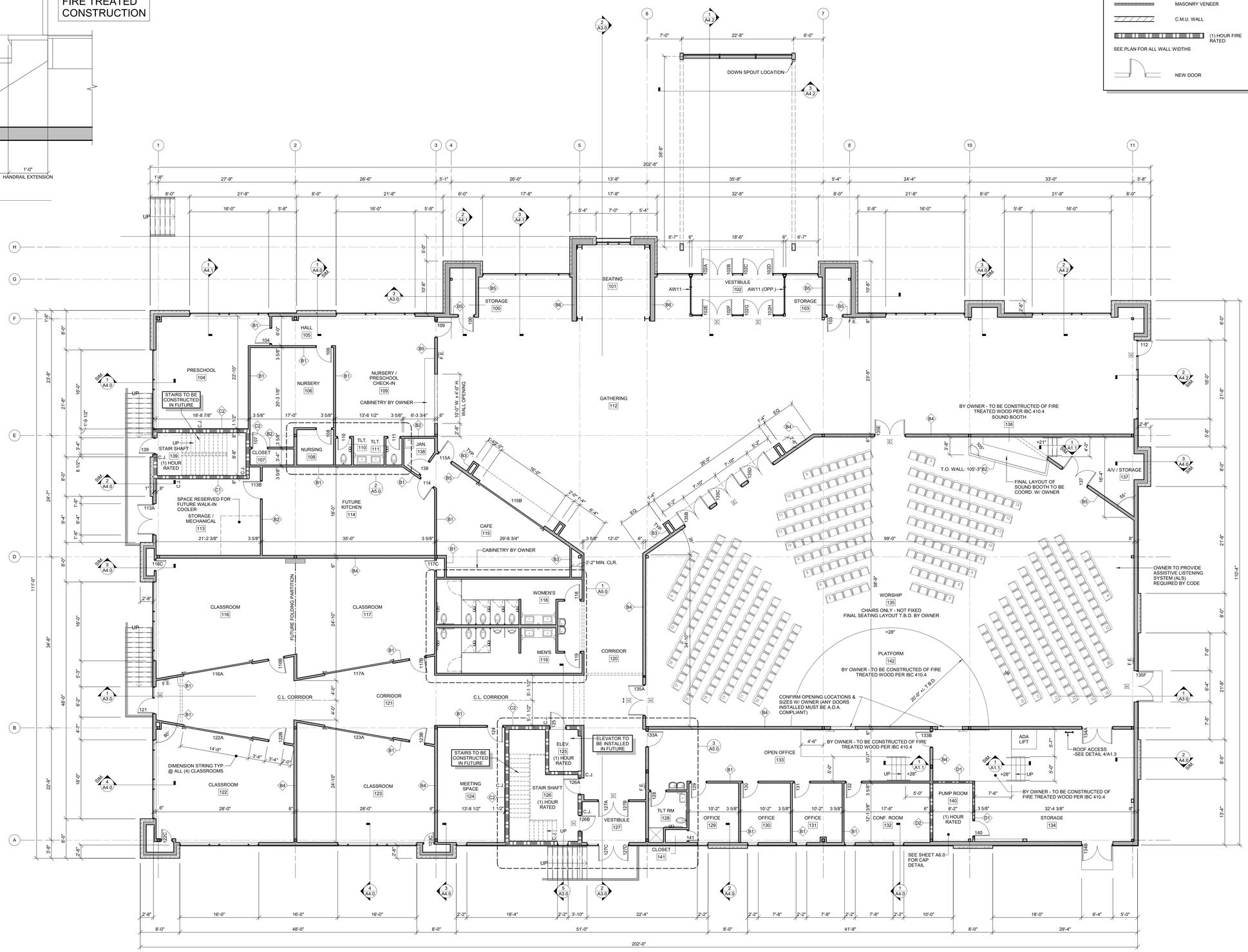
- ALL INTERIOR DIMS. ARE FROM FACE-OF-STUD TO FACE-OF-STUD.
- MISCELLANEOUS HARDWARE INCLUDED: HANDICAP HARDWARE, MEN'S AND WOMEN'S REST ROOM SIGNS.
- PROVIDE WOOD BLOCKING FOR ANY FURNISHINGS BY OWNER. (VERIFY LOCATIONS)

## SYMBOLS LEGEND

- SEE SHEET A6.0 FOR WALL TYPES
- EXIT SIGNAGE
- F.E. — FIRE EXTINGUISHER-SEE DETAIL 5/A5.0
- (ABS) F.E. — FIRE EXTINGUISHER w/ CABINET -SEE DETAIL 6/A5.0
- STUD WALL
- MASONRY VENEER
- C.M.U. WALL
- (1) HOUR FIRE RATED

SEE PLAN FOR ALL WALL WIDTHS

- NEW DOOR




NORTH

FIRST FLOOR PLAN

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

8' 0' 8' 16'

FIRST FLOOR PLAN

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**PROJECT INFORMATION**

PROPOSED BUILDING FOR:

# BELMONT BAPTIST CHURCH

5430 BELMONT ROAD ● DOWNERS GROVE, IL 60515

**PROFESSIONAL SEAL**

**PRELIMINARY DATES**

JUNE 4, 2020
JUNE 30, 2020

*NOT FOR CONSTRUCTION*

**JOB NUMBER**

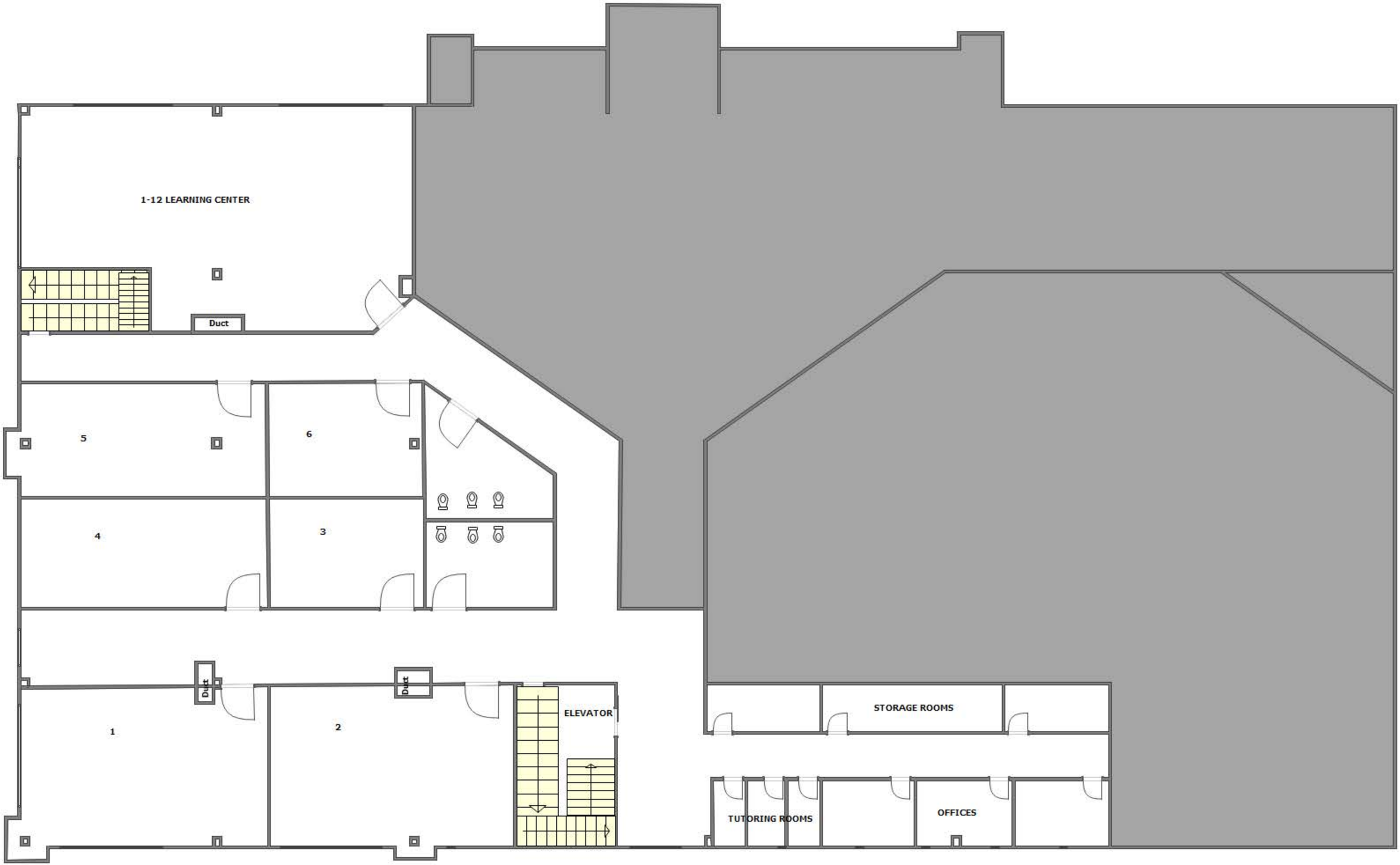
1967160

**SHEET NUMBER**

**A1.1**

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1-12 LEARNING CENTER
Duct
5
6
4
3
1
Duct
2
Duct
ELEVATOR
STORAGE ROOMS
TUTORING ROOMS
OFFICES

Rynear & Son, Inc.
Consulting Engineers
Professional Design Firm
Licenses No. 184-004637

595 BUTTONWOOD CIRCLE
NAPERVILLE, ILLINOIS 60540
(630) 355-9889 PHONE
(630) 355-5362 FAX

ISSUE:

| # | Date | Description |
|---|---|---|
| 1 | 06-22-20 | Per VDOG review email 3-10-20 |
| 2 | 09-09-20 | Per VDOG meeting 09-04-20 |

PROJECT:

# BELMONT BIBLE CHURCH

5430 Belmont Road
Downers Grove, Illinois

OWNER

Belmont Bible Church
Pastor Mark Moore
5430 Belmont Road
Downers Grove, IL 60515
(630) 347-4161

| | |
|---|---|
| Date: | |
| Design/Drawn: | WAR |
| Approved: | CWR |
| Book No.: | - |
| File No.: | - |

SHEET TITLE:

**Site Plan**

SHEET NUMBER:

**SP-1**

SHEET 1 OF

Project No.: 20-7992

## Site Data

| | |
|---|---|
| Proposed Zoning | INP-1 |
| Proposed Use | Church/Christian School |
| Total Lot Area | 120,450 sq.ft., 2.7651 Acres |
| Proposed Church/School Building | 22,574 sq.ft. |
| Proposed Total Building Coverage | 23,632 sq.ft. = 19.62% |

The religious assembly traffic occurs on Sundays only, with arrival between 10–11 am and departure between 12–1pm
The elementary/junior high/senior high traffic is weekdays, with arrival between 8–9am and departing between 3–4pm
The preschool traffic is weekdays, with arrivals between 6–9am and departure between 3–6pm
The office traffic is weekdays, with arrivals between 6–9am and between 3–6pm.

## Parking Data

| | |
|---|---|
| Maximum Capacity (Church) = 400 (Religious Assembly) 1 space per 4 occupants | 100 spaces |
| Maximum (Elementary/Junior High) Student Capacity = 50 (Elementary/Junior High) 0.10 spaces per student | 5 spaces |
| Maximum (Senior High) Student Capacity = 50 (Senior High) 0.30 spaces per student | 15 spaces |
| Maximum Preschool area = 7,000 sq.ft. (preschool) 2 spaces per 1000sq.ft. | 14 spaces |
| drop off pick up 2 spaces per 1000sq.ft. | 7 spaces |
| Maximum Office area = 3,000 sq.ft. (Office) 3 spaces per 1000sq.ft. | 9 spaces |
| Total required parking | 150 spaces |
| Provided Parking = 6 ADA & 150 = 156 spaces | |

GRAPHIC SCALE
1 inch = 20 ft. ( IN FEET )
0 10 20 40 60

North

Belmont Road

Inverness Avenue

S03°42'52"E 316.82'

N85°02'42"E 380.17'

S85°05'43"W 380.77'

N03°36'17"W 316.50'

Proposed Church/Christian School
Finish Floor = 748.10

8' Concrete Sidewalk
5' Concrete Walk
4.5' Concrete Sidewalk @ 3.5%
B6.12 Curb & Gutter
B6.12 Curb & Gutter (Reverse Pitch)
9'x18' Typical
8'x21' Typical
8'x24'
Conc. Walk
Pump Room
R20
R40
5.50'
6.50'
24'
32'
24.00'

ORD 2020-8789

ORD 2020-8789

Inverness Avenue

Belmont Road

Existing 8" Watermain

Existing Fire Hydrant

Existing Fire Hydrant

Existing 12" Watermain

Type B Gutter Outlet

Inv = 737.00

20'-6" ADS N12

Proposed B 6.12 Concrete Curb & Gutter

N85°02'42"E 380.17'

Remove & Replace Sidewalk

TY C Catch Basin
Ty 8 Grate
Rim = 739.50
Pipe Inv = 737.50

4" Perforated Underdrain

Proposed Fire Hydrant

Proposed 6" Watermain

B6.12 Curb & Gutter (Reverse Pitch)

5' Concrete Walk

8' Concrete Sidewalk

Proposed Fire Hydrant

4' Sanitary Inspection M.H.
Rim=747.00
Inv=740.30

6" PVC SDR 21 @ 1.00% to Bldg. Connection

Sanitary Clean out

Proposed

Church/Christian School

Finish Floor = 748.10

Proposed 6" Sanitary Sewer

Proposed 2" Sanitary Force Main

Proposed Fire Hydrant

Fire Department Connection
Pump Room

Conc. Walk

Proposed Valve & Vault

Inv max=739.00
Inv min=738.50

130' - 6" PVC SDR 21 @ 1.00%

Receiving Pit

62' - 6" SDR 11
Auger thru Belmont

Auger Pit

Machine tap with Genco Sealtight Sewer Saddle Model S Inv=738.00+/-

Existing Sanitary M.H.
#2B-028
Rim = 743.28
Inv =

Existing Sanitary M.H.
#2B-029-A
Rim = 746.99
Inv =

Existing Sanitary M.H.
#2B-029
Rim = 748.22
Inv = 737.12

Existing Valve & Vault

Proposed Sanitary M.H. Construct over Ex. Service

Apparant Location Existing Sanitary Service

Existing Sanitary Sewer

Proposed Valve & Vault

N03°36'17"W 316.50'

S03°42'52"E 316.82'

S85°05'43"W 380.77'

North

GRAPHIC SCALE

( IN FEET )
1 inch = 20 ft.


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Professional Design Firm
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(630) 355-5362 FAX


ISSUE:

| # | Date | Description |
|---|---|---|
| 1 | 09-30-20 | Per VDG review 08/31/20 |

PROJECT:
BELMONT BIBLE CHURCH
5430 Belmont Road
Downers Grove, Illinois

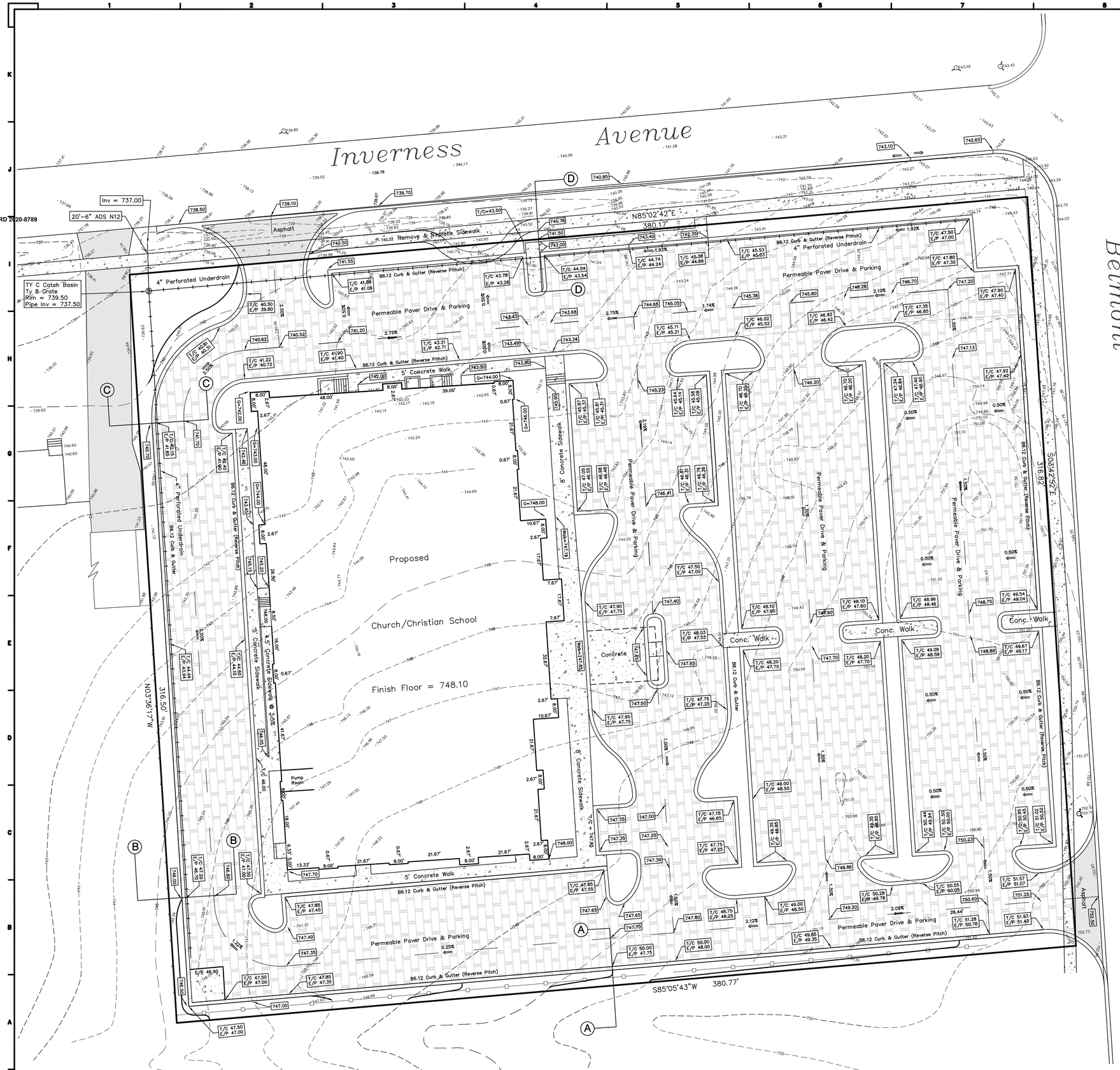
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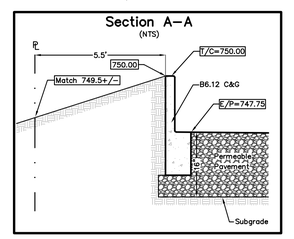
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Design/Drawn: WAR
Approved: CWR
Book No.: -
File No.: -

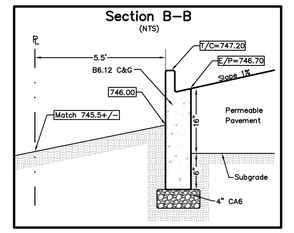
SHEET TITLE:
**Utility & Geometric Plan**

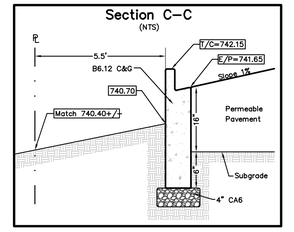
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**C-2**
SHEET 2 OF

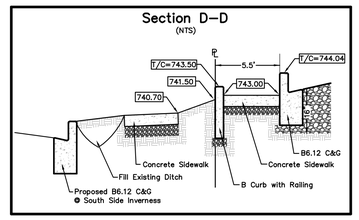
Project No.: 20-7992

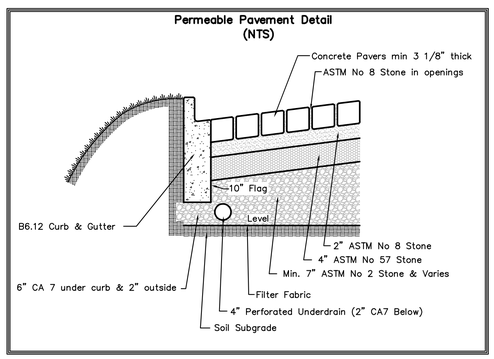




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ISSUE:

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|---|---|---|
| 1 | 09–30–20 | Per VDG review 08/31/20 |

PROJECT:
BELMONT BIBLE CHURCH
5430 Belmont Road
Downers Grove, Illinois

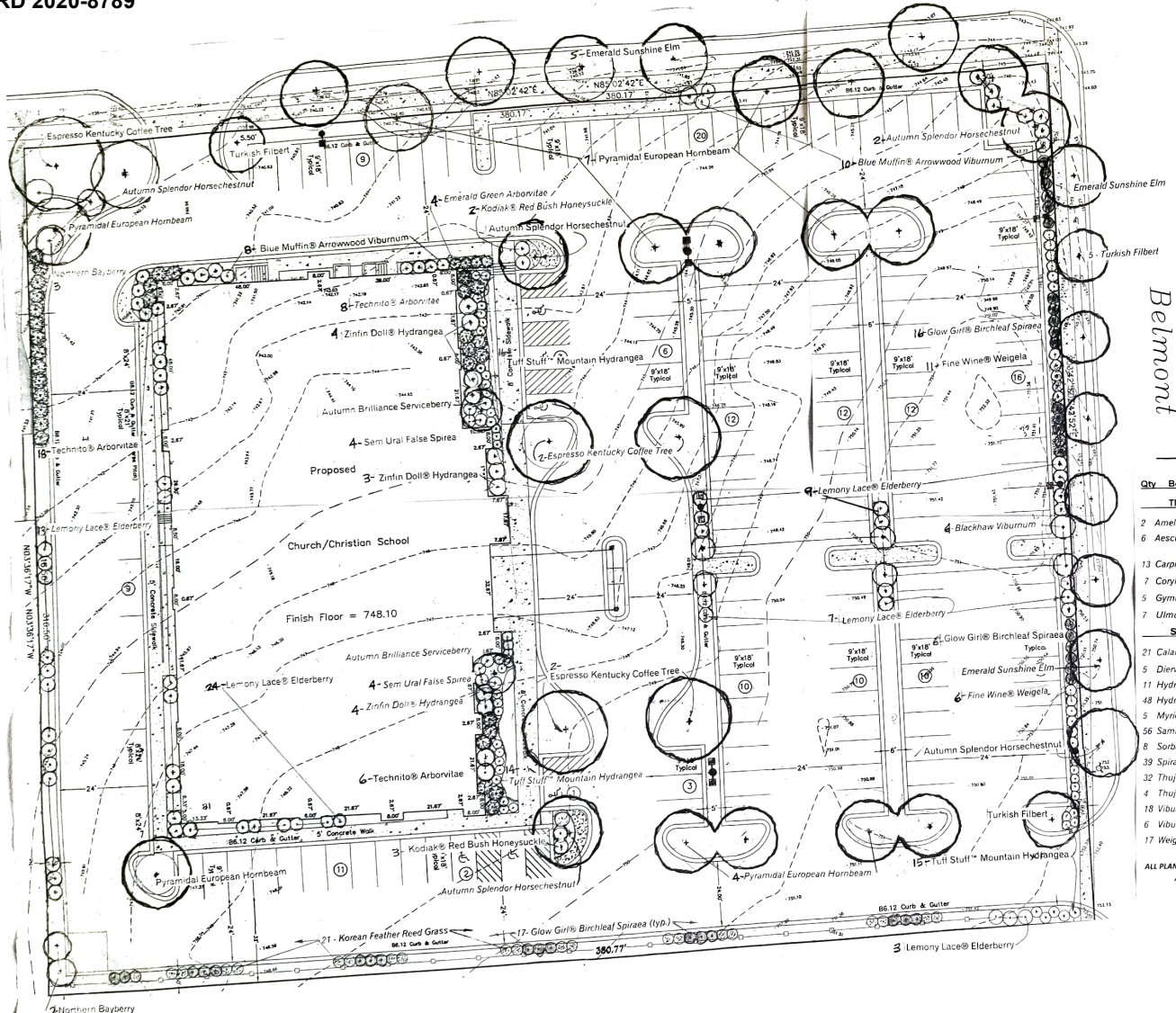
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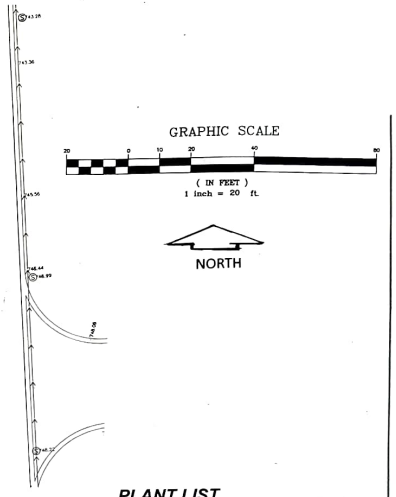
Date:
Design/Drawn: WAR
Approved: CWR
Book No.: -
File No.: -

SHEET TITLE:
**Grading Plan**

SHEET NUMBER:
**C-3**
SHEET 3 OF

Project No.: 20-7992




## PLANT LIST

| Qty | Botanical Name' | Common Name | Planted size |
|---|---|---|---|
| | **TREES** | | |
| 2 | *Amelanchier x grandiflora* | Autumn Brilliance Serviceberry | 8 ft. B&B |
| 6 | *Aesculus x arnoldiana 'Autumn Splendor'* | Autumn Splendor Horsechestnut | 2.5" cal. |
| 13 | *Carpinus betulus 'Emerald Avenue'* | Emerald Avenue European Hornbeam | 2.5" cal. |
| 7 | *Corylus corluma* | Turkish Filbert | 2.5" cal. |
| 5 | *Gymnocladus dioicus 'Espresso-JFS'* | Espresso Kentucky Coffee Tree | 2.5" cal. |
| 7 | *Ulmus propinqua 'JFS-Bieberich'* | Emerald Sunshine Elm | 2.5" cal. |
| | **SHRUBS & ORNAMENTAL GRASS** | | |
| 21 | *Calamagrostis brachytricha* | Korean Feather Reed Grass | #1 |
| 5 | *Diervilla 'G2X885411'* | Kodiak® Red Bush Honeysuckle | #3B |
| 11 | *Hydrangea paniculata 'SMHPRZEP'* | Zinfin Doll® Hydrangea | #5B |
| 48 | *Hydrangea serrata 'MAK20'* | Tuff Stuff™ Mountain Hydrangea | #3B |
| 5 | *Myrica pensylvanica* | Northern Bayberry | #5 |
| 56 | *Sambucus racemosa 'SMNSRD4'* | Lemony Lace® Elderberry | #3B |
| 8 | *Sorbaria sorbifolia 'Sem'* | Sem Ural False Spirea | #3 |
| 39 | *Spiraea betulifolia 'Tor Gold'* | Glow Girl® Birchleaf Spiraea | #3 |
| 32 | *Thuja occidentalis 'BailJohn'* | Technito® Arborvitae | 6 ft. B&B |
| 4 | *Thuja occidentalis 'Smaragd'* | Emerald Green Arborvitae | #5 |
| 18 | *Viburnum dentatum 'Christom'* | Blue Muffin® Arrowwood Viburnum | #5B |
| 6 | *Viburnum prunifolium* | Blackhaw Viburnum | #5 |
| 17 | *Weigela florida 'Bramwell'* | Fine Wine® Weigela | #3B |

***ALL PLANTED TREE AND SHRUB BEDS SHALL RECEIVE MINIMUM 4 INCH DEEP SHREDDED HARDWOOD MULCH***
***ALL OPEN SOIL NOT MULCHED SHALL BE SEEDED WITH APPROVED CUSTOM BLEND SEED***

***VANRIPER ASSOCIATES***
Landscape Architects
Oswego, Illinois 60543

State of Illinois
Department of Financial and Professional Regulation
REGISTERED LANDSCAPE ARCHITECT

PROJECT:
BELMONT BIBLE CHURCH
5480 Belmont Road
Downers Grove, Illinois

OWNER:
Belmont Bible Church
Pastor Mark Moore
5430 Belmont Road
Downers Grove, IL 60515
(630) 347-4161

Date:
Design/Drawn:
Approved:
Book No.: -
File No.: -

SHEET TITLE:
**PRELIMINARY LANDSCAPE PLANTING PLAN**
August 6, 2020
Revised September 23, 2020

SHEET NUMBER:
LPP-1
SHEET 1 OF

# Traffic Impact Study
# Belmont Bible Church Expansion
Downers Grove, Illinois




Prepared For:

## Belmont Bible Church

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

October 21, 2020

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion of the Belmont Bible Church located in the southwest quadrant of the intersection of Belmont Road with Inverness Avenue in Downers Grove, Illinois.

As proposed, the existing church site will be expanded to provide an approximately 32,574 square-foot church/Christian school building, which includes the second floor, and a parking lot providing 156 parking spaces. Access to the site will be provided via a single full movement access drive off Belmont Road and via a single full movement access drive off Inverness Avenue. The expansion will increase the sanctuary capacity to a total of 400 seats and will expand the school area to accept an enrollment of up to 200 students.

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

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed expansion
- Directional distribution of the church and school traffic
- Vehicle trip generation for the proposed expansion
- Future traffic conditions including access to the church
- Traffic analyses for the weekday morning, weekday afternoon, and Sunday mid-morning peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning, weekday afternoon, and Sunday mid-morning peak hours for the following conditions:

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

2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed expansion.




**Site Location** **Figure 1**




**Aerial View of Site Location** **Figure 2**

# 2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

## Site Location

The existing Belmont Bible Church is located in the southwest quadrant of the intersection of Belmont Road with Inverness Avenue. The church is currently served by two full movement access drives on Belmont Road and via a full movement access drive on Inverness Avenue. Land uses in the vicinity of the site are residential to the west, south, and east and industrial to the north.

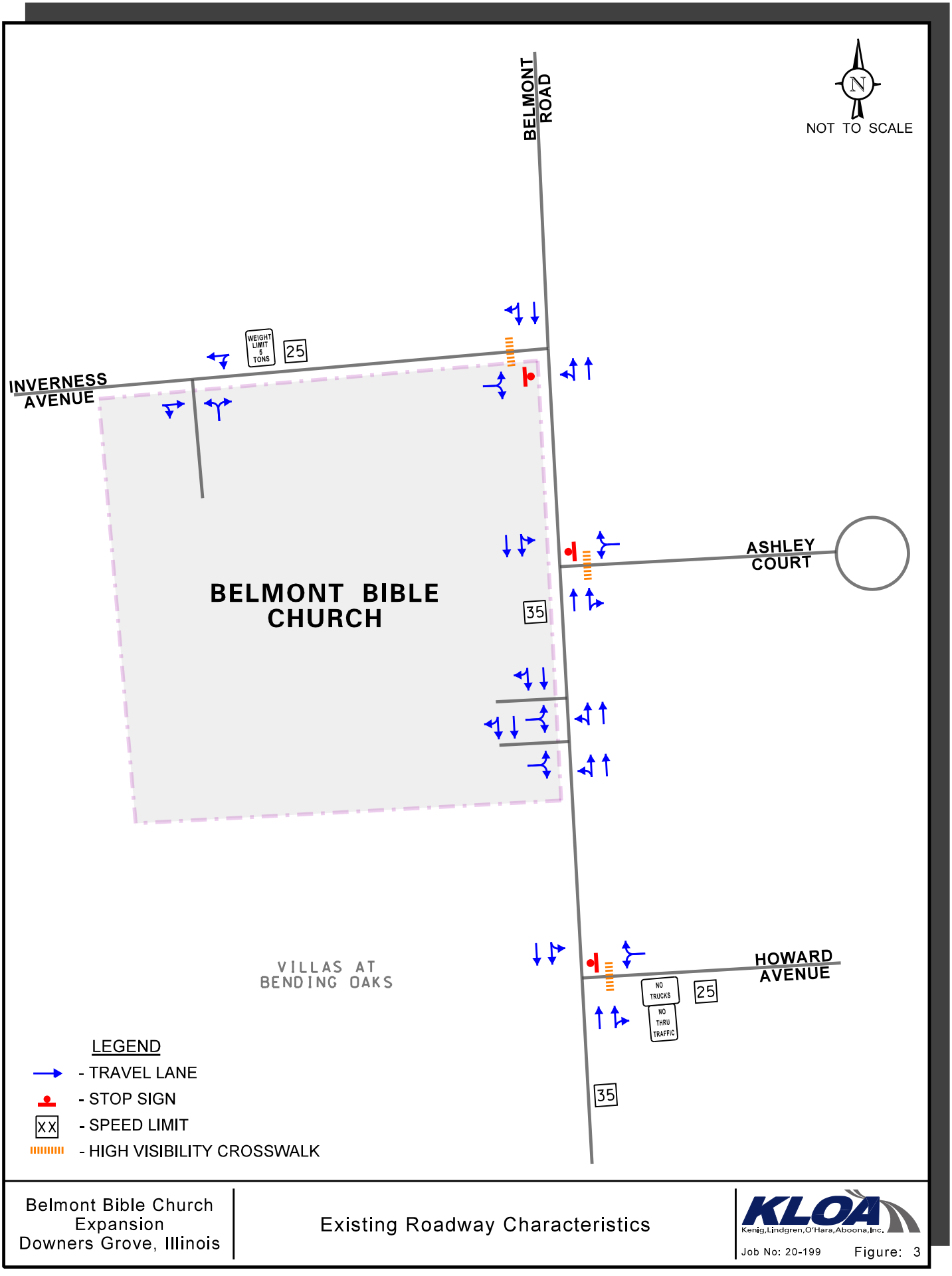
## Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

*Belmont Road (County Route 2)* is a north-south arterial roadway that in the vicinity of the site provides two lanes in each direction. At its unsignalized intersection with Inverness Avenue, Belmont Road provides a through lane and a shared through/right-turn lane on the southbound approach and a shared left-turn/through lane and a through lane on the northbound approach. At its unsignalized intersection with Ashley Court, Belmont Road provides a shared left-turn/through lane and a through lane on the southbound approach and a through lane and a shared through/right-turn lane on the northbound approach. At its unsignalized intersection with Howard Avenue, Belmont Road provides a shared left-turn/through lane and a through lane on the southbound approach and a through lane and a shared through/right-turn lane on the northbound approach. Belmont Road is under the jurisdiction of the DuPage County Department of Transportation (DuDOT), carries an annual average daily traffic (AADT) volume of 22,000 vehicles (IDOT 2016), and has a posted speed limit of 35 miles per hour.

*Inverness Avenue* is an east-west local roadway that in the vicinity of the site provides one lane in each direction and extends from Belmont Road to its terminus at Janes Avenue approximately 1,250 feet to the west. At its unsignalized intersection with Belmont Road, Inverness Avenue provides a shared left/right-turn lane under stop-sign control and a high visibility crosswalk. Inverness Avenue is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour.

*Howard Avenue* is an east-west local roadway that in the vicinity of the site provides one lane in each direction and extends from Belmont Road to its terminus at Glenview Avenue approximately 1,100 feet east. At its unsignalized intersection with Belmont Road, Howard Avenue provides a shared left/right-turn lane under stop-sign control and a high visibility crosswalk. Inverness Avenue is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour. Howard Avenue is under the jurisdiction of the Village of Downer Grove and has a posted speed limit of 25 miles per hour.




Belmont Bible Church Expansion
Downers Grove, Illinois

Existing Roadway Characteristics

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*Ashley Court* is an east-west local roadway that terminates at a cul-de-sac approximately 275 feet east of Belmont Road and provides one lane in each direction. At its unsignalized interaction with Belmont Road, Ashley Court provides a shared left/right-turn lane under stop sign control and a high visibility crosswalk. Ashley Court is under the jurisdiction of the Village of Downers Grove.

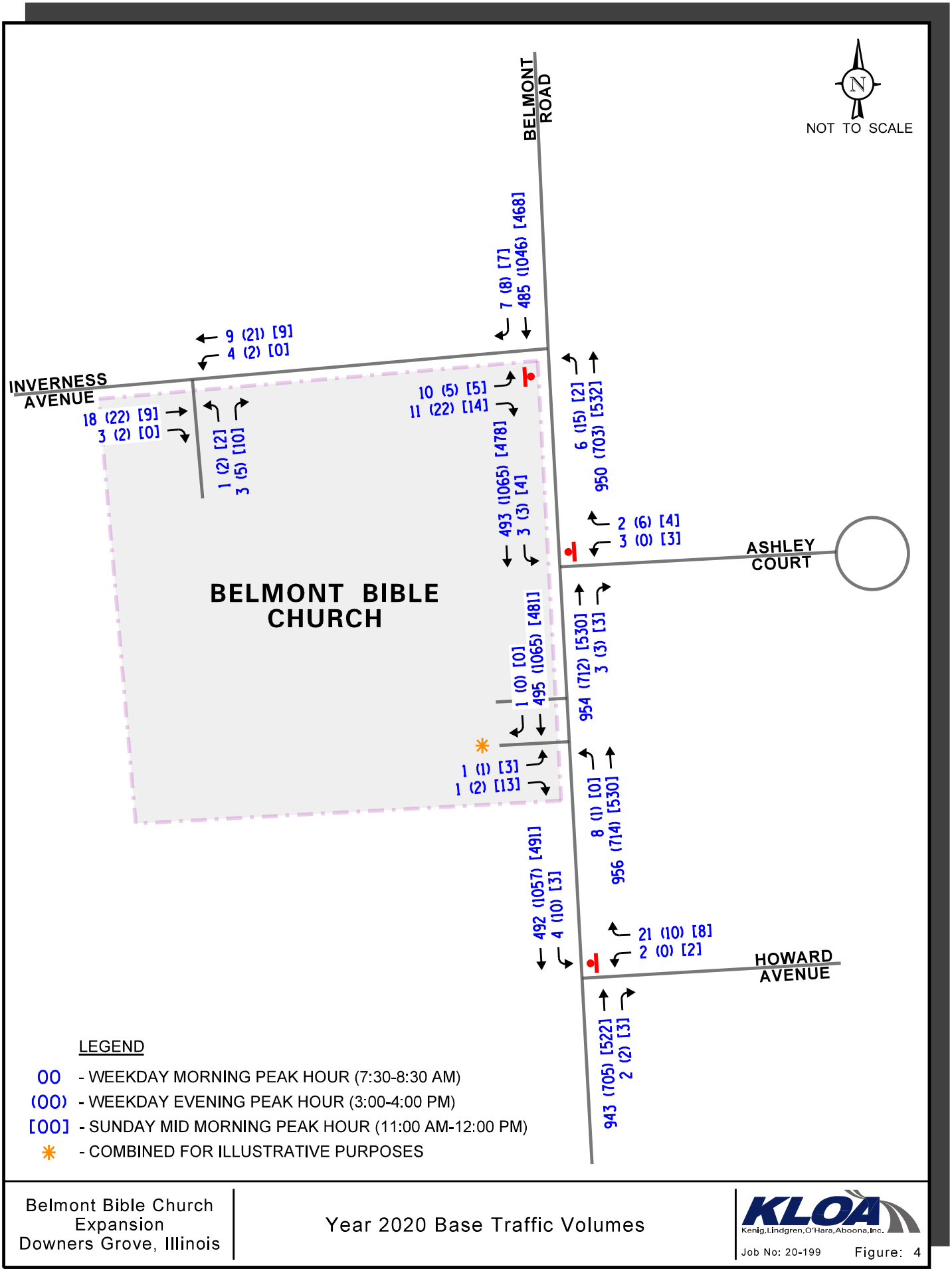
## Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts utilizing Miovision Scout Video Collection Units on a weekday and Sunday in September 2020 during the weekday morning (7:00 to 9:00 A.M.), weekday afternoon (2:00 to 6:00 P.M.), and Sunday mid-morning (10:00 A.M. to 12:00 P.M. peak periods at the following intersections:

- Belmont Road with Inverness Avenue
- Belmont Road with Howard Avenue
- Belmont Road with Ashley Court
- Belmont Road with Belmont Bible Church Access Drives
- Inverness Avenue with the Belmont Bible Church Access Drives

The results of the traffic counts showed that the weekday morning peak hour of traffic generally occurs from 7:30 A.M. to 8:30 A.M., the weekday afternoon peak hour of traffic occurs from 3:00 P.M. to 4:00 P.M., and the Sunday mid-morning peak hour occurs from 11:00 A.M. to 12:00 P.M.

However, due to the ongoing COVID-19 pandemic, traffic volumes in the study area are anticipated to not reflect normal or typical conditions. To determine the potential decrease in traffic, weekday evening peak hour two-way traffic volumes on Belmont Road were compared to the estimated annual average daily traffic volumes along Belmont Road for Year 2020. Based on information published on the Illinois Department of Transportation's (IDOT) Getting Around Illinois web portal, Belmont Road carried an AADT volume of 22,000 vehicles in 2016. This AADT was increased by approximately 1.5 percent total to reflect regional growth in the area between 2016 and 2020, as discussed later, to estimate a Year 2020 AADT of approximately 22,330 vehicles. The result of the comparison showed that the weekday evening two-way traffic volume on Belmont Road was approximately eight percent lower than the estimated Year 2020 AADT. Therefore, the traffic volumes traversing the study area intersections were increased by eight percent to reflect Year 2020 base traffic conditions. The adjusted peak hour vehicle traffic volumes are shown in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.




Belmont Bible Church Expansion
Downers Grove, Illinois

Year 2020 Base Traffic Volumes

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## Existing Belmont Bible Church Operating Characteristics

The existing Belmont Bible Church located on site provides Sunday services with a capacity of 100 people and a school with an enrollment of 16 students. The church provides a parking lot with approximately 43 parking spaces that is served by two full movement access drives on Belmont Road and via a full movement access drive on Inverness Avenue. Based on the results of the traffic counts, the church generates a total of 22 trips (16 inbound and 6 outbound) during the weekday afternoon peak hour, 15 total trips (5 inbound and 10 outbound) during the weekday evening peak hour, and 28 trips (0 inbound and 28 outbound) during the Sunday mid-morning peak hour.

## Crash Data Summary

KLOA, Inc. obtained crash data for the most recent available five years (2014 to 2018) for the intersection of Belmont Road with Inverness Avenue and Belmont Road with Howard Avenue. A review of the crash data indicated that the following:

- The intersection of Belmont Road with Inverness Avenue experienced three crashes in 2014, zero crashes in 2015 and 2016, and one crash in 2017 and 2018.

- The intersection of Belmont Road with Howard Avenue experienced zero crashes in 2014 and 2015, one crash in 2016 and 2017, and two crashes in 2018.

- No fatalities were reported at either intersection.

It should be noted that due to the selected radius of crashes within the intersection, any crashes occurring at the intersection of Belmont Road with Ashley Court are included in the summary for Inverness Avenue and any crashes occurring at the existing Belmont Road church access drives are included in the summary for Howard Avenue.

# 3. Traffic Characteristics of the Proposed Expansion

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the respective three peak hours and then determine the directions from which the proposed traffic will approach and depart the site.

## Proposed Expansion Plan

As proposed, the existing church site will be expanded to provide an approximately 32,574 square-foot church/Christian school building, which includes the second floor, and a parking lot providing 156 parking spaces. Access to the site will be provided via a single full movement access drive off Belmont Road located approximately 340 feet south of Inverness Avenue and via a single full movement access drive off Inverness Avenue located approximately 370 feet west of Belmont Road. It should be noted that the proposed access system will result in one less curb cut on Belmont Road. A site plan illustrating the proposed site redevelopment is included in the appendix.

## Directional Distribution of Development Traffic

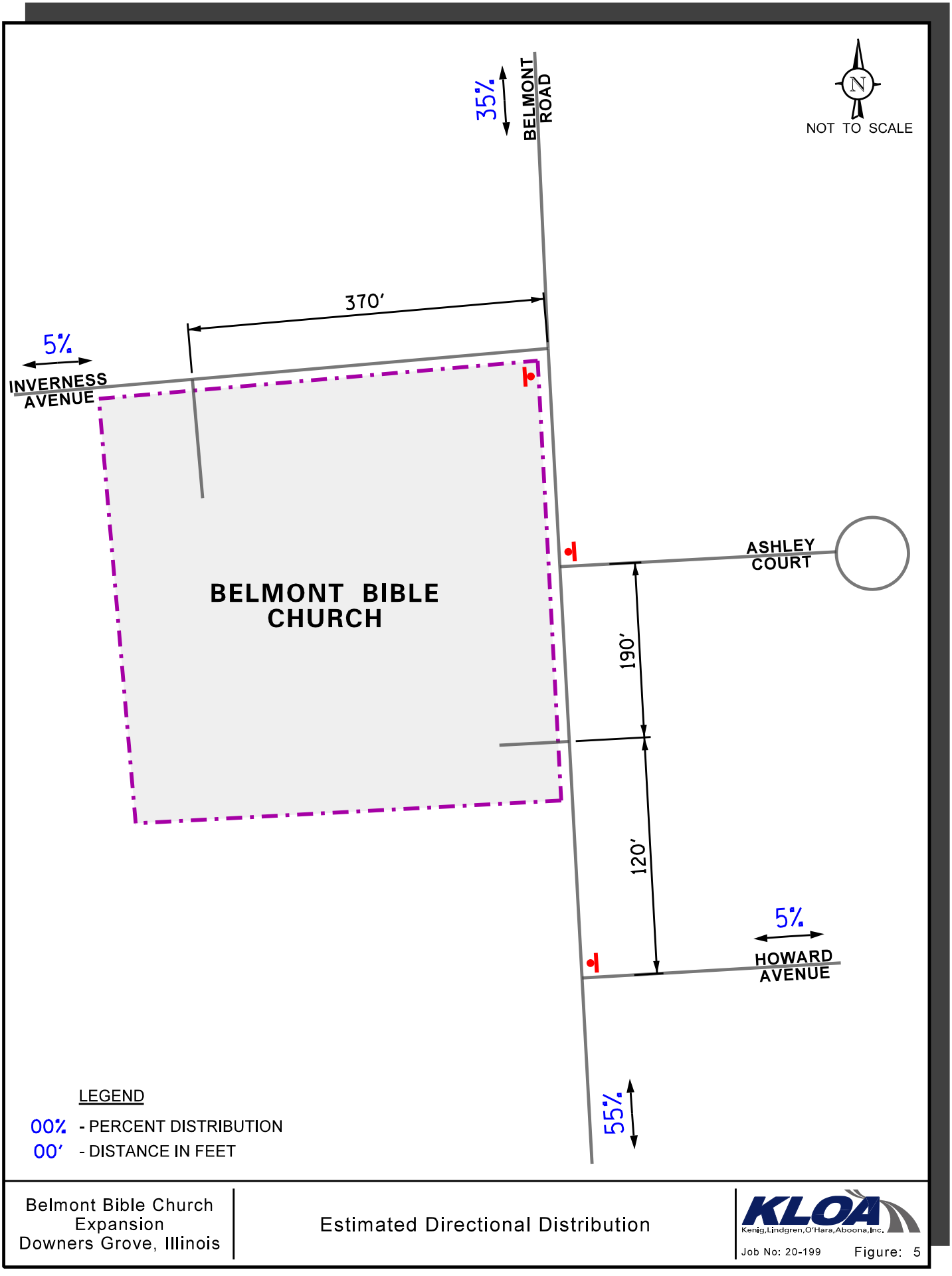
The directional distribution of how traffic will approach and depart the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes. **Figure 5** shows the established directional distribution for this development in addition to the distances, measured in feet, between the study area intersections.

## Development Traffic Generation

The number of peak hour trips estimated to be generated by the proposed church and school expansion was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The "Church" (Land-Use Code 560) rate was used for the proposed expansion to the sanctuary area and the "Private School (K-12)" (Land-Use Code 536) was utilized for the proposed expansion for the Christian school enrollment. It should be noted that the trips currently generated by the church and school were taken into consideration as part of the total estimated trip generation and were assumed to access the site as they currently do. **Table 1** summarizes the site-generated traffic volumes for the proposed redevelopment/ expansion.

Table 1
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

| ITE Land Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Afternoon Peak Hour | | | Sunday Mid-Morning Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| **Belmont Bible Church** | | | | | | | | | | |
| 536 | 200 Students | 95 | 61 | 156 | 70 | 96 | 166 | -- | -- | -- |
| 560 | 400 Seats | 2 | 2 | 4 | 5 | 7 | 12 | 86 | 89 | 175 |
| ***Subtotal*** | | ***97*** | ***63*** | ***160*** | ***75*** | ***103*** | ***178*** | ***86*** | ***89*** | ***175*** |
| *Existing Trip Generation* | | *-16* | *-6* | *-22* | *-5* | *-10* | *-15* | *-0* | *-28* | *-28* |
| **Total New Trips** | | **81** | **57** | **138** | **70** | **93** | **163** | **86** | **61** | **147** |




Belmont Bible Church Expansion
Downers Grove, Illinois

Estimated Directional Distribution

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# 4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed expansion.

## Development Traffic Assignment

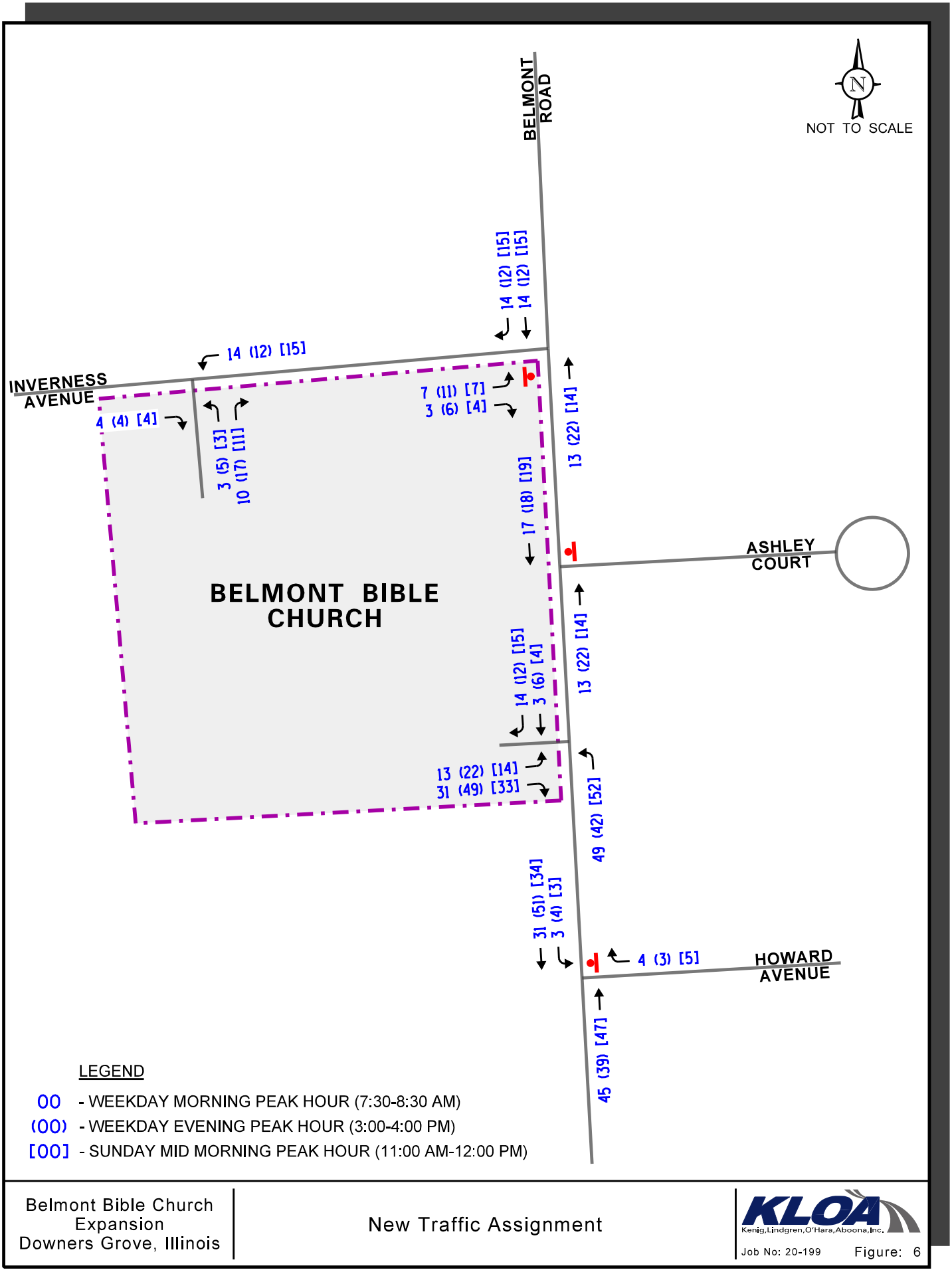
The estimated weekday morning, weekday afternoon, and Sunday mid-morning peak hour traffic volumes that will be generated by the proposed expansion were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The total new traffic assignment for the proposed expansion is illustrated in **Figure 6**.

## Background (No-Build) Traffic Conditions

The Year 2020 traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.35 percent per year. As such, traffic volumes were increased by approximately two percent total (one-year buildout plus five years) to represent Year 2026 total projected conditions. It should be noted that this growth was only applied to the through volumes along Belmont Road. A copy of the CMAP projections letter is included in the Appendix.

## Total Projected Traffic Volumes

The new expansion-generated traffic (Figures 6) was added to the Year 2020 base traffic volumes increased by a regional growth factor to determine the Year 2026 total projected traffic volumes. **Figure 7** illustrates the Year 2026 total projected traffic volumes.

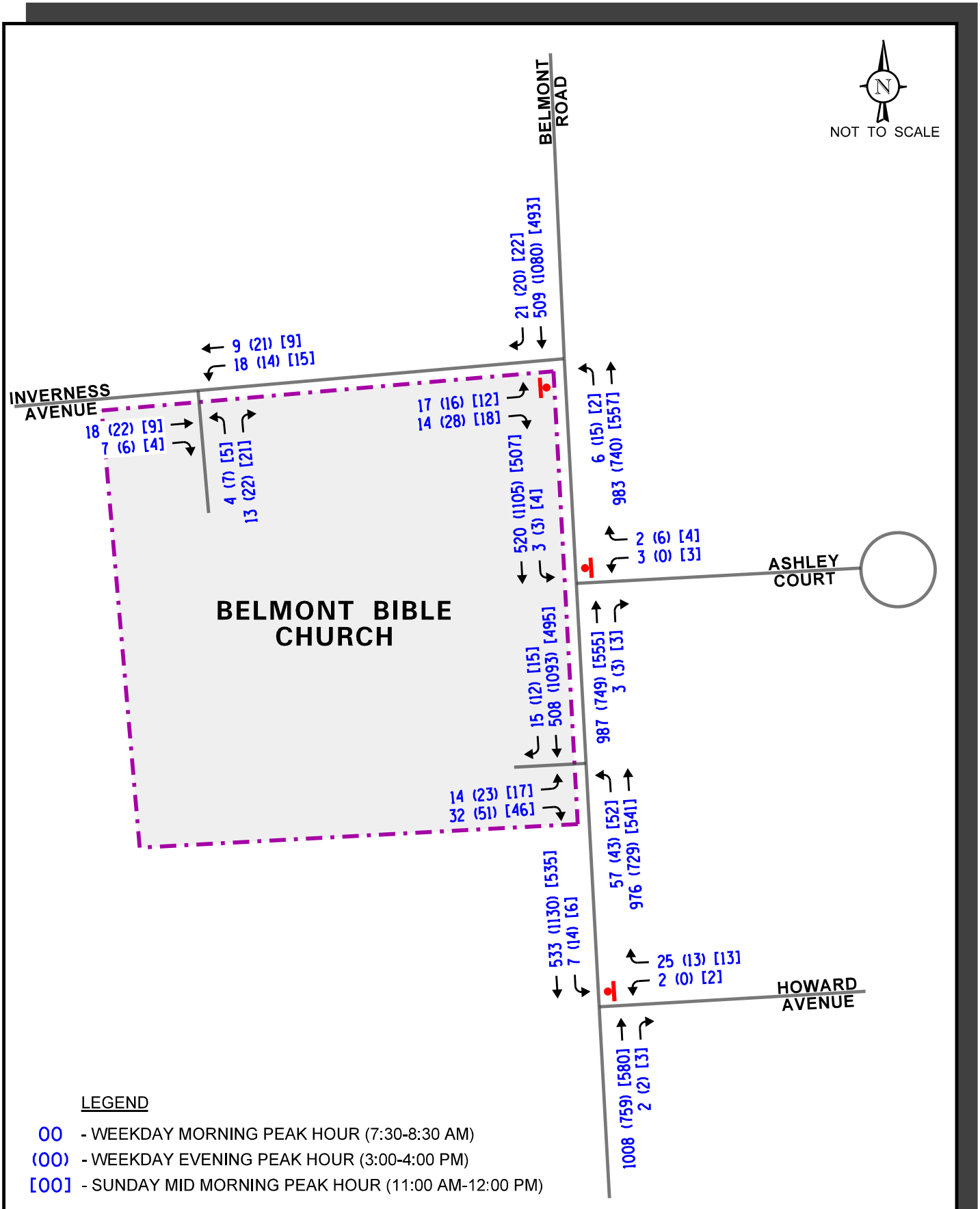



Belmont Bible Church Expansion
Downers Grove, Illinois

New Traffic Assignment

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Belmont Bible Church Expansion
Downers Grove, Illinois

Year 2026 Total Projected Traffic Volumes

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Job No: 20-199 Figure: 7

# 5. Traffic Analysis and Recommendations

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

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday afternoon, and Sunday mid-morning peak hours for the existing (Year 2020) and Year 2026 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 10 software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in **Tables 2** and **3.** A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Afternoon Peak Hour | | Sunday Mid-Morning Peak Hour | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| **Belmont Road with Inverness Avenue** | | | | | | |
| • Eastbound Approach | C | 17.6 | C | 19.7 | B | 11.9 |
| • Northbound Left Turn | A | 8.6 | B | 11.1 | A | 8.4 |
| **Belmont Road with Howard Avenue** | | | | | | |
| • Westbound Approach | C | 15.1 | B | 11.2 | B | 11.7 |
| • Southbound Left Turn | B | 10.8 | A | 9.9 | A | 8.6 |
| **Belmont Road with Ashley Court** | | | | | | |
| • Westbound Approach | C | 24.0 | B | 11.2 | B | 13.3 |
| • Southbound Left Turn | B | 10.6 | A | 9.5 | A | 8.6 |

LOS = Level of Service
Delay is Measured in Seconds

Table 3
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Afternoon Peak Hour | | Sunday Mid-Morning Peak Hour | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| **Belmont Road with Inverness Avenue** | | | | | | |
| • Eastbound Approach | C | 20.7 | D | 32.2 | B | 13.6 |
| • Northbound Left Turn | A | 8.7 | B | 11.3 | A | 8.6 |
| **Belmont Road with Howard Avenue** | | | | | | |
| • Westbound Approach | C | 15.9 | B | 11.5 | B | 11.8 |
| • Southbound Left Turn | B | 11.2 | B | 10.2 | A | 8.9 |
| **Belmont Road with Ashley Court** | | | | | | |
| • Westbound Approach | D | 25.5 | B | 11.4 | B | 13.7 |
| • Southbound Left Turn | B | 10.8 | A | 9.7 | A | 8.7 |
| **Belmont Road with Church Access Drive** | | | | | | |
| • Eastbound Approach | C | 20.0 | F | 60.8 | B | 14.4 |
| • Northbound Left Turn | A | 9.0 | B | 12.4 | A | 8.9 |
| **Inverness Avenue with Church Access Drive** | | | | | | |
| • Northbound Approach | A | 8.6 | A | 8.7 | A | 8.7 |
| • Westbound Left Turn | A | 7.3 | A | 7.3 | A | 7.3 |

LOS = Level of Service
Delay is Measured in Seconds

## Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

### *Belmont Road with Inverness Avenue*

The results of the capacity analysis indicate that the eastbound approach currently operates at Level of Service (LOS) C during the weekday morning and weekday afternoon peak hours and at LOS B during the Sunday mid-morning peak hour. Under Year 2026 total projected conditions, the eastbound approach is projected to operate at LOS C during the weekday morning peak hour, LOS D during the weekday afternoon peak hour, and at LOS B during the Sunday mid-morning peak hour with increases in delay of approximately three seconds, 13 seconds, and two seconds, respectively. Northbound left-turning movements from Belmont Road onto Inverness Avenue are projected to continue operating at LOS B or better during the peak hours with 95$^{th}$ percentile queues of one to two vehicles. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed church and school expansion and no roadway or traffic control improvements will be required.

### *Belmont Road with Howard Avenue*

The results of the capacity analysis indicate that the westbound approach currently operates at LOS C during the weekday morning peak hour and at LOS B during the weekday afternoon and Sunday mid-morning peak hours. Under Year 2026 total projected conditions, the westbound approach is projected to continue operating at existing levels of service during the peak hours with increases in delay of less than one second. Southbound left-turning movements from Belmont Road onto Howard Avenue are projected to continue operating at LOS B or better during the peak hours with 95$^{th}$ percentile queues of one to two vehicles. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed church and school expansion and no roadway or traffic control improvements will be required.

### *Belmont Road with Ashley Court*

The results of the capacity analysis indicate that the westbound approach is currently operating at LOS C during the weekday morning peak hour and at LOS B during the weekday afternoon and Sunday mid-morning peak hours. Under Year 2026 total projected traffic volumes, the westbound approach is projected to operate at LOS D during the weekday morning peak hour and at LOS B during the weekday afternoon and Sunday mid-morning peak hours with increases in delay of approximately 12 seconds, one second, and one second, respectively. Southbound left-turning movements from Belmont Road onto Ashley Court are projected to continue operating at LOS B or better during the peak hours with 95$^{th}$ percentile queues of one to two vehicles. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed church and school and expansion and no roadway or traffic control improvements will be required.

*Belmont Road with Church Access Drive*

As previously indicated, the proposed access drive on Belmont Road will be a consolidation of the two existing access drives on Belmont Road, resulting in the elimination of the northerly access drive, which will improve the flow of traffic along Belmont Road. The proposed access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. The northbound left-turning movements onto the access drive will be accommodated via the inside shared through/left-turn lane on Belmont Road as it does under existing conditions.

The results of the capacity analysis indicate that outbound movements from the church access drive onto Belmont Road are projected to operate at LOS C during the weekday morning peak hour, LOS F during the weekday afternoon peak hour, and at LOS B during the Sunday mid-morning peak hour. It should be noted that the level of service experienced during the weekday afternoon peak hour is expected for an access driveway that has an unsignalized intersection with an arterial roadway such as Belmont Road. Furthermore, queueing of outbound vehicles will be contained to the church site and will not impact the operations of the external roadway network. Northbound left-turning movements from Belmont Road onto the proposed access drive are projected to operate at LOS B or better during the peak hours with minimal delay and 95$^{th}$ percentile queues of one to two vehicles.

As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed expansion and will ensure efficient and flexible access is provided.

*Inverness Avenue with Church Access Drive*

The results of the capacity analysis indicate that outbound movements from the church access drive onto Inverness Avenue are projected to operate at LOS A during the weekday morning, weekday afternoon, and Sunday mid-morning peak hours. Furthermore, westbound left-turning movements from Inverness Avenue onto the church access drive are projected to operate at LOS A during the peak hours with 95$^{th}$ percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed expansion and will ensure efficient and flexible access is provided.

## Parking Evaluation

As proposed, the proposed expansion will provide a total of 156 parking spaces, which equates to a parking supply of approximately 0.39 spaces per seat for Sunday services and a parking supply of 0.78 spaces per student during weekday school activities. It is important to note that the religious assemblies only occur on Sundays and school activities will only occur on the weekdays and, as such, these parking demands will occur at different times.

Based on information published in the ITE *Parking Generation Manual,* 5th Edition, on Sundays a church experiences an average peak parking demand of 0.22 spaces per seat with an 85th percentile peak parking demand of 0.34 spaces per seat. Furthermore, private schools serving kindergarten through 12th grade experience an average peak parking demand of 0.35 spaces per student with an 85th percentile peak parking demand of 0.42 spaces per student. As such, the proposed parking supply exceeds the average and 85th percentile peak parking demands for both church and school activities.

Based on information provided in the Municipal Code of Downers Grove, churches are required to provide parking at a ratio of one space for every four occupants. With a maximum capacity of 400 seats, the parking required for the church is 100 parking spaces. As proposed, the parking lot will provide 156 parking spaces, exceeding the code requirement.

Additionally, parking for elementary/junior high schools is required at 0.10 spaces per student, parking for high schools is required at 0.3 spaces per student, parking for preschool (day care) is required at two spaces per 1,000 square feet, and parking for any office area is required at three spaces per 1,000 square feet. As proposed, it is anticipated that there will be approximately 50 elementary/junior high students, approximately 50 high school students, approximately 7,000 square feet of preschool area, and approximately 3,000 square feet of office space, resulting in a total of approximately 50 parking spaces. As such, the proposed 156 parking spaces exceeds the parking required via code.

Overall, the proposed 156 parking spaces will be adequate in accommodating the peak parking demand for both Sunday church activities and weekday school activities.

# 6. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The increase in traffic resulting from the proposed expansion of the church and school will not result in a significant traffic impact.

- The results of the capacity analyses indicate that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed expansion.

- The proposed access system will eliminate one of the existing curb cuts on Belmont Road, improving the flow of traffic along the roadway.

- The proposed access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

- The proposed 156 parking spaces will be adequate in accommodating the estimated peak parking demand of the church.

# Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets

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

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

Count Name: Belmont with Inverness - Full
Site Code:
Start Date: 09/20/2020
Page No: 1

# Turning Movement Data

| Start Time | Inverness Avenue Eastbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 10:00 AM | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 84 | 0 | 84 | 0 | 63 | 2 | 0 | 65 | 151 |
| 10:15 AM | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 79 | 0 | 80 | 0 | 108 | 3 | 0 | 111 | 194 |
| 10:30 AM | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 86 | 1 | 87 | 0 | 92 | 1 | 0 | 93 | 181 |
| 10:45 AM | 0 | 2 | 0 | 3 | 2 | 0 | 1 | 124 | 0 | 125 | 0 | 97 | 0 | 0 | 97 | 224 |
| Hourly Total | 0 | 5 | 3 | 5 | 8 | 0 | 3 | 373 | 1 | 376 | 0 | 360 | 6 | 0 | 366 | 750 |
| 11:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 117 | 0 | 118 | 0 | 87 | 4 | 0 | 91 | 211 |
| 11:15 AM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 114 | 0 | 114 | 0 | 117 | 0 | 0 | 117 | 234 |
| 11:30 AM | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 123 | 0 | 123 | 0 | 114 | 2 | 0 | 116 | 241 |
| 11:45 AM | 0 | 3 | 8 | 0 | 11 | 0 | 1 | 139 | 0 | 140 | 0 | 115 | 0 | 0 | 115 | 266 |
| Hourly Total | 0 | 5 | 13 | 1 | 18 | 0 | 2 | 493 | 0 | 495 | 0 | 433 | 6 | 0 | 439 | 952 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 182 | 0 | 183 | 0 | 71 | 1 | 0 | 72 | 256 |
| 7:15 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 205 | 0 | 205 | 0 | 100 | 0 | 0 | 100 | 307 |
| 7:30 AM | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 224 | 0 | 225 | 0 | 130 | 2 | 0 | 132 | 360 |
| 7:45 AM | 0 | 3 | 3 | 0 | 6 | 0 | 3 | 264 | 0 | 267 | 0 | 122 | 1 | 0 | 123 | 396 |
| Hourly Total | 0 | 5 | 7 | 0 | 12 | 0 | 5 | 875 | 0 | 880 | 0 | 423 | 4 | 0 | 427 | 1319 |
| 8:00 AM | 0 | 2 | 4 | 0 | 6 | 0 | 1 | 182 | 0 | 183 | 0 | 97 | 1 | 0 | 98 | 287 |
| 8:15 AM | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 206 | 0 | 207 | 0 | 100 | 1 | 0 | 101 | 312 |
| 8:30 AM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 146 | 0 | 146 | 0 | 81 | 0 | 0 | 81 | 230 |
| 8:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 190 | 0 | 190 | 0 | 94 | 1 | 0 | 95 | 288 |
| Hourly Total | 0 | 7 | 9 | 0 | 16 | 0 | 2 | 724 | 0 | 726 | 0 | 372 | 3 | 0 | 375 | 1117 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | 0 | 1 | 4 | 1 | 5 | 0 | 4 | 128 | 0 | 132 | 0 | 186 | 0 | 0 | 186 | 323 |
| 2:15 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 116 | 0 | 116 | 0 | 169 | 0 | 0 | 169 | 286 |
| 2:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 146 | 0 | 149 | 0 | 190 | 2 | 0 | 192 | 343 |
| 2:45 PM | 0 | 1 | 3 | 2 | 4 | 0 | 2 | 157 | 0 | 159 | 0 | 171 | 2 | 2 | 173 | 336 |
| Hourly Total | 0 | 2 | 10 | 4 | 12 | 0 | 9 | 547 | 0 | 556 | 0 | 716 | 4 | 2 | 720 | 1288 |
| 3:00 PM | 0 | 2 | 5 | 0 | 7 | 0 | 1 | 157 | 0 | 158 | 0 | 212 | 4 | 0 | 216 | 381 |
| 3:15 PM | 0 | 2 | 2 | 0 | 4 | 0 | 4 | 155 | 0 | 159 | 0 | 207 | 3 | 0 | 210 | 373 |
| 3:30 PM | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 170 | 0 | 175 | 0 | 268 | 0 | 0 | 268 | 448 |
| 3:45 PM | 0 | 1 | 8 | 1 | 9 | 0 | 4 | 169 | 0 | 173 | 0 | 254 | 0 | 0 | 254 | 436 |
| Hourly Total | 0 | 5 | 20 | 1 | 25 | 0 | 14 | 651 | 0 | 665 | 0 | 941 | 7 | 0 | 948 | 1638 |
| 4:00 PM | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 160 | 0 | 160 | 0 | 272 | 1 | 0 | 273 | 438 |
| 4:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 146 | 1 | 148 | 0 | 267 | 0 | 0 | 267 | 416 |
| 4:30 PM | 0 | 0 | 3 | 1 | 3 | 1 | 1 | 170 | 0 | 172 | 0 | 276 | 2 | 0 | 278 | 453 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 0 | 178 | 0 | 254 | 1 | 0 | 255 | 433 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hourly Total | 0 | 3 | 6 | 1 | 9 | 1 | 3 | 654 | 1 | 658 | 0 | 1069 | 4 | 0 | 1073 | 1740 |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 151 | 0 | 153 | 0 | 302 | 1 | 0 | 303 | 457 |
| 5:15 PM | 0 | 0 | 5 | 2 | 5 | 0 | 0 | 181 | 0 | 181 | 0 | 264 | 2 | 0 | 266 | 452 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 154 | 0 | 156 | 0 | 226 | 0 | 0 | 226 | 382 |
| 5:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 159 | 0 | 161 | 0 | 216 | 0 | 0 | 216 | 380 |
| Hourly Total | 0 | 3 | 6 | 3 | 9 | 0 | 6 | 645 | 0 | 651 | 0 | 1008 | 3 | 0 | 1011 | 1671 |
| Grand Total | 0 | 35 | 74 | 15 | 109 | 1 | 44 | 4962 | 2 | 5007 | 0 | 5322 | 37 | 2 | 5359 | 10475 |
| Approach % | 0.0 | 32.1 | 67.9 | - | - | 0.0 | 0.9 | 99.1 | - | - | 0.0 | 99.3 | 0.7 | - | - | - |
| Total % | 0.0 | 0.3 | 0.7 | - | 1.0 | 0.0 | 0.4 | 47.4 | - | 47.8 | 0.0 | 50.8 | 0.4 | - | 51.2 | - |
| Lights | 0 | 35 | 70 | - | 105 | 1 | 43 | 4863 | - | 4907 | 0 | 5224 | 37 | - | 5261 | 10273 |
| % Lights | - | 100.0 | 94.6 | - | 96.3 | 100.0 | 97.7 | 98.0 | - | 98.0 | - | 98.2 | 100.0 | - | 98.2 | 98.1 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 9 | - | 9 | 0 | 9 | 0 | - | 9 | 18 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.2 | - | 0.2 | - | 0.2 | 0.0 | - | 0.2 | 0.2 |
| Single-Unit Trucks | 0 | 0 | 3 | - | 3 | 0 | 1 | 59 | - | 60 | 0 | 59 | 0 | - | 59 | 122 |
| % Single-Unit Trucks | - | 0.0 | 4.1 | - | 2.8 | 0.0 | 2.3 | 1.2 | - | 1.2 | - | 1.1 | 0.0 | - | 1.1 | 1.2 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 24 | - | 24 | 0 | 30 | 0 | - | 30 | 54 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.5 | - | 0.5 | - | 0.6 | 0.0 | - | 0.6 | 0.5 |
| Bicycles on Road | 0 | 0 | 1 | - | 1 | 0 | 0 | 7 | - | 7 | 0 | 0 | 0 | - | 0 | 8 |
| % Bicycles on Road | - | 0.0 | 1.4 | - | 0.9 | 0.0 | 0.0 | 0.1 | - | 0.1 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | 15 | - | - | - | - | 2 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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

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

Count Name: Belmont with Inverness - Full
Site Code:
Start Date: 09/20/2020


# Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Inverness Avenue Eastbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 117 | 0 | 118 | 0 | 87 | 4 | 0 | 91 | 211 |
| 11:15 AM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 114 | 0 | 114 | 0 | 117 | 0 | 0 | 117 | 234 |
| 11:30 AM | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 123 | 0 | 123 | 0 | 114 | 2 | 0 | 116 | 241 |
| 11:45 AM | 0 | 3 | 8 | 0 | 11 | 0 | 1 | 139 | 0 | 140 | 0 | 115 | 0 | 0 | 115 | 266 |
| Total | 0 | 5 | 13 | 1 | 18 | 0 | 2 | 493 | 0 | 495 | 0 | 433 | 6 | 0 | 439 | 952 |
| Approach % | 0.0 | 27.8 | 72.2 | - | - | 0.0 | 0.4 | 99.6 | - | - | 0.0 | 98.6 | 1.4 | - | - | - |
| Total % | 0.0 | 0.5 | 1.4 | - | 1.9 | 0.0 | 0.2 | 51.8 | - | 52.0 | 0.0 | 45.5 | 0.6 | - | 46.1 | - |
| PHF | 0.000 | 0.417 | 0.406 | - | 0.409 | 0.000 | 0.500 | 0.887 | - | 0.884 | 0.000 | 0.925 | 0.375 | - | 0.938 | 0.895 |
| Lights | 0 | 5 | 12 | - | 17 | 0 | 2 | 490 | - | 492 | 0 | 432 | 6 | - | 438 | 947 |
| % Lights | - | 100.0 | 92.3 | - | 94.4 | - | 100.0 | 99.4 | - | 99.4 | - | 99.8 | 100.0 | - | 99.8 | 99.5 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 1 | 0 | - | 1 | 2 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.2 | - | 0.2 | - | 0.2 | 0.0 | - | 0.2 | 0.2 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 1 | - | 1 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | - | 0 | 3 |
| % Bicycles on Road | - | 0.0 | 7.7 | - | 5.6 | - | 0.0 | 0.4 | - | 0.4 | - | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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

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

Count Name: Belmont with Inverness - Full
Site Code:
Start Date: 09/20/2020
Page No: 5

# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Inverness Avenue Eastbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 224 | 0 | 225 | 0 | 130 | 2 | 0 | 132 | 360 |
| 7:45 AM | 0 | 3 | 3 | 0 | 6 | 0 | 3 | 264 | 0 | 267 | 0 | 122 | 1 | 0 | 123 | 396 |
| 8:00 AM | 0 | 2 | 4 | 0 | 6 | 0 | 1 | 182 | 0 | 183 | 0 | 97 | 1 | 0 | 98 | 287 |
| 8:15 AM | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 206 | 0 | 207 | 0 | 100 | 1 | 0 | 101 | 312 |
| Total | 0 | 9 | 10 | 0 | 19 | 0 | 6 | 876 | 0 | 882 | 0 | 449 | 5 | 0 | 454 | 1355 |
| Approach % | 0.0 | 47.4 | 52.6 | - | - | 0.0 | 0.7 | 99.3 | - | - | 0.0 | 98.9 | 1.1 | - | - | - |
| Total % | 0.0 | 0.7 | 0.7 | - | 1.4 | 0.0 | 0.4 | 64.6 | - | 65.1 | 0.0 | 33.1 | 0.4 | - | 33.5 | - |
| PHF | 0.000 | 0.750 | 0.625 | - | 0.792 | 0.000 | 0.500 | 0.830 | - | 0.826 | 0.000 | 0.863 | 0.625 | - | 0.860 | 0.855 |
| Lights | 0 | 9 | 8 | - | 17 | 0 | 6 | 856 | - | 862 | 0 | 422 | 5 | - | 427 | 1306 |
| % Lights | - | 100.0 | 80.0 | - | 89.5 | - | 100.0 | 97.7 | - | 97.7 | - | 94.0 | 100.0 | - | 94.1 | 96.4 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | - | 2 | 0 | 2 | 0 | - | 2 | 4 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.2 | - | 0.2 | - | 0.4 | 0.0 | - | 0.4 | 0.3 |
| Single-Unit Trucks | 0 | 0 | 2 | - | 2 | 0 | 0 | 15 | - | 15 | 0 | 15 | 0 | - | 15 | 32 |
| % Single-Unit Trucks | - | 0.0 | 20.0 | - | 10.5 | - | 0.0 | 1.7 | - | 1.7 | - | 3.3 | 0.0 | - | 3.3 | 2.4 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | - | 3 | 0 | 10 | 0 | - | 10 | 13 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.3 | - | 0.3 | - | 2.2 | 0.0 | - | 2.2 | 1.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

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

Count Name: Belmont with Inverness - Full
Site Code:
Start Date: 09/20/2020
Page No: 6

# Turning Movement Peak Hour Data (3:00 PM)

| Start Time | Inverness Avenue Eastbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 3:00 PM | 0 | 2 | 5 | 0 | 7 | 0 | 1 | 157 | 0 | 158 | 0 | 212 | 4 | 0 | 216 | 381 |
| 3:15 PM | 0 | 2 | 2 | 0 | 4 | 0 | 4 | 155 | 0 | 159 | 0 | 207 | 3 | 0 | 210 | 373 |
| 3:30 PM | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 170 | 0 | 175 | 0 | 268 | 0 | 0 | 268 | 448 |
| 3:45 PM | 0 | 1 | 8 | 1 | 9 | 0 | 4 | 169 | 0 | 173 | 0 | 254 | 0 | 0 | 254 | 436 |
| Total | 0 | 5 | 20 | 1 | 25 | 0 | 14 | 651 | 0 | 665 | 0 | 941 | 7 | 0 | 948 | 1638 |
| Approach % | 0.0 | 20.0 | 80.0 | - | - | 0.0 | 2.1 | 97.9 | - | - | 0.0 | 99.3 | 0.7 | - | - | - |
| Total % | 0.0 | 0.3 | 1.2 | - | 1.5 | 0.0 | 0.9 | 39.7 | - | 40.6 | 0.0 | 57.4 | 0.4 | - | 57.9 | - |
| PHF | 0.000 | 0.625 | 0.625 | - | 0.694 | 0.000 | 0.700 | 0.957 | - | 0.950 | 0.000 | 0.878 | 0.438 | - | 0.884 | 0.914 |
| Lights | 0 | 5 | 20 | - | 25 | 0 | 14 | 637 | - | 651 | 0 | 927 | 7 | - | 934 | 1610 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 97.8 | - | 97.9 | - | 98.5 | 100.0 | - | 98.5 | 98.3 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.2 | - | 0.2 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 10 | - | 10 | 0 | 10 | 0 | - | 10 | 20 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 1.5 | - | 1.5 | - | 1.1 | 0.0 | - | 1.1 | 1.2 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | - | 2 | 0 | 4 | 0 | - | 4 | 6 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.3 | - | 0.3 | - | 0.4 | 0.0 | - | 0.4 | 0.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.2 | - | 0.2 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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

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

Count Name: Belmont with Inverness - Full
Site Code:
Start Date: 09/20/2020
Page No: 4

# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Inverness Avenue Eastbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 4:30 PM | 0 | 0 | 3 | 1 | 3 | 1 | 1 | 170 | 0 | 172 | 0 | 276 | 2 | 0 | 278 | 453 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 0 | 178 | 0 | 254 | 1 | 0 | 255 | 433 |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 151 | 0 | 153 | 0 | 302 | 1 | 0 | 303 | 457 |
| 5:15 PM | 0 | 0 | 5 | 2 | 5 | 0 | 0 | 181 | 0 | 181 | 0 | 264 | 2 | 0 | 266 | 452 |
| Total | 0 | 0 | 9 | 3 | 9 | 1 | 3 | 680 | 0 | 684 | 0 | 1096 | 6 | 0 | 1102 | 1795 |
| Approach % | 0.0 | 0.0 | 100.0 | - | - | 0.1 | 0.4 | 99.4 | - | - | 0.0 | 99.5 | 0.5 | - | - | - |
| Total % | 0.0 | 0.0 | 0.5 | - | 0.5 | 0.1 | 0.2 | 37.9 | - | 38.1 | 0.0 | 61.1 | 0.3 | - | 61.4 | - |
| PHF | 0.000 | 0.000 | 0.450 | - | 0.450 | 0.250 | 0.375 | 0.939 | - | 0.945 | 0.000 | 0.907 | 0.750 | - | 0.909 | 0.982 |
| Lights | 0 | 0 | 9 | - | 9 | 1 | 3 | 668 | - | 672 | 0 | 1087 | 6 | - | 1093 | 1774 |
| % Lights | - | - | 100.0 | - | 100.0 | 100.0 | 100.0 | 98.2 | - | 98.2 | - | 99.2 | 100.0 | - | 99.2 | 98.8 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 9 | - | 9 | 0 | 8 | 0 | - | 8 | 17 |
| % Single-Unit Trucks | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | 1.3 | - | 1.3 | - | 0.7 | 0.0 | - | 0.7 | 0.9 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 1 | 0 | - | 1 | 2 |
| % Articulated Trucks | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | - | 0.1 | 0.0 | - | 0.1 | 0.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | 3 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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

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

Count Name: Belmont Road with Howard Avenue
Site Code:
Start Date: 09/20/2020
Page No: 1

# Turning Movement Data

| Start Time | Howard Avenue Westbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | Int. Total |
| 10:00 AM | 0 | 1 | 2 | 2 | 3 | 0 | 94 | 0 | 0 | 94 | 0 | 0 | 61 | 0 | 61 | 158 |
| 10:15 AM | 0 | 0 | 1 | 1 | 1 | 0 | 96 | 0 | 1 | 96 | 0 | 2 | 102 | 0 | 104 | 201 |
| 10:30 AM | 0 | 1 | 2 | 1 | 3 | 0 | 85 | 1 | 1 | 86 | 0 | 0 | 88 | 0 | 88 | 177 |
| 10:45 AM | 0 | 0 | 2 | 3 | 2 | 0 | 131 | 3 | 0 | 134 | 0 | 1 | 97 | 0 | 98 | 234 |
| Hourly Total | 0 | 2 | 7 | 7 | 9 | 0 | 406 | 4 | 2 | 410 | 0 | 3 | 348 | 0 | 351 | 770 |
| 11:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 113 | 1 | 0 | 114 | 0 | 1 | 92 | 0 | 93 | 209 |
| 11:15 AM | 0 | 2 | 2 | 0 | 4 | 0 | 113 | 0 | 0 | 113 | 0 | 2 | 114 | 0 | 116 | 233 |
| 11:30 AM | 0 | 0 | 2 | 1 | 2 | 0 | 117 | 1 | 0 | 118 | 0 | 0 | 115 | 0 | 115 | 235 |
| 11:45 AM | 0 | 0 | 1 | 1 | 1 | 0 | 135 | 1 | 1 | 136 | 0 | 0 | 134 | 0 | 134 | 271 |
| Hourly Total | 0 | 2 | 7 | 2 | 9 | 0 | 478 | 3 | 1 | 481 | 0 | 3 | 455 | 0 | 458 | 948 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 0 | 2 | 2 | 2 | 0 | 175 | 1 | 0 | 176 | 0 | 1 | 79 | 0 | 80 | 258 |
| 7:15 AM | 0 | 0 | 3 | 0 | 3 | 0 | 187 | 0 | 1 | 187 | 0 | 1 | 85 | 0 | 86 | 276 |
| 7:30 AM | 0 | 1 | 2 | 0 | 3 | 0 | 227 | 0 | 0 | 227 | 0 | 0 | 116 | 0 | 116 | 346 |
| 7:45 AM | 0 | 0 | 6 | 0 | 6 | 0 | 271 | 2 | 0 | 273 | 0 | 2 | 117 | 0 | 119 | 398 |
| Hourly Total | 0 | 1 | 13 | 2 | 14 | 0 | 860 | 3 | 1 | 863 | 0 | 4 | 397 | 0 | 401 | 1278 |
| 8:00 AM | 0 | 0 | 6 | 0 | 6 | 0 | 199 | 0 | 0 | 199 | 0 | 1 | 94 | 0 | 95 | 300 |
| 8:15 AM | 0 | 1 | 5 | 1 | 6 | 0 | 185 | 0 | 0 | 185 | 0 | 1 | 93 | 0 | 94 | 285 |
| 8:30 AM | 0 | 1 | 1 | 0 | 2 | 0 | 174 | 1 | 0 | 175 | 0 | 2 | 87 | 0 | 89 | 266 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 190 | 1 | 0 | 191 | 0 | 0 | 97 | 0 | 97 | 289 |
| Hourly Total | 0 | 2 | 13 | 1 | 15 | 0 | 748 | 2 | 0 | 750 | 0 | 4 | 371 | 0 | 375 | 1140 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 1 | 0 | 120 | 0 | 1 | 191 | 0 | 192 | 312 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 122 | 0 | 1 | 181 | 0 | 182 | 304 |
| 2:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 141 | 0 | 0 | 141 | 0 | 0 | 191 | 0 | 191 | 334 |
| 2:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 149 | 3 | 0 | 152 | 0 | 2 | 158 | 0 | 160 | 314 |
| Hourly Total | 0 | 0 | 4 | 0 | 4 | 0 | 531 | 4 | 0 | 535 | 0 | 4 | 721 | 0 | 725 | 1264 |
| 3:00 PM | 0 | 0 | 4 | 0 | 4 | 0 | 137 | 0 | 0 | 137 | 0 | 3 | 242 | 0 | 245 | 386 |
| 3:15 PM | 0 | 0 | 2 | 1 | 2 | 0 | 167 | 0 | 0 | 167 | 0 | 2 | 192 | 0 | 194 | 363 |
| 3:30 PM | 0 | 0 | 1 | 2 | 1 | 0 | 184 | 2 | 0 | 186 | 0 | 1 | 285 | 0 | 286 | 473 |
| 3:45 PM | 0 | 0 | 2 | 4 | 2 | 0 | 146 | 0 | 0 | 146 | 0 | 3 | 260 | 0 | 263 | 411 |
| Hourly Total | 0 | 0 | 9 | 7 | 9 | 0 | 634 | 2 | 0 | 636 | 0 | 9 | 979 | 0 | 988 | 1633 |
| Grand Total | 0 | 7 | 53 | 19 | 60 | 0 | 3657 | 18 | 4 | 3675 | 0 | 27 | 3271 | 0 | 3298 | 7033 |
| Approach % | 0.0 | 11.7 | 88.3 | - | - | 0.0 | 99.5 | 0.5 | - | - | 0.0 | 0.8 | 99.2 | - | - | - |
| Total % | 0.0 | 0.1 | 0.8 | - | 0.9 | 0.0 | 52.0 | 0.3 | - | 52.3 | 0.0 | 0.4 | 46.5 | - | 46.9 | - |
| Lights | 0 | 5 | 51 | - | 56 | 0 | 3575 | 18 | - | 3593 | 0 | 26 | 3168 | - | 3194 | 6843 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | - | 71.4 | 96.2 | - | 93.3 | - | 97.8 | 100.0 | - | 97.8 | - | 96.3 | 96.9 | - | 96.8 | 97.3 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 10 | 0 | - | 10 | 0 | 1 | 13 | - | 14 | 24 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.3 | 0.0 | - | 0.3 | - | 3.7 | 0.4 | - | 0.4 | 0.3 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 45 | 0 | - | 45 | 0 | 0 | 46 | - | 46 | 91 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 1.2 | 0.0 | - | 1.2 | - | 0.0 | 1.4 | - | 1.4 | 1.3 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 25 | 0 | - | 25 | 0 | 0 | 42 | - | 42 | 67 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.7 | 0.0 | - | 0.7 | - | 0.0 | 1.3 | - | 1.3 | 1.0 |
| Bicycles on Road | 0 | 2 | 2 | - | 4 | 0 | 2 | 0 | - | 2 | 0 | 0 | 2 | - | 2 | 8 |
| % Bicycles on Road | - | 28.6 | 3.8 | - | 6.7 | - | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.1 | - | 0.1 | 0.1 |
| Pedestrians | - | - | - | 19 | - | - | - | - | 4 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | - | - | - |

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

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

Count Name: Belmont Road with Howard Avenue
Site Code:
Start Date: 09/20/2020
Page No: 3

# Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Howard Avenue Westbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 113 | 1 | 0 | 114 | 0 | 1 | 92 | 0 | 93 | 209 |
| 11:15 AM | 0 | 2 | 2 | 0 | 4 | 0 | 113 | 0 | 0 | 113 | 0 | 2 | 114 | 0 | 116 | 233 |
| 11:30 AM | 0 | 0 | 2 | 1 | 2 | 0 | 117 | 1 | 0 | 118 | 0 | 0 | 115 | 0 | 115 | 235 |
| 11:45 AM | 0 | 0 | 1 | 1 | 1 | 0 | 135 | 1 | 1 | 136 | 0 | 0 | 134 | 0 | 134 | 271 |
| Total | 0 | 2 | 7 | 2 | 9 | 0 | 478 | 3 | 1 | 481 | 0 | 3 | 455 | 0 | 458 | 948 |
| Approach % | 0.0 | 22.2 | 77.8 | - | - | 0.0 | 99.4 | 0.6 | - | - | 0.0 | 0.7 | 99.3 | - | - | - |
| Total % | 0.0 | 0.2 | 0.7 | - | 0.9 | 0.0 | 50.4 | 0.3 | - | 50.7 | 0.0 | 0.3 | 48.0 | - | 48.3 | - |
| PHF | 0.000 | 0.250 | 0.875 | - | 0.563 | 0.000 | 0.885 | 0.750 | - | 0.884 | 0.000 | 0.375 | 0.849 | - | 0.854 | 0.875 |
| Lights | 0 | 0 | 7 | - | 7 | 0 | 475 | 3 | - | 478 | 0 | 3 | 454 | - | 457 | 942 |
| % Lights | - | 0.0 | 100.0 | - | 77.8 | - | 99.4 | 100.0 | - | 99.4 | - | 100.0 | 99.8 | - | 99.8 | 99.4 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | - | 1 | 2 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.2 | - | 0.2 | 0.2 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 2 | 0 | - | 2 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | - | 0 | 4 |
| % Bicycles on Road | - | 100.0 | 0.0 | - | 22.2 | - | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.0 | - | 0.0 | 0.4 |
| Pedestrians | - | - | - | 2 | - | - | - | - | 1 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | - | - | - |

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9575 W. Higgins Rd., Suite 400

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

Count Name: Belmont Road with Howard Avenue
Site Code:
Start Date: 09/20/2020
Page No: 4

# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Howard Avenue Westbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 1 | 2 | 0 | 3 | 0 | 227 | 0 | 0 | 227 | 0 | 0 | 116 | 0 | 116 | 346 |
| 7:45 AM | 0 | 0 | 6 | 0 | 6 | 0 | 271 | 2 | 0 | 273 | 0 | 2 | 117 | 0 | 119 | 398 |
| 8:00 AM | 0 | 0 | 6 | 0 | 6 | 0 | 199 | 0 | 0 | 199 | 0 | 1 | 94 | 0 | 95 | 300 |
| 8:15 AM | 0 | 1 | 5 | 1 | 6 | 0 | 185 | 0 | 0 | 185 | 0 | 1 | 93 | 0 | 94 | 285 |
| Total | 0 | 2 | 19 | 1 | 21 | 0 | 882 | 2 | 0 | 884 | 0 | 4 | 420 | 0 | 424 | 1329 |
| Approach % | 0.0 | 9.5 | 90.5 | - | - | 0.0 | 99.8 | 0.2 | - | - | 0.0 | 0.9 | 99.1 | - | - | - |
| Total % | 0.0 | 0.2 | 1.4 | - | 1.6 | 0.0 | 66.4 | 0.2 | - | 66.5 | 0.0 | 0.3 | 31.6 | - | 31.9 | - |
| PHF | 0.000 | 0.500 | 0.792 | - | 0.875 | 0.000 | 0.814 | 0.250 | - | 0.810 | 0.000 | 0.500 | 0.897 | - | 0.891 | 0.835 |
| Lights | 0 | 2 | 19 | - | 21 | 0 | 858 | 2 | - | 860 | 0 | 4 | 396 | - | 400 | 1281 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 97.3 | 100.0 | - | 97.3 | - | 100.0 | 94.3 | - | 94.3 | 96.4 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 2 | - | 2 | 5 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.5 | - | 0.5 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 13 | 0 | - | 13 | 0 | 0 | 9 | - | 9 | 22 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 1.5 | 0.0 | - | 1.5 | - | 0.0 | 2.1 | - | 2.1 | 1.7 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 12 | - | 12 | 20 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.9 | 0.0 | - | 0.9 | - | 0.0 | 2.9 | - | 2.8 | 1.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.2 | - | 0.2 | 0.1 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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9575 W. Higgins Rd., Suite 400

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

Count Name: Belmont Road with Howard Avenue
Site Code:
Start Date: 09/20/2020
Page No: 5

# Turning Movement Peak Hour Data (3:00 PM)

| Start Time | Howard Avenue Westbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | Int. Total |
| 3:00 PM | 0 | 0 | 4 | 0 | 4 | 0 | 137 | 0 | 0 | 137 | 0 | 3 | 242 | 0 | 245 | 386 |
| 3:15 PM | 0 | 0 | 2 | 1 | 2 | 0 | 167 | 0 | 0 | 167 | 0 | 2 | 192 | 0 | 194 | 363 |
| 3:30 PM | 0 | 0 | 1 | 2 | 1 | 0 | 184 | 2 | 0 | 186 | 0 | 1 | 285 | 0 | 286 | 473 |
| 3:45 PM | 0 | 0 | 2 | 4 | 2 | 0 | 146 | 0 | 0 | 146 | 0 | 3 | 260 | 0 | 263 | 411 |
| Total | 0 | 0 | 9 | 7 | 9 | 0 | 634 | 2 | 0 | 636 | 0 | 9 | 979 | 0 | 988 | 1633 |
| Approach % | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 99.7 | 0.3 | - | - | 0.0 | 0.9 | 99.1 | - | - | - |
| Total % | 0.0 | 0.0 | 0.6 | - | 0.6 | 0.0 | 38.8 | 0.1 | - | 38.9 | 0.0 | 0.6 | 60.0 | - | 60.5 | - |
| PHF | 0.000 | 0.000 | 0.563 | - | 0.563 | 0.000 | 0.861 | 0.250 | - | 0.855 | 0.000 | 0.750 | 0.859 | - | 0.864 | 0.863 |
| Lights | 0 | 0 | 9 | - | 9 | 0 | 624 | 2 | - | 626 | 0 | 8 | 960 | - | 968 | 1603 |
| % Lights | - | - | 100.0 | - | 100.0 | - | 98.4 | 100.0 | - | 98.4 | - | 88.9 | 98.1 | - | 98.0 | 98.2 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 0 | 1 | 4 | - | 5 | 7 |
| % Buses | - | - | 0.0 | - | 0.0 | - | 0.3 | 0.0 | - | 0.3 | - | 11.1 | 0.4 | - | 0.5 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 11 | - | 11 | 17 |
| % Single-Unit Trucks | - | - | 0.0 | - | 0.0 | - | 0.9 | 0.0 | - | 0.9 | - | 0.0 | 1.1 | - | 1.1 | 1.0 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 4 | - | 4 | 6 |
| % Articulated Trucks | - | - | 0.0 | - | 0.0 | - | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.4 | - | 0.4 | 0.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 7 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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9575 W. Higgins Rd., Suite 400

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

Count Name: Belmont Road with Ashley Court
Site Code:
Start Date: 09/20/2020
Page No: 1

# Turning Movement Data

| Start Time | Ashley Court Westbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | Int. Total |
| 10:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 82 | 0 | 0 | 82 | 0 | 1 | 68 | 0 | 69 | 152 |
| 10:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 87 | 0 | 0 | 87 | 0 | 0 | 107 | 0 | 107 | 194 |
| 10:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 77 | 1 | 0 | 78 | 0 | 0 | 90 | 0 | 90 | 168 |
| 10:45 AM | 0 | 2 | 1 | 3 | 3 | 0 | 142 | 3 | 0 | 145 | 0 | 2 | 98 | 0 | 100 | 248 |
| Hourly Total | 0 | 2 | 2 | 6 | 4 | 0 | 388 | 4 | 0 | 392 | 0 | 3 | 363 | 0 | 366 | 762 |
| 11:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 102 | 0 | 0 | 102 | 0 | 1 | 89 | 0 | 90 | 193 |
| 11:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 103 | 1 | 0 | 104 | 0 | 1 | 113 | 0 | 114 | 220 |
| 11:30 AM | 0 | 0 | 3 | 1 | 3 | 0 | 124 | 2 | 0 | 126 | 0 | 0 | 120 | 0 | 120 | 249 |
| 11:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 130 | 0 | 0 | 130 | 0 | 2 | 120 | 0 | 122 | 253 |
| Hourly Total | 0 | 3 | 4 | 1 | 7 | 0 | 459 | 3 | 0 | 462 | 0 | 4 | 442 | 0 | 446 | 915 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 1 | 1 | 5 | 2 | 0 | 161 | 0 | 0 | 161 | 0 | 0 | 77 | 0 | 77 | 240 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 203 | 0 | 0 | 203 | 0 | 0 | 93 | 0 | 93 | 297 |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 248 | 0 | 0 | 248 | 0 | 1 | 123 | 0 | 124 | 373 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 241 | 2 | 0 | 243 | 0 | 2 | 106 | 0 | 108 | 352 |
| Hourly Total | 0 | 2 | 3 | 5 | 5 | 0 | 853 | 2 | 0 | 855 | 0 | 3 | 399 | 0 | 402 | 1262 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 225 | 0 | 0 | 225 | 0 | 0 | 93 | 0 | 93 | 319 |
| 8:15 AM | 0 | 1 | 1 | 0 | 2 | 0 | 164 | 1 | 0 | 165 | 0 | 0 | 101 | 0 | 101 | 268 |
| 8:30 AM | 0 | 0 | 1 | 1 | 1 | 0 | 201 | 0 | 0 | 201 | 0 | 1 | 87 | 0 | 88 | 290 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 90 | 0 | 90 | 273 |
| Hourly Total | 0 | 2 | 3 | 1 | 5 | 0 | 772 | 1 | 0 | 773 | 0 | 1 | 371 | 0 | 372 | 1150 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 126 | 0 | 0 | 126 | 0 | 0 | 193 | 0 | 193 | 321 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 2 | 0 | 134 | 0 | 0 | 175 | 0 | 175 | 309 |
| 2:30 PM | 0 | 1 | 1 | 0 | 2 | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 197 | 0 | 197 | 333 |
| 2:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 141 | 0 | 0 | 141 | 0 | 0 | 158 | 0 | 158 | 301 |
| Hourly Total | 0 | 2 | 4 | 0 | 6 | 0 | 533 | 2 | 0 | 535 | 0 | 0 | 723 | 0 | 723 | 1264 |
| 3:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 157 | 2 | 0 | 159 | 0 | 0 | 252 | 0 | 252 | 412 |
| 3:15 PM | 0 | 0 | 3 | 1 | 3 | 0 | 163 | 1 | 0 | 164 | 0 | 1 | 183 | 0 | 184 | 351 |
| 3:30 PM | 0 | 0 | 1 | 2 | 1 | 0 | 186 | 0 | 0 | 186 | 0 | 1 | 293 | 0 | 294 | 481 |
| 3:45 PM | 0 | 0 | 1 | 3 | 1 | 0 | 150 | 0 | 0 | 150 | 0 | 1 | 251 | 0 | 252 | 403 |
| Hourly Total | 0 | 0 | 6 | 6 | 6 | 0 | 656 | 3 | 0 | 659 | 0 | 3 | 979 | 0 | 982 | 1647 |
| Grand Total | 0 | 11 | 22 | 19 | 33 | 0 | 3661 | 15 | 0 | 3676 | 0 | 14 | 3277 | 0 | 3291 | 7000 |
| Approach % | 0.0 | 33.3 | 66.7 | - | - | 0.0 | 99.6 | 0.4 | - | - | 0.0 | 0.4 | 99.6 | - | - | - |
| Total % | 0.0 | 0.2 | 0.3 | - | 0.5 | 0.0 | 52.3 | 0.2 | - | 52.5 | 0.0 | 0.2 | 46.8 | - | 47.0 | - |
| Lights | 0 | 11 | 22 | - | 33 | 0 | 3575 | 15 | - | 3590 | 0 | 14 | 3181 | - | 3195 | 6818 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 97.7 | 100.0 | - | 97.7 | - | 100.0 | 97.1 | - | 97.1 | 97.4 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 9 | 0 | - | 9 | 0 | 0 | 13 | - | 13 | 22 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.4 | - | 0.4 | 0.3 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 42 | 0 | - | 42 | 0 | 0 | 44 | - | 44 | 86 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 1.1 | 0.0 | - | 1.1 | - | 0.0 | 1.3 | - | 1.3 | 1.2 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 31 | 0 | - | 31 | 0 | 0 | 37 | - | 37 | 68 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.8 | 0.0 | - | 0.8 | - | 0.0 | 1.1 | - | 1.1 | 1.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 2 | - | 2 | 6 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.1 | - | 0.1 | 0.1 |
| Pedestrians | - | - | - | 19 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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

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

Count Name: Belmont Road with Ashley Court
Site Code:
Start Date: 09/20/2020


# Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Ashley Court Westbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | Int. Total |
| 11:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 102 | 0 | 0 | 102 | 0 | 1 | 89 | 0 | 90 | 193 |
| 11:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 103 | 1 | 0 | 104 | 0 | 1 | 113 | 0 | 114 | 220 |
| 11:30 AM | 0 | 0 | 3 | 1 | 3 | 0 | 124 | 2 | 0 | 126 | 0 | 0 | 120 | 0 | 120 | 249 |
| 11:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 130 | 0 | 0 | 130 | 0 | 2 | 120 | 0 | 122 | 253 |
| Total | 0 | 3 | 4 | 1 | 7 | 0 | 459 | 3 | 0 | 462 | 0 | 4 | 442 | 0 | 446 | 915 |
| Approach % | 0.0 | 42.9 | 57.1 | - | - | 0.0 | 99.4 | 0.6 | - | - | 0.0 | 0.9 | 99.1 | - | - | - |
| Total % | 0.0 | 0.3 | 0.4 | - | 0.8 | 0.0 | 50.2 | 0.3 | - | 50.5 | 0.0 | 0.4 | 48.3 | - | 48.7 | - |
| PHF | 0.000 | 0.375 | 0.333 | - | 0.583 | 0.000 | 0.883 | 0.375 | - | 0.888 | 0.000 | 0.500 | 0.921 | - | 0.914 | 0.904 |
| Lights | 0 | 3 | 4 | - | 7 | 0 | 456 | 3 | - | 459 | 0 | 4 | 441 | - | 445 | 911 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 99.3 | 100.0 | - | 99.4 | - | 100.0 | 99.8 | - | 99.8 | 99.6 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | - | 1 | 2 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.2 | - | 0.2 | 0.2 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | - | 0 | 2 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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9575 W. Higgins Rd., Suite 400

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

Count Name: Belmont Road with Ashley Court
Site Code:
Start Date: 09/20/2020
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# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Ashley Court Westbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 248 | 0 | 0 | 248 | 0 | 1 | 123 | 0 | 124 | 373 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 241 | 2 | 0 | 243 | 0 | 2 | 106 | 0 | 108 | 352 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 225 | 0 | 0 | 225 | 0 | 0 | 93 | 0 | 93 | 319 |
| 8:15 AM | 0 | 1 | 1 | 0 | 2 | 0 | 164 | 1 | 0 | 165 | 0 | 0 | 101 | 0 | 101 | 268 |
| Total | 0 | 3 | 2 | 0 | 5 | 0 | 878 | 3 | 0 | 881 | 0 | 3 | 423 | 0 | 426 | 1312 |
| Approach % | 0.0 | 60.0 | 40.0 | - | - | 0.0 | 99.7 | 0.3 | - | - | 0.0 | 0.7 | 99.3 | - | - | - |
| Total % | 0.0 | 0.2 | 0.2 | - | 0.4 | 0.0 | 66.9 | 0.2 | - | 67.1 | 0.0 | 0.2 | 32.2 | - | 32.5 | - |
| PHF | 0.000 | 0.750 | 0.500 | - | 0.625 | 0.000 | 0.885 | 0.375 | - | 0.888 | 0.000 | 0.375 | 0.860 | - | 0.859 | 0.879 |
| Lights | 0 | 3 | 2 | - | 5 | 0 | 854 | 3 | - | 857 | 0 | 3 | 397 | - | 400 | 1262 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 97.3 | 100.0 | - | 97.3 | - | 100.0 | 93.9 | - | 93.9 | 96.2 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 2 | - | 2 | 5 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.5 | - | 0.5 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 13 | 0 | - | 13 | 0 | 0 | 11 | - | 11 | 24 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 1.5 | 0.0 | - | 1.5 | - | 0.0 | 2.6 | - | 2.6 | 1.8 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 12 | - | 12 | 20 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.9 | 0.0 | - | 0.9 | - | 0.0 | 2.8 | - | 2.8 | 1.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.2 | - | 0.2 | 0.1 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

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

Count Name: Belmont Road with Ashley Court
Site Code:
Start Date: 09/20/2020


# Turning Movement Peak Hour Data (3:00 PM)

| Start Time | Ashley Court Westbound | | | | | Belmont Road Northbound | | | | | Belmont Road Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | Int. Total |
| 3:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 157 | 2 | 0 | 159 | 0 | 0 | 252 | 0 | 252 | 412 |
| 3:15 PM | 0 | 0 | 3 | 1 | 3 | 0 | 163 | 1 | 0 | 164 | 0 | 1 | 183 | 0 | 184 | 351 |
| 3:30 PM | 0 | 0 | 1 | 2 | 1 | 0 | 186 | 0 | 0 | 186 | 0 | 1 | 293 | 0 | 294 | 481 |
| 3:45 PM | 0 | 0 | 1 | 3 | 1 | 0 | 150 | 0 | 0 | 150 | 0 | 1 | 251 | 0 | 252 | 403 |
| Total | 0 | 0 | 6 | 6 | 6 | 0 | 656 | 3 | 0 | 659 | 0 | 3 | 979 | 0 | 982 | 1647 |
| Approach % | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 99.5 | 0.5 | - | - | 0.0 | 0.3 | 99.7 | - | - | - |
| Total % | 0.0 | 0.0 | 0.4 | - | 0.4 | 0.0 | 39.8 | 0.2 | - | 40.0 | 0.0 | 0.2 | 59.4 | - | 59.6 | - |
| PHF | 0.000 | 0.000 | 0.500 | - | 0.500 | 0.000 | 0.882 | 0.375 | - | 0.886 | 0.000 | 0.750 | 0.835 | - | 0.835 | 0.856 |
| Lights | 0 | 0 | 6 | - | 6 | 0 | 646 | 3 | - | 649 | 0 | 3 | 963 | - | 966 | 1621 |
| % Lights | - | - | 100.0 | - | 100.0 | - | 98.5 | 100.0 | - | 98.5 | - | 100.0 | 98.4 | - | 98.4 | 98.4 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 5 | - | 5 | 7 |
| % Buses | - | - | 0.0 | - | 0.0 | - | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.5 | - | 0.5 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 8 | - | 8 | 14 |
| % Single-Unit Trucks | - | - | 0.0 | - | 0.0 | - | 0.9 | 0.0 | - | 0.9 | - | 0.0 | 0.8 | - | 0.8 | 0.9 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 3 | - | 3 | 5 |
| % Articulated Trucks | - | - | 0.0 | - | 0.0 | - | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.3 | - | 0.3 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 6 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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

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

Count Name: Inverness Avenue with Access Drive
Site Code:
Start Date: 09/20/2020


# Turning Movement Data

| Start Time | Inverness Avenue Eastbound | | | | | Inverness Avenue Westbound | | | | | Access Drive Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 10:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 |
| 10:15 AM | 0 | 3 | 3 | 0 | 6 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 4 |
| 10:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 8 | 4 | 0 | 12 | 0 | 3 | 6 | 0 | 9 | 0 | 1 | 0 | 2 | 1 | 22 |
| 11:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 2 | 1 | 4 |
| 11:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 9 | 0 | 11 | 14 |
| Hourly Total | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 8 | 0 | 2 | 10 | 2 | 12 | 28 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 2 |
| 7:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 AM | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hourly Total | 0 | 11 | 0 | 0 | 11 | 0 | 2 | 7 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 20 |
| 8:00 AM | 0 | 6 | 2 | 0 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 12 |
| 8:15 AM | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 7 |
| 8:30 AM | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 8:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 12 | 4 | 0 | 16 | 0 | 2 | 4 | 0 | 6 | 0 | 1 | 4 | 0 | 5 | 27 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2:15 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2:45 PM | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 8 |
| Hourly Total | 0 | 11 | 2 | 0 | 13 | 0 | 2 | 12 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 27 |
| 3:00 PM | 0 | 4 | 1 | 0 | 5 | 0 | 1 | 4 | 0 | 5 | 0 | 2 | 2 | 0 | 4 | 14 |
| 3:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 13 |
| 3:30 PM | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:45 PM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hourly Total | 0 | 20 | 2 | 0 | 22 | 0 | 2 | 19 | 0 | 21 | 0 | 2 | 5 | 0 | 7 | 50 |
| 4:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 4:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 5 |
| 4:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 6 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hourly Total | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 16 |
| 5:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 2 | 1 | 6 |
| 5:15 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 |
| 5:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hourly Total | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 10 | 0 | 10 | 0 | 1 | 0 | 3 | 1 | 19 |
| Grand Total | 0 | 88 | 12 | 0 | 100 | 0 | 11 | 72 | 0 | 83 | 0 | 7 | 19 | 12 | 26 | 209 |
| Approach % | 0.0 | 88.0 | 12.0 | - | - | 0.0 | 13.3 | 86.7 | - | - | 0.0 | 26.9 | 73.1 | - | - | - |
| Total % | 0.0 | 42.1 | 5.7 | - | 47.8 | 0.0 | 5.3 | 34.4 | - | 39.7 | 0.0 | 3.3 | 9.1 | - | 12.4 | - |
| Lights | 0 | 84 | 9 | - | 93 | 0 | 10 | 70 | - | 80 | 0 | 6 | 19 | - | 25 | 198 |
| % Lights | - | 95.5 | 75.0 | - | 93.0 | - | 90.9 | 97.2 | - | 96.4 | - | 85.7 | 100.0 | - | 96.2 | 94.7 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 3 | 0 | - | 3 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 4 |
| % Single-Unit Trucks | - | 3.4 | 0.0 | - | 3.0 | - | 0.0 | 1.4 | - | 1.2 | - | 0.0 | 0.0 | - | 0.0 | 1.9 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 1 | 3 | - | 4 | 0 | 1 | 1 | - | 2 | 0 | 1 | 0 | - | 1 | 7 |
| % Bicycles on Road | - | 1.1 | 25.0 | - | 4.0 | - | 9.1 | 1.4 | - | 2.4 | - | 14.3 | 0.0 | - | 3.8 | 3.3 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 12 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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

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

Count Name: Inverness Avenue with Access Drive
Site Code:
Start Date: 09/20/2020


# Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Inverness Avenue Eastbound | | | | | Inverness Avenue Westbound | | | | | Access Drive Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 11:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 2 | 1 | 4 |
| 11:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 9 | 0 | 11 | 14 |
| Total | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 8 | 0 | 2 | 10 | 2 | 12 | 28 |
| Approach % | 0.0 | 100.0 | 0.0 | - | - | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 16.7 | 83.3 | - | - | - |
| Total % | 0.0 | 28.6 | 0.0 | - | 28.6 | 0.0 | 0.0 | 28.6 | - | 28.6 | 0.0 | 7.1 | 35.7 | - | 42.9 | - |
| PHF | 0.000 | 0.667 | 0.000 | - | 0.667 | 0.000 | 0.000 | 0.400 | - | 0.400 | 0.000 | 0.250 | 0.278 | - | 0.273 | 0.500 |
| Lights | 0 | 7 | 0 | - | 7 | 0 | 0 | 8 | - | 8 | 0 | 2 | 10 | - | 12 | 27 |
| % Lights | - | 87.5 | - | - | 87.5 | - | - | 100.0 | - | 100.0 | - | 100.0 | 100.0 | - | 100.0 | 96.4 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | - | - | 0.0 | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Single-Unit Trucks | - | 0.0 | - | - | 0.0 | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | - | - | 0.0 | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 12.5 | - | - | 12.5 | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 3.6 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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

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

Count Name: Inverness Avenue with Access Drive
Site Code:
Start Date: 09/20/2020


# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Inverness Avenue Eastbound | | | | | Inverness Avenue Westbound | | | | | Access Drive Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 AM | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 AM | 0 | 6 | 2 | 0 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 12 |
| 8:15 AM | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 7 |
| Total | 0 | 16 | 3 | 0 | 19 | 0 | 4 | 8 | 0 | 12 | 0 | 1 | 3 | 0 | 4 | 35 |
| Approach % | 0.0 | 84.2 | 15.8 | - | - | 0.0 | 33.3 | 66.7 | - | - | 0.0 | 25.0 | 75.0 | - | - | - |
| Total % | 0.0 | 45.7 | 8.6 | - | 54.3 | 0.0 | 11.4 | 22.9 | - | 34.3 | 0.0 | 2.9 | 8.6 | - | 11.4 | - |
| PHF | 0.000 | 0.667 | 0.375 | - | 0.594 | 0.000 | 1.000 | 0.667 | - | 0.750 | 0.000 | 0.250 | 0.375 | - | 0.500 | 0.729 |
| Lights | 0 | 14 | 3 | - | 17 | 0 | 4 | 7 | - | 11 | 0 | 1 | 3 | - | 4 | 32 |
| % Lights | - | 87.5 | 100.0 | - | 89.5 | - | 100.0 | 87.5 | - | 91.7 | - | 100.0 | 100.0 | - | 100.0 | 91.4 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Single-Unit Trucks | - | 12.5 | 0.0 | - | 10.5 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 5.7 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 12.5 | - | 8.3 | - | 0.0 | 0.0 | - | 0.0 | 2.9 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

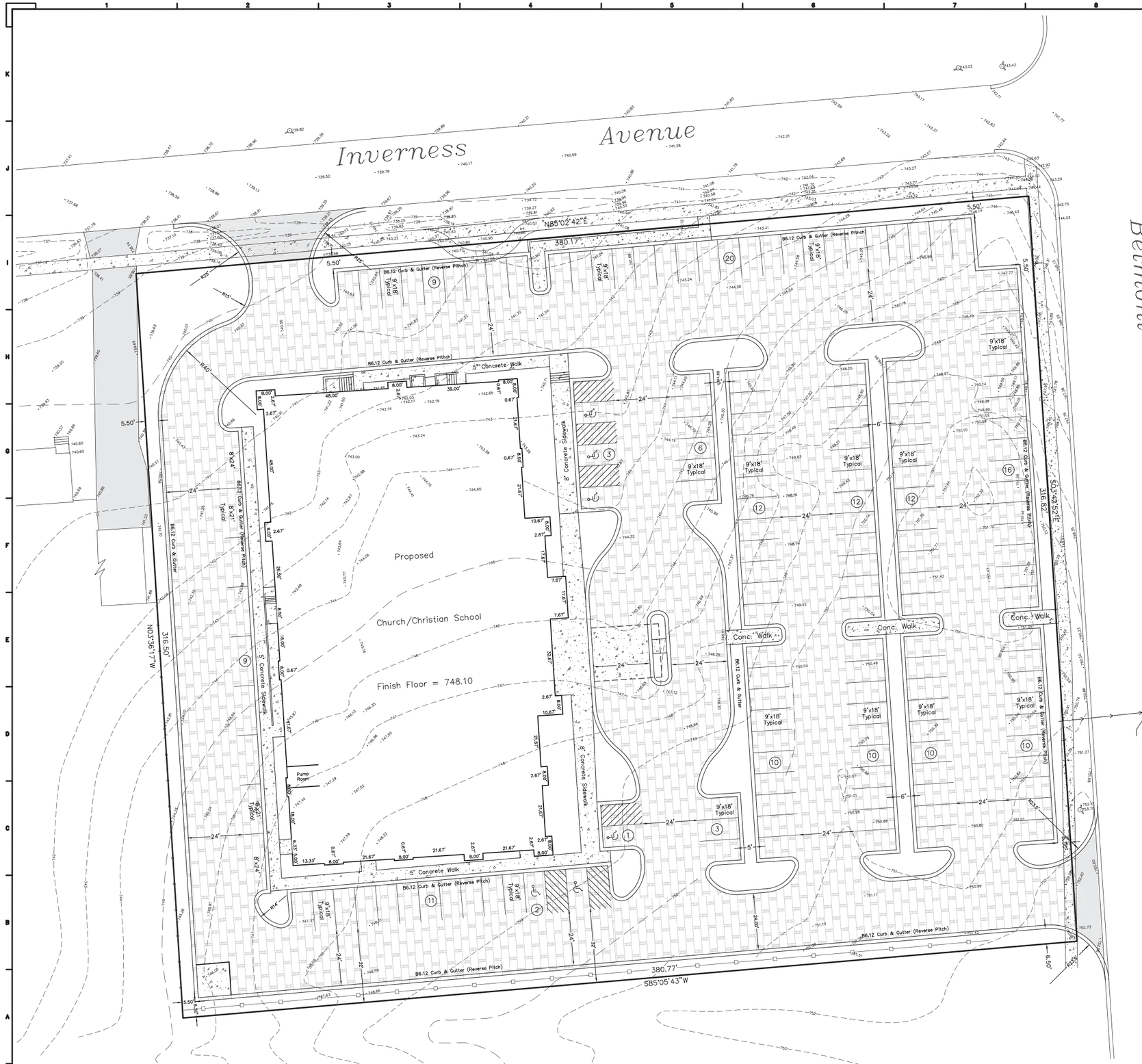
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Inverness Avenue with Access Drive
Site Code:
Start Date: 09/20/2020


# Turning Movement Peak Hour Data (3:00 PM)

| Start Time | Inverness Avenue Eastbound | | | | | Inverness Avenue Westbound | | | | | Access Drive Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 3:00 PM | 0 | 4 | 1 | 0 | 5 | 0 | 1 | 4 | 0 | 5 | 0 | 2 | 2 | 0 | 4 | 14 |
| 3:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 13 |
| 3:30 PM | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 3:45 PM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 20 | 2 | 0 | 22 | 0 | 2 | 19 | 0 | 21 | 0 | 2 | 5 | 0 | 7 | 50 |
| Approach % | 0.0 | 90.9 | 9.1 | - | - | 0.0 | 9.5 | 90.5 | - | - | 0.0 | 28.6 | 71.4 | - | - | - |
| Total % | 0.0 | 40.0 | 4.0 | - | 44.0 | 0.0 | 4.0 | 38.0 | - | 42.0 | 0.0 | 4.0 | 10.0 | - | 14.0 | - |
| PHF | 0.000 | 0.625 | 0.500 | - | 0.688 | 0.000 | 0.500 | 0.792 | - | 0.750 | 0.000 | 0.250 | 0.417 | - | 0.438 | 0.893 |
| Lights | 0 | 20 | 1 | - | 21 | 0 | 2 | 19 | - | 21 | 0 | 2 | 5 | - | 7 | 49 |
| % Lights | - | 100.0 | 50.0 | - | 95.5 | - | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 100.0 | - | 100.0 | 98.0 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 50.0 | - | 4.5 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 2.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

# Site Plan




GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

## Parking Data

| | |
|---|---|
| Maximum Capacity (Church) = 400 (Religious Assembly) 1 space per 4 occupants | 100 spaces |
| Maximum (Elementary/Junior High) Student Capacity = 50 (Elementary/Junior High) 0.10 spaces per student | 5 spaces |
| Maximum (Senior High) Student Capacity = 50 (Senior High) 0.30 spaces per student | 15 spaces |
| Maximum Preschool area = 7,000 sq.ft. (preschool) 2 spaces per 1000sq.ft. | 14 spaces |
| drop off pick up 2 spaces per 1000sq.ft. | 7 spaces |
| Maximum Office area = 3,000 sq.ft. (Office) 3 spaces per 1000sq.ft. | 9 spaces |
| Total required parking | 150 spaces |
| Provided Parking = 6 ADA & 150 = 156 spaces | |

## Site Data

| | |
|---|---|
| Proposed Zoning | INP-1 |
| Proposed Use | Church/Christian School |
| Total Lot Area | 120,450 sq.ft., 2.7651 Acres |
| Proposed Church/School Building | 22,574 sq.ft. |
| Proposed Total Building Coverage | 23,632 sq.ft. = 19.62% |

The religious assembly traffic occurs on Sundays only, with arrival between 10–11 am and departure between 12–1pm
The elementary/junior high/senior high traffic is weekdays, with arrival between 8–9am and departing between 3–4pm
The preschool traffic is weekdays, with arrivals between 6–9am and departure between 3–6pm
The office traffic is weekdays, with arrivals between 6–9am and departing between 3–6pm.

Rynear & Son, Inc.
Consulting Engineers
Professional Design Firm
Licenses No. 184–004637

595 BUTTONWOOD CIRCLE
NAPERVILLE, ILLINOIS 60540

(630) 355–9889 PHONE
(630) 355–5362 FAX

ISSUE:

| # | Date | Description |
|---|---|---|
| 1 | 06–22–20 | Per VODG review email 3–10–20 |
| 2 | 09–09–20 | Per VODG meeting 09–04–20 |

PROJECT:
**BELMONT BIBLE CHURCH**
**5430 Belmont Road**
**Downers Grove, Illinois**

OWNER:
**Belmont Bible Church**
**Pastor Mark Moore**
**5430 Belmont Road**
**Downers Grove, IL 60515**
**(630) 347-4161**

| | |
|---|---|
| Date: | |
| Design/Drawn: | WAR |
| Approved: | CWR |
| Book No.: | - |
| File No.: | - |

SHEET TITLE:
**Site Plan**

SHEET NUMBER:
**SP-1**

SHEET 1 OF

Project No.: 20-7992

# CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

September 30, 2020

Brendan S. May
Senior Consultant
Kenig, Lingren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

***Subject: Belmont Road @ Inverness Avenue***
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated September 28, 2020, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current Volumes | Year 2050 ADT |
|---|---|---|
| Belmont Rd, @ Inverness Ave | 22,000 | 24,800 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Quigley (IDOT)
2020_TrafficForecast\DownersGrove\du-35-20\du-35-20.docx

# Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

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

Source: *Highway Capacity Manual*, 2010.

# Capacity Analysis Summary Reports

## Weekday Morning Peak Hour – Existing Conditions

HCM 6th TWSC
1: Belmont Road & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 11 | 6 | 950 | 485 | 7 |
| Future Vol, veh/h | 10 | 11 | 6 | 950 | 485 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 20 | 0 | 2 | 6 | 0 |
| Mvmt Flow | 12 | 13 | 7 | 1105 | 564 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1135 | 286 | 572 | 0 | - | 0 |
| Stage 1 | 568 | - | - | - | - | - |
| Stage 2 | 567 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 7.3 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.5 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 199 | 660 | 1011 | - | - | - |
| Stage 1 | 536 | - | - | - | - | - |
| Stage 2 | 537 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 195 | 660 | 1011 | - | - | - |
| Mov Cap-2 Maneuver | 195 | - | - | - | - | - |
| Stage 1 | 526 | - | - | - | - | - |
| Stage 2 | 537 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.6 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1011 | - | 309 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.079 | - | - |
| HCM Control Delay (s) | 8.6 | 0.1 | 17.6 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

HCM 6th TWSC
2: Belmont Road & Howard Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 21 | 943 | 2 | 4 | 492 |
| Future Vol, veh/h | 2 | 21 | 943 | 2 | 4 | 492 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 2 | 25 | 1123 | 2 | 5 | 586 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1427 | 563 | 0 | 0 | 1125 | 0 |
| Stage 1 | 1124 | - | - | - | - | - |
| Stage 2 | 303 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 128 | 475 | - | - | 628 | - |
| Stage 1 | 276 | - | - | - | - | - |
| Stage 2 | 729 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 126 | 475 | - | - | 628 | - |
| Mov Cap-2 Maneuver | 126 | - | - | - | - | - |
| Stage 1 | 276 | - | - | - | - | - |
| Stage 2 | 720 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.1 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 383 | 628 | - |
| HCM Lane V/C Ratio | - | - | 0.071 | 0.008 | - |
| HCM Control Delay (s) | - | - | 15.1 | 10.8 | 0.1 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |

HCM 6th TWSC
3: Belmont Road & Ashley Court 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 2 | 954 | 3 | 3 | 493 |
| Future Vol, veh/h | 3 | 2 | 954 | 3 | 3 | 493 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 3 | 2 | 1084 | 3 | 3 | 560 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1372 | 544 | 0 | 0 | 1087 | 0 |
| Stage 1 | 1086 | - | - | - | - | - |
| Stage 2 | 286 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 140 | 488 | - | - | 649 | - |
| Stage 1 | 289 | - | - | - | - | - |
| Stage 2 | 743 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 139 | 488 | - | - | 649 | - |
| Mov Cap-2 Maneuver | 139 | - | - | - | - | - |
| Stage 1 | 289 | - | - | - | - | - |
| Stage 2 | 738 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 24 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 195 | 649 | - |
| HCM Lane V/C Ratio | - | - | 0.029 | 0.005 | - |
| HCM Control Delay (s) | - | - | 24 | 10.6 | 0 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

# Capacity Analysis Summary Reports

## Weekday Afternoon Peak Hour – Existing Conditions

HCM 6th TWSC
1: Belmont Road & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 22 | 15 | 703 | 1046 | 8 |
| Future Vol, veh/h | 5 | 22 | 15 | 703 | 1046 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 2 | 0 |
| Mvmt Flow | 5 | 24 | 16 | 773 | 1149 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1573 | 579 | 1158 | 0 | - | 0 |
| Stage 1 | 1154 | - | - | - | - | - |
| Stage 2 | 419 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 103 | 463 | 611 | - | - | - |
| Stage 1 | 267 | - | - | - | - | - |
| Stage 2 | 638 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 98 | 463 | 611 | - | - | - |
| Mov Cap-2 Maneuver | 98 | - | - | - | - | - |
| Stage 1 | 255 | - | - | - | - | - |
| Stage 2 | 638 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 19.7 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 611 | - | 274 | - | - |
| HCM Lane V/C Ratio | 0.027 | - | 0.108 | - | - |
| HCM Control Delay (s) | 11.1 | 0.2 | 19.7 | - | - |
| HCM Lane LOS | B | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | - |

HCM 6th TWSC
2: Belmont Road & Howard Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 10 | 705 | 2 | 10 | 1057 |
| Future Vol, veh/h | 0 | 10 | 705 | 2 | 10 | 1057 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 11 | 2 |
| Mvmt Flow | 0 | 12 | 820 | 2 | 12 | 1229 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1460 | 411 | 0 | 0 | 822 | 0 |
| Stage 1 | 821 | - | - | - | - | - |
| Stage 2 | 639 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.32 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.31 | - |
| Pot Cap-1 Maneuver | 122 | 596 | - | - | 748 | - |
| Stage 1 | 398 | - | - | - | - | - |
| Stage 2 | 493 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 116 | 596 | - | - | 748 | - |
| Mov Cap-2 Maneuver | 116 | - | - | - | - | - |
| Stage 1 | 398 | - | - | - | - | - |
| Stage 2 | 468 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.2 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 596 | 748 | - |
| HCM Lane V/C Ratio | - | - | 0.02 | 0.016 | - |
| HCM Control Delay (s) | - | - | 11.2 | 9.9 | 0.2 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

HCM 6th TWSC
3: Belmont Road & Ashley Court 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 6 | 712 | 3 | 3 | 1065 |
| Future Vol, veh/h | 0 | 6 | 712 | 3 | 3 | 1065 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 7 | 828 | 3 | 3 | 1238 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1455 | 416 | 0 | 0 | 831 | 0 |
| Stage 1 | 830 | - | - | - | - | - |
| Stage 2 | 625 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 123 | 591 | - | - | 810 | - |
| Stage 1 | 394 | - | - | - | - | - |
| Stage 2 | 501 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 122 | 591 | - | - | 810 | - |
| Mov Cap-2 Maneuver | 122 | - | - | - | - | - |
| Stage 1 | 394 | - | - | - | - | - |
| Stage 2 | 495 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.2 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 591 | 810 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | 0.004 | - |
| HCM Control Delay (s) | - | - | 11.2 | 9.5 | 0.1 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

# Capacity Analysis Summary Reports

## Sunday Mid-Morning Peak Hour – Existing Conditions

HCM 6th TWSC
1: Belmont Road & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 14 | 2 | 532 | 468 | 7 |
| Future Vol, veh/h | 5 | 14 | 2 | 532 | 468 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 6 | 16 | 2 | 591 | 520 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 824 | 264 | 528 | 0 | - | 0 |
| Stage 1 | 524 | - | - | - | - | - |
| Stage 2 | 300 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 315 | 741 | 1049 | - | - | - |
| Stage 1 | 564 | - | - | - | - | - |
| Stage 2 | 731 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 314 | 741 | 1049 | - | - | - |
| Mov Cap-2 Maneuver | 314 | - | - | - | - | - |
| Stage 1 | 562 | - | - | - | - | - |
| Stage 2 | 731 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.9 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1049 | - | 546 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.039 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 11.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

HCM 6th TWSC
2: Belmont Road & Howard Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 8 | 522 | 3 | 3 | 491 |
| Future Vol, veh/h | 2 | 8 | 522 | 3 | 3 | 491 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 1 | 0 | 0 | 1 |
| Mvmt Flow | 2 | 9 | 593 | 3 | 3 | 558 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 880 | 298 | 0 | 0 | 596 | 0 |
| Stage 1 | 595 | - | - | - | - | - |
| Stage 2 | 285 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 290 | 704 | - | - | 990 | - |
| Stage 1 | 519 | - | - | - | - | - |
| Stage 2 | 744 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 289 | 704 | - | - | 990 | - |
| Mov Cap-2 Maneuver | 289 | - | - | - | - | - |
| Stage 1 | 519 | - | - | - | - | - |
| Stage 2 | 741 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.7 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 547 | 990 | - |
| HCM Lane V/C Ratio | - | - | 0.021 | 0.003 | - |
| HCM Control Delay (s) | - | - | 11.7 | 8.6 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

HCM 6th TWSC
3: Belmont Road & Ashley Court 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 4 | 530 | 3 | 4 | 478 |
| Future Vol, veh/h | 3 | 4 | 530 | 3 | 4 | 478 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 1 | 0 | 0 | 1 |
| Mvmt Flow | 3 | 4 | 589 | 3 | 4 | 531 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 865 | 296 | 0 | 0 | 592 | 0 |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 274 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 297 | 706 | - | - | 994 | - |
| Stage 1 | 522 | - | - | - | - | - |
| Stage 2 | 753 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 295 | 706 | - | - | 994 | - |
| Mov Cap-2 Maneuver | 295 | - | - | - | - | - |
| Stage 1 | 522 | - | - | - | - | - |
| Stage 2 | 748 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.3 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 442 | 994 | - |
| HCM Lane V/C Ratio | - | - | 0.018 | 0.004 | - |
| HCM Control Delay (s) | - | - | 13.3 | 8.6 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

# Capacity Analysis Summary Reports

## Weekday Morning Peak Hour – Projected Conditions

HCM 6th TWSC
1: Belmont Road & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 14 | 6 | 983 | 509 | 21 |
| Future Vol, veh/h | 17 | 14 | 6 | 983 | 509 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 20 | 0 | 2 | 6 | 0 |
| Mvmt Flow | 20 | 16 | 7 | 1143 | 592 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1190 | 308 | 616 | 0 | - | 0 |
| Stage 1 | 604 | - | - | - | - | - |
| Stage 2 | 586 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 7.3 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.5 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 183 | 637 | 974 | - | - | - |
| Stage 1 | 514 | - | - | - | - | - |
| Stage 2 | 525 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 179 | 637 | 974 | - | - | - |
| Mov Cap-2 Maneuver | 179 | - | - | - | - | - |
| Stage 1 | 504 | - | - | - | - | - |
| Stage 2 | 525 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 20.7 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 974 | - | 265 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.136 | - | - |
| HCM Control Delay (s) | 8.7 | 0.1 | 20.7 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

HCM 6th TWSC
2: Belmont Road & Howard Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 25 | 1008 | 2 | 7 | 533 |
| Future Vol, veh/h | 2 | 25 | 1008 | 2 | 7 | 533 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 2 | 30 | 1200 | 2 | 8 | 635 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1535 | 601 | 0 | 0 | 1202 | 0 |
| Stage 1 | 1201 | - | - | - | - | - |
| Stage 2 | 334 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 109 | 448 | - | - | 588 | - |
| Stage 1 | 252 | - | - | - | - | - |
| Stage 2 | 703 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 107 | 448 | - | - | 588 | - |
| Mov Cap-2 Maneuver | 107 | - | - | - | - | - |
| Stage 1 | 252 | - | - | - | - | - |
| Stage 2 | 688 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.9 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 362 | 588 | - |
| HCM Lane V/C Ratio | - | - | 0.089 | 0.014 | - |
| HCM Control Delay (s) | - | - | 15.9 | 11.2 | 0.1 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | - |

HCM 6th TWSC
3: Belmont Road & Ashley Court 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 2 | 987 | 3 | 3 | 520 |
| Future Vol, veh/h | 3 | 2 | 987 | 3 | 3 | 520 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 3 | 2 | 1122 | 3 | 3 | 591 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1426 | 563 | 0 | 0 | 1125 | 0 |
| Stage 1 | 1124 | - | - | - | - | - |
| Stage 2 | 302 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 129 | 475 | - | - | 628 | - |
| Stage 1 | 276 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 128 | 475 | - | - | 628 | - |
| Mov Cap-2 Maneuver | 128 | - | - | - | - | - |
| Stage 1 | 276 | - | - | - | - | - |
| Stage 2 | 725 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 25.5 | 0 | 0.1 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 181 | 628 | - |
| HCM Lane V/C Ratio | - | - | 0.031 | 0.005 | - |
| HCM Control Delay (s) | - | - | 25.5 | 10.8 | 0 |
| HCM Lane LOS | - | - | D | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

HCM 6th TWSC
4: Belmont Road & Church Access Drive 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 32 | 57 | 976 | 508 | 15 |
| Future Vol, veh/h | 14 | 32 | 57 | 976 | 508 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 16 | 37 | 66 | 1135 | 591 | 17 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1300 | 304 | 608 | 0 | - | 0 |
| Stage 1 | 600 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.23 | - | - | - |
| Pot Cap-1 Maneuver | 155 | 698 | 960 | - | - | - |
| Stage 1 | 516 | - | - | - | - | - |
| Stage 2 | 459 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 126 | 698 | 960 | - | - | - |
| Mov Cap-2 Maneuver | 126 | - | - | - | - | - |
| Stage 1 | 420 | - | - | - | - | - |
| Stage 2 | 459 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 20 | 1.3 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 960 | - | 293 | - | - |
| HCM Lane V/C Ratio | 0.069 | - | 0.183 | - | - |
| HCM Control Delay (s) | 9 | 0.8 | 20 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.7 | - | - |

HCM 6th TWSC
5: Church Access Drive & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 7 | 18 | 9 | 4 | 13 |
| Future Vol, veh/h | 18 | 7 | 18 | 9 | 4 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 13 | 16 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 25 | 10 | 25 | 12 | 5 | 18 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 35 | 0 | 92 | 30 |
| Stage 1 | - | - | - | - | 30 | - |
| Stage 2 | - | - | - | - | 62 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1589 | - | 913 | 1050 |
| Stage 1 | - | - | - | - | 998 | - |
| Stage 2 | - | - | - | - | 966 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1589 | - | 898 | 1050 |
| Mov Cap-2 Maneuver | - | - | - | - | 898 | - |
| Stage 1 | - | - | - | - | 998 | - |
| Stage 2 | - | - | - | - | 951 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4.9 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1010 | - | - | 1589 | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.016 | - |
| HCM Control Delay (s) | 8.6 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

# Capacity Analysis Summary Reports

## Weekday Afternoon Peak Hour – Projected Conditions

HCM 6th TWSC
1: Belmont Road & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 28 | 15 | 740 | 1080 | 20 |
| Future Vol, veh/h | 16 | 28 | 15 | 740 | 1080 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 2 | 0 |
| Mvmt Flow | 18 | 31 | 16 | 813 | 1187 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1637 | 605 | 1209 | 0 | - | 0 |
| Stage 1 | 1198 | - | - | - | - | - |
| Stage 2 | 439 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 93 | 446 | 584 | - | - | - |
| Stage 1 | 253 | - | - | - | - | - |
| Stage 2 | 623 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 88 | 446 | 584 | - | - | - |
| Mov Cap-2 Maneuver | 88 | - | - | - | - | - |
| Stage 1 | 240 | - | - | - | - | - |
| Stage 2 | 623 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 32.2 | 0.5 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 584 | - | 180 | - | - |
| HCM Lane V/C Ratio | 0.028 | - | 0.269 | - | - |
| HCM Control Delay (s) | 11.3 | 0.3 | 32.2 | - | - |
| HCM Lane LOS | B | A | D | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 1 | - | - |

HCM 6th TWSC
2: Belmont Road & Howard Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 13 | 759 | 2 | 14 | 1130 |
| Future Vol, veh/h | 0 | 13 | 759 | 2 | 14 | 1130 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 11 | 2 |
| Mvmt Flow | 0 | 15 | 883 | 2 | 16 | 1314 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1573 | 443 | 0 | 0 | 885 | 0 |
| Stage 1 | 884 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.32 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.31 | - |
| Pot Cap-1 Maneuver | 103 | 568 | - | - | 706 | - |
| Stage 1 | 369 | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 94 | 568 | - | - | 706 | - |
| Mov Cap-2 Maneuver | 94 | - | - | - | - | - |
| Stage 1 | 369 | - | - | - | - | - |
| Stage 2 | 426 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.5 | 0 | 0.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 568 | 706 | - |
| HCM Lane V/C Ratio | - | - | 0.027 | 0.023 | - |
| HCM Control Delay (s) | - | - | 11.5 | 10.2 | 0.4 |
| HCM Lane LOS | - | - | B | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

HCM 6th TWSC
3: Belmont Road & Ashley Court 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 6 | 749 | 3 | 3 | 1105 |
| Future Vol, veh/h | 0 | 6 | 749 | 3 | 3 | 1105 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 3 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 7 | 871 | 3 | 3 | 1285 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1525 | 440 | 0 | 0 | 877 | 0 |
| Stage 1 | 876 | - | - | - | - | - |
| Stage 2 | 649 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 111 | 570 | - | - | 779 | - |
| Stage 1 | 373 | - | - | - | - | - |
| Stage 2 | 487 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 109 | 568 | - | - | 777 | - |
| Mov Cap-2 Maneuver | 109 | - | - | - | - | - |
| Stage 1 | 372 | - | - | - | - | - |
| Stage 2 | 481 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.4 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 568 | 777 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | 0.004 | - |
| HCM Control Delay (s) | - | - | 11.4 | 9.7 | 0.1 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

HCM 6th TWSC
4: Belmont Road & Church Access Drive 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 51 | 43 | 729 | 1093 | 12 |
| Future Vol, veh/h | 23 | 51 | 43 | 729 | 1093 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 2 |
| Mvmt Flow | 27 | 59 | 50 | 848 | 1271 | 14 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1802 | 643 | 1285 | 0 | - | 0 |
| Stage 1 | 1278 | - | - | - | - | - |
| Stage 2 | 524 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 72 | 421 | 536 | - | - | - |
| Stage 1 | 229 | - | - | - | - | - |
| Stage 2 | 564 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 59 | 421 | 536 | - | - | - |
| Mov Cap-2 Maneuver | 59 | - | - | - | - | - |
| Stage 1 | 189 | - | - | - | - | - |
| Stage 2 | 564 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 60.8 | 1.6 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 536 | - | 145 | - | - |
| HCM Lane V/C Ratio | 0.093 | - | 0.593 | - | - |
| HCM Control Delay (s) | 12.4 | 1 | 60.8 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 3.1 | - | - |

HCM 6th TWSC
5: Church Access Drive & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 6 | 14 | 21 | 7 | 22 |
| Future Vol, veh/h | 22 | 6 | 14 | 21 | 7 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 25 | 7 | 16 | 24 | 8 | 25 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 32 | 0 | 85 | 29 |
| Stage 1 | - | - | - | - | 29 | - |
| Stage 2 | - | - | - | - | 56 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1593 | - | 921 | 1052 |
| Stage 1 | - | - | - | - | 999 | - |
| Stage 2 | - | - | - | - | 972 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1593 | - | 912 | 1052 |
| Mov Cap-2 Maneuver | - | - | - | - | 912 | - |
| Stage 1 | - | - | - | - | 999 | - |
| Stage 2 | - | - | - | - | 962 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.9 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1014 | - | - | 1593 | - |
| HCM Lane V/C Ratio | 0.032 | - | - | 0.01 | - |
| HCM Control Delay (s) | 8.7 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

# Capacity Analysis Summary Reports

## Sunday Mid-Morning Peak Hour – Projected Conditions

HCM 6th TWSC
1: Belmont Road & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 18 | 2 | 557 | 493 | 22 |
| Future Vol, veh/h | 12 | 18 | 2 | 557 | 493 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 13 | 20 | 2 | 619 | 548 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 874 | 286 | 572 | 0 | - | 0 |
| Stage 1 | 560 | - | - | - | - | - |
| Stage 2 | 314 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 293 | 717 | 1011 | - | - | - |
| Stage 1 | 541 | - | - | - | - | - |
| Stage 2 | 720 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 292 | 717 | 1011 | - | - | - |
| Mov Cap-2 Maneuver | 292 | - | - | - | - | - |
| Stage 1 | 539 | - | - | - | - | - |
| Stage 2 | 720 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1011 | - | 453 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.074 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 13.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

HCM 6th TWSC
2: Belmont Road & Howard Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 13 | 580 | 3 | 6 | 535 |
| Future Vol, veh/h | 2 | 13 | 580 | 3 | 6 | 535 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 1 | 0 | 0 | 1 |
| Mvmt Flow | 2 | 15 | 659 | 3 | 7 | 608 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 979 | 331 | 0 | 0 | 662 | 0 |
| Stage 1 | 661 | - | - | - | - | - |
| Stage 2 | 318 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 251 | 671 | - | - | 936 | - |
| Stage 1 | 481 | - | - | - | - | - |
| Stage 2 | 716 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 248 | 671 | - | - | 936 | - |
| Mov Cap-2 Maneuver | 248 | - | - | - | - | - |
| Stage 1 | 481 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.8 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 547 | 936 | - |
| HCM Lane V/C Ratio | - | - | 0.031 | 0.007 | - |
| HCM Control Delay (s) | - | - | 11.8 | 8.9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

HCM 6th TWSC
3: Belmont Road & Ashley Court 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 4 | 555 | 3 | 4 | 507 |
| Future Vol, veh/h | 3 | 4 | 555 | 3 | 4 | 507 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 1 | 0 | 0 | 1 |
| Mvmt Flow | 3 | 4 | 617 | 3 | 4 | 563 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 909 | 310 | 0 | 0 | 620 | 0 |
| Stage 1 | 619 | - | - | - | - | - |
| Stage 2 | 290 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 278 | 692 | - | - | 970 | - |
| Stage 1 | 505 | - | - | - | - | - |
| Stage 2 | 740 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 276 | 692 | - | - | 970 | - |
| Mov Cap-2 Maneuver | 276 | - | - | - | - | - |
| Stage 1 | 505 | - | - | - | - | - |
| Stage 2 | 736 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.7 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 420 | 970 | - |
| HCM Lane V/C Ratio | - | - | 0.019 | 0.005 | - |
| HCM Control Delay (s) | - | - | 13.7 | 8.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

HCM 6th TWSC
4: Belmont Road & Church Access Drive 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 46 | 52 | 541 | 495 | 15 |
| Future Vol, veh/h | 17 | 46 | 52 | 541 | 495 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 19 | 52 | 58 | 608 | 556 | 17 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 985 | 287 | 573 | 0 | - | 0 |
| Stage 1 | 565 | - | - | - | - | - |
| Stage 2 | 420 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.23 | - | - | - |
| Pot Cap-1 Maneuver | 249 | 716 | 989 | - | - | - |
| Stage 1 | 538 | - | - | - | - | - |
| Stage 2 | 637 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 227 | 716 | 989 | - | - | - |
| Mov Cap-2 Maneuver | 227 | - | - | - | - | - |
| Stage 1 | 490 | - | - | - | - | - |
| Stage 2 | 637 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.4 | 1.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 989 | - | 453 | - | - |
| HCM Lane V/C Ratio | 0.059 | - | 0.156 | - | - |
| HCM Control Delay (s) | 8.9 | 0.3 | 14.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.5 | - | - |

HCM 6th TWSC
5: Church Access Drive & Inverness Avenue 09/30/2020

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 4 | 15 | 9 | 5 | 21 |
| Future Vol, veh/h | 9 | 4 | 15 | 9 | 5 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 50 | 50 | 50 | 50 | 50 | 50 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 18 | 8 | 30 | 18 | 10 | 42 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 26 | 0 | 100 | 22 |
| Stage 1 | - | - | - | - | 22 | - |
| Stage 2 | - | - | - | - | 78 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1601 | - | 904 | 1061 |
| Stage 1 | - | - | - | - | 1006 | - |
| Stage 2 | - | - | - | - | 950 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1601 | - | 887 | 1061 |
| Mov Cap-2 Maneuver | - | - | - | - | 887 | - |
| Stage 1 | - | - | - | - | 1006 | - |
| Stage 2 | - | - | - | - | 932 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 4.6 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1022 | - | - | 1601 | - |
| HCM Lane V/C Ratio | 0.051 | - | - | 0.019 | - |
| HCM Control Delay (s) | 8.7 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

December 7, 2020, 7:00 P.M.

**FILE 20-PLC-0014:** A petition seeking annexation, rezoning from B-2, General Retail Business, and R-1, Residential Detached House 1 to INP-1, Neighborhood-Scale Institutional and Public District and a special use for religious assembly use and private school. The property is located directly southwest of the intersection of Belmont Road and Inverness Avenue, commonly known as 5416, 5418, and 5430 Belmont Road, and 2097 Inverness Avenue, Downers Grove, IL. Petitioner and Owner, Belmont Bible Church.

Chairman Rickard swore in those individuals that would be speaking tonight.

Petitioner, Mark Moore, 5430 Belmont Road, Downers Grove explained the history of the church dating back to 1951, discussing its growth over the years, and the community outreach programs and services the church offered. He mentioned the parish's sister church (in Waukashaw, Wisconsin) had the same building as the one being proposed, using the same design firm. The current facility would be demolished and replaced with the proposed facility. Renderings of the new facility were depicted. The architectural design will encompass all sides of the building, not just the front façade.

Elevations of the building were then depicted noting the building height of the proposed facility from grade would be just over 30 feet. Floor plans followed: The first floor will be 22,000 sq. feet while the second floor will be roughed-in at 10,000 sq. feet until completed at a later time. The proposed site plan was also depicted, with Mr. Moore sharing that the north parking lot will be brick pavers, reducing the stormwater run-off. A depiction of the landscape plan followed with Mr. Moore stating the plan exceeds the Village's minimum landscaping requirements.

Per Mr. Moore, a neighborhood meeting was hosted last Monday (11/30) and questions from that meeting pertained to site drainage, whether the large tree in the right-of-way of Inverness Avenue would remain, and the maintenance of the current privacy fence along the southern property line moving forward. Mr. Moore explained those questions were answered: brick pavers will address the drainage, the tree will be removed but 12 new trees will be planted on Inverness Avenue, and the current privacy fence on the southern property line will be removed and replaced with a new six-foot fence to be installed directly on the property line. Finally, Mr. Moore reviewed each of the standards of approval for the petition in greater detail.

Chairman Rickard invited commissioner questions.

Per questions, Mr. Moore confirmed the second floor of the proposed facility would only be roughed-in. Further, he explained that the traffic study and parking requirements were taken into consideration for the second floor. As for the drainage being a prior issue, Mr. Moore was not aware of any current issues and only recalled the 100-year rainfall where everyone had issues. Asked why the traffic study was considering 200 students when the traffic table was listing 100, Mr. Moore explained he would have to review the traffic study again but said the numbers provided for the traffic study were the same as what he had for the site plan, i.e., the numbers were

for the worst case scenario, or a total of 150 preschool students and 100 students for the Christian School.

Additional questions included confirmation that the petitioner was combining all five lots into one lot of record, which Planning Manager Zawila confirmed the applicant would have to consolidate but it was not part of the commission's consideration tonight. He also added that the proposal conformed to the INP-1 District requirements (institutional zoning), while Planner Baldassari pointed out the proposal also met the requirements of the R5A District, as appropriate. Asked if the R5A District was the most restrictive, Planning Manager Zawila confirmed in the affirmative. Staff further confirmed the trash dumpster was located at the southwest corner of the property and Mr. Moore stated the material around the trash enclosure would be a different material around the pad with gates on the north side of the enclosure

Chairman Rickard opened up the public hearing to public comment.

Planning Manager Zawila read into the record the written comments from Peter Lazar (via email):

> *"I went to the neighborhood meeting for the redevelopment of the Belmont Bible Church on Monday night since I am a resident on a nearby property. Their plans have the removal of a 46" honeylocust tree located in the right-of-way. I find this disappointing as it is the largest tree on Inverness Avenue which it is located. When asked about this the Church responded that the Village has already approved removal of the tree. While I am disappointed that the street will be losing its largest right-of-way tree, my greater concern is the Church's landscaping plan is to replace this native tree with over a dozen right-of-way trees that are not native (mainly Japanese elms). Right-of-way trees are public, and the care that is put into them is a reflection of the residents of the Village, and requiring native trees be planted in public right-of-ways shows our community is environmentally friendly and forward thinking."*

In response to Mr. Lazar's comment about the petitioner receiving approval for removing the tree by the Village, Mr. Zawila confirmed that approval was not received and the Village Council would make the final decision.

Ms. Nancy Hoekstra relayed that the proposal will be an asset to the neighborhood.

Mr. Tim Emerson said he had good dialog with the church but inquired how close was the trash dumpster to the privacy fence to the west or south, which appeared closer to the current location.

Mr. Tom Talaga, 2218 Tamarack, asked when the completion of the 22,000 sq. foot area would be completed and when the 10,000 sq. foot area would be completed.

In response to the above questions, Mr. Moore explained the tree will be removed for parking but prior, he described how he had saved the tree when the Village was installing the public sidewalks about 10 years ago. Regarding the landscape plan, he was open to speaking to a botanist about planting more native trees. The location of the trash enclosure would have its own screening and be located several feet from the south property line. Details followed. The timeframe for the project was to begin as soon as possible in 2021 with an anticipated timeframe of 10 to 12 months for the initial construction. Finishing the second floor would depend on getting closer to the need for it, which he estimated a year or two year after the completion of the building.

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Chairman Rickard asked if the commissioners had further questions. None were voiced.

Development Planner Gabby Baldassari, reviewing her staff report, summarized the location of the site under consideration and noted the two buildings that were currently on the property – a residential structure along Inverness and the existing church along Belmont. Two parcels were currently annexed into the Village as B2 General Retail Business while the other three parcels were part of DuPage County. With the map amendment request, the entire five lots would be consolidated into one parcel and rezoned into INP-1.

Existing conditions on the site, along with the surrounding area, were pointed out on the slide. Curb cuts, sidewalk locations, and parking lot surface were noted. Elevations and height (30.5 feet) were referenced. Planner Baldassari relayed that the commissioners could direct the petitioner to work with the village arborist in choosing suitable parkway trees. However, it was noted that the plantings being proposed were on the village's approved planting list. Staff felt the proposal met the criteria, and Planner Baldassari referenced a draft motion in her report for commissioners to use, if desired.

Chairman Rickard invited commissioners to further comment or voice questions. A question regarding the parking being evaluated if the occupancy number increased over time was asked. Planner Baldassari explained the possible evaluation pertained to the future build-out of the second floor with a higher estimation of students. Should the student number be higher, there was a section in the zoning ordinance that allowed for a shared parking calculation. Details of that calculation were explained.

Asked if the zoning that was being requested had an impact on previous approvals this commission has seen in recent months, pertaining to zoning maps or text amendments, than what was allowed in the area as it related to marijuana dispensaries, Mr. Zawila indicated the distance was 1300 feet but the amendment had not been finalized by the Village Council yet. It was also pointed out by staff that the church and the school existed first and was considered with the Village's review of that ordinance. It was likely the distance would not change much.

Ms. Pam Bosco, stated she owned the property just west of the parking lot – 2099 Inverness Road – which was the closest lot to the proposed lot. She expressed concern about the effects of the development on her property as it relates to setbacks and her driveway. Chairman Rickard explained to her the petitioner was not seeking any variance requests as to setbacks, height, etc. and the items were within regulation. Per Ms. Bosco's question regarding required distance from her garage, Planner Baldassari responded that the distance on west property line was 24 feet which exceeded the 20-foot requirement.

Ms. Bosco further asked if the impervious parking lot would take care of the drainage to which the Chairman proceeded to explain how the paver system worked and further explained that the commission was a recommending body and the plans were not final until the Village Council approved them. Mr. Zawila asked that Ms. Bosco email him directly to respond to her questions.

In closing, Mr. Moore thanked the commission for its time.

Chairman Rickard closed the public hearing and opened the meeting up to commissioner

deliberation.

Commissioner comments were supportive. Staff interjected and explained to commissioners that one additional condition, as it relates to working with the village arborist on the parkway trees (petitioner was agreeable to it), could be added to staff's conditions, if desired. One commissioner voiced her concern about the traffic study, the maximum capacity, and the difficulty for vehicles to leave the church driving onto Belmont Road, especially during school hours. The Chairman was supportive of the arborist and the petitioner both determining the appropriate parkway trees from the approved planting list. It was mentioned by a commissioner that Belmont Avenue could be a DuPage County Road and that the Village may not have much influence to get a traffic signal at the nearby intersection, but it was a good recommendation. Another commissioner was not in favor of a traffic signal due to other heavy traffic in the area.

The Chairman entertained a motion.

**WITH RESPECT TO FILE 20-PLC-0014, AND BASED ON THE PETITIONER'S SUBMITTAL, STAFF'S REPORT AND TESTIMONY PRESENTED, THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR REZONING, THE OCCUPANCY MAP AMENDMENT, AND THE SPECIAL USE AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE'S ZONING ORDINANCE AND IS IN THE PUBLIC'S BEST INTEREST. COMMISSIONER ROLLINS MADE A MOTION THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPOVAL OF THE PETITION, SUBJECT TO THE FOLLOWING CONDITIONS.**

1. **THE PLANS SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT DATED DECEMBER 7, 2020, THE PLANS PREPARED BY RYNEAR AND SON INC., DATED 6/22/20, AND MODIFIED 9/9/20, AND THE PLANS PREPARED BY EXCEL ARCHITECTS, RECEIVED 10/7/20, EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO VILLAGE CODES AND ORDINANCES.**
2. **THE APPLICANT SHALL ADMINISTRATIVELY CONSOLIDATE THE FIVE LOTS INTO ONE LOT OF RECORD AFTER THE ANNEXATION IS RECORDED AND PRIOR TO BEING ISSUING A BUILDING PERMIT. EASEMENTS SHALL BE PROVIDED IN ACCORDANCE WITH THE SUBDIVISION ORDINANCE.**
3. **A FEE FOR THE REMOVAL OF THE TREE WILL BE ASSESSED DURING THE PERMITTING PROCESS. INITIAL ESTIMATES SHOW IT TO BE APPROXIMATELY $4,000. THE APPLICANT IS RESPONSIBLE FOR THE REMOVAL OF THE TREE AND ASSOCIATED COSTS.**
4. **APPLICANT MUST PROVIDE APPROVAL FROM THE DUPAGE COUNTY DEPARTMENT OF TRANSPORTATION PRIOR TO BUILDING PERMIT RELEASE.**
5. **THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC SUPPRESSION SYSTEM AND AN AUTOMATIC AND MANUAL FIRE ALARM SYSTEM.**
6. **IN THE CASE THAT THE OCCUPANCY PROPOSED BY THE PETITIONER INCREASES OVER TIME, THE MAXIMUM CAPACITY WILL BE LIMITED TO WHAT IS ALLOWED BY THE SHARED PARKING CALCULATION METHODOLOGY PROVIDED IN THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND/OR THE COMMUNITY DEVELOPMENT**

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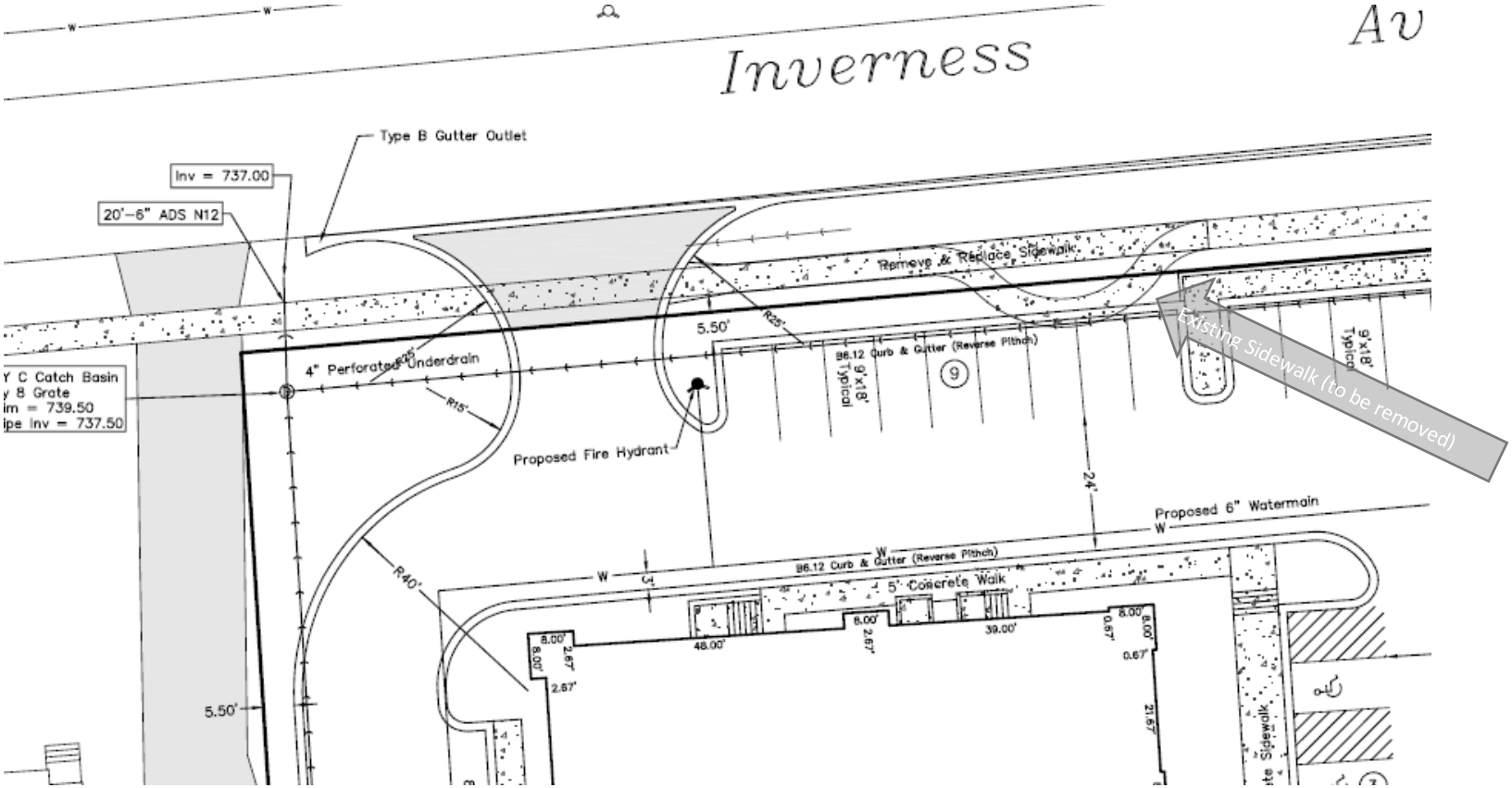
**DIRECTOR MAY REQUEST A PARKING STUDY THAT ENSURES PARKING CAPACITY IS SUFFICIENT.**

**SECONDED BY COMMISSIONER JOHNSON. ROLL CALL:**

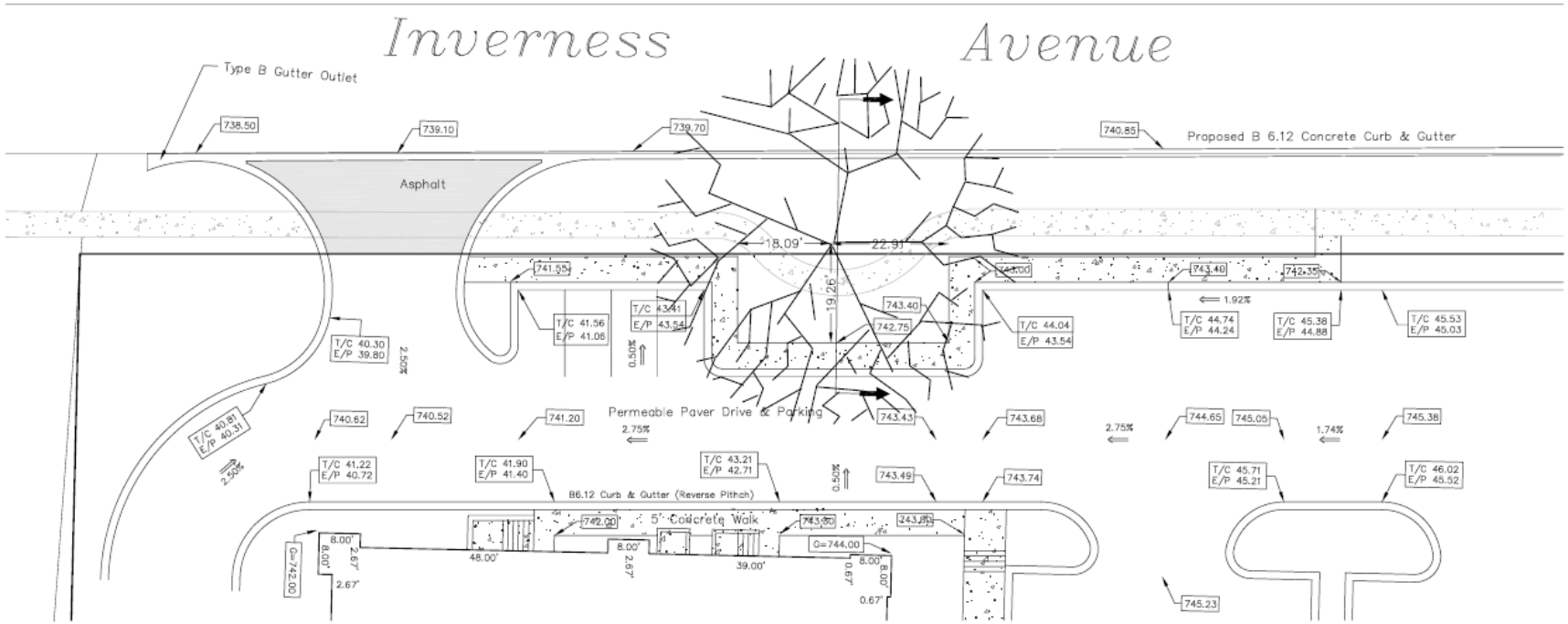
**AYE: ROLLINS, JOHNSON, BOYLE, DMYTRYSZYN, MAJAUSKAS, PATEL, TOTH, RICKARD**
**NAY: NONE**
**MOTION PASSED. VOTE: 8-0**

/s/ Celeste K. Weilandt
Recording Secretary
(As transcribed by MP-3 audio)

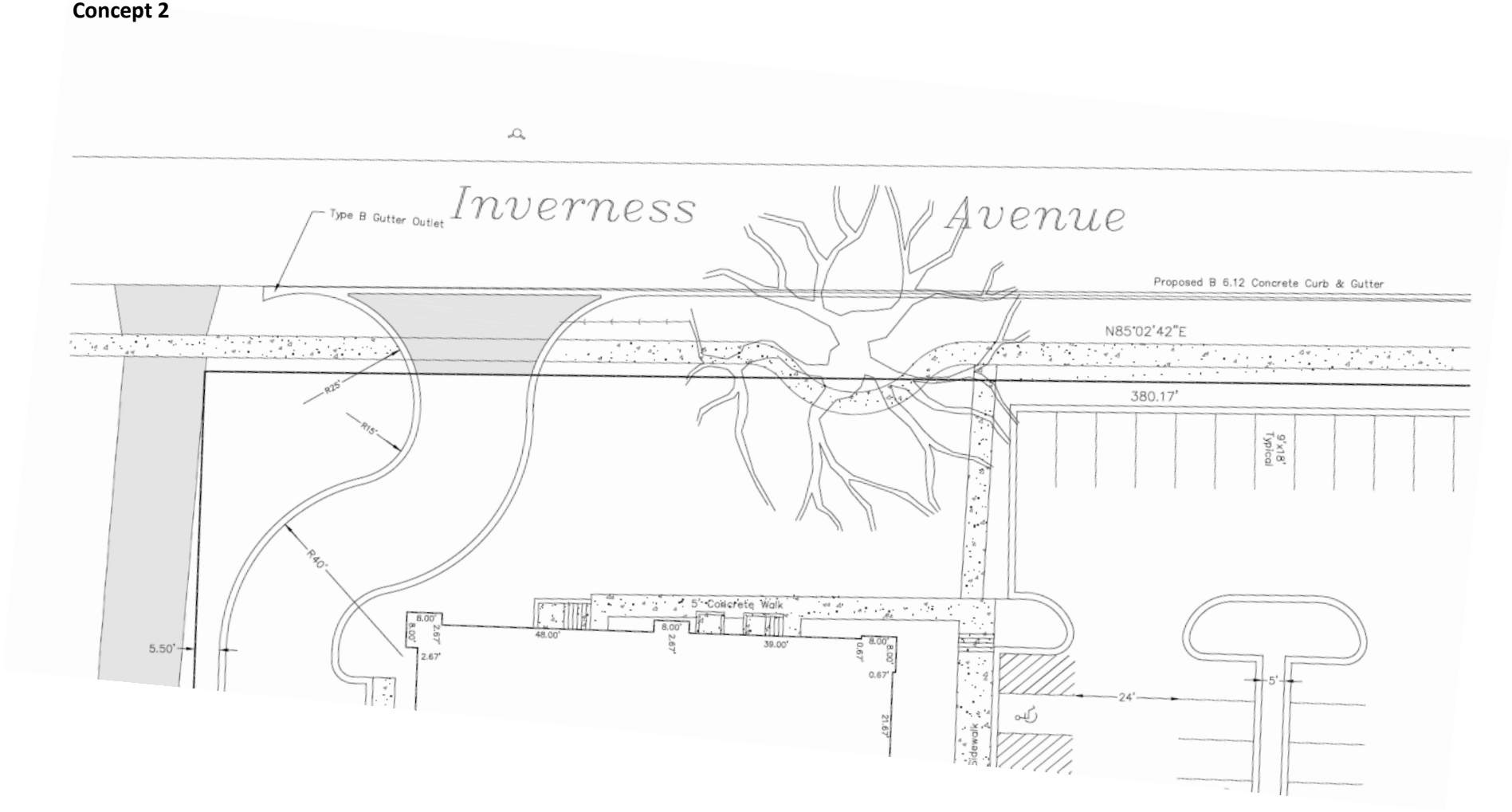
**Proposed Plan**



**Concept 1**


Inverness Avenue
Type B Gutter Outlet
738.50
739.10
739.70
740.85
Proposed B 6.12 Concrete Curb & Gutter
Asphalt
18.09'
22.91'
19.26'
741.55
743.40
742.35
1.92%
T/C 41.56
E/P 41.06
T/C 43.41
E/P 43.54
743.40
742.75
T/C 44.04
E/P 43.54
T/C 44.74
E/P 44.24
T/C 45.38
E/P 44.88
T/C 45.53
E/P 45.03
T/C 40.30
E/P 39.80
2.50%
0.50%
T/C 40.81
E/P 40.31
2.50%
740.62
740.52
741.20
Permeable Paver Drive & Parking
743.43
743.68
2.75%
744.65
745.05
1.74%
745.38
T/C 41.22
E/P 40.72
T/C 41.90
E/P 41.40
T/C 43.21
E/P 42.71
0.50%
743.49
743.74
T/C 45.71
E/P 45.21
T/C 46.02
E/P 45.52
B6.12 Curb & Gutter (Reverse Pitch)
742.00
5' Concrete Walk
743.80
743.85
G=744.00
G=742.00
8.00'
8.00'
2.67'
2.67'
48.00'
8.00'
2.67'
39.00'
0.67'
8.00'
8.00'
0.67'
745.23

**Concept 2**


Inverness Avenue
Type B Gutter Outlet
Proposed B 6.12 Concrete Curb & Gutter
N85°02'42"E
380.17'
9'x18' Typical
R25'
R15'
R40'
5.50'
5' Concrete Walk
8.00'
2.67'
48.00'
39.00'
0.67'
21.67'
24'
5'
Sidewalk