



**HOUSING  
OPPORTUNITY  
DEVELOPMENT  
CORPORATION**

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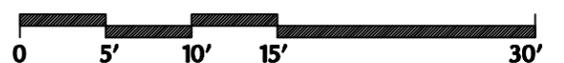
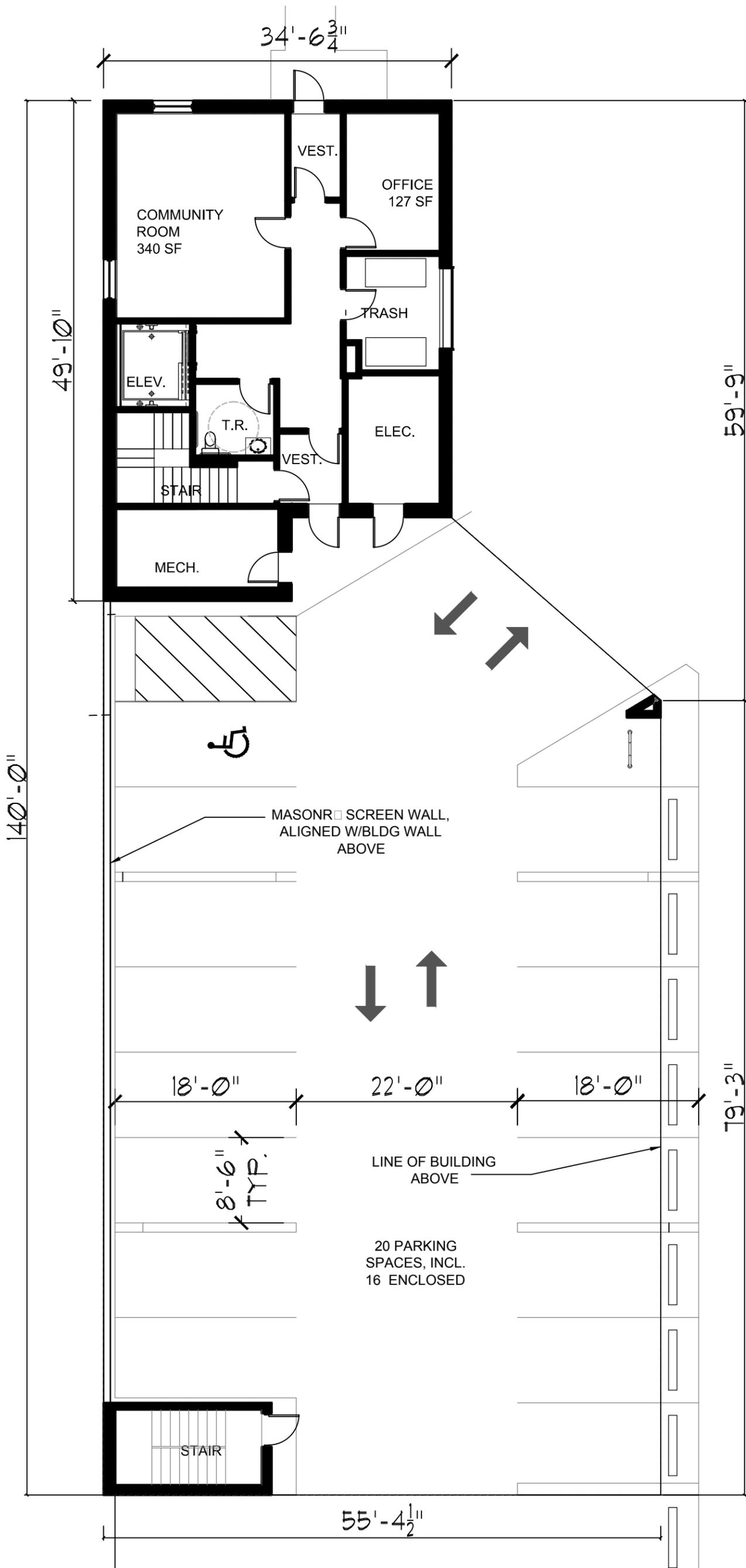
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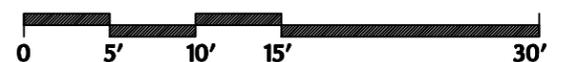
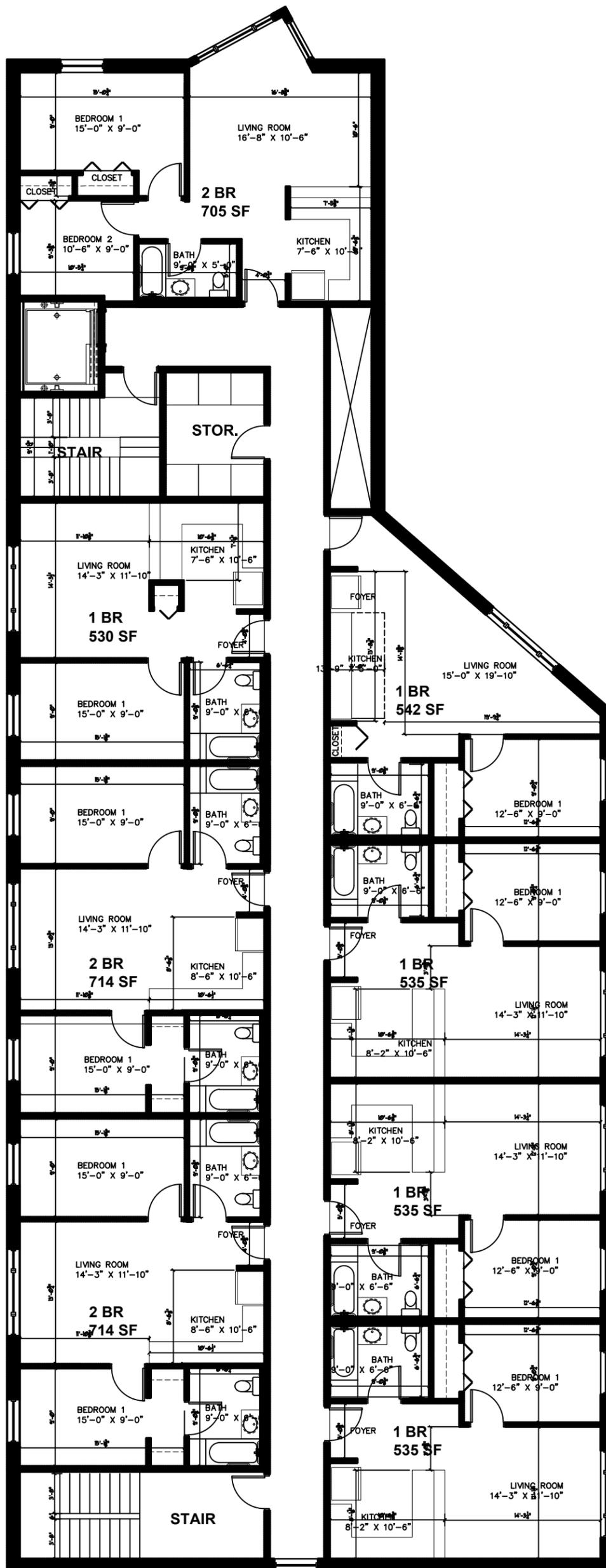
Re: 1925 Wilmette Avenue  
Preliminary Plan Application  
Site Plan

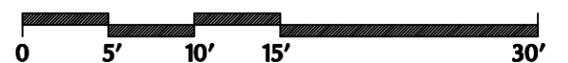
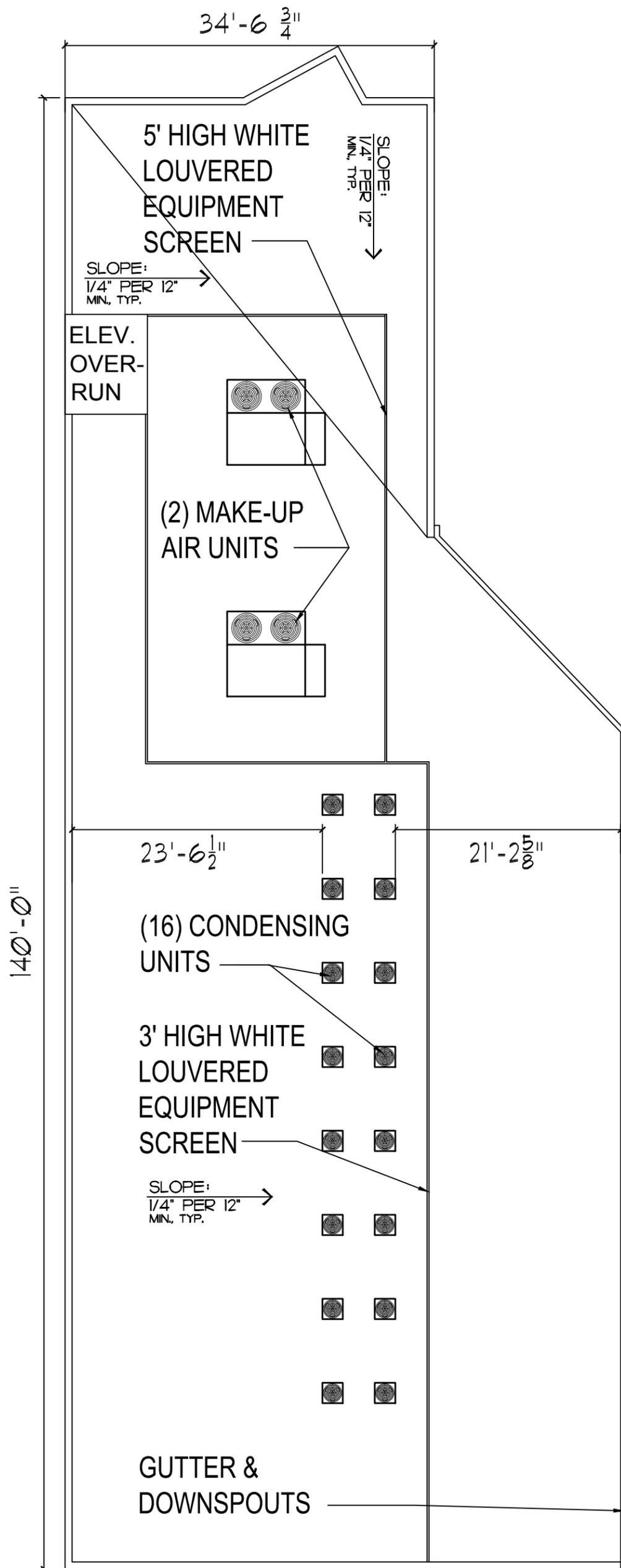
Attached are the site plan and floor area size of all existing and proposed structures and other improvements, including maximum heights and types of dwelling units prepared by Cordogan Clark & Associates.













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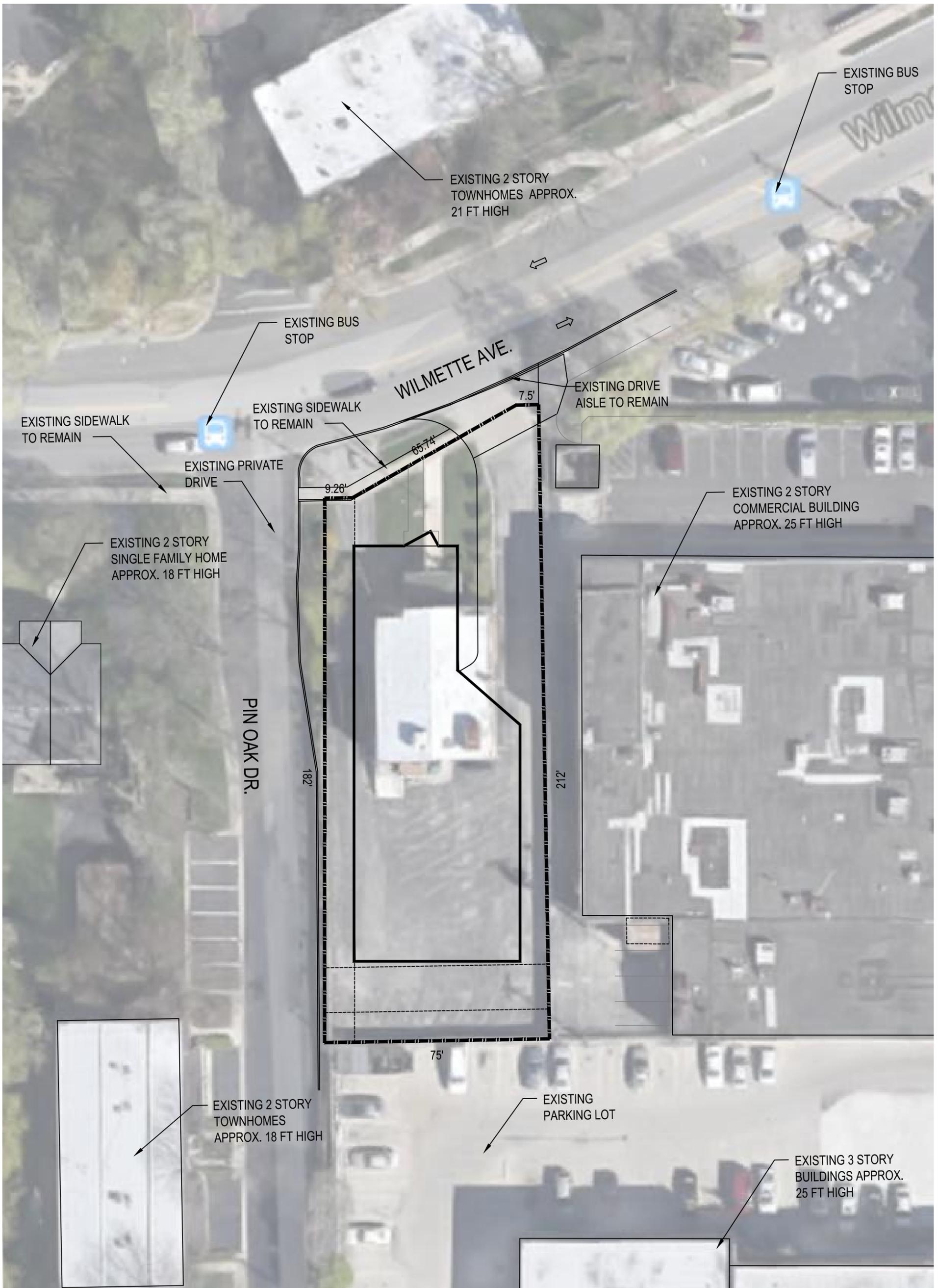
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Re: 1925 Wilmette Avenue  
Preliminary Plan Application  
Surrounding Uses

Attached is a map showing the surrounding footprints of adjacent buildings and their height.







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**CLELAND PLACE**  
1925 WILMETTE AVE. WILMETTE, IL

OCTOBER 10, 2016

CORDOGAN CLARK & ASSOCIATES, INC.  
ARCHITECTS • ENGINEERS



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DEVELOPMENT CORPORATION

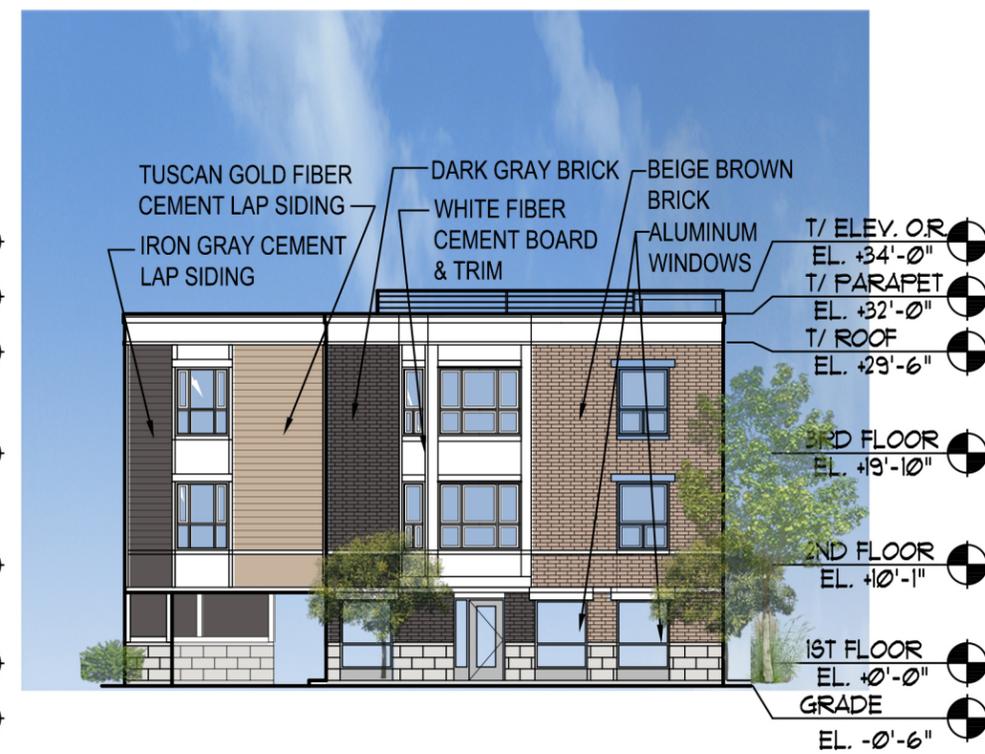
**CLELAND PLACE**  
1925 WILMETTE AVE. WILMETTE, IL

OCTOBER 10, 2016

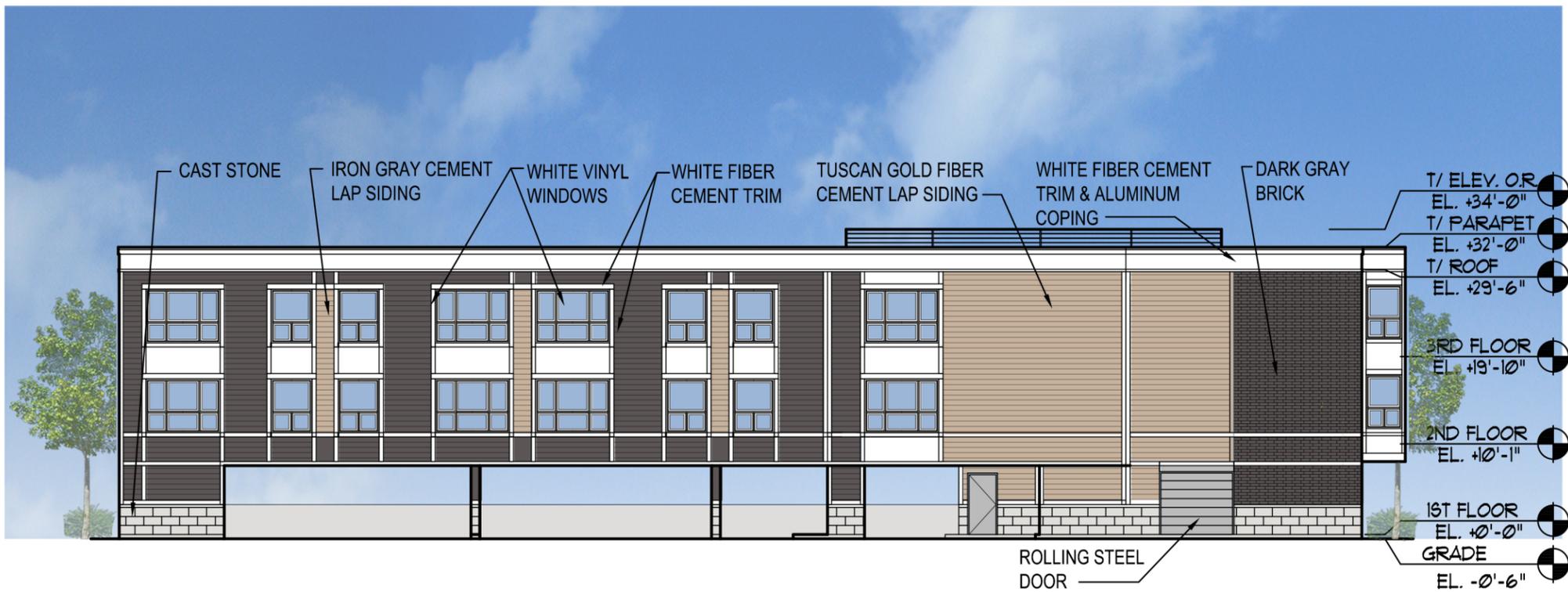
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ARCHITECTS • ENGINEERS



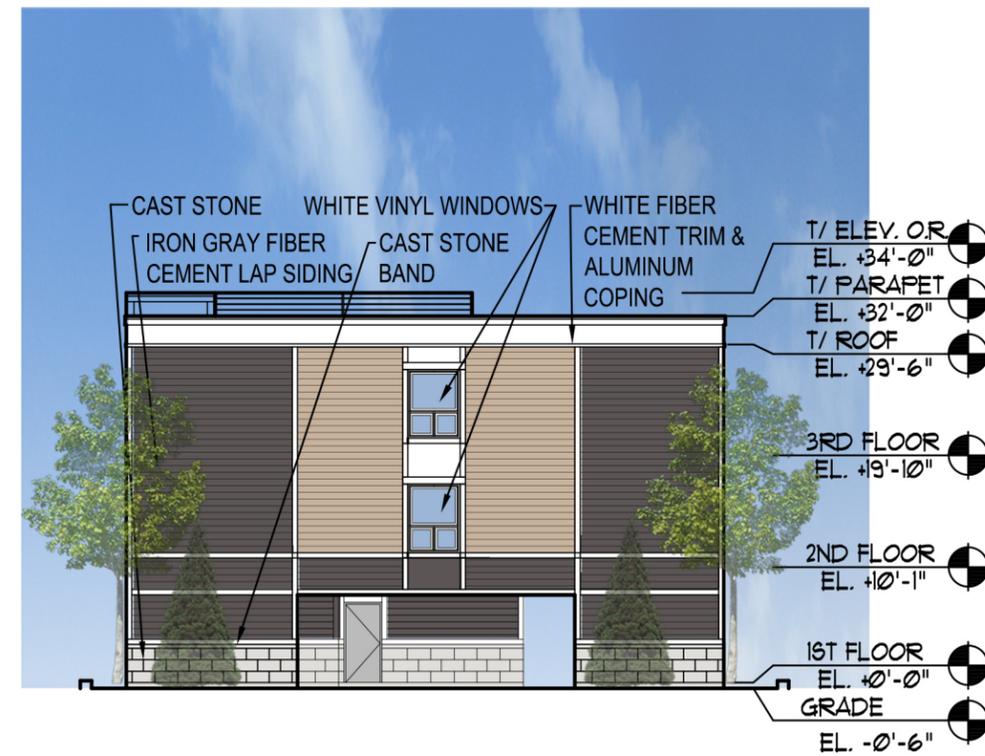
**WEST ELEVATION**



**NORTH ELEVATION**



**EAST ELEVATION**



**SOUTH ELEVATION**



OCTOBER 4, 2016



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Re: 1925 Wilmette Avenue  
Preliminary Plan Application  
Circulation Plan

Attached are the relevant pages from the traffic study prepared by Benesch which reviews the parking and internal site circulation.



**Table 5**  
**Comparison of Capacity Analyses**  
**Level of Service (LOS) and Delay (sec.)**  
**Wilmette Ave./ Ridge Rd.**

<b>Peak Period</b>	<b>Existing Conditions</b>	<b>Proposed Development Total Traffic</b>
AM Peak Hour	C (31.2)	C (31.4)
PM Peak Hour	C (29.5)	C (31.0)

As can be seen from Table 2, there will be no discernable change to the operating characteristics of the Wilmette Ave./ Ridge Rd. intersection from the development. As noted above, the trip generation estimates are based on 100% automobile use (no public transit) and therefore the change in delay is conservative.

The proposed site plan for the development consolidates the two existing driveways into a single access driveway. This follows good access management practices. Capacity analyses conducted for the proposed site driveway on Wilmette Ave. are summarized on Table 6 below. At minor intersections (stop control on minor approach driveway), LOS and delay are defined for the minor approaches and left-turns into the site from the major route.

**Table 6**  
**Level of Service (LOS) and Delay (sec.)**  
**Wilmette Ave./ site driveway**

<b>Peak Period</b>	<b>Proposed Development (November Counts)</b>	
	<b>LT into site</b>	<b>Driveway Out</b>
AM Peak Hour	A (0.0)	C (20.9)
PM Peak Hour	A (0.3)	C (19.5)

As can be seen from Table 6, the proposed access driveway will operate with an acceptable LOS and delay.

## **V. Parking and Internal Site Circulation Review**

A review of the site circulation and parking was conducted. The site plan (see Appendix) provides a single access driveway between the property and Wilmette Ave. Parking is provided on the ground level, under the second floor of the building, with 20 proposed parking spaces. Based on the nature of the proposed development a supply of one space per unit appears adequate. As noted above, the developer’s similar facility in Evanston experiences an appreciable share of tenants that rely on public transportation and do not own a vehicle. The proposed development provides for a surplus of 4 spaces or approximately 1.25 spaces per unit.

Pick-up/drop off, deliveries and refuse removal will occur near the front of building. While the parking area will provide room and area for a passenger vehicle to maneuver and turn around, larger delivery

trucks and refuse trucks will not be able to turn around in the parking lot, as there will be inadequate vertical clearance. The revised site plan identifies an easement with the commercial property to the east to allow larger vehicles to turnaround utilizing the existing adjacent parking lot aisle.

## **VI. Recommendations and Conclusions**

Based on the analyses and review conducted as part of this traffic impact study, the proposed development will not create any appreciable traffic impacts on the surrounding roadway network.

Wilmette Ave. is under the jurisdiction of the Illinois Department of Transportation (IDOT). As such, an access permit will be required in order to construct the new driveway or make any modifications within the Wilmette Ave. right-of-way.

The Village of Wilmette should be provided evidence of the cross-easement agreement with the adjacent property to the east to allow for larger vehicles to turnaround.



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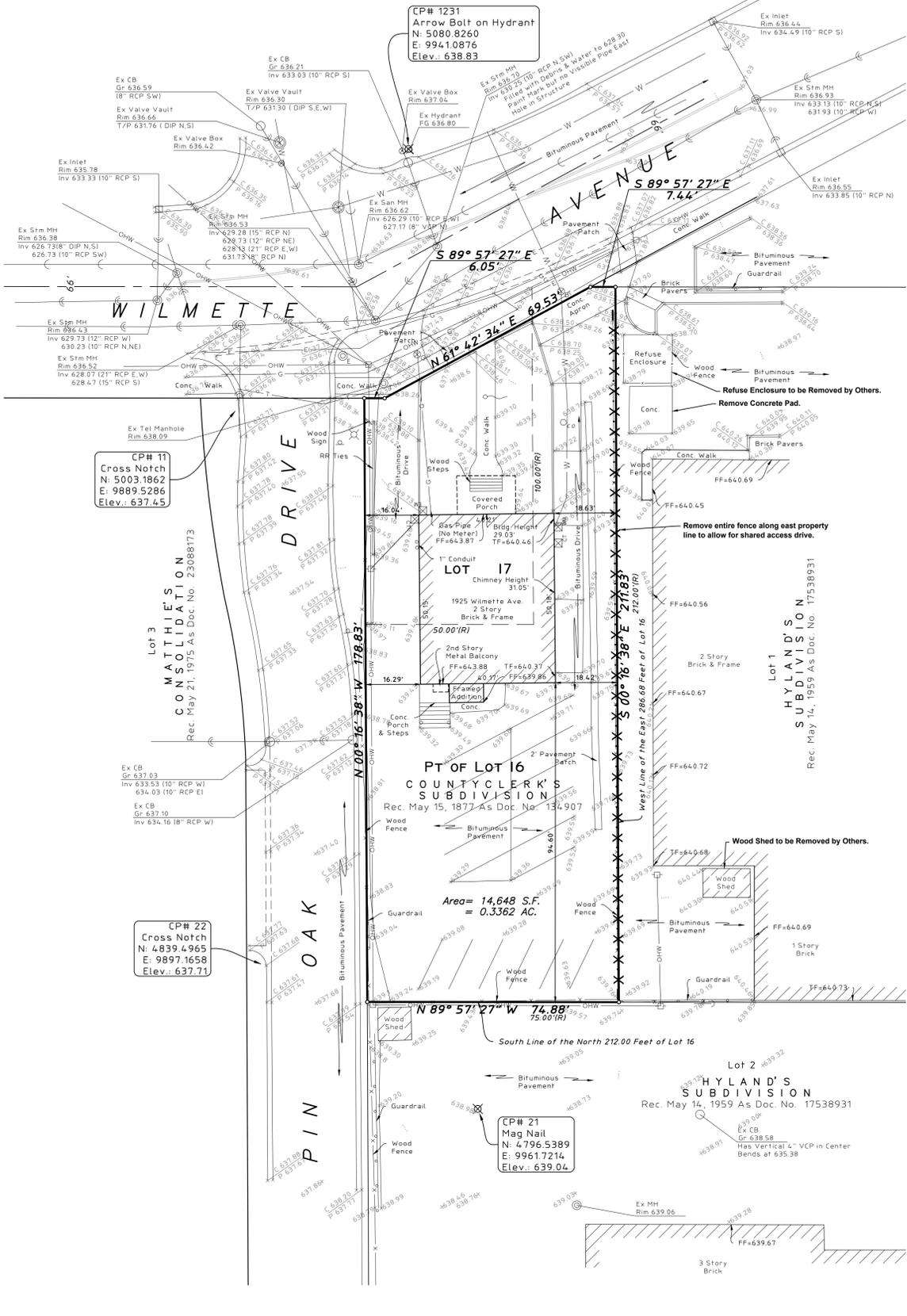
Re: 1925 Wilmette Avenue  
Preliminary Plan Application  
Preliminary Engineering

Attached are preliminary engineering drawings prepared by Haeger Engineering dated October 2016 showing the location, size and slope of all water, sanitary sewer, and storm sewer lines; the capacity of any existing water, sanitary sewer or storm sewer mains that will be used; and the location of any on-site storm water/runoff detention.

Based on the existing development and proposed new use there should be no impact upon the Village infrastructure and utilities.



**EXISTING CONDITIONS**

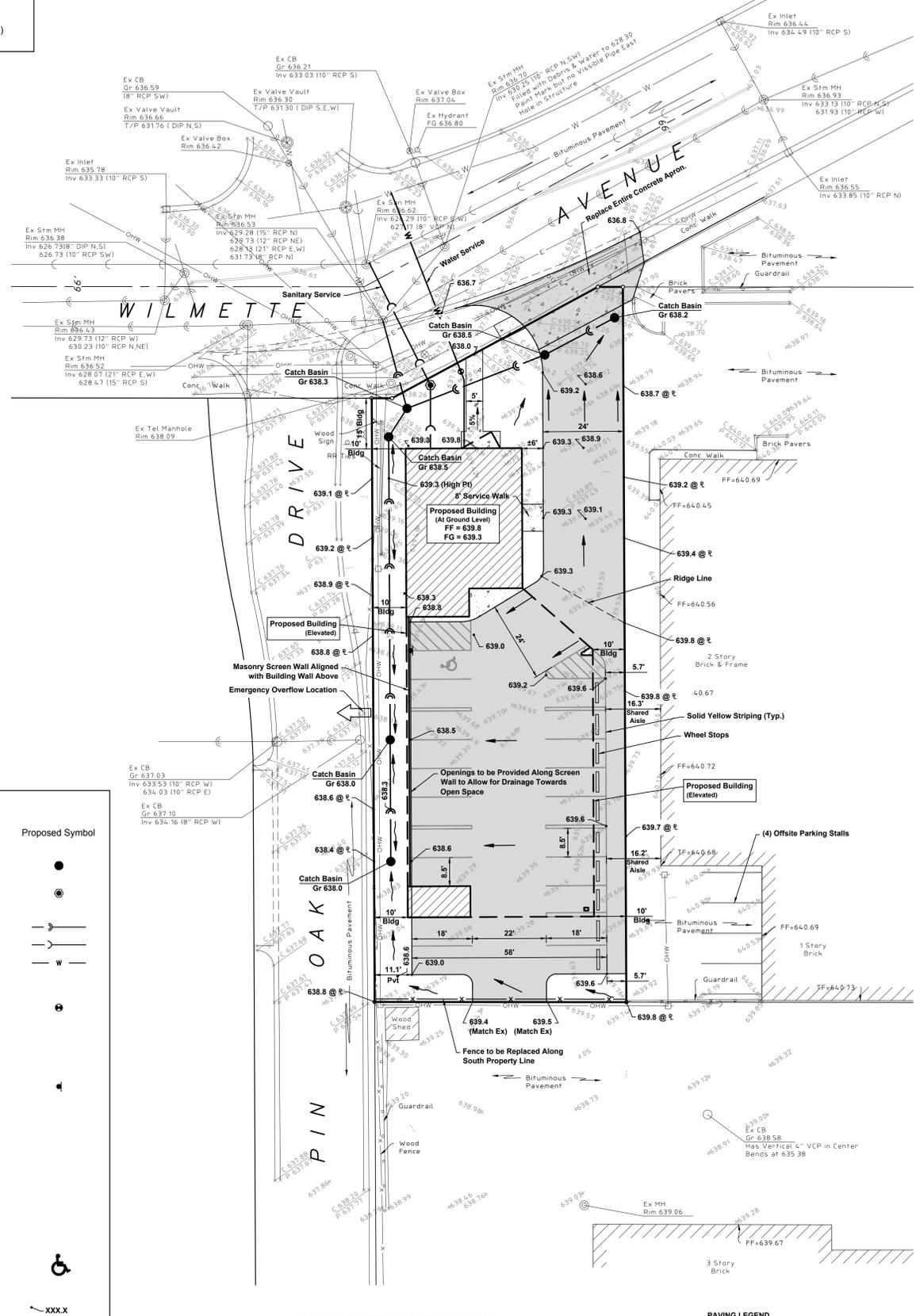


**EXISTING IMPERVIOUS AREA SUMMARY**

BUILDING	=	2,073 sf
PAVEMENT	=	10,498 sf
TOTAL	=	12,571 sf
PARCEL AREA	=	14,648 sf
IMPERVIOUS COVERAGE	=	85.8%

**Benchmark**  
 Site Benchmark  
 CP # 11 (See Survey)  
 Description: Cross Notch  
 Elevation: 637.45 NAVD 88 (Geoid 12A)

**PROPOSED CONDITIONS**



**PROPOSED IMPERVIOUS AREA SUMMARY**

BUILDING FOOTPRINT	=	6,662 sf
PARKING / DRIVE AISLES	=	4,489 sf **
SIDEWALKS	=	222 sf
TOTAL	=	11,373 sf
PARCEL AREA	=	14,648 sf
IMPERVIOUS COVERAGE	=	77.6%

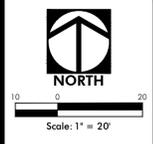
\*\* Parking / Drive Aisles' square footage does not include portion beneath elevated portion of building.

**PAVING LEGEND**

	Bituminous Pavement
	Concrete Apron
	Concrete Sidewalk
	Offsite Pavement (Resurface)

**LEGEND**

Existing Symbol	Description	Proposed Symbol
	Storm Sewer Manhole	
	Catch Basin	
	Inlet	
	Sanitary Sewer Manhole	
	Clean Out	
	Storm Sewer	
	Sanitary Sewer	
	Water Main	
	Fire Hydrant	
	Valve Vault	
	Valve Box	
	B-Box	
	Light Pole	
	Hand Hole	
	Fence	
	Sign	
	Gas Valve	
	Gas Line	
	Electric Line	
	Overhead Utility Line	
	Electrical Pedestal	
	Electric Manhole	
	Guy Wire	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Telephone Line	
	Flagpole	
	Handicapped Parking Stall	
	Curb Elevation and Gutter/Pavement Elevation	
	Spot Elevation	
	Spot Elevation @ Prop. Line	
	Open Lid Frame & Grate	
	Closed Lid Frame & Lid	
	Dimension to Building	
	Dimension to Pavement	
	Hardscape Flow	
	Softscape Flow	
	Contour Line	



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 www.haegerengineering.com

**CONCEPT ENGINEERING PLAN**  
**CLELAND PLACE**  
**1925 WILMETTE AVENUE**  
 WILMETTE, ILLINOIS

Project Manager: M L A  
 Engineer: J A C  
 Date: 09/11/2015  
 Project No.: 15-123  
 Sheet: 1