# REPORT TO THE BOARD OF TRUSTEES <br> FROM THE <br> ZONING BOARD OF APPEALS 

## Recommendation:

Case Number:
Property:
Zoning District:

## Applicant:

Nature of Application:

## Applicable Provisions of the Zoning Ordinance:

## Hearing Date:

Date of Application:

## Zoning Board Vote:

The Zoning Board of Appeals recommends granting a revised request for a special use for a limited service restaurant, a special use for a drive-through facility, and a variation for a drive-through facility on a lot less than 1 acre in area to permit the construction of a new building with drive-through facility and operation of a limited service restaurant with drive-through (McDonald's) at 200 Skokie Boulevard in accordance with the plans submitted, subject to the condition that the hours of operation cease at 10:00 p.m. The use shall run with the use.

2023-Z-60
200 Skokie Boulevard
NR, Neighborhood Retail Business District
McDonald's USA, LLC c/o Olguin Law LLC
Request for a special use for a limited service restaurant, a special use for a drive-through facility, a variation for a drivethrough facility on a lot less than 1 acre in area, and a roof top mechanical unit sound variation to permit the construction of a new building with drive-through facility and operation of a limited service restaurant with drivethrough (McDonald's)

## Section 5.3

Section 5.4
Section 9.2
Section 12.3.G
Section 12.3.X
Section 13.7.A. 3
Section 13.7.A.4.e
December 6, 2023
August 1, 2023

| Chairman Reinhard Schneider | Yes |
| :--- | :--- |
| Karl Camillucci | Yes |
| Brad Falkof | No |
| Didier Glattard | Yes |
| Christine Norrick | No |
| Ryrie Pellaton | Yes |
| Maria Urban | No |

Case 2023-Z-60 200 Skokie Boulevard

## Notices:

## Report Prepared By:

Report Approved and Submitted By:

Notice of public hearing to the applicant, November 16, 2023. Notice of public hearing published in the Wilmette Life, November 16, 2023. Posted on the property, November 15, 2023. Affidavit of compliance with notice requirements dated November 22, 2023.

Lisa Roberts, AICP
Deputy Director of Community Development
Minutes transcribed by Gale Cerabona



Case 2023-Z-60

## STAFF INFORMATION AS PRESENTED TO THE ZONING BOARD OF APPEALS

## Description of Property

The Subject Property is located on the northeast corner of Skokie Boulevard and Old Glenview Road. The Subject Property has 312.11' of frontage on Skokie Boulevard and 138.60' of frontage on Old Glenview Road. The property is approximately 41,091 square feet in area. The property is improved with a one-story brick, stone, stucco, and frame building with a large surface parking lot.

To the east are properties zoned R1-A, Single-Family Detached Residence, and improved with detached single-family homes. To the north are properties zoned R2, Attached Residence, and improved with townhouses. To the west are properties zoned R2 and improved with townhouses and properties zoned NR, Neighborhood Retail Business, and improved with one-story masonry shopping center. To the south are properties zoned NR and improved with a one-story masonry shopping center.

## Proposal

The petitioner is requesting permission to operate a limited service restaurant with drive-through. The restaurant would operate between the hours of 5:30 am to 1:00 am every day of the week. Between 15 and 18 employees are expected to be on site per shift. The delivery schedule is to be determined by the operator but typically occurs Tuesday and Friday mornings at 6:00 a.m.

The property is located in the NR, Neighborhood Retail, Zoning District. Because the Zoning Ordinance classifies limited-service restaurants as a special use in the NR, Neighborhood Retail, zoning district, special use approval is required. Because the Zoning Ordinance classifies drivethrough facilities are a special use in the NR, Neighborhood Retail, zoning district, special use approval is required.

The Subject Property is approximately 41,091 square feet or 0.94 acres in area. Because the Zoning Ordinance requires drive-through facilities to be located on a lot of at least 1 acre in area, a variation for a drive-through facility on a lot less than 1 acre is required.

The proposed mechanical units for heating, ventilation, and cooling are located on the roof. The proposed RTU sizes are 17.5 tons, 5 tons, and 15 tons. Such equipment that exceeds 5 tons is not exempt from the sound requirements of the Zoning Ordinance. The Zoning Ordinance limits sound in non-residential districts to 55 decibels from 7:00 p.m. to 7:00 a.m. and to 60 decibels from 7:00 a.m. to 7:00 p.m. At this time, sound data has not been provided for the two units that exceed 5 tons. The applicant intends to have sound information in time for the Zoning Board meeting. If one or more units are estimated to exceed the limit, the applicant proposes to take steps to mitigate the sound, for example, with screening, so that a variation is not needed. Nonetheless, the need for a sound variation is being called out in the request in the event that one or more units do exceed the ordinance limit and mitigation efforts are not successful.

The proposed use conforms to the setback, height, illumination, and parking requirements of the

Case 2023-Z-60

## Zoning Ordinance.

The applicant's proposal also includes landscaping and signage. Variations from the Zoning Ordinance regulations related to landscaping and signage are reviewed by the Appearance Review Commission. The Zoning Ordinance requires buffer yards to be provided where a non-residential district abuts a residential zoning district. The subject property is required to have a buffer yard on the north and east property lines because of the abutting residential districts. The buffer yard along the east property line is deficient in the required quantity of canopy trees. The buffer yard along the north property line contains one ground-mounted light pole. These items will require variations but are not part of the subject request as they will be reviewed by the Appearance Review Commission (ARC) and not the Zoning Board of Appeals.

Similarly, the Appearance Review Commission would review the necessary zoning ordinance variations for signage. The proposal would require a quantity variation for signs along Skokie Boulevard, and variations to install signs not oriented to a street on the north and east sides of the building. All signage, whether requiring a variation or not, is required to be reviewed by the ARC and receive an Appearance Review Certificate for the appearance. No hearing date before the ARC has been set.

## Site Plan Review Comments

The following were the initial site plan review comments to the applicant from the Site Plan Review Committee. The applicant has responded as noted.

1. All improvements shall be shown and labeled on site plan including, principal building, mechanical units, lighting, signage, parking spaces, loading spaces, covered structures, bollards.
The updated site plan is attached as Exhibit 1.6.
2. Provide elevation drawings of fencing and railings where proposed.

This information is shown as a detail on Exhibit 1.5
3. The required buffer yard is located in a $6.0^{\prime}$ utility easement with overhead electrical lines. This will limit the ability for required canopy trees to be located in this area. As a result, the buffer yard should be expanded further west to allow for sufficient room for a canopy tree to create intended screening.
Relief for the buffer yard requirement may need to be sought through the Appearance Review Commission if canopy trees are not able to be planted.
4. Trash enclosure located in rear yard setback. This must be moved outside of the required rear setback and should face west to the extent possible. Provide elevation drawings of trash enclosure. Show location and sizes of trash, recycling, and grease receptacles in plan view. The trash enclosure has been moved as requested and is shown on the updated site plan attached as Exhibit 1.6. The trash enclosure details are attached as Exhibit 1.15.
5. Please provide elevation drawing of canopies near the menu boards.

This information is shown as a detail on Exhibit 1.20 and is enlarged on Exhibit. 1.21.
6. Provide description of the three separate sliding windows along east elevation including their function in operation of drive-through.
The applicant provided the following in their October 27, 2023 response: "From left to right on the east elevation, the left window is considered the Cash window where the customer pays for their order. The second or middle window is considered the Present or Pick-up window where the customer receives their order. Then the 3 rd right most window is considered the Forward Present window where McDonald's can move the customer to wait to receive their larger orders."
7. Provide indoor and outdoor seating plans.

The indoor seating plan is attached as Exhibits 1.7 and 1.8. No outdoor seating is proposed at this time.
8. Provide roof plan showing location of mechanical equipment included but not limited to air handling units, make-up air units, exhaust fans.
This plan is attached as Exhibit 1.9
9. Indicate if a generator is proposed. If so, please provide location and sound data on proposed unit.
No generator is proposed for the site.
10. Show turning movements of fire truck and emergency vehicles.

This information is attached as Exhibit 1.14
The petitioner must confirm that the volume level on all intercom menu displays will be maintained at a level so as not to be audible in adjoining residential districts.

## Other Requests at the Subject Property

200 Skokie Boulevard Case 2023-Z-32 ZBA: Grant VB: Granted
Request for a 1.5 ' fence height variation to permit the installation of an 8.0 ' tall solid fence in the rear yard and side yard

200 Skokie Boulevard Case 2022-Z-14 ZBA: Grant VB: Granted
Request for a special use to operate a commercial use occupying more than 5,000 square feet (Murray Bros. CaddyShack Restaurant) [Note: this project did not go forward.]

## $\underline{200}$ Skokie Boulevard Case 1993-Z-48 ZBA: Grant VB: Granted

Request for a 14.2 ' side yard adjoining a street setback variation to permit the construction of a façade addition on a legal nonconforming structure

Case 2023-Z-60
200 Skokie Boulevard
200 Skokie Boulevard Case 1980-Z-18 ZBA: Grant VB: Granted
Request(s) for a Special Use Permit to expand an existing special use; permission to alter a previously approved site plan; variation to permit parking in the front yard in a R2 district

## Other Limited Service Restaurant Requests

1165 Wilmette Avenue Case 2021-Z-56 ZBA: Grant VB: Granted Request for a special use for a carry-out restaurant within Al's Meat Market

1515 Sheridan Road Case 2020-Z-38 ZBA: Grant VB: Granted
Request for a special use to permit the operation of a limited service restaurant (Rosati's Pizza)
1515 Sheridan Road Case 2020-Z-36 ZBA: Grant VB: Granted
Request for a special use for a limited service restaurant (Clucker's Charcoal Chicken)
1116 Central Avenue $\quad$ Case 2020-Z-34 ZBA: Grant $\quad$ VB: Granted Request for a special use for a limited service restaurant (Koya)

1162 Wilmette Avenue Case 2016-Z-36 ZBA: Grant $\quad$ VB: Granted Request for a special use for a limited service restaurant (Torino Ramen)

1515 Sheridan Road Case 2016-Z-21 ZBA: Grant VB: Granted Request for a special use for a limited service restaurant (Taco Lago)

1101 Central Avenue Case 2015-Z-53 ZBA: Grant $\quad$ VB: Granted Request for a special use for a limited service restaurant (St. Roger Abbey Patisserie)

1195 Wilmette Avenue Case 2015-Z-51 ZBA: Grant $\quad$ VB: Granted Request for a special use for a carry-out restaurant (Trendy Taco)

3217 Lake Avenue $\quad$ Case 2015-Z-28 ZBA: Grant VB: Granted Request for a special use for a limited service restaurant (A La Carte)

350 Ridge Road Case 2014-Z-13 ZBA: Grant VB: Granted Request for a special use for a limited service restaurant (Domino's)

1163 Wilmette Avenue Case 2013-Z-06 ZBA: Grant VB: Granted
Request for a special use for a limited service restaurant (Cocomero Frozen Yogurt)
1154 Central Avenue Case 2011-Z-41 ZBA: Grant VB: Granted Request for a special use for a limited service restaurant (Falafel Bistro)

1150 Central Avenue Case 2011-Z-22 ZBA: Grant VB: Granted
Request for a special use for a personal service use (music instruction) and a special use for a limited service restaurant (The Rock House)

1209 Wilmette Avenue Case 2011-Z-13 ZBA: Grant VB: Granted Request for a special use for a limited service restaurant (The Rock House)

3217 Lake Avenue Case 2010-Z-47 ZBA: Grant VB: Granted Request to expand a special use for a limited service restaurant (Subway)

3232 Lake Avenue Case 2010-Z-29 ZBA: Grant VB: Granted
Request for a limited service restaurant special use and a 15 space parking variation to permit a limited service restaurant (Five Guys)

1109 Central Avenue Case 2010-Z-22 ZBA: Grant VB: Granted
Request for a special use to allow a limited service restaurant (The Big Tomato Pizzeria)

## Other Drive-Through Facility Requests

Prior to the 2014 Zoning Ordinance, drive-through uses were called Drive-In Service. This is the first drive-through request since the 2014 ordinance went into effect. Note, the requirement for a minimum lot area of 1 acre was new with the 2014 Zoning Ordinance.

## 1515 Sheridan Road Case 2011-Z-47 ZBA: Grant VB: Granted

Request for a special use to allow a drive-in pharmacy as part of a commercial retail establishment (CVS Pharmacy), a variation from the requirement for five stacking spaces per cashier, teller, or similar employee transacting business directly with drive-in customers, and a variation from the requirement that vehicular access to the drive-in window be provided only from a collector or major street to permit a drive-in pharmacy

607-617 Green Bay Road Case 2009-Z-61 ZBA: Grant VB: Denied Request for a special use to allow a drive-in pharmacy to permit the construction of a one-story commercial building [Note: this project was not built.]

## 165-171 Green Bay Road Case 2007-Z-13 ZBA: Grant VB: Granted

Request for a special use to allow a drive-in bank facility, a special use to allow a roofed accessory structure greater than 200 square feet in area, a $10^{\prime}$ side yard setback variation, a $9^{\prime}$ accessory structure separation variation, a four (4) space parking variation, a two (2) loading space variation, and a variation from the requirement that there be no more than one principal building per lot to permit the establishment of a 3,288 square foot bank building and a 5,200 square foot retail building with bank drive-in

## 1255 Green Bay Road $\quad$ Case 2006-Z-60 ZBA: Grant VB: Granted

Request for a special use to allow a drive-in bank facility, a 3' side yard adjoining the street setback variation, a 1.75 ' rear yard setback variation, a 4 ' front yard parking setback variation, a 4' side yard parking setback variation, a 90.04 s.f. ( $33.33 \%$ ) side yard impervious surface coverage variation, a 374.69 s.f. ( $87.23 \%$ ) side yard adjoining a street impervious surface coverage variation, and 1 loading space variation to permit the establishment of a bank and a' fence height variation,
a fence openness variation, and a 3' wall setback variation for a dumpster enclosure.
3520 Lake Avenue $\quad$ Case 2005-Z-69 ZBA: Grant VB: Granted
Request for a special use to allow a shopping center, special uses to allow two limited service restaurants (Starbucks and Quiznos), a special use for a drive-in service (Starbucks), a 6.77' rear yard building setback variation, a 12.67' rear yard building setback variation, a 6 space parking variation, a 1 space loading variation, a $3^{\prime}$ parking setback variation, a $5^{\prime}$ parking setback variation, a $3.5^{\prime}$ parking setback variation, a $1.5^{\prime}$ fence height variation, a $1.0^{\prime}$ fence height variation, and a variation to permit the reconfiguration and expansion of a legal nonconforming structure
718 Twelfth Street Case 1995-Z-04 ZBA: Grant VB: Granted

Request for a special use to permit a personal service establishment (bank) at street level, a special use to permit a drive-in facility, a variation to allow vehicular access to a drive-in facility from an alley, a variation to permit parking spaces to be located closer than 5 ' from a lot line, a 7 space parking variation, and a $19 \%$ required rear yard total impervious surface coverage variation to permit the construction of a bank with a drive-in facility

3245 Lake Avenue $\quad$ Case 1988-Z-21 ZBA: Grant $\quad$ VB: Granted
Request for a special use permit for a drive-thru banking facility, a variation to allow a three story30 foot height building, a variation to allow only 20 parking spaces instead of the minimum required 25 , and a variation to allow parking space width to be 8.5 feet instead of the minimum permitted 9 feet

## 825 Green Bay Road Case 1985-Z-14 ZBA: Deny VB: Denied

Request for a Special Use Permit to operate a drive-in/carry-out restaurant with a drive-thru window
3232 Lake Avenue Case 1975-Z-35 ZBA: Grant VB: Granted
Request for a Special Use Permit to construct a drive-in banking facility which is not allowed as a matter of right by the Wilmette Zoning Ordinance

## Zoning Ordinance Provisions Involved

Section 5.3 outlines the special use procedures.
Section 5.4. outlines the variation procedures.
Section 9.2 references Table 9-1, which lists Restaurants, Limited Service and Drive-Through Facilities as special uses in the Neighborhood Retail zoning district.

Section 12.3.G establishes use standards for Drive-Through Facilities as follows:

1. Drive-through facilities are allowed only on lots of one (1) acre or more in area.
2. All drive-through facilities must provide adequate stacking spaces, in accordance with Article 14 (Off-Street Parking and Loading).
3. All drive-through lanes must be located and designed to ensure that they do not adversely affect the safety and efficiency of traffic circulation on adjoining streets. Internal traffic circulation patterns on the lot must be adequate to keep traffic from backing into a street and blocking access to any required parking spaces located on the lot. Vehicular access to the drive-in window or service area must be provided only from a collector or arterial street.
4. No exterior lighting may glare into or upon the surrounding area or any residential premises. All drive-through facilities must be properly screened, in accordance with this Ordinance, to prevent glare from vehicles passing through service lanes.
5. Drive aisles must be separated from landscaped areas by a six (6) inch curb.
6. The volume on all intercom menu displays must be maintained at a level so as not to be audible in adjoining residential districts. The volume on all intercom menu displays must comply with all local noise regulations.
7. The operator of the drive-through facility must provide adequate on-site outdoor waste receptacles and provide daily litter clean-up of the facility and along the rights-of-way abutting the property.

Section 12.3.X establishes use standards for Restaurants, Limited Service as follows:

1. A restaurant must submit the following operation plans:
a. Days and hours of operation.
b. The size of the establishment.
c. The number and location of seats, tables and other furniture proposed for outdoor seating.
d. Exterior lighting design.
e. Maximum occupancy loads.
2. Only carry out/delivery, limited service and specialty restaurants are allowed a drive-through facility, which must comply with the standards of the Article. The drive-through facility is considered a separate use on the site and must be approved separately.

Section 13.7.A. 3 references Table 13-3 regarding A-Weighted Sound Limits, which establish limits in non-residential districts of 55 decibels from 7:00 p.m. to 7:00 a.m. and 60 decibels from 7:00 a.m. to 7:00 p.m.

Section 13.7.A.4.e states that the noise limits established in Table 13-3 do not apply to noises emanating from heating, ventilation or air conditioning equipment provided the size of the equipment does not exceed 5 tons.

## Action Required

Move to recommend granting a request for a special use for a limited service restaurant, a special use for a drive-through facility, a variation for a drive-through facility on a lot less than 1 acre in
area, and a roof top mechanical unit sound variation to permit the construction of a new building with drive-through facility and operation of a limited service restaurant with drive-through (McDonald's) at 200 Skokie Boulevard in accordance with the plans submitted. The Zoning Board must determine if the special use should run with the land or the use.
(After the vote on the request)
Move to authorize the Chairman to prepare the report and recommendation for the Zoning Board of Appeals for case number 2023-Z-60.

## CASE FILE DOCUMENTS

## Doc. No. Documents

## Location Maps And Plans

| 1.0 | Zoning Map |
| :--- | :--- |
| 1.1 | GIS Map |
| 1.2 | Sidwell Tax Map |
| 1.3 | Plat of Survey |
| 1.4 | Topographic Survey |
| 1.5 | Site Plan |
| 1.6 | Enlargement of Site Plan |
| 1.7 | Interior Square Footage Exhibit |
| 1.8 | Building Information Plan |
| 1.9 | Roof Plan |
| 1.10 | Elevations |
| 1.11 | Landscape Plan |
| 1.12 | Enlargement of Landscape Plan |
| 1.13 | Tree Survey and Protection Plan |
| 1.14 | Fire Truck Circulation Plan |
| 1.15 | Trash Enclosure |
| 1.16 | Photometric Plan |
| 1.17 | Enlargements of Photometric Plan |
| 1.18 | Light Fixture Cut Sheets |
| 1.19 | Guardian Glass Information |
| 1.20 | Free Standing Signage Exhibit |
| 1.21 | Enlargement of Menu Board and Canopy Details |
| 1.22 | Wall Signage Exhibit |

## Written Correspondence and Documentation

2.0 Completed application form
2.1 Letter of application with attachments
$2.2 \quad$ Proof of ownership
2.3 Notice of Public Hearing as prepared for the petitioner, dated November 16, 2023

Notice of Public Hearing as published in the Wilmette Life, November 16, 2023
Certificate of publication
Certificate of posting, dated November 15, 2023
Affidavit of compliance with notice requirements, filed by applicant, November 22, 2023
Applicant's Final Responses to Site Plan Review dated November 15, 2023
Traffic Impact Study by KLOA dated October 27, 2023
Response from KLOA to Traffic Impact Study Review by Kimley Horn dated October 27, 2023
Email from Marty and Carla Lieberman, 204 Sunset Drive, dated June 15, 2023
Email from Chris Masiewicz dated June 28, 2023
Email from Sara Lapidus, 3000 Hartzell Street, dated June 29, 2023
Email from Cindy Levine dated July 3, 2023
Email from Jennifer Gervasio, 1501 Forest Avenue, dated July 11, 2023
Email from Barb Statland dated July 17, 2023
Email from Jessica Siegel dated July 17, 2023
Email from Donald Hyun Kiolbassa dated August 10, 2023
Email from Nicki Perchik dated August 10, 2023
Email from Marty and Carla Lieberman, 204 Sunset Drive, dated August 11, 2023
Email from Ellie and Arnie Leib, 229 Sunset Drive, dated August 12, 2023
Email from David Lapidus dated August 21, 2023
Email from Lori and Rabbi James Sagarin, 200 Valley View Drive, dated September 2, 2023
Letter with attachments from Lynn McKenzie, President, Executive Council of Mather Place Resident Council, dated September 6, 2023
Email from Randy Cohn, 210 Kilpatrick Avenue, dated October 21, 2023
Email from Lynn Dempsey dated October 21, 2023
Email from Rajeev Khurana, 1634 Walnut Avenue, dated October 21, 2023
Email transcription of voicemail message from Beatric Ring dated October 21, 2023
Email from Andrea Wallach dated October 21, 2023
Email from June Levy dated October 22, 2023
Email from Ayesha Fareeduddin, MD, dated October 22, 2023
Email from Julie Rosenheim dated October 22, 2023
Email from Steven Vogelstein, 3130 Wilmette Avenue, dated October 22, 2023

Email from Elena Pappas dated October 22, 2023
Email from Gale Teschendorf, 1920 Schiller Avenue, dated October 23, 2023
Email from Dana and Ward Bator, 3000 Old Glenview Road, dated October 23, 2023
Email from Rebecca Berlin Melzer dated October 23, 2023
Email from Gary Glenn, 556 Hartmann Lane, dated October 24, 2023
Email from Jim McCarthy, 1434 Lake Avenue, dated October 24, 2023
Email from Charles Katz dated October 24, 2023
Email with attachment from Nora Kropp, 220 Valley View Drive, dated October 25, 2023
Email from Nora Walker, 815 Locust Road, dated October 26, 2023
Email from Robin Grinnalds, 211 Skokie Boulevard, dated October 29, 2023
Email transcription of voicemail message from Sena Platt dated October 30, 2023
Email from Sharon Castlewitz, 603 Lavergne Avenue, dated October 30, 2023
Email from Florence Jesser dated November 1, 2023
Email from Christopher Lewis dated November 4, 2023
Email from Arielle Weininger dated November 6, 2023
Email from Brett Fuenfer, Fuenfer Jewelers, 124 Skokie Boulevard, dated November 7, 2023
Email from Jerry Fountain, 2913 Old Glenview Road, dated November 13, 2023
Petition submitted November 17, 2023
Email from Vicki Nelson dated November 20, 2023
Email from Dr. Paul Smulson, 205 Sunset Drive, dated November 21, 2023
Email from Ellie and Arnie Lieb, 229 Sunset Drive, dated November 22, 2023
Email from Carla and Marty Lieberman, 204 Sunset Drive, dated November 24, 2023
Email from Leon Khoja-eynatyan dated November 24, 2023
Email from Robin Smulson and Dr. Paul Smulson, 205 Sunset Drive, dated November 25, 2023
Email from Marilyn Steinborn dated November 25, 2023
Email from Maria Greydinger, 223 Skokie Boulevard, dated November 26, 2023
Letter from Dr. Susan Zoline, 207 Skokie Boulevard, dated November 27, 2023
Letter with attachments from Enid Irizarry Richard, 201 Sunset Drive, dated November 27, 2023

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Email from Marty Lieberman, 204 Sunset Drive, dated November 27, 2023
Email from Martin and Debra Schwartz, 251 Locust Road, dated November 27, 2023
Letter with attachment from Jacob Wallach, 208 Charles Place, dated November 28, 2023
Email from Sybil Virshbo dated November 28, 2023
Email from Lucy Kaplan, 224 Charles Place, dated November 29, 2023
Letter with attachment from Anna Jaszczyk, 210 Charles Place, dated November 30, 2023
Email from Sandy Greiner, 1725 Highland Avenue, dated November 30, 2023
Email with attachments from Marty Lieberman 204 Sunset Drive, dated November 30, 2023
Email from Nancy Lawton Eisenberg, 2448 Pomona Lane, dated November 30, 2023
Email from Margaret Boyd, 701 Washington Avenue, dated December 1, 2023
Email from Beth DeWall dated December 1, 2023
Email from Susan and Sheldon Gottlieb, 717 Chilton Lane, dated December 1, 2023
Letter from Kathryn Bauer, 215 Sunset Drive, received December 4, 2023
Email from Lynne Bush-Salazar, 219 Skokie Boulevard, dated December 4, 2023
Email from David Levy, 210 Charles Place, dated December 4, 2023
Email from Gina Speckman and Joe Boex, 2215 Washington Avenue, dated December 6, 2023
Email from Gary Glenn dated December 6, 2023
Photographs submitted by Dr. Paul Smulson, presented by Enid Irizarry Richard at December 6, 2023 meeting
Photographs presented by Marty Lieberman at December 6, 2023 meeting
Handouts submitted by Lynn McKenzie, President, Executive Council of Mather Place Resident Council, at December 6, 2023 meeting

### 3.0 COMMENTS AND ARGUMENTS ON BEHALF OF THE APPLICANT

### 3.1 Persons appearing for the applicant

3.11 Mr. Jim Olguin, attorney<br>Olguin Law, LLC<br>16101 S. 108th Avenue, First Floor, Orland Park

3.12 Mr. Dan Olson, vice president Watermark Engineering Resources<br>2631 Ginger Woods Parkway, Suite 100, Aurora<br>3.13 Mr. Chris Stepp, area construction manager McDonald's USA, LLC<br>3.14 Mr. Brendan May, traffic engineer at Kenig, Lindgren, O’Hara, Aboona, Inc (KLOA) 9575 W. Higgins Road, Suite 400, Rosemont

### 3.2 Summary of presentations

3.21 Ms. Roberts said this is a request for a special use for a limited service restaurant, a special use for a drive-through facility, a variation for a drive-through facility on a lot less than 1 acre in area, and a roof top mechanical unit sound variation to permit the construction of a new building with drive-through facility and operation of a limited service restaurant with drive-through (McDonald's). The Village Board will hear this case on January 9, 2023.
3.22 Mr. Olguin said that they are withdrawing the variance request for the roof top mechanical, which will be in compliance.

He noted the lot minimum is 1 acre. This particular lot is .94 acres of property; minor reduction.

They are requesting a special use. Under Illinois law, it is considered a legislative act indicating that the particular use is appropriate within the properties that are zoned in that classification. Special use standards and the variance are addressed in the packet. They believe they are in compliance.
3.23 Mr. Olson illustrated an overview of the site plan. This is an existing commercial use that is vacant and rundown. The plan is to knock everything down and revitalize it. The development will include a 4,100 square foot McDonald's restaurant and a side-by-side drive-through where 17 cars will stack. One-way, counterclockwise circulation is standard. There will be 28 parking stalls, which is compliant with village requirements. There will be an accessible pedestrian connection and sidewalk to Skokie Boulevard with new curb and sidewalks within the right-ofway. Throughout the site, it will be ADA accessible with brand new sidewalks and a bike rack. The driveways are existing. A modification is being proposed on the southern driveway on the southwest corner to be right-in, right-out per the petitioner's engineers and Village engineers. This is an IDOT road. Staff at IDOT concur with this layout.

From the existing to the new site, the current parking lot will now have more pervious green area; under 1,000 square feet or so of additional green area.

Regarding the storm water component, drainage will be improved as an underground storm water detention system is being provided. Storm sewers only exist today.

New fencing is proposed along the east and north sides of the property. Current fencing is being removed. Increased setbacks will be seen. Currently the code is $10^{\prime}$, which they will comply with. There will be 10 ' of green area on the north and east sides. Just $2.3^{\prime}$ exists on the north side today with $8^{\prime}$ on the east side.

Landscaping is proposed. A lot of trees in bad shape are on the site now. These trees will be removed. Desirable trees (a few Honey Locusts on the southwest corner and in the right-of-way along Skokie Boulevard) will be saved. Mr. Olson advised he is a certified arborist. Screening above what the code allows will be amply buffered with landscaping, especially facing residents to the east and north.
3.24 Mr. Glattard asked about the stacking of cars, which show on the site plan to go past parked cars. He asked for clarification.

Mr. Olson said this is typical for McDonald's. What's illustrated is total capacity at peak times.
3.25 Mr. Falkof referenced the applicant letter, exhibit 2.1, and appropriate buffering being proposed while neighbors enjoy their own properties. He asked if buffering refers to grass.

Mr. Olson said no. What's proposed along the north and east sides is an abundance of Evergreen and deciduous material, to a level beyond what the code requires.
3.26 Mr. Falkof asked if this is inside the $8^{\prime}$ fence.

Mr. Olson concurred. As trees grow, the goal is a canopy above the $8^{\prime}$ fence.
3.27 Mr. Falkof asked if this landscaping eliminates sounds and smells.

Mr. Olson said it would dampen sound but not eliminate smells. He noted buffer is a technical term within the code.
3.28 Chairman Schneider asked what the wait time/idle time is per car on average.

Mr. Olson said the team did not have that information.
3.29 Ms. Urban asked about blocked parking spots when stacking is full. She asked if, when those cars are backed out, they are required to get into the drive-through traffic as shown.

Mr. Olson said cars in the drive-through would block cars attempting to vacate. A
by-pass lane is around the exterior of the drive-through allowing cars to exit.
3.30 Mr. Falkof asked how many customers are anticipated at this restaurant daily.

Mr. Olson said he doesn't know.
3.31 Chairman Schneider asked what the ratio of walk-in versus drive-through business is.

Mr. Olson said the typical site is 70\%-75\% drive-through.
3.32 Mr. Glattard asked what the concrete is next to the stacked cars.

Mr. Olson said that is where the grease trap will go; this is part of structural requirements.
3.33 Mr. Pellaton asked if the entrance/exit at the southeast corner going onto Old Glenview Road is required by code.

Mr. Olson said that is the dumpster enclosure. There is no connection to Old Glenview Road proposed.
3.34 Mr. Falkof asked if this would be a corporate-owned McDonald's or a franchisee.

Mr. Olson said that is yet to be determined.
3.35 Mr. Stepp said the average visit time is about $31 / 2$ minutes. The typical McDonald's serves about 1,000 transactions daily inside and outside.
3.36 Mr. Falkof asked how that translates into cars.

Mr. Stepp said transactions are measured per payment. A typical drive-through is between 70-80\%.
3.37 Ms. Urban asked what percentage of these transactions is during peak hours. She is concerned about the hours of 7:00 a.m. to 9:00 p.m. and also before 7:00 a.m. and until 1:00 a.m.
Mr. Stepp said it depends on the location and traffic. Some restaurants are heavier at breakfast, some are heavier at dinner.
3.38 Chairman Schneider asked what the typical hours of operation are.

Mr. Olson said there are a lot of 24-hour locations, some are 5:30 a.m. to 1:00 a.m. There are some that stop serving before 1:00 a.m. Mr. Olson said this request is below what is typical for McDonald's.

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3.39 Chairman Schneider said there are, on average, 15-18 employees. There are 28 parking spaces. He asked how they deal with more demand than spaces.

Mr. Olson said there may not be more demand than spaces. They wouldn't have an operation without enough parking for patrons. The kitchen crews typically carpool or take public transportation. Regarding the customer base, they are comfortable with the numbers being provided, which comply with Village code. Staff would use some of the spaces. There is not a high employee parking demand that would impact customer parking. A majority of customers use the drive-through.
3.40 Mr. Falkof asked if, based on statistics, 700-800 cars would use the drive-through.

Mr. Olson said that should be accurate. McDonald's is not necessarily a destination use. It is for those who are already on the road and divert to the site. McDonald's is the leader of drive-through technology. The dual-drive system is top-of-the-line. There was a lot of time spent designing this particular layout. The order point is moved further back from the pick-up line, thus giving kitchen staff enough time to prepare the food. The additional distance equals time. With a dual-order point, one driver may be ordering a lot of food while the other lane keeps moving. Employees are able to take more than one order thus reducing a back-up like at restaurant outlets having a single-order point. The slowest part is the order taking. Two at a time speeds things up. The dual drive allows more stacking. In summary, this is the most efficient drive-through possible. It reduces wait times. The goal is to have the food presented when one gets to the last window.
3.41 Chairman Schneider asked how many customers can be served at peak times in the drive-through.

Mr. Olson said 120 orders per hour; 50\% faster than other drive-through systems.
3.42 Mr. Glattard asked if the first point, where the speaker and microphone are for ordering, is the loudest point of the drive-through.

Mr. Olson concurred.
3.43 Mr. Glattard asked if, as one turns the corner, there are two or three windows.

Mr. Olson said three.
3.44 Mr. Falkof referred to the traffic study regarding pass-by traffic, and asked if this is a good site as there will be increased traffic on Skokie Boulevard due to Wayfair opening at Edens Plaza and a newly-improved Old Orchard shopping destination.

Mr. Olson said this was based on current traffic.
3.45 Mr. Pellaton asked if there are 15 to 18 employees per shift or in total.

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Mr. Olson said this is the maximum per shift.
3.46 Ms. Urban said, regarding employee carpooling and taking public transportation, there is no Pace route that serves this location. She asked if they work with Pace to adjust routes.

Mr. Olson said they do not ask Pace to alter routes. He reiterated that based on similar situations, employees are not a significant user of their parking lots. They are in compliance with Village parking requirements.
3.47 Mr. Falkof referred to the applicant letter that states McDonald's would have a positive impact on property values. He asked what that is based on.

Mr. Olguin said a key component is a vitality in the neighborhood versus a 3-year vacant lot with a building that's deteriorating.
3.48 Mr. Falkof asked if there is a study/article stating when a McDonald's is next door, property values rise.

Mr. Olguin said he has not seen such an article.
3.49 Mr. Glattard said this refers to other retail properties along that stretch.

Mr. Olguin said this could apply to homes. A vacant parcel has a negative impact. Uncertainty as to what would be placed there has negative aspects also.
3.50 Mr. Falkof asked if there are any studies indicating a reduction on property values if a McDonald's is placed next to residences.

Mr. Olguin said he has not seen anything like that. Having a McDonald's next to residential is not uncommon.
3.51 Mr. Pellaton said the owner was recently granted relief for an $8^{\prime}$ tall fence. He asked what kind of fence is proposed.

Mr. Olguin said they would still have an 8' fence. To reduce sound, they will meet Village regulations; 20 decibels below code per their sound-consultant review.
3.52 Mr. Pellaton asked about headlights while in the drive-through line on the east side that may shine at residences. Evergreens are preferred. Residents may want this petitioner to not just meet code but rather reassure residents; be a good neighbor to residents regarding noise, light, additional parking, trash, etc.

Mr. Olguin said they could adjust plantings. They meet the requirement of no more than 0.5 foot candles at the lot lines.

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3.53 Mr. Pellaton said that doesn't speak to customer headlights.

Mr. Olguin said fencing would mitigate that. As well as litter-code requirements, McDonald's has its own daily program. They could increase the number of inspections of the site. Parking exceeds spaces of code requirements. A parking space was removed per the Village request.
3.54 Chairman Schneider referenced the voluminous data in the traffic report. He asked for simplification. On the south entrance, there is right turn-in and right turn-out. On the north entrance, the exit is straight out. He asked if cars exiting can cross the median and turn south.

Mr. May said yes. The north access is a full access; allows lefts in and out.
3.55 Mr. Falkof referenced the traffic report, page 12, table 3, and asked about 93 transactions in the morning.

Mr. May said a trip-generation manual is the guide. The survey is conducted at land-use categories at drive-throughs.
3.56 Mr. Falkof asked why not use the data given by Mr. Stepp regarding 800 transactions daily.

Mr. May said this is respective of one particular hour; time periods. They studied mornings between 7:00 and 9:00 a.m., lunchtime around 11:00 a.m. to 2:00 p.m., dinner between 4:00 p.m. and 6:00 p.m., and Saturday between 11:00 a.m. and 2:00 p.m.
3.57 Mr. Falkof reiterated that the numbers McDonald's provided were not used.

Mr. May explained 1,000 transactions during peak hours.
3.58 Mr. Falkof asked if any thought was given, regarding traffic for this particular McDonald's, to the amount of traffic generated in the next year by the opening of Wayfair and the renovation of Old Orchard.

Mr. May said they receive average daily traffic projections from the Chicago Metropolitan Agency for Planning. They request what traffic will be to the year 2050. They reverse that to obtain a percent increase on the road per year.
3.59 Mr. Falkof referenced the traffic report, page 4 and the annual average traffic daily volume. He asked how they get to substantially less trips noted on page 12 .

Mr. May said this is one-hour periods, which is indicative of a traffic study. Focus is placed on the intersections having enough capacity to take on the additional traffic from McDonald's.

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3.60 Mr. Falkof asked why numbers from 2018 or 2019 weren't used.

Mr. May said they used their own traffic counts in November, 2022, to determine peak-hour volumes. This was compared to 2018 historical data. The November, 2022, numbers were higher and didn't need an adjustment.
3.61 Chairman Schneider asked about cars backing up going north (from Old Glenview Road to the north entrance) and the possibility of cars also backing up once they turn the corner.

Mr. May said a successful operation is one-way circulation, one-way drive-through, etc. The drive-through does have enough stacking to accommodate what McDonald's projects and won't impede one from entering from Skokie Boulevard; no backup on Skokie Boulevard.
3.62 Chairman Schneider asked about traffic going south turning into McDonald's. If drivers have to wait for the light at Old Glenview Road to change to cross the northbound lanes.

Mr. May concurred. To make the turn either when traffic stopped at the light or if a gap occurs in the traffic flow. The existing striped median could accommodate a vehicle without obstructing southbound traffic.
3.63 Ms. Urban referenced traffic of one-hour increments all times of the day at peak periods and peak load. She asked if the roadway system would get worse with peak loads.

Mr. May said it would not. At the intersection of Skokie Boulevard and Old Glenview Road, all projections and movements would continue operating at the same capacity as under existing conditions.
3.64 Ms. Urban asked if this carries through to CMAP's 2050 projection as well.

Mr. May said they do not go that far. IDOT requires six years for requirements to be satisfied.
3.65 Ms. Urban asked staff about the Village's own traffic study versus the firm McDonald's hired, and if the Village engineer concurred with this study.

Ms. Roberts said the Village engineer concurs.
3.66 Mr. Pellaton said, regarding the public transportation issue, there is a bus stop on the south side of Old Glenview Road on Skokie Boulevard.

Mr. May said he doesn't know how many bus stops run past the site. A table in the packet summarizes parking at several other McDonald's locations. The parking at

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this location exceeds others.
3.67 Ms. Urban said she Googled and found one bus that stops 3 blocks north.
3.68 Chairman Schneider asked if the table includes no parking on the street or off the street on the site.

Mr. May concurred saying the comparisons are located in a similar fashion close to state or county roads.
3.69 Chairman Schneider said, when reviewing the Caddyshack proposal for this site, the applicant considered making an agreement with the Weinstein Funeral Home for employee parking. He brings this up as a note to consider.
3.70 Chairman Schneider identified the data. Further north, there are 2 small streets to townhouse developments. He said there is no reason for these to be blocked at any time.

Mr. May concurred. The access drives are projected to operate as they are today.
3.71 Ms. Norrick asked about circulation on site. On the southern right-in, right-out, if someone turns in, one has to go all the way around the site to enter the drivethrough.

Mr. May said circulation is a 1-way orientation so everyone is traveling the same direction. Once familiar, the north access allows entering the drive-through more directly. That is also why one can go right-out so there is no additional circulation.
3.72 Mr. Pellaton said the closest McDonald's is in Winnetka in a strip mall. That is a stand-alone restaurant. In addition, there is no effort to match the existing architecture in the area. He asked why there is signage on the east elevation.

Mr. Olguin said architecture and signage would go to the Appearance Review Commission. What is shown is their standard design.
(following 4.30)
3.73 Mr. Olguin highlighted key concerns. They selected KLOA, Inc. to conduct the traffic study. Many municipalities use this firm as a traffic consultant. Staff at KLOA is not trying to write a plan in favor of McDonald's. Their reputation precludes that as they are industry professionals. If some don't believe KLOA's report, the Village has its own traffic engineer. The Village's review concluded that KLOA's report is accurate. The analysis included future expansion of the area. The report includes parking demand. It notes McDonald's is providing sufficient parking and even more than Village requirements. Larger McDonald's sites have less parking. There will be no problem with parking in the neighborhood.

There is only 1 variation requested relating to the size of the parcel. It is not perfectly rectangular and is slightly below. The site will not be overburdened by the development. The building will be smaller than what is existing. They meet all setback requirements. Buffers are enhanced on the north and east sides.

Regarding a special use, from a zoning perspective, it has already been included within this zoning classification. This is not a rezoning request. They are seeking a special use within the existing zoning classification. Under Illinois law, a special use is a legislative determination that the use is neither inconsistent with the public's health, safety, morals, or general welfare nor out of harmony with the general zoning plan. Because special uses are compatible with other uses in the district, a special use permit may not be denied. This is an appropriate classification within this area.

Regarding hours of operation, they are requesting what is permitted by code.
3.74 Chairman Schneider said the hours of operation is an issue with neighbors and the ZBA, and will be with the Board of Trustees.

Mr. Olguin said they would consider other recommendations. Typically they request 24 hours of operation. Aside from that, a public hearing is required. A sitdown restaurant would also have these hours of operation. In a lot of locations, the dining room is not open just the drive-through.

Chairman Schneider reminded if Caddyshack moved forward, its hours would have gone until 10:30 p.m.
3.75 Ms. Urban asked staff how many drive-through restaurants there are in Wilmette.

Ms. Roberts said she could only think of one, the drive-through Starbuck's on Lake Avenue.
3.76 Mr. Falkof discussed pollution. Idling causes additional CO2, VOCs, and nitrogen oxides released in the atmosphere. This will be concentrated in the McDonald's area and spread a bit further. There will be $50 \%$ of new traffic into the McDonald's. Mr. Olguin said cars driving through a site is inherent with a special use. The use is already included in the zoning classification.
3.77 Mr. Camillucci concurred and noted that it is not the same as a permitted use byright. The purpose of the special use designation is to allow for case-by-case circumstantial analysis where the use in this location could have negative effects on adjacent properties and surrounding area. Things like pollution and CO2 fall within that.

Mr . Olguin said a provision is that any adverse effects have to be above and beyond inherently-associated special uses. It has to be more than a drive-through causing
car emission.
3.78 Mr. Camillucci said perhaps that is the case. He raised how these objections compare to other permitted uses on the site (i.e. traffic, parking, noise, light, odors, etc.). This site will eventually be occupied by a commercial use. The same objections may arise for almost any use on this site. Comparisons could be made.

Mr. Olguin said there are a number of permitted uses (i.e. shared cars, restaurant uses, which could operate with the hours proposed per code, anything will generate traffic; cars that enter McDonald's are already on the road).
3.79 Mr. Pellaton said there is an impression that McDonald's discourages employee parking on-site.

Mr. Olguin said the traffic report indicates there is sufficient parking on the site and is above village requirements. Employees are not discouraged to park on the site. There is no parking demand from employees.
3.80 Mr. Pellaton asked about the signage. One or 2 arches are proposed. He thought McDonald's had gotten away from the arches.

Mr. Olguin agreed and said that signage is smaller than in the past. It will be altered and reduced. Arches are $42 " \times 48 "$.
3.81 Mr. Pellaton asked about truck traffic, customers coming to the site from the highway in trucks.

Mr. Olguin said they do not see this as a truck destination due to the location. All sites are designed with safety in mind. Fire trucks must navigate around the building.

### 4.0 INTERESTED PARTIES

### 4.1 Persons speaking on the application

### 4.11 Dr. Susan Zoline <br> 207 Skokie Boulevard

4.12 Mr. David Levy

210 Charles Place
4.13 Ms. Enid Irizarry Richard

201 Sunset Drive
4.14 Mr. Jacob Wallach

208 Charles Place
4.15 Mr. Martin Lieberman204 Sunset Drive
4.16 Ms. Carla Lieberman204 Sunset Drive
4.17 Mr. Mark Weyermuller208 Lawndale Avenue
4.18 Ms. Lynn McKenzie, president
Mather Place resident association
2801 Old Glenview Road
4.19 Ms. Kathryn Bauer
215 Sunset Drive
4.20 Ms. Maria Greydinger
223 Skokie Boulevard

### 4.2 Summary of presentations

4.21 Dr. Zoline said she lives across the street from the site. She has been a 25 -year resident of Wilmette and an 18-year resident in the Wilmette Point Townhome Association. She noted, if approved, her kitchen and bedroom windows would face golden arches. Neighbors have been meeting for several months in opposition. Safety, parking, congestion, sustainability, property values, young families moving in, aesthetics, and quality of life are all concerns.

Dr. Zoline said she is a regular public transit user. The 423 Pace bus runs nowhere in this vicinity. The 421 bus runs only during school hours until 5:15 p.m. during the week. The 422 bus runs up Skokie Boulevard from 7:00 a.m. until 8:00 p.m. on weekdays.

This property is unique. The surrounding areas are residential. The traffic study from KLOA was from 2017-2021. Covid protocols and traffic shutdown impact the study. Neighbors don't agree that traffic flow and patterns will not increase due to Wayfair and Old Orchard buildups. She referenced Pages 53-54 and special use standards. These studies do not capture the human element, unique aspects within this neighborhood, demographics, etc. It appears $50 \%$ of transactions will be destination trips; 500 of which would increase traffic. The study makes no mention of the proximity to the I-94 expressway nor exits at Lake Avenue and Old Orchard Road. It is likely trucks would pull off and onto the expressway to drive-through at McDonald's. These are not patrons wishing to enjoy and engage in the Wilmette community. As the hours are proposed at 5:30 a.m. to 1:00 a.m., long-distance truck drivers will enter and exit the restaurant outlet during early morning and late night hours. The restaurant will likely attract teen drivers that could cause accidents.

The north driveway allows entry and exit in both directions. This will be directly across from their townhouse entrance/exit. Cars turning left into McDonald's will also be doing so as their patrons enter/exit the townhome complex. The study did not address cars pulling in and out of both areas across the street from each other. Backups already occur at Starbucks. Children and families regularly frequent this area by walking, biking, skateboarding to/from the Rec Center, the ballpark field, Centennial Park, jobs at the golf course, etc. Seniors use canes and walkers particularly in the afternoon from Mather Home and the synagogue. Students take the bus to/from New Trier, etc. The study did not address these issues as McDonald's staff is not as familiar with this area as residents. Patrons of McDonald's may not be considerate of those using the sidewalks that cross driveways. Pedestrian and bike deaths have risen significantly. Wilmette has a campaign to increase walking and biking. There is a safety risk; a no vote is urged.

Mr. Pellaton said he didn't believe truck drivers would use this facility as there are height and width restrictions. He asked what use would not have cars entering and exiting, etc.

Dr. Zoline said a non-drive-through restaurant wouldn't pose the same problems; wouldn't have a continual flow of drivers circulating. The drive-through component would bring extra traffic.
4.22 Mr. Levy said he didn't realize they could be looking down at a McDonald's from their second and third floors. This is better suited for an exit off of I-55.

This lot is zoned for neighborhood retail thus the variance request. A 4,000 square foot drive-through facility during early and late hours is not neighborhood retail.

Negative impacts are to the environment, safety, parking, health, and the character of the neighborhood.

There are 2 McDonald 's within a 10 -minute driving distance. The site on Waukegan Road closes at 9:00 p.m., and the site on Dempster closes at 11:00 p.m.

This request is absurd. He is not against McDonald's, nor corporate, and is a new resident of Wilmette. The suggestion is to omit the drive-through and have reasonable hours. If so, Mr. Levy would be in support.

The 700 to 800 cars daily would change the safety. This would be a public nuisance. He has an 8-month old baby who would be exposed to headlights, sounds, etc. while sleeping on upper floors. Having activity 19.5 hours of the day for an area that is zoned for residential retail is not appropriate. This proposal is intended for an interstate exit. Mr. Levy urged the ZBA to vote against this. It is not in line with the Comprehensive Plan. It would be detrimental to the environment, health, safety, and well-being of residents.

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Mr. Falkof asked about an article found about a McDonald's being constructed and property values decreasing.

Mr. Levy stated that was a study in the U.K. He could not locate any in the U.S. Another article discussed a dual lane being more polluting.
4.23 Ms. Richard said she purchased her home 10 years ago and is proud to live in Wilmette. They are concerned about safety, health, property values, and quality of life.

On behalf of the neighbors regarding sustainability, this is about a drive-through that has a detrimental impact on air quality. The U.S. Department of Energy reports that idling engines/vehicle emissions contain gasses that affect climate change and toxic pollutants. Another agency reports this can lead to respiratory disorders. According to the World Health Organization, approximately 7 million people annually die of air pollution. Another article references green living. Industry average wait time is 3 minutes per car from order to pick-up. That translates to 20 grams of pollutants emitted per car. This is why some cities are banning the construction of fast-food restaurants. It would be an attempt to combat climate change, reduce air pollution and litter, and improve pedestrian safety. The Village is keen on sustainability so it should attract like-businesses. Clean air is a key to a healthy environment.

Half of this lot is around residential areas. At least $50 \%$ of the homes share a fence to this property. Photos of homes and proximity to the site were illustrated and explained. Three lanes with 2 having idling cars is not safe. She asked if ZBA members would bring family and friends to their backyards with a drive-through so close or purchase a home this close to a drive-through. This would impact all of Wilmette not just these backyards.

Ms. Richard would like the ZBA to align with the Strategic Plan and its sustainability provisions and decline this proposal.

Residents are concerned about property values. Long-term residents who have improved their homes will experience depreciation of their investments. An 8' fence will not alleviate noise; this is a quiet neighborhood; the noise will echo. Residents didn't purchase their homes with a lot being zoned as a drive-through.
4.24 Mr. Wallach said he and his wife have lived in their home for 38 years. Their property is adjacent to the north side of the site. Wilmette is a wonderful place in which to live with parks, community centers, good schools, and contributes to a high quality of life. It's a draw for people to live here.

The consideration of a McDonald's in their backyards causes a great deal of stress and anxiety. The neighborhood stands to lose its quaint and residential character in favor of a hustle bustle commercial establishment typically suited on an interstate
highway. Quality of life and well-being will be severely affected by noise and air pollution, idling cars, delivery trucks, etc. This would be a noisy teenager hangout and would attract criminal elements. A study shows crime rates increase in drivethrough areas.

The north exit would be 20 ' away from their property line. Increased traffic would be dangerous. As of now, it takes 3-4 minutes to exit their complex and make a left turn to go south on Skokie Boulevard.

The zoning ordinance does not allow a drive-through under 1 acre. There is no benefit to neighboring businesses as these are impulse purchases. The ZBA should preserve the existing fabric of the community.

The U.S. Constitution states each person has a right to a healthy environment. Wilmette's Sustainability Strategic Plan notes clean air is a key to a healthy environment. A drive-through is in violation of the U.S. Constitution as well as Wilmette's Sustainability Strategic Plan. A New York Times article references youth having the right to a healthy environment.

A McDonald's application was denied at 825 Green Bay Road. Evanston denied one at 2500 Grosse Point Road, citing concerns about traffic, noise adjacent to homes. Cities are banning or restricting fast-food restaurants.

After seeing the Welcome to Wilmette sign, they don't need to see a drive-through. He asked that sustainability be considered like other cities and deny this proposal.
4.25 Mr. Lieberman said he has been a patron of Wilmette for 35 years. He is quite upset about the McDonald's proposal. Photos were illustrated and explained about an ongoing parking issue. Wilmette Commons' full parking lot was shown (as anticipated parking numbers from the Mather expansion weren't accurate). Village staff had to intervene due to safety concerns. There is only parking on one side of the street on Sunset Drive. Mather employees continue to park on Sunset Drive.

There is no warm and comfortable feeling here. There is deep concern about the impact of parking. Parking overflow will happen. Residents are not tolerant of that. The variance request is concerning. As a bicyclist, Mr. Lieberman often has to wait 3-4 minutes to cross at Old Glenview Road due to current traffic. Safety for elderly residents while walking to their house of worship is paramount. With Wayfair coming in, the renovation at Old Orchard and projected surges, traffic studies may not indicate full impact. Residents deserve a comprehensive assessment of consequences. He asked that the priority of the community be considered. Studies show there are negative impacts from drive-through establishments. Safety concerns and a reduction in property values could be the result of ZBA and Board of Trustee decisions.
4.26 Ms. Lieberman read a note from a neighbor, Vicky Nelson, who was home ill and
unable to attend the meeting. She said Ms. Nelson lives at 230 Charles Place, and is concerned about crime. Ms. Nelson believes this McDonald's will bring in unwanted cars and bikes at all hours affecting residents' daily lives. A 2019 CBS article showed McDonald's employees even stated their work establishments are a magnet for crime. Workers at a Chicago McDonald's filed complaints about 31 violent crimes in the last 6 months of last year. A worker rights group depicted over 700 accounts of violence at McDonald's outlets over the past 3 years, many of which included guns. Chicago workers often have to place 911 calls. In one location, 1,365 calls were made in the last 3 years. In Chicago, over 21 calls were made to emergency services regarding McDonald's restaurants. Staying open approximately 3 hours later than other like fast-food chains could contribute to this violence.

Ms. Lieberman shared her own sentiments stating Wilmette is the only place she ever wanted to live. It has been 34 years, and she wants to stay in Wilmette. Placing a McDonald's drive-through will drive them out. She asked if anyone really would want a McDonald's drive-through in his/her backyard.
4.27 Mr. Weyermuller said he runs a Facebook page called Wilmette Connection that includes 5,000 people. They promote business in Wilmette. Business is good for the community. People are leaving Illinois. A discussion about this topic is going on right now on the Facebook page with mixed reactions. He is excited that McDonald's may come to Wilmette and is in favor. It is a commercial strip. Living 5 miles from the proposed location, there are not a lot of fast-food options in Wilmette. In his 25 years in Wilmette, the Village Board has been very hard on opening businesses; makes it hard to obtain liquor licenses. Mr. Weyermuller would like to see a lot more commerce in Wilmette. If Caddyshack would have gone forward, there would have been a liquor establishment there. He noted a lot of employees take Uber to work though busses are nearby. It hasn't been addressed how Uber Eats drivers may pick-up from McDonald's.
Mr. Weyermuller testified that the owners of Bakers Square received a big tax appeal, which lowered their taxes significantly. The Village Board, the Park District, and two School Boards paid attorneys to reverse their reduction, making the property unsustainable for their business. Bakers Square was on the downswing of closing all of their restaurants. He believes raising their property taxes encouraged them to close. Maybe the Village Board shouldn't be spending money on attorneys discouraging business.

Mr. Weyermuller encourages McDonald's to come and bring jobs to teenagers. He hopes the noise, traffic issues can be mitigated.
4.28 Ms. McKenzie said she is representing the residents of Mather Place. In August, they submitted 61 petitions. She applauds everyone for addressing concerns. McDonald's reports don't quite fit. Peak times are not morning, noon, or evening. They are after school, after day camp, and after swim. Traffic is not usual as parents are picking children up from school and taking them to events. There is a problem
with traffic at Mather, specifically people cutting off of Old Glenview Road to enter the shopping center. The traffic pattern is already messed up. Traffic going in and out of McDonald's will negatively affect residents. Many elderly want to walk, are on oxygen, and have respiratory diseases.

Ms. McKenzie urged the ZBA to rethink putting a McDonald's in this area. She feels sorry for those who will have to look at the golden arches from their backyards. When she grew up in Wilmette, one of the most wonderful things to do was go down to the beach, run free, and go to the park. Wilmette is better than a profitable corporation. The ZBA has been very thorough.
4.29 Ms. Bauer would said employees will park on Sunset Drive if they are discouraged from parking in the McDonald's lot. Village staff and boards created zoning standards for the health, safety, and enjoyment of Wilmette residents. The standard is 1 acre for a drive-through. McDonald's staff is asking for many variances. The requirement is to have canopy trees along the eastern side to mitigate noise. This is not possible as electrical wires are there. If that many variances are needed, it means it doesn't belong in Wilmette. She asked the ZBA to vote no.
4.30 Ms. Greydinger said she lives across the street. There are no fences or Evergreens to protect those neighbors. Headlights will point exactly into her bedroom window. They moved here because of the school district. They have invested what they earned into their property. In their 8-unit townhouse development, there are school children, a service road, and a tiny parking lot for 8 spaces. She believes if employees are restricted to park in the McDonald's lot, they will park across the street. Every morning, she drives down the service road to turn left to go to work in Northbrook.

If cars are waiting on the median to enter into McDonald's, there will be no way for her to turn left.

### 5.0 VIEWS EXPRESSED BY MEMBERS OF THE ZONING BOARD OF APPEALS

5.1 Mr. Falkof said he is not concerned about the healthiness or quality of food, the design of the building or the signage, whether there is a better use for the property, odors, what teenagers may or may not do, whether or not people will come by who are strangers to Wilmette, what revenue may or may not be generated by the business, whether we will be discouraging people from walking, or with the requested variation for the acreage, which he considers to be de minimis.

Mr. Falkof said he is concerned with the standards for approval of special uses. There are a number of standards that are the burden of the applicant to satisfy. He wanted to address some of them. The first is that the proposed use in the specific location will be consistent with the goals and policies of the Comprehensive Plan. He said the plan is often not particularly helpful, but in this case, it does provide some help. He cited Chapter 3 of the 2000 Comprehensive Plan, "Petitions for
zoning variations, special uses..." involve, "decisions [that] should be made in a planning context and with consistency." Policy 1, "... the following factors should be considered," item 17, "environmental impact on the vicinity" and item 18 "effects on the health, safety and welfare of the neighborhood and Village." He said he has questions not so much about the traffic, but questions about the pollution, noise, hours of operation, and the impact that will have on neighboring residents as well as the property values.

The next standard is...the establishment, maintenance, or operation of the proposed use in the specific location will not be detrimental to or endanger the public health, safety and welfare. He said that they had heard enough that raises a very serious question as to whether there will be some public health concerns. Wilmette has signed on to a sustainability agreement. Wilmette recognizes that there is an interest in reducing traffic, in reducing pollution, and in reducing the kinds of issues that will be raised by this applicant.

The third standard is...the proposed use in the specific location will not be injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted in the district. They have heard enough from the neighbors to know that there will be an impact on the neighbors who surround the property on potentially all four sides.

The next standard is...the proposed use in the specific location will not substantially diminish property values in the neighborhood. There is a question would the McDonald's be better than an empty lot and increase the value of property or would the McDonald's diminish the value of neighboring properties, because of the pollution, noise, traffic, light at night, and the extended hours. The applicant has the burden of proving that the use will not substantially diminish property values in the neighborhood. Mr. Falkof does not think this has been proven that property values will go up, as they have claimed, or remain steady. Logic suggests that property values will be depressed in some measure.
Lastly...the proposed use in the specific location will be consistent with the community character of the neighborhood of the parcel for the proposed special use. They have heard enough from the residents to say this is not the kind of use that should be considered consistent with the character of the neighborhood. He said he voted for the special use for Caddyshack by Murray Brothers. He thought that request was consistent because of the previous restaurant, Bakers Square, and other restaurants are likely to installed there. The McDonald's is a different use in his opinion. Mr. Falkof said for those reasons, he is inclined to not vote in favor of the request.
5.2 Mr. Pellaton said Mr. Falkof made a lot of good points. Mr. Pellaton said he thinks of it as an incremental difference between a restaurant use like Caddyshack and the proposed drive-through. It makes sense that a sit-down restaurant will require more parking. He said he is less moved by the concerns that the applicant will affect the neighbors' accustomed activities, because there is no business that would not affect

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them. In which case, it becomes a matter of degrees.
The traffic and the resulting air pollution are concerns. This might be deemed acceptable with reduced hours of operation. Someone testified that there are two other McDonald's in the area, one with a 9:00 p.m. and one with an 11:00 p.m. serving cutoff time. This is around the 10:30 p.m. time the board discussed with Caddyshack. Changing the hours so it's not as late might make it more acceptable to the neighbors, but that doesn't solve the problem of the drive-through aspect. He agrees, the variation for the lot size is a de minimis request.
5.3 Chairman Schneider said he recalled that the neighborhood would have been much more burdened with parking from the Caddyshack restaurant. The other issue was noise from open outdoor seating.
5.4 Mr. Pellaton said they received a lot of written material from the neighbors regarding this request. He noted there are themes - parking, traffic, safety, property values, hours, noise, lights, trash. He was interested to hear from the applicant about those issues. For him, the incremental aspect comes down to hours and traffic. The smell, the lights, the proximity, the trash, all of those things would be about the same as another restaurant, except for the additional cars driving though.
5.5 Ms. Urban referenced Mr. Pellaton's characterization as a matter of degree. She said the property is classified as neighborhood retail. There is a significant magnitude of difference between a national chain like the applicant that generates the amount of business that it does compared to some other limited-service restaurants. The board has recommended a number of special uses for limitedservice restaurants, but they tend to be smaller operations that don't have the traffic load that is present with this applicant.

The traffic study focused on traffic from the perspective of the roadways and cars. The infrastructure is there to accommodate the draw McDonald's will receive. What they heard from the residents was the collateral damage with all of that traffic. There will be pedestrians and cars crossing paths. To have 1,000 transactions daily, that is a lot coming to a neighborhood retail site. It's another thing if you're talking about Edens Plaza.
5.6 Mr. Pellaton said 50 transactions an hour.
5.7 Ms. Urban agreed, about one car per minute. She said this is an order of magnitude difference that the board should consider as they think about whether this special use makes sense in this location. She said this will overburden the neighborhood. There are a lot of drawbacks; she doesn't see the benefit. She said she is inclined not to support the request.
5.8 Mr. Pellaton said he lives up against the downtown business district; there are many places in the village where houses that back up to commercial districts. It's not an

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uncommon situation, for example, Fourth and Linden, Ridge Road. None of those districts have a national fast-food restaurant. Wilmette has resisted or limited fastfood restaurants in part due to the kind of concerns that have been expressed about this application. He can't say whether that's been a good thing or a missed opportunity.
5.9 Mr. Camillucci said he had a different perspective. He said he views this as the beginning of a well-established commercial corridor in the Village. There are a few places in the village that are appropriate for commercial activity of this type. This site is two blocks from Old Orchard mall, which is a very active commercial area.

While there is residential next to this property, the same is true for the shopping center next door. Many commercial strips generate traffic and have residences in the rear or the side, both within the village and throughout the Chicago area. He doesn't think that ought to disqualify considering a commercial use like this application.

He referenced his earlier comments about trying to contextualize what they've heard about the impact of the proposed use by comparing and contrasting with other possible uses for the site, some that would be approved by-right, he was drawing an opposite inference. Some of the impacts may favor the applicant and some may not. On balance, it favors the applicant. Anything that occupies this site will probably create a worse parking probably, generate traffic, noise, light, etc. On balance, the proposal is well thought-out and seeks to address many of those impacts. He's not concerned about the traffic along the thoroughfares, the parking or the light at the edges of the property. They've been told the noise from the intercom and mechanicals on the roof will satisfy Village requirements.

The impacts that distinguish this from a more typical commercial use are the noise and lights from cars driving through the site. These will have the most negative impact on surrounding properties during early morning and evening hours. During the day, they will be less noticeable, and more comparable to what you'd expect from any commercial use. He is inclined to support the application, subject to a condition that the hours of operation be reduced to perhaps $10 \mathrm{p} . \mathrm{m}$. This is a time when most people are heading to bed and don't want light in the windows or the noise. The time may be subject to some negotiation by the time it gets to the Village Board level.
5.10 Chairman Schneider asked clarified that Mr. Camillucci would be in favor subject to reduced hours.
5.11 Mr. Falkof asked if they could vote on that or if the board has to vote up or down as requested.

Ms. Roberts said a motion could be made and seconded to recommend some kind of condition related to the hours.

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5.12 Chairman Schneider asked if the motion could be open ended, for reduced hours as approved by the trustees.
(After 6.2)
5.13 After his motion was seconded by Mr. Glattard, Mr. Camillucci said that the board could discuss the motion to recommend a condition of a 10:00 p.m. end time. They will then vote to approve the amendment or disapprove the amendment. Then they can go back to discuss and vote on either the amended motion with the condition or the original motion without the condition.
5.14 Mr. Glattard said the hours of operation are one of the biggest issues in his mind. It's a retail site on a busy street. It's going to attract a type of retailer that looks at traffic flow. Whatever use goes in there...is going to be a use that brings cars onto the property Living next door to a property like that, he understand the residents' positions. The property has been zoned retail for a number of years. As far as the hours go, he said he supports reducing the hours as proposed.
5.14 Mr. Falkof clarified that the current discussion was related only to the proposed amendment and that the vote will be just on the amendment.
5.15 Mr. Camillucci said if the vote on the motion to amend fails, the board will go back to discussion of Mr. Falkof's original motion. If the motion to amend passes, the board will consider Mr. Falkof's motion as amended to include the condition of hours ceasing at 10:00 p.m.
5.16 Mr. Pellaton said he was interested to hear that other locations close at 9:00 p.m. and 11:00 p.m. He can't say what hours the neighbors are willing to tolerate. Given that the proposed condition is advisory only, he will support the amendment.
(After 6.22)
5.17 Chairman Schneider said that the motion to approve the condition had passed and discussion can continue on the original motion, keeping in mind the proposed condition now included.
5.18 Mr. Falkof said the added condition does not change his opinion on the request.
5.19 Ms. Urban concurred.
5.20 Ms. Norrick said she appreciated the adding of the amendment, but she still has other concerns, primarily with the drive-through piece. It's a commercial corridor, there will be some commercial use there, and it will be of an intensity greater than what is there now, which is a vacant parcel. The traffic and the drive-through in such close proximity to the neighboring residential homes. For those reasons, she is leaning toward not supporting the request.
5.21 Mr. Glattard said any use that goes on the site will be high intensity. The property value, its size, and the volume of traffic that goes by will attract. The applicant's plan has addressed the neighbors' concerns as best they can. You can't completely protect the neighboring properties and that's what happens when you live next to a commercial zone. With the condition of the reduced hours, he will support the request. It will be nice to get rid of the vacant lot. It's been vacant for a long time, probably in part because it's too small for some things and too big for others. The proposed use seems to be just the right size for this property.
5.22 Chairman Schneider thanked the audience, the applicant, and his colleagues on the board.

Regarding the standards for special uses, any other restaurant use may be argued to not meet the standards as they are vague. The request is for a special use. He agrees with the other members that the variation is not a concern, it's a relatively small item. The key things are the special use for a limited service restaurant and a special use for a drive through.

Issues that have been raised include hours of operation, traffic, safety, parking, noise, environmental impacts, and impact on property values. He said he's looked for studies on how fast-food restaurants impact adjoining residential property values. He found no conclusive evidence domestically that fast-food restaurants have an impact one way or the other.

Regarding environmental impacts, he read that the average wait time is 3 minutes. Clearly, idling cars emit pollutants and the immediate neighborhood is more affected than the broader community. On the other hand, if he takes his grandkids to McDonald's, to travel to a McDonald's elsewhere that's 6 miles away is arguably polluting more than idling for 3 minutes at this site, which is 2 miles away. He agrees to some marginal extent that the adjoining neighbors will presumably have an increase in pollution due to the idling cars.

Regarding traffic, there will be more cars. Parking is not the issue. Cars will not back up on either Old Glenview Road or Skokie Boulevard. He is convinced that there is sufficient parking for staff and sit-down customers. Caddyshack would have had many more employees and customers parking there. That would have had a greater impact on the neighbors, particularly Sunset Drive and Old Glenview Road, so much so that they were encouraged to make arrangements for additional off-site parking. He had been leaning against the request, particularly because of the hours of operation. It's not fair to put the burden on the community to 1:00 a.m. That was an issue that was mitigated with the condition they have added to the motion. The trustees may wish to condition that further. After hearing the testimony and discussing with his colleagues, he can support the motion as amended.

### 6.0 DECISION

6.1 Mr. Falkof moved to recommend granting a revised request for a special use for a limited service restaurant, a special use for a drive-through facility, and a variation for a drive-through facility on a lot less than 1 acre in area to permit the construction of a new building with drive-through facility and operation of a limited service restaurant with drive-through (McDonald's) at 200 Skokie Boulevard in accordance with the plans submitted. The use shall run with the use.
6.11 Mr. Pellaton seconded the motion.
(After 5.12)
6.2 Mr. Camillucci moved to amend the original motion and approve the proposed special uses and variation subject to the condition that the hours of operation cease at 10:00 p.m.
6.21 Mr. Glattard seconded the motion.
(After 5.16)
6.22 The roll call vote on the proposed amendment was as follows:

| Chairman Reinhard Schneider | Yes |
| :--- | :---: |
| Karl Camillucci | Yes |
| Brad Falkof | Yes |
| Didier Glattard | Yes |
| Christine Norrick | Yes |
| Ryrie Pellaton | Yes |
| Maria Urban | Yes |

Motion carried.
6.3 The original motion having been made and seconded and an amending motion having been made, seconded, and approved, the vote was called on the motion to recommend granting a revised request for a special use for a limited service restaurant, a special use for a drive-through facility, and a variation for a drivethrough facility on a lot less than 1 acre in area to permit the construction of a new building with drive-through facility and operation of a limited service restaurant with drive-through (McDonald's) at 200 Skokie Boulevard in accordance with the plans submitted, subject to the condition that the hours of operation cease at 10:00 p.m. The use shall run with the use.

The roll call vote was as follows:

| Chairman Reinhard Schneider | Yes |
| :--- | :--- |
| Karl Camillucci | Yes |
| Brad Falkof | No |

Case 2023-Z-60
200 Skokie Boulevard

| Didier Glattard | Yes |
| :--- | :---: |
| Christine Norrick | No |
| Ryrie Pellaton | Yes |
| Maria Urban | No |
|  |  |
| Motion carried. |  |

6.4 Ms. Norrick moved to authorize the Chairman to prepare the report and recommendation for case number 2023-Z-60.
6.41 Mr. Pellaton seconded the motion and the vote was as follows:

| Chairman Reinhard Schneider | Yes |
| :--- | :---: |
| Karl Camillucci | Yes |
| Brad Falkof | Yes |
| Didier Glattard | Yes |
| Christine Norrick | Yes |
| Ryrie Pellaton | Yes |
| Maria Urban | Yes |

Motion carried.

### 7.0 FINDINGS OF FACT UPON WHICH DECISION WAS BASED

Four members of the Zoning Board of Appeals find that the request meets the special use standards of Section 5.3.E and the variation standards of Section 5.4.F of the Zoning Ordinance. The site is zoned for commercial use. In 2022, a Caddyshack full service restaurant was approved on this site (but was not established). Given the lot size and the location along an arterial road, the site is well suited to and will attract a higher-intensity commercial use than other Neighborhood Retail districts. It is a common occurrence in Wilmette, as throughout the Chicagoland area, that active commercial uses directly adjoin residential lots. The recommended condition that operations cease at 10:00 p.m. (rather than 1:00 a.m. as proposed in the application) is an important element that allowed some of those voting in favor to do so. Absent this condition, the outcome of the Zoning Board's vote may have been different.

The proposed uses in the specific location will be consistent with the goals and policies of the Comprehensive Plan, which identify the property for commercial use. The establishment, maintenance or operation of the proposed uses in the specific location will not be detrimental to or endanger the public health, safety and welfare any more so than any other commercial use likely to occupy the site. The proposed uses in the specific location will not be injurious to the use or enjoyment of other property any more so than any other commercial use likely to occupy the site. The establishment of the special uses in the specific location will not impede the normal and orderly development and improvement of surrounding properties, which are already fully developed consistent with their respective zoning district uses. No conclusive evidence was provided that the
proposed uses in the specific location will substantially diminish property values in the neighborhood. The property has been vacant for a few years and consequently, has an unappealing appearance, which can have a negative impact on neighborhood property values. Adequate utilities, road access, drainage, and other necessary facilities already exist or will be provided to serve the proposed uses. Adequate measures already exist to provide ingress and egress to the proposed uses in a manner that minimizes traffic congestion in the public streets. The site layout and location of the menu board is such that stacking for the drive-through wraps around the south and west sides of the new building. Stacking for 14 vehicles was demonstrated in the application, with still more room shown for additional cars to line up; based on the average volume of drive-through customers and the operational process to move cars that are still waiting for pick-up to a parking space beyond the drivethrough, it is not expected that cars will queue onto Skokie Boulevard. There is currently no driveway access, and none is proposed, from the site onto Old Glenview Road. The proposed uses in the specific location will be consistent with the community character of the neighborhood, which includes shopping centers with parking lots in the front and limited service restaurants and personal service uses, which attract customers with high parking turnover. Development of the proposed uses will not substantially adversely affect a known archaeological, historical or cultural resource; no such resources are identified either on or off the proposed site. The applicant has made adequate legal provision to guarantee the provision and development of any buffers, landscaping, and other site improvements. The applicant has provided the necessary buffer yards adjoining residential; if relief is needed from any requirements, this will be reviewed by the Appearance Review Commission. The proposed uses will meet almost all of the additional use standards specified in Article 12, with the exception of the minimum lot size for a drive-through, for which a variation has been sought in addition to these special uses.

Regarding the variation standards, the subject property is 41,091 square feet, 2,469 square feet under the lot size minimum of one acre ( 43,560 square feet) for a drive-through. This is a minimal difference, not substantially impacting the function of the site for a drivethrough. The particular physical conditions, the size of the lot, impose upon the owner a practical difficulty. The plight of the owner is due to the size of the lot; there is no opportunity to secure more property to make the lot area conforming for this use. The difficulty is peculiar to the property in question. The difficulty prevents the applicant from making reasonable use of the property with a drive-through, which is an essential part of the business. The proposed variation will not impair an adequate supply of light and air to or otherwise injure other property or its use. The applicant is still able to provide the necessary setbacks and buffer yards for the proposed uses even though the lot area is reduced. The variation, if granted, will not alter the essential character of the neighborhood. The proposed site design functions for the drive-through and is laid out consistent with other district commercial properties (shopping centers).

Three members of the Zoning Board of Appeals find that the request does not meet the special use standards of Section 5.3.E and the variation standards of Section 5.4.F of the Zoning Ordinance. Specifically, the proposed uses in the specific location will not be consistent with the goals and policies of the Comprehensive Plan as provided for in Chapter 3, Policy 1, items 17 and 18, calling for the consideration of "environmental impact on the

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vicinity" and "effects on the health, safety and welfare of the neighborhood and Village." There is some question that the establishment, maintenance or operation of the proposed uses will be detrimental to the public health, safety and welfare due to the possible pollution of the high number of idling cars through the drive-through. The proposed uses in the specific location will be injurious to the use or enjoyment of other property in the neighborhood due to the noise and the pollution. The applicant has not adequately demonstrated that the proposed uses in the specific location will not substantially diminish property values. The proposed uses in the specific location will not be consistent with the community character of the neighborhood, which consists of single-family homes, townhouse units, and housing for those over 62 years of age.

### 8.0 RECOMMENDATION

The Zoning Board of Appeals recommends granting a revised request for a special use for a limited service restaurant, a special use for a drive-through facility, and a variation for a drive-through facility on a lot less than 1 acre in area to permit the construction of a new building with drive-through facility and operation of a limited service restaurant with drivethrough (McDonald's) at 200 Skokie Boulevard in accordance with the plans submitted, subject to the condition that the hours of operation cease at 10:00 p.m. The use shall run with the use.

## GISConsortium <br> 200 Skokie Blvd - Zoning Map



## GISConsortium 200 Skokie Blvd







| OCCUPANCY ALLOWANCE |  |  |  |  | BUILDING INFORMATION |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
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## RATIO Series

## CATALOG \#

AREA/SITE LIGHTER

## FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as retail, commercial and campus parking lots
- Featuring Micro Strike Optics which maximizes target zone illumination with minimal losses at the house-side, reducing light trespass issues
- Visual comfort standard
- Compact and lightweight design with low EPA
- 3G rated for high vibration applications including bridges and overpasses
 intelligence " and 7-Pin with networked controls

- Best in class surge protection available



## CONTROL TECHNOLOGY

## SPECIFICATIONS

## CONSTRUCTION

- Rectilinear form mimics the traditional shoebox form factor keeping a similar but updated style and appearance, ideal for retrofit applications
- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish


## OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- 80, 160, 320 or 480 midpower LEDs
- $3000 \mathrm{~K}, 4000 \mathrm{~K}$ or 5000 K ( 70 CRI ) CCT
- Zero uplight at 0 degrees of tilt
- Field rotatable optics


## INSTALLATION

- Standard square arm mount, compatible with B3 drill pattern
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option or accessory for square and round poles.
- Knuckle arm fitter option available for 2-3/8" OD tenon. Max tilt of 60 degrees with 4 degree adjustable increments. (Restrictions apply for 7-pin options)


## ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, $50 / 60 \mathrm{~Hz}$
- Ambient operating temperature $-40^{\circ} \mathrm{C}$ to $40^{\circ} \mathrm{C}$
- Drivers have greater than $90 \%$ power factor and less than 20\% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/ IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised


## CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- 0-10 V Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6 " standard
- NX Distributed Intelligence ${ }^{\text {ew }}$ available with in fixture wireless control module, features dimming and occupancy sensor


## CERTIFICATIONS

- DLC ${ }^{\oplus}$ (DesignLights Consortium Qualified), with some Premium Qualified configurations. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Listed to UL1598 and CSA C22.2\#250.0-24 for wet locations and $40^{\circ} \mathrm{C}$ ambient temperatures
- 3G rated for ANSI C136.31 high vibration applications
- Fixture is IP66 rated
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See Buy American Solutions


## WARRANTY

- 5 year limited warranty
- See HLI Standard Warranty for additional information

| KEY DATA |  |
| :---: | :---: |
| Lumen Range | $3,000-48,000$ |
| Wattage Range | $25-340$ |
| Efficacy Range (LPW) | $118-155$ |
| Fixture Projected Life (Hours) | L70>60K |
| Weights Ibs. (kg) | $13.5-24(6.1-10.9)$ |

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## RATIO SERIES

ORDERING GUIDE
Example: RAR1-80L-25-3K7-2-UNV-ASQ-BL-NXWE-BC
CATALOG \# $\square$
ORDERING INFORMATION


| Catalog Number | Lumens | Wattage | LED Count | CCT/CRI | Voltage | Distribution | Mounting | Finish |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RAR1-100-4K-3 | 12,000 | 100W | 160L | 4000 K 70 CRI | $120-277 \mathrm{~V}$ | Type 3 | Square Arm | Bronze |
| RAR1-100-4K-4W | 12,000 | 100W | 160L | 4000K70CRI | $120-277 \mathrm{~V}$ | Type 4W | Square Arm | Bronze |
| RAR1-135-4K-3 | 18,000 | 135W | 160 L | 4000 K 70 CRI | $120-277 \mathrm{~V}$ | Type 3 | Square Arm | Bronze |
| RAR1-135-4K-4W | 18,000 | 135W | 160L | 4000 K 70 CRI | $120-277 \mathrm{~V}$ | Type 4W | Square Arm | Bronze |
| RAR2-165-4K-3 | 21,000 | 165W | 320 L | 4000 K 70 CRI | $120-277 \mathrm{~V}$ | Type 3 | Square Arm | Bronze |
| RAR2-165-4K-4W | 21,000 | 165W | 320 L | 4000 K 70 CRI | $120-277 \mathrm{~V}$ | Type 4W | Square Arm | Bronze |

## RATIO SERIES

AREA/SITE LIGHTER

## OPTIONS AND ACCESSORIES - STOCK (ORDERED SEPARATELY)

| Catalog Number |  | Description |
| :--- | :--- | :--- |
| $\square$ | RARRPA3DB | Round pole adapter $3.5^{\prime \prime}$ to $4.13^{\prime \prime}$ for ASQ arm, 3.5" to 4.13" OD pole, dark bronze finish |
| $\square$ | RARA3UDB | Universal mount for square pole or round pole 3.5" to 4.13", dark bronze finish |
| $\square$ | RARBC80L | Ratio backlight control 80L |
| $\square$ | RARBC160L | Ratio backlight control 160L |
| $\square$ | RARBC320L | Ratio backlight control 320L |
| $\square$ | RARBCA80L |  |

## ACCESSORIES AND REPLACEMENT PARTS - MADE TO ORDER

| Catalog Number |  | Description |
| :---: | :---: | :---: |
| $\square$ | RAR-ASQU-XX | Universal arm mount for square pole/flat surface ${ }^{2}$ |
| $\square$ | RAR-A_U-XX | Universal arm mount for round poles ${ }^{\text {² }}$ |
| $\square$ | RAR-RPA_-XX | Round pole adapter ${ }^{\text {r, } 2}$ |
| $\square$ | SETAVP-XX | 4" square pole top tenon adapter, $23 / 8{ }^{\text {" }}$ OD slipfitter ${ }^{2}$ |
| $\square$ | RETAVP-XX | 4" round pole top tenon adapter, $23 / 8$ ' OD slipfitter for max. Four fixtures (900); order 4" round pole adapters separately ${ }^{2}$ |
| $\square$ | BIRD-SPIKE-3 | Ratio size 1 bird deterrent/spikes |
| $\square$ | BIRD-SPIKE-4 | Ratio size 2 bird deterrent/spikes |
| $\square$ | RARWB-XX | Wall bracket - use with Mast Arm Fitter or Knuckle ${ }^{2}$ |

Replace "_" with "3" for 3.5"-4.13" OD pole, "4" for 4.18 " -5.25 " OD pole, " 5 " for 5.5 "-6.5" OD pole
2 Replace " $X X$ " with desired color/paint finish

## CONTROLS

```
Control Options
Standalone
    SCPREMOTE Order at least one per project location to program and control
    Networked - Wireless
    WIR-RME-L
    wiSCAPE External Fixture Module [.2
    NX Networked - Wireless
        NXOFM-1R1D-UNV
                            NX Wireless, Daylight Harvesting, BLE, 7 pin twisted lock
Notes:
            Works with external networked pholosensor
2 WISCAPE Gateway required for system programming
```


## RATIO SERIES

TYPE: PROJECT:

AREA/SITE LIGHTER

## PERFORMANCE DATA

| Description | Nominal Wattage | System Watts | Dist. <br> Type | 5K (5000K NOMINAL 70 CRI) |  |  |  |  | 4K (4000K NOMINAL 70 CRI) |  |  |  |  | 3K (3000K NOMINAL 80 CRI) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Lumens | LPW | B | U | G | Lumens | LPW | B | U | G | Lumens | LPW | B | U | G |
| RAR1 | 25 | 25.4 | 2 | 3438 | 135 | 1 | 0 | 1 | 3445 | 136 | 1 | 0 | 1 | 3240 | 128 | 1 | 0 | 1 |
|  |  |  | 3 | 3460 | 136 | 1 | 0 | 1 | 3467 | 136 | 1 | 0 | 1 | 3260 | 128 | 1 | 0 | 1 |
|  |  |  | 4W | 3406 | 134 | 1 | 0 | 1 | 3412 | 134 | 1 | 0 | 1 | 3209 | 126 | 1 | 0 | 1 |
|  |  |  | 5QW | 3483 | 137 | 2 | 0 | 1 | 3490 | 137 | 2 | 0 | 1 | 3282 | 129 | 2 | 0 | 1 |
|  | 39 | 39 | 2 | 5263 | 139 | 1 | 0 | 2 | 5273 | 139 | 1 | 0 | 2 | 4960 | 131 | 1 | 0 | 2 |
|  |  |  | 3 | 5297 | 139 | 1 | 0 | 2 | 5308 | 140 | 1 | 0 | 2 | 4991 | 131 | 1 | 0 | 2 |
|  |  |  | 4 W | 5200 | 137 | 1 | 0 | 2 | 5210 | 137 | 1 | 0 | 2 | 4900 | 129 | 1 | 0 | 2 |
|  |  |  | 5QW | 5333 | 140 | 3 | 0 | 1 | 5344 | 141 | 3 | 0 | 1 | 5025 | 132 | 3 | 0 | 1 |
|  | 50 | 49.8 | 2 | 6310 | 127 | 1 | 0 | 2 | 6323 | 127 | 1 | 0 | 2 | 5946 | 120 | 1 | 0 | 2 |
|  |  |  | 3 | 6349 | 128 | 1 | 0 | 2 | 6362 | 128 | 1 | 0 | 2 | 5983 | 120 | 1 | 0 | 2 |
|  |  |  | 4W | 6233 | 125 | 1 | 0 | 2 | 6245 | 126 | 1 | 0 | 2 | 5873 | 118 | 1 | 0 | 2 |
|  |  |  | 5QW | 6392 | 129 | 3 | 0 | 1 | 6405 | 129 | 3 | 0 | 1 | 6023 | 121 | 3 | 0 | 1 |
|  | 70 | 68.4 | 2 | 9486 | 139 | 1 | 0 | 2 | 9505 | 139 | 1 | 0 | 2 | 8938 | 131 | 1 | 0 | 2 |
|  |  |  | 3 | 9544 | 140 | 1 | 0 | 2 | 9563 | 140 | 1 | 0 | 2 | 8993 | 131 | 1 | 0 | 2 |
|  |  |  | 4W | 9395 | 137 | 1 | 0 | 2 | 9414 | 138 | 1 | 0 | 2 | 8853 | 129 | 1 | 0 | 2 |
|  |  |  | 5QW | 9608 | 140 | 4 | 0 | 2 | 9628 | 141 | 4 | 0 | 2 | 9054 | 132 | 4 | 0 | 2 |
|  | 100 | 90.0 | 2 | 11976 | 133 | 2 | 0 | 2 | 12000 | 133 | 2 | 0 | 2 | 11285 | 125 | 2 | 0 | 2 |
|  |  |  | 3 | 12050 | 134 | 2 | 0 | 2 | 12074 | 134 | 2 | 0 | 2 | 11354 | 126 | 2 | 0 | 2 |
|  |  |  | 4W | 11861 | 132 | 2 | 0 | 2 | 11885 | 132 | 2 | 0 | 2 | 11177 | 124 | 2 | 0 | 2 |
|  |  |  | 5QW | 12131 | 135 | 4 | 0 | 2 | 12155 | 135 | 4 | 0 | 2 | 11431 | 127 | 4 | 0 | 2 |
|  | 115 | 109.7 | 2 | 15572 | 142 | 2 | 0 | 2 | 15494 | 141 | 2 | 0 | 2 | 14871 | 136 | 2 | 0 | 2 |
|  |  |  | 3 | 15833 | 144 | 2 | 0 | 2 | 15754 | 144 | 2 | 0 | 2 | 15121 | 138 | 2 | 0 | 2 |
|  |  |  | 4W | 15281 | 139 | 2 | 0 | 3 | 15205 | 139 | 2 | 0 | 3 | 14623 | 133 | 2 | 0 | 3 |
|  |  |  | 5QW | 15732 | 143 | 4 | 0 | 2 | 15653 | 143 | 4 | 0 | 2 | 15024 | 137 | 4 | 0 | 2 |
|  | 135 | 133.3 | 2 | 17971 | 135 | 3 | 0 | 3 | 17881 | 134 | 3 | 0 | 3 | 17163 | 129 | 3 | 0 | 3 |
|  |  |  | 3 | 18272 | 137 | 2 | 0 | 2 | 18181 | 136 | 2 | 0 | 2 | 17450 | 131 | 2 | 0 | 2 |
|  |  |  | 4W | 17635 | 132 | 2 | 0 | 3 | 17547 | 132 | 2 | 0 | 3 | 16876 | 127 | 2 | 0 | 3 |
|  |  |  | 5QW | 18156 | 136 | 4 | 0 | 2 | 18065 | 136 | 4 | 0 | 2 | 17339 | 130 | 4 | 0 | 2 |
| RAR2 Performance Data on next page |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Lumen values are from photometric test performed in accordance with IESNA LM-79-08. Data is considered to be representative of the
configurations shown. Actual performance may differ as a result of end-user environment and application.

DATE: LOCATION:

## RATIO SERIES

TYPE: PROJECT:

AREA/SITE LIGHTER

## PERFORMANCE DATA



[^1]configurations shown. Actual performance may differ as a result of end-user environment and application.

## RATIO SERIES

## ELECTRICAL DATA

| $\begin{aligned} & \text { \#OF } \\ & \text { LEDS } \end{aligned}$ | Nominal Wattage | Input Voltage | Oper. Current (Amps) | System Power (Watts) |
| :---: | :---: | :---: | :---: | :---: |
| RAR1 | 25 | 120 | 0.21 | 25.4 |
|  |  | 208 | 0.12 |  |
|  |  | 240 | 0.11 |  |
|  |  | 277 | 0.09 |  |
|  | 39 | 120 | 0.32 | 38.0 |
|  |  | 208 | 0.18 |  |
|  |  | 240 | 0.16 |  |
|  |  | 277 | 0.14 |  |
|  |  | 347 | 0.11 |  |
|  |  | 480 | 0.08 |  |
|  | 50 | 120 | 0.42 | 49.8 |
|  |  | 208 | 0.24 |  |
|  |  | 240 | 0.21 |  |
|  |  | 277 | 0.18 |  |
|  | 70 | 120 | 0.57 | 68.4 |
|  |  | 208 | 0.33 |  |
|  |  | 240 | 0.29 |  |
|  |  | 277 | 0.25 |  |
|  | 100 | 120 | 0.75 | 90.0 |
|  |  | 208 | 0.43 |  |
|  |  | 240 | 0.38 |  |
|  |  | 277 | 0.32 |  |
|  | 115 | 120 | 0.91 | 109.7 |
|  |  | 208 | 0.53 |  |
|  |  | 240 | 0.46 |  |
|  |  | 277 | 0.40 |  |
|  |  | 347 | 0.32 |  |
|  |  | 480 | 0.23 |  |
|  | 135 | 120 | 1.11 | 133.3 |
|  |  | 208 | 0.64 |  |
|  |  | 240 | 0.56 |  |
|  |  | 277 | 0.48 |  |
|  |  | 347 | 0.38 |  |
|  |  | 480 | 0.28 |  |

LUMINAIRE AMBIENT
TEMPERATURE FACTOR (LATF)

| Ambient Temperature |  | Lumen <br> Multiplier |
| :---: | :---: | :---: |
| $0^{\circ} \mathrm{C}$ | $32^{\circ} \mathrm{F}$ | 1.03 |
| $10^{\circ} \mathrm{C}$ | $50^{\circ} \mathrm{F}$ | 1.01 |
| $20^{\circ} \mathrm{C}$ | $68^{\circ} \mathrm{F}$ | 1.00 |
| $25^{\circ} \mathrm{C}$ | $77^{\circ} \mathrm{F}$ | 1.00 |
| $30^{\circ} \mathrm{C}$ | $86^{\circ} \mathrm{F}$ | 0.99 |
| $40^{\circ} \mathrm{C}$ | $104^{\circ} \mathrm{F}$ | 0.98 |
| $50^{\circ} \mathrm{C}$ | $122^{\circ} \mathrm{F}$ | 0.97 |


| $\begin{aligned} & \text { \# OF } \\ & \text { LEDS } \end{aligned}$ | Nominal Wattage | Input Voltage | Oper. Current (Amps) | System Power (Watts) |
| :---: | :---: | :---: | :---: | :---: |
| RAR2 | 110 | 120 | 0.84 | 100.3 |
|  |  | 208 | 0.48 |  |
|  |  | 240 | 0.42 |  |
|  |  | 277 | 0.36 |  |
|  | 140 | 120 | 1.11 | 133.2 |
|  |  | 208 | 0.64 |  |
|  |  | 240 | 0.56 |  |
|  |  | 277 | 0.48 |  |
|  | 165 | 120 | 1.28 | 153.6 |
|  |  | 208 | 074 |  |
|  |  | 240 | 0.64 |  |
|  |  | 277 | 0.55 |  |
|  | 185 | 120 | 1.45 | 174.5 |
|  |  | 208 | 0.84 |  |
|  |  | 240 | 0.73 |  |
|  |  | 277 | 0.63 |  |
|  | 210 | 120 | 1.65 | 198.3 |
|  |  | 208 | 0.95 |  |
|  |  | 240 | 0.83 |  |
|  |  | 277 | 0.72 |  |
|  | 240 | 120 | 1.89 | 226.9 |
|  |  | 208 | 1.09 |  |
|  |  | 240 | 0.95 |  |
|  |  | 277 | 0.82 |  |
|  | 255 | 120 | 2.14 | 257.0 |
|  |  | 208 | 1.24 |  |
|  |  | 240 | 1.07 |  |
|  |  | 277 | 0.93 |  |
|  |  | 347 | 0.74 |  |
|  |  | 480 | 0.54 |  |
|  | 295 | 120 | 2.45 | 294.0 |
|  |  | 208 | 1.41 |  |
|  |  | 240 | 1.23 |  |
|  |  | 277 | 1.06 |  |
|  |  | 347 | 0.85 |  |
|  |  | 480 | 0.61 |  |
|  | 340 | 120 | 2.89 | 347.1 |
|  |  | 208 | 1.67 |  |
|  |  | 240 | 1.45 |  |
|  |  | 277 | 1.25 |  |
|  |  | 347 | 1.00 |  |
|  |  | 480 | 0.72 |  |

Use these factors to determine relative lumen output for
average ambient temperatures from 0-40 ${ }^{\circ} \mathrm{C}\left(32-104^{\circ} \mathrm{F}\right)$.

## PROJECTED LUMEN MAINTENANCE

| Ambient <br> Temperature | OPERATING HOURS |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\mathbf{0}$ | $\mathbf{2 5 , 0 0 0}$ | TM-21-11 <br> L90 36,000 | $\mathbf{5 0 , 0 0 0}$ | $\mathbf{1 0 0 , 0 0 0}$ | L70 <br> (Hours) |  |
| $\mathbf{2 5}{ }^{\circ} \mathrm{C} / \mathbf{7 7}^{\circ} \mathrm{F}$ | 1.00 | 0.97 | 0.95 | 0.93 | 0.86 | 238,000 |  |
| $\mathbf{4 0 ^ { \circ }} \mathbf{C} / \mathbf{1 0 4}^{\circ} \mathrm{F}$ | 0.99 | 0.96 | 0.95 | 0.93 | 0.85 | 225,000 |  |

## RATIO SERIES

AREA/SITE LIGHTER

## DIMENSIONS

RAR1


RAR2


ADDITIONAL INFORMATION
MOUNTING


Arm Mount - Fixture ships with integral arm for ease of installation. Compatible with Hubbell Outdoor B3 drill pattern.


MAF - Fits 2-3/8" OD arms Roadway applications.


Knuckle - Knuckle mount $15^{\circ}$ aiming angle increments for precise aiming and control, fits 2-3/8" tenons or pipes.


Universal Mounting Universal mounting block for ease of installation. Compatible with drill patterns from $2.5^{\prime \prime}$ to $4.5^{\prime \prime}$


Wall Mount - Wall mount
bracket designed for building mount applications

## RATIO SERIES

AREA/SITE LIGHTER

EPA


EPA: 1.486


## ADDITIONAL INFORMATION (CONT'D)

## ARM MOUNT (ASQ)

Compatible with Pole drill pattern B3


UNIVERSAL MOUNTING (ASQU)
Compatible with pole drill pattern S2


PROGRAMMED CONTROLS

ADD-AutoDim Timer Based Options

- Light delay options from 1-9 hours after the light is turned on to dim the light by $10-100 \%$. To return the luminaire to its original light level there are dim return options from 1-9 hours after the light has been dimmed previously.

EX: ADD-6-5-R6

| ADD Control Options | Configurations Choices | Example Choice Picked |
| :--- | :--- | :--- |
| Auto-Dim Options | $1-9$ Hours | 6 |
| Auto-Dim Brightness | $0-9 \%$ Brightness | 5 |
| Auto-Dim Return | Delay 0-9 Hours | R6 |

ADT-AutoDim Time of Day Based Option

- Light delay options from 1AM-9PM after the light is turned on to dim the light by $10-100 \%$. To return the luminaire to its original light level there are dim return options from 1AM-9PM after the light has been dimmed previously.

EX: ADT-6-5-R6

| ADD Control Options | Configurations Choices | Example Choice Picked |
| :--- | :--- | :--- |
| Auto-Dim Options | $12-3$ AM and 6-11 PM | 6 |
| Auto-Dim Brightness | $0-9 \%$ Brightness | 5 |
| Auto-Dim Return | $12-6$ AM and 9-11P | R6 |

(8)

## RATIO SERIES

$\qquad$ LOCATION:
TYPE: PROJECT:

## ADDITIONAL INFORMATION (CONT'D)

## NXSP-14F



NXSP-30F


SCP-40F


## RAR1 EPA

| RAR-1 |  |
| :---: | :---: |
| EPA at $0^{\circ}$ | EPA at $30^{\circ}$ |
| $.45 \mathrm{ft}^{2}$ | $.56 \mathrm{ft.}^{2}$ |
| $.13 \mathrm{~m}^{2}$ | $.17 \mathrm{~m}^{2}$ |

RAR2 EPA

| RAR-2 |  |
| :---: | :---: |
| EPA at $0^{\circ}$ | EPA at $30^{\circ}$ |
| $.55 \mathrm{ft.}^{2}$ | $1.48 \mathrm{ft.}^{2}$ |
| $.17 \mathrm{~m}^{2}$ | $.45 \mathrm{~m}^{2}$ |

## SHIPPING

| Catalog <br> Number | G.W(kg)/ <br> CTN | Carton Dimensions |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Length <br> Inch (cm) | Width <br> Inch (cm) | Height <br> Inch (cm) |
| RAR1 |  | $20.75(52.7)$ | $15.125(38.4)$ | $6.9375(17.6)$ |
| RAR2 | $19(8.6)$ | $25(63.5)$ | $15.125(38.4)$ | $6.9375(17.6)$ |

## RATIO SERIES

## ADDITIONAL INFORMATION (CONT'D)

RATIO HOUSE SIDE SHIELD


RAR $\times$ HSS-90-F-xX
RARxHSS-270-FSS-xx


RARXHSS-90-S-xX
RAR $\times$ HSS-270-FSB-xx


RARx HSS-90-S-xx
RARx HSS-270-FSB-xx


## USE OF TRADEMARKS AND TRADE NAMES

All product and company names, logos and product identifies are trademarks "" or registered trademarks ${ }^{\oplus}$ of Hubbell Lighting, Inc. or their respective owners. Use of them does not necessarily imply any affiliation with or endorsement by such respective owners.


## Better when bird-friendly

Building with glass blurs the boundaries between inside and out. It helps elevate aesthetics and the experiences of people. Glass is iconic and dynamic. Yet while humans can use environmental cues to identify glass as a barrier, there is growing realization that birds cannot. Researchers estimate that up to a billion birds die each year in the U.S. due to glass and building collisions. ${ }^{1}$ Glass can pose an invisible threat for birds, made more hazardous by location, lighting, landscaping and more.

Birds are a significant part of the natural and built environments where we live and thrive. That's why there is growing interest and increasing regulations around glass design that delivers the aesthetics, safety and performance people want - while also protecting birds.

Guardian bird-friendly glass provides a range of options for safe, high-performing glass - giving architects and designers choice and control.

## PERFORMANCE THAT TAKES FLIGHT

Guardian bird-friendly solutions pair with your favorite SunGuard ${ }^{\circledR}$ low-E coatings to help meet energy performance requirements and support LEED Pilot Credit 55 qualification. Tested by the American Bird Conservancy for proven effectiveness, so you can build better for birds without sacrificing performance or aesthetic.

[^2]

## PRODUCT DETAILS AND AVAILABILITY

Threat factor ratings are based on American Bird Conservancy guidelines the lower the number, the greater the bird deterrence.

## Guardian Bird1st ${ }^{\text {™ }}$ UV

This UV-coating is applied to surface 1 with the low-E coating on surface 4 of an outboard laminated IGU and helps limit bird collisions while leaving views clear and open. ${ }^{2}$

- Pattern: Vertical stripe orientation
- Four SunGuard ${ }^{\circledR}$ low-E coatings: NU 78/65,

SN 68, SNX 51/23 and SNX 62/27

- Two substrates: clear and Guardian UltraClear ${ }^{\text {TM }}$ Iow-iron glass
- Maximum size: $102^{\prime \prime} \times 144^{\prime \prime}$
- Thickness: 6 mm
- Laminated outboard required


## Guardian Bird1st ${ }^{\mathrm{TM}}$ Etch

Achieve a variety of looks while protecting bird safety. Choose from six translucent patterns applied to surface 1 with the low-E coating on surface 2. Available in large sizes that make bird-friendly glass bigger and more beautiful than ever.

- Six patterns: Bird1st Etch LV, Etch LH, Etch DX22, Etch DV24, Etch SqX22 and Etch SqX24 (both square patterns are nondirectional)
- Four SunGuard low-E coatings: SN 68, SNX 62/27, SNX 51/23 and SN 54
- Four substrates: Guardian UltraClear ${ }^{\text {TM }}$ low-iron glass, CrystalGray ${ }^{\top M}$ tinted glass, gray and standard clear glass
- Sizes: $96^{\prime \prime} \times 130^{\prime \prime}$ (Bird1st Etch L.V and Etch LH); 102" $\times 204^{\prime \prime}$ (Bird1st Etch DX22, Etch DV24, Etch SqX22 and Etch SqX24)
- Thickness: $6 \mathrm{~mm}, 8 \mathrm{~mm}$ and $10 \mathrm{~mm}^{3}$


## Bird-friendly fritted glass

Fritted options are supplied by a Guardian Select ${ }^{\oplus}$ Fabricator and pair a visual deterrent on surface 2 with the low-E coating on surface 3 . This solution is most visible to the human eye and offers the greatest data around efficacy in protecting birds.

- Four patterns: $20 \%$ white dots, $40 \%$ white dots, $2^{\prime \prime} \times 2^{\prime \prime}$ gray and $2^{\prime \prime} \times 2^{\prime \prime}$ white dots,
$2^{\prime \prime} \times 4^{\prime \prime}$ gray and $2 " \times 4^{\prime \prime}$ white dots
- Three SunGuard low-E coatings: SNX 62/27, SNX-L 62/24 and SN-L 68
- Two substrates: clear and Guardian UltraClear ${ }^{\text {TM }}$ Iow-iron glass
- Sizes: $130^{\prime \prime} \times 204^{\prime \prime}$ (on SNX 62/27); 102" $\times 144^{\prime \prime}$ (on SNX-L 62/24 and SN-L 68)
- Thickness: 6 mm

2 The UV stripes are more pronounced when the glass is wet or when condensation forms. Surface residue can also make the stripes more visible.
3 Speak with a Guardian Glass sales representative to learn more about substrate options and thickness availability.

## LEARN MORE ABOUT OUR BIRD-FRIENDLY APPROACH AT GUARDIANGLASS.COM.

www.guardianglass.com
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Phone: 1.866.482.7374
Guardian, Bird1st, SunGuard, UltraClear, CrystalGray, and See What's Possible are trademarks of Guardian Industries, LLC and/or Guardian Glass, LLC.

## THREAT FACTOR (TF)

$2120 \%$ white dots
22 40\% white dots
$202^{\prime \prime} \times 2^{\prime \prime}$ gray and $2^{\prime \prime} \times 2^{\prime \prime}$ white dots
$252^{\prime \prime} \times 4^{\prime \prime}$ gray and $2^{\prime \prime} \times 4^{\prime \prime}$ white dots

## THREAT FACTOR (TF)

23 Bird1st Etch LV
30 Bird1st Etch LH
25 Bird1st Etch DX22
25 Bird1st Etch DV24
20 Bird1st Etch SqX22
25 Bird1st Etch SqX24


$1.20$

## SIGN LEGEND

(1) PROPOSED OUTDOOR DIGITAL MENU BOARD -
2 LOCATIONS (17.8 S.F. EACH)

(2) PROPOSED PRE-BROWSE BOARD -

2 LOCATION (8.9 S.F. EACH)

| Cater ormir | []costes | Liestay spectioation Lumpr cutrat |  |
| :---: | :---: | :---: | :---: |
|  |  |  |  |

(3) PROPOSED SL 2 LOCATIONS

Slim Springboard Canopy w/Audio Only - Yellow

Illumination: LEQ Dowrigitirg

Electrical: $\quad 1.5 \mathrm{Amps} 120$ voll, $60 \mathrm{~Hz}_{2}$

Ballast:

Ship Weight:

Everbrite, LLC, 315 Marion Ave,, South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 wwweverbrite.com

## (4) PROPOSED DOUBLE WELCOME POINT GATEWAY 1 LOCATION



Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 wwweverbrite.com


## MCDONALD'S - PROJECT NARRATIVE

## Summary:

McDonald's USA, LLC ("McDonald's"), is the contract purchaser of the property located at 200 Skokie Road ("Property") and is proposing the construction of a new McDonald's restaurant. The McDonald's will meet the current brand prototype standards and accommodate its most efficient drive-thru configuration; the side-by-side dual drive-thru. The hours of operation will be dictated by market demand, but no deviation from the Village's permitted 5:30 a.m. to 1:00 a.m. times are requested. The restaurant will be staffed in three shifts. The number of crew members will be dictated by sales volume, but the maximum will be 15-18 crew members. We anticipate two deliveries per week.

To permit McDonald's to develop the property, a special use permit for a limited-service restaurant, special use for a drive-through facility, a variation to allow for a drive-through facility on a lot less than one acre in area, and a rooftop mechanical unit sound variation is requested. We anticipate the elimination of the rooftop mechanical unit sound variation request upon the completion of the review of the sound data from the manufacturer of the mechanical units.

## Site Information:

The Property is approximately .94 acres ( 41,091 square feet) in size and was the former location of a 4,195-square-foot Baker's Square restaurant. The Property is zoned NR, Neighborhood Retail.

## Building/Architecture:

McDonald's is proposing the construction of a 4,085 -square-foot restaurant building. The proposed restaurant will be a significant upgrade to the former Baker Square building. Highquality building materials and the proposed architectural components provide a more modern design that will complement the other commercial developments located at the intersection. The size and height of the building fit in well on the site and do not overwhelm or overshadow any adjacent uses. The site will be beautifully landscaped, including shade, ornamental and coniferous trees, flowering shrubs, and perennials, providing both visual interest and screening.

## Parking and Dual Drive-Thru:

The proposed site plan meets the Village's parking requirements. In addition, the site plan includes McDonald's most efficient drive-thru configuration, the side-by-side, dual drive-thru. Multiple factors contribute to the efficiency of a drive-thru, but the location of the order point (where the customer places their order) and the number of orders (two versus one) that we can place at one time are the primary factors. Consider each of these factors individually:

Location of the order point - generally the further back we can place the order point the greater the capacity of the drive-thru and the better it functions. We measure this distance as the distance from the order point to the presenter's window (where we present the food to the customer). The reason that this distance is important is that the sooner we can take the order the sooner the kitchen team can begin to make the food. Our simple goal is to have the order ready before the car gets to

16101 S. $10^{\text {th }}$ Ave., 1st Floor • Orland Park, IL 60467 • Phone: (630) 403-8003 Fax: (630) 931-8562 • www.olguinlawllc.com
the presenter's window. The sooner we can get the order taken the more likely this is to happen. The speed of the drive-thru is directly related to the speed of the kitchen. Giving the kitchen team a head start on the order helps to increase capacity thereby keeping the wheels moving in the drivethru and reducing the need for stacking.

Two at a time order taking - the single most time-consuming function in the drive-thru is taking the order. The complexity of the order (number of items/sandwiches in an order or the number of people the customer is ordering for) varies greatly and impacts the time it takes to place an order. This configuration allows one lane to continue to move if a customer is taking a long time to order in the other lane. Having the ability to simultaneously take a second order reduces total ordertaking time and increases the capacity of the drive-thru.

In conclusion, the proposed side-by-side drive-thru is the best configuration for efficiency and lot flow. Consequently, the site will function efficiently, reducing stacking, and providing customers with faster service.

## Standards of Review.

Pursuant to the Village of Wilmette Village Code, variations must address the requirements of Section 30-5.4(f). In support of our variance request, written responses to the variation standards have been submitted for consideration.

In addition, pursuant to the Village of Wilmette Village Code, special use permits must address the requirements of Section 30-5.3(e). In support of our special use request, written responses to the special use standards have been submitted for consideration.

We also note that Illinois law considers the inclusion of a use as a special use within a zoning district as a legislative determination that the use is compatible with the other uses within the district and that the use is neither inconsistent with the public's health, safety, morals or general welfare, nor out of harmony with the Village's general zoning plan. Consequently, a special use may not be denied on the grounds that the use is not in harmony with the surrounding neighborhood.

## Conclusion:

Based on the above, we believe the proposed McDonald's would be beneficial to the Village, the residents and the businesses in the area. Consequently, we respectfully request approval of the submitted applications.

## MCDONALD'S USA, LLC <br> RESPONSE TO STANDARDS FOR SPECIAL USE

Section 30-5.3.E Approval Standards for Special Uses
a. The proposed use in the specific location will be consistent with the goals and policies of the Comprehensive Plan.

Response: The property is currently zoned for commercial use and was previously operated as a restaurant. The proposed special use is consistent with the goals and policies of the Comprehensive Plan, including the redevelopment of underutilized commercial properties to increase the tax base. In addition, the aesthetic improvements will support the Plan's goal of maintaining attractive commercial areas.
b. The establishment, maintenance, or operation of the proposed use in the specific location will not be detrimental to or endanger the public health, safety and welfare.

Response: The proposed special use will not be detrimental to or endanger the public health, safety, comfort, or general welfare. McDonald's, as a reputable and experienced company, is committed to adhering to all health and safety requirements. Using its market-leading drive-through knowledge and guidance from one of the preeminent traffic engineering consulting firms in the area, the site has been designed with traffic flow management and safety measures in mind, ensuring that it does not pose any material risk to pedestrians or motorists. Adequate parking is provided on-site for the proposed use and appropriate buffering is proposed.
c. The proposed use in the specific location will not be injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted in the district.

Response: The proposed special use is commercial in nature and the property is currently commercially zoned. It will complement the existing commercial uses in the area. The inclusion of appropriate buffers along the residential uses ensures that the proposed McDonald's drivethrough will not be injurious to the use or enjoyment of other properties in the neighborhood. These buffers will effectively mitigate any potential concerns, promoting harmonious coexistence between the commercial development and the residential properties nearby. Consequently, the proposed use will not disrupt the neighborhood's character or impede the residents' ability to enjoy their properties in line with the permitted district purposes.
d. The establishment of the special use in the specific location will not impede the normal and orderly development and improvement of surrounding properties for uses permitted in the zoning district.

Response: All surrounding properties are already fully developed.
e. The proposed use in the specific location will not substantially diminish property values in the neighborhood.

Response: The proposed Special Use is commercial in nature and will be occupying commercially zoned property that was previously used as a restaurant. The significant investment by McDonald's will signify the economic viability of the area, which will have a positive influence on property values. In addition, the aesthetic improvements resulting from a new and well-designed McDonald's building will also be beneficial to property values.
f. Adequate utilities, road access, drainage, and other necessary facilities already exist or will be provided to serve the proposed use. Updated 3/7/2023 Page 12 Wilmette ZBA Handbook

Response: The proposed special use will be occupying an existing commercial property that already has adequate utilities, drainage, and road access. The property will be re-developed in compliance with applicable stormwater requirements.
g. Adequate measures already exist or will be taken to provide ingress and egress to the proposed use in a manner that minimizes traffic congestion in the public streets.

Response: The proposed special use incorporates the recommendations of a traffic consulting firm to ensure the minimization of traffic congestion on nearby streets. A copy of the traffic report is submitted as part of the application.
h. The proposed use in the specific location will be consistent with the community character of the neighborhood of the parcel proposed for the special use.

Response: The proposed use will fit in with the commercial nature of the neighborhood and will provide a service needed by residents in the community. The intersection of Glenview Road and Skokie Boulevard is a vibrant intersection and lends itself to the proposed use.
i. Development of the proposed use will not substantially adversely affect a known archaeological, historical, or cultural resource located on or off of the proposed site.

Response: There are no designated archaeological, historical, or cultural landmarks on the site or in the vicinity.
j. The applicant has made adequate legal provision to guarantee the provision and development of any buffers, landscaping, public open space and other improvements associated with the proposed use.

Response: All required buffers are provided as part of the proposed plans.
k. The proposed use will meet any and all additional use standards specified in Article $\mathbf{1 2}$ of the Zoning Ordinance for such a use.

Response: Except for any approved variation, the proposed special use will adhere to such standards.

## MCDONALD'S USA, LLC <br> RESPONSE TO STANDARDS FOR VARIATION

## Section 30-5.4.F Approval Standards for Variations

a. The particular physical conditions, shape, or surroundings of the property would impose upon the owner a practical difficulty or particular hardship, as opposed to a mere inconvenience, if the requirements of the Zoning Ordinance were strictly enforced.

Response: The Applicant is seeking a minor reduction in the required lot area from one (1) acre to 0.943 acres. The property is currently bounded by improved properties and two roadways. Consequently, there is no opportunity to expand the property to meet the one-acre requirement. In addition, the shape of the parcel contributes to its current size. Due to the angle created by Old Glenview Road, an irregular lot was created. Also, Skokie Boulevard has an expansive right-ofway that was dedicated, thereby reducing the area of the property.
b. The plight of the property owner was not created by the owner and is due to unique circumstances.

Response: The size of the property was not the result of the current owner's actions. The most recent subdivision occurred in 1970 and there have been several owners since that time. The conditions noted in "Response a." are unique to this property.
c. The difficulty or hardship is peculiar to the property in question and is not generally shared by other properties classified in the same zoning district and/or used for the same purposes. This includes the need to accommodate desirable existing site landscape or reflect unique conditions created by the age and character of the property.

Response: The hardship and difficulty of the property is unique in several ways. As noted in "Response a." there is no opportunity to expand the property to meet the one-acre requirement. In addition, the shape of the parcel contributes to its current size. Due to the angle created by Old Glenview Road, an irregular lot was created. Also, Skokie Boulevard has an expansive right-ofway that was dedicated, thereby reducing the area of the property.
d. The difficulty or hardship resulting from the application of the Zoning Ordinance would prevent the owner from making a reasonable use of the property. However, the fact the property could be utilized more profitably with the variation than without the variation is not considered as grounds for granting the variation.

Response: The property owner has been marketing the currently vacant restaurant property for some time. In this context, the property owner asserts that strict adherence to the current lot size requirement presents a significant difficulty or hardship that hinders them from making reasonable use of the property. By developing a McDonald's restaurant on the site, several benefits will be brought to the community, including economic development, improved amenities, and the revitalization of a currently vacant commercial property. It is essential to emphasize that the
primary motivation for seeking the variation is not solely driven by financial gain. The objective is to establish a reasonable and justifiable use of the property that aligns with community needs and adheres to responsible development principles.
e. The proposed variation will not impair an adequate supply of light and air to adjacent property or otherwise injure other property or its use, will not substantially increase the danger of fire or otherwise endanger the public health, safety and welfare, and will not substantially diminish or impair property values within the neighborhood.

Response: The proposed variation is a minor reduction in the required lot size. Due to the minor nature of the reduction, all other Village Code-required setbacks from adjacent properties will be accommodated. Consequently, the variation will not impair the adequate supply of light and air to adjacent properties nor injure them or their use. All life-safety regulations will also be met. Therefore, no significant increase in the danger of fire or impairment of public health, safety, or welfare will occur. Furthermore, replacing the currently vacant restaurant property with a firstclass restaurant operator will diminish or impair property values. The significant investment by McDonald's will signify the area's economic viability, which will positively influence property values. In addition, the aesthetic improvements resulting from a new and well-designed McDonald's building will also be beneficial to property values.
f. The variation, if granted, will not alter the essential character of the neighborhood and will be consistent with the goals, objectives and policies set forth in the Comprehensive Plan.

Response: The property is currently zoned for commercial use and was previously operated as a restaurant. The commercial character of the property and the neighborhood will thus remain unchanged. The variation requested is merely a bulk standard modification that does not alter the character of the area. The variation is consistent with the comprehensive plan, including the redevelopment of underutilized commercial properties to increase the tax base.

## CHICAGO TRIBUNE

NOTICE OF PUBLLC HEARING
Notice is hereby given that on wednesday December 6, 2023 at 7:00 P.M., the zoning Board of Appeals of the village of wilmette will conduct a public hearing in the council chambers of village Hall 1200 Wimette Avenue, wilmette, illinois when matters listed below will be considered:

2023-Z-55 2120 schiller Avenue
A request by steven Naggatz for a 1822.33 square foot floor area varlation to expand a legal nonconforming structure to permit the reconstruction and expansion of an existing deck on the property identified as Property Index Number 05-33-100-0590000
2023-2-60 200 Skokie Boulevard
A request by McDonalds USA LLC for a special use for a limited sevice restaurant, a variation for a drive-through on a lot less than 1 acre in area, a parking space width variation, a parking space depth variation, a 0,2 foot candle illunination variation and a roof top mechanical unit sound variation to permit the construction of a new buildine with drive-through and operate a limited service restaurant with drive-through on the propenties identified as property index Numbers 05-32-306-033-0000 and 05-32-306-049-0000.

Remmard scmeider, charman
Karl Camillucci
Brad Falkof
Didier Glattard
Christine Norrick
Fyrie Pellaton
Maria urban
(Constituting the Zoning Board of Appeals of the village of wilmette, lliinois)
If you are a person with a disability and need special accoinmodations to participate in and/ or attend a village of wilmette public meeting. please notify the Village Manager's office at (847) $853-7509$ or TDD $7-1-1$ as soon as possible.
Published this 16th day of November 2023 in the wilmette ufe.
11/16/237530192

Chicago Tribune - chicagotribune.com
160 N Stetson Avenue, Chicago, IL 60601 (312) 222-2222 - Fax: (312) 222-4014

## 2.5

November 15, 2023

Lucas Sivertsen, AICP
Village of Wilmette
1200 Wilmette Ave, Wilmette, Illinois 60091-0040

RE: Responses to Site Plan Review, 200 Skokie Boulevard

Dear Mr. Sivertsen,

Please find below, the responses to the site plan review letter dated November 6, 2023.

## Zoning Review Comments:

1. Your updated submittal dated, October 30,2023 did not contain an updated variation and special use letter. Please let me know if you wish to update those letters.

Response: We are not proposing an update to the variation and special use letter.
2. Table A of the Traffic Impact Study, dated October 27, 2023 provides a survey of vehicle stacking observed. Please indicate if the stacking included cars behind the cash/pay window, present window, or forward present window.

Response: Table A summarizes the observations of queueing at the present window
3. The 60 degree parking on the north side of the site and south end of the site are both deficient in parking space depths. Depth of 60 degree angled parking is required to be 20 '. The spaces on the north side are 18 feet in depth and the spaces on the south side are 17.92 ' in depth. Please also confirm the parking spaces will have no less than $8.5^{\prime}$ in width.

Response: Parking stall depths on the North and South sides are 18'. Per section 30-14.5(a) of the Zoning Code, parking stall depth "may include up to two (2) feet of abutting space in a vegetative buffer or landscaped area over which a parked vehicle may extend, provided that no parked vehicle will project over a sidewalk or other pedestrian walkway." All parking spaces will have no less than 8.5 in width.
4. How large are the roof top mechanical units. Any that are over 5 ton will need to meet sound requirements. Please identify and provide sound data where necessary.

Response: The proposed RTU sizes are as follows: RTU 1-17.5 tons, RTU 2-5 tons, RTU 3-15 tons.
5. Dimension setback of light fixtures

Response: No fixture will be closer than $3^{\prime}$ to any property line.
6. The property owner is in the process of requesting fencing. Please coordinate fencing.

Response: Coordination on this topic has been ongoing and will continue as requested.
7. Lighting on the west property line exceeds the Village's limit by 0.2 foot candles. Please revise or request a variation.

Response: The plan has been revised to address this comment.
8. The Site Plan and Architectural Elevation show a different guard rail. Please coordinate.

Response: The Architectural Elevations have been revised as requested.
9. Sign Review will be completed under the Appearance Review Application, but based on the submitted plans a quantity variation will be necessary.

Response: Noted
10. Landscaping. Please ensure none of the proposed landscaping is on the Chicago Botanic Garden's list of invasive species. See additional landscaping comments below.

Response: None of the proposed landscaping is on the Chicago Botanic Garden's list of invasive species.

## General Comments:

11. Please provide a delineated floor plan showing what was included in the measurement of 3,045 square feet. Our measurement resulted in 3,400 square feet.

Response: The requested exhibit has been included with this submittal.
4. Three landscape islands are missing, and one island is missing canopy tree. See mark-up.

Response: Landscape islands and shade trees have been added as requested.

## Site Plan Comments:

3. Buffer yards cannot contain impervious surfaces, including concrete light pole bases. Lighting must be located outside of the buffer yard. In addition, ornamental trees cannot be substituted for canopy trees in buffer yard. You will need to seek a variation from this requirement if it cannot be met.

Response: Light poles have been removed from the 10 ' buffer yard. Shade trees have been added as requested, however, we believe that the previously submitted design would better serve to screen the residence to the east as well as avoid the overhead wires.
4. Recycling and grease receptacles are not shown in the enclosure plan. Please confirm the required sizing for all and show in enclosure.

Response: Grease runs through the grease trap. The final sizing for the trash and recycling dumpsters will be determined once the waster hauler and owner have reached an agreement. At this stage, 8 yard dumpsters have been shown for reference, which are on the large end of the typical size used at a McDonald's.

If you have any comments or questions, please do not hesitate to contact me.

Sincerely,
WATERMARK ENGINEERING RESOURCES, LTD.


Dan Olson, Vice President

CC:

Joe Kerchner Transmittal via email: joekerchner@lingledesign.com Lingle Design Group

Jim Olguin
Transmittal via email: jim@olguinlawllc.com
Olguin Law, LLC

Chris Stepp
Transmittal via email: christopher.stepp@us.mcd.com
McDonald's

## Traffic Impact Study Proposed McDonald's Restaurant

Wilmette, Illinois


Prepared For:


Kenig, Lindgren, O'Hara, Aboona, Inc
October 27, 2023

## 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 a proposed McDonald's restaurant to be located in Wilmette, Illinois. The site, which was previously occupied by a Bakers Square restaurant, is located in the northeast corner of the intersection of Skokie Road with Old Glenview Road in Wilmette, Illinois. As proposed, the plans call for an approximately 4,100 square-foot McDonald's restaurant with dual (side-by-side) drive-through ordering boards and 28 parking spaces. Access to the proposed restaurant will be provided via two access drives off Skokie Road. The existing south access drive should be restricted to right turns in and out only while the existing north access drive will be relocated further north and will continue to allow full movements.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed restaurant 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 restaurant. 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 development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday midday, weekday evening, and Saturday midday peak hours
- Parking evaluation
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning, weekday midday, weekday evening, and Saturday midday peak hours for the following conditions:

1. Base Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding.
2. No-Build Conditions - Analyzes the capacity of the existing roadway system using the existing traffic volumes increased by an ambient area growth not attributable to any particular development and any additional developments not associated with the proposed development.
3. Projected Conditions - Analyzes the capacity of the future roadway system using the traffic volumes that include the base traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.


Site Location
Figure 1


## Aerial View of Site

Figure 2

## 2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

## Site Location

The site, which was previously occupied by Bakers Square Restaurant, is located in the northeast quadrant of the intersection of Skokie Road with Old Glenview Road in Wilmette, Illinois. Land uses in the vicinity of the site are primarily commercial and residential. The commercial land uses include Top Spa Nails and Cigary Tobacco shop to the west, Wilmette Commons to the south, and Weinstein \& Piser Funeral Home to the southwest of the site. Residential land uses are located to the east, west, and north of the site.

## Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed restaurant are described below and illustrated in Figure 3.

Skokie Road (US Highway Route 41) is a north-south other principal arterial roadway that in the vicinity of the site provides two travel lanes in each direction separated by a striped median. At its signalized intersection with Old Glenview Road, Skokie Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. Both legs provide a standard style crosswalk and pedestrian countdown signals. At its unsignalized intersections with the existing site access drives and the Charles Place north and south access drives, left turn movements are accommodated via the existing striped median. Skokie Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 12,400 vehicles (IDOT 2021), and has a posted speed limit of 40 miles per hour.

Old Glenview Road is an east-west major collector roadway east of Skokie Road and a local roadway west of it. Old Glenview Road provides one lane in each direction and parking is generally prohibited on both sides of the roadway, except for along the north side of Old Glenview Road east of Sunset Drive which provides a striped parking lane. At its signalized intersection with Skokie Road, Old Glenview Road provides an exclusive left-turn lane and a shared through/rightturn lane on the eastbound and westbound approaches. Both legs provide a standard style crosswalk with pedestrian countdown signals. At its unsignalized intersection with Sunset Drive, Old Glenview Road provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn lane on the westbound approach. Old Glenview Road is under the jurisdiction of the Village of Wilmette and carries an AADT volume of 12,000 vehicles (IDOT 2020). Old Glenview Road has a posted speed limit of 25 miles per hour east of Skokie Road and 30 miles per hour west of it.


Sunset Drive is a north-south local roadway that in the vicinity of the site provides one lane in each direction. At its unsignalized intersection with Old Glenview Road, Sunset Drive provides a shared left-turn/right-turn lane on the southbound approach with the outbound movements under stop sign control. Sunset Drive is under the jurisdiction of the Village of Wilmette and has a posted speed limit of 25 miles per hour.

The Charles Place access drive is a half loop access road that provides access to the Charles Place residential buildings east of Skokie Road. At its two unsignalized intersections with Skokie Road, the Charles Place access drive provides a shared left-turn/right-turn lane on the westbound approach. The Charles Place access drive is under the jurisdiction of the Village of Wilmette.

## Existing Traffic Volumes

To determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts using Miovision Video Scout Collection Units at the following intersections:

- Old Glenview Road with Sunset Drive
- Old Glenview Road with Skokie Road
- $\quad$ Skokie Road with the Existing North Access Drive/Residential Access Drive
- Skokie Road with Retail Plaza Access Drive
- Skokie Road with North and South Charles Place Access Drives

The counts were conducted on Wednesday, November 11, 2022 during the morning (7:00 to 9:00 A.M.), midday (11:30 A.M. to 1:30 P.M.), and evening (4:00 to 6:00 P.M.) peak periods and on Saturday, November 19, 2022 during the midday (11:30 A.M. to 1:30 P.M.) peak period.

The results of the traffic counts indicate that the peak hours of traffic generally occur between 7:30 and 8:30 A.M. during the weekday morning peak period, between 12:00 and 1:00 P.M. during the weekday midday peak period, between 5:00 and 6:00 P.M. during the weekday evening peak period, and between 12:30 and 1:30 P.M. during the Saturday midday peak period.

In order to ensure that the traffic counts conducted reflect normal traffic conditions, the Year 2022 traffic counts were compared to historic hourly count data along Old Glenview Road provided on the IDOT Traffic Count Database System (TCDS) website from 2018. The results of the comparison indicated that the Year 2022 traffic volumes during all four peak hours are higher than the previous counts, as such no adjustments were needed. Figure 4 illustrates the Year 2022 existing traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.


## Crash Data Summary

KLOA, Inc. obtained crash data ${ }^{1}$ for the most recent available past five years (2017 to 2021) for the intersections of Skokie Road with Old Glenview Road, the Charles Place access drives, and the existing north access drive/residential access drive and Old Glenview Road with Sunset Drive. During the review period, no crashes were reported at the intersections of Skokie Road with the Charles Place access drives and Old Glenview Road with Sunset Drive. The crash data for the remaining intersections are summarized in Tables 1 and 2. A review of the crash data revealed that no fatalities were reported at the intersections during the reviewed period.

Table 1
SKOKIE ROAD WITH OLD GLENVIEW ROAD - CRASH SUMMARY

| Year | Type of Crash Frequency |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Angle | Head On | Object | Rear End | Sideswipe | Turning | Other | Total |  |
| 2017 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 |  |
| 2018 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 |  |
| 2019 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |  |
| 2020 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |  |
| 2021 | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ |  |
| Total | $\mathbf{2}$ | $\mathbf{0}$ | $\mathbf{0}$ | $\mathbf{5}$ | $\mathbf{0}$ | $\mathbf{7}$ | $\mathbf{0}$ | $\mathbf{1 4}$ |  |
| Average | $<\mathbf{1 . 0}$ | -- | -- | $\mathbf{1 . 0}$ | -- | $\mathbf{1 . 4}$ | -- | $\mathbf{2 . 8}$ |  |

Table 2
SKOKIE ROAD WITH EXISTING NORTH ACCESS DRIVE/RESIDENTIAL ACCESS DRIVE - CRASH SUMMARY

| Year |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Angle | Head On | Object | Rear End | Sideswipe | Turning | Other | Total |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ |
| Total | $\mathbf{0}$ | $\mathbf{0}$ | $\mathbf{0}$ | $\mathbf{1}$ | $\mathbf{0}$ | $\mathbf{0}$ | $\mathbf{0}$ | $\mathbf{1}$ |
| Average | -- | -- | -- | $<\mathbf{1 . 0}$ | -- | -- | -- | $<\mathbf{1 . 0}$ |

[^3]
## 3. Traffic Characteristics of the Proposed Restaurant

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

## Proposed Site and Development Plan

As proposed, the site will be redeveloped to provide an approximately 4,100 square-foot McDonald's restaurant with double ordering boards and 28 parking spaces. Of the 28 parking spaces, two will be accessible parking spaces, three will be mobile ordering parking spaces, and three will be for drive-through customers waiting for their order. Access to the proposed restaurant will be provided via the following:

- An existing access drive off Skokie Road located approximately 100 feet north of the intersection of Skokie Road with Old Glenview Road. Due to its proximity to the signalized intersection, the access drive should be designed to restrict movements to right turns in and out only. The restriction should be enforced via signage, striping, and a mountable median. Outbound movements should be under stop sign control.
- The existing northern full movement access drive off Skokie Road will be relocated further north to approximately 315 feet north of the intersection of Skokie Road with Old Glenview Road. This access drive will provide one inbound lane and one outbound lane with outbound movements should be under stop sign control. Left turns will be accommodated by the existing striped median.

A copy of the preliminary site plan is included in the Appendix.

## Restaurant Operations and Circulation

The restaurant building will be located centrally to the site with the primary parking field providing 28 parking spaces located on the west, north, and south sides of the site. The site will be designed with one-way counterclockwise circulation which will be reinforced via signage, pavement marking, and angled parking.

## Restaurant Drive-Through Stacking

According to the site plan, the proposed drive-through operations will occur on the south, east, and north sides of the building with the entrance to the drive-through located on the south side of the building with the pay and pick-up windows located on the east side of the building.

There will be stacking for a total of approximately 14 vehicles to queue within the drive-through with eleven vehicles to queue between the dual ordering boards and the pay window and three vehicles to queue between the pay window and the second pick-up window.

It should be noted that additional stacking can occur along the west side of the building without impeding the on-site circulation. As discussed later, the proposed stacking of 14 vehicles will be adequate in accommodating the peak drive-through operations of the proposed restaurant.

## Restaurant Wayfinding and Traffic Control Signage

Wayfinding signage and striping will be provided at the two access drives to direct vehicles around the site to the entrance of the drive-through and pavement marking will be provided around the proposed restaurant building to reinforce the one-way counterclockwise circulation.

## Directional Distribution of Site Traffic

The directions from which employees and patrons will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. Figure 5 illustrates the directional distribution of vehicles to/from the proposed restaurant.

## Development-Generated Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed restaurant was based on vehicle trip generation rates contained in Trip Generation Manual, $11^{\text {th }}$ Edition, published by the Institute of Transportation Engineers (ITE). The "Fast-Food Restaurant with Drive-Through" (Land-Use Code 934) rate was utilized for the proposed restaurant. It should be noted that ITE does not provide trip generation summary sheets for the weekday midday peak hour of adjacent street traffic. As such, the trips estimated for the weekday midday peak hour were calculated based on the time-of-day data available from ITE for fast food restaurants. These time-of-day factors are represented as a percentage of the daily trip generation. The trip generation summary sheets (inclusive of the weekday daily trip generation) and time of day factors are included in the appendix.

It is important to note that surveys conducted by ITE have shown that a considerable number of trips made to restaurants are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. Based on information published in the ITE Trip Generation Manual, approximately 50 percent of trips generated by fast-food restaurants with drive-throughs are pass-by trips. As such, the trips anticipated to be generated by the proposed McDonald's were reduced by 50 percent.

Table 3 summarizes the estimated peak hour trips.

Table 3
PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

| ITE <br> Land-Use Code | Type | Weekday Morning Peak Hour |  |  | Weekday Midday Peak Hour |  |  | Weekday Evening Peak Hour |  |  | Saturday Midday Peak Hour |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| 934 | Fast Food Restaurant with Drive-Through (4,100 s.f.) | 93 | 90 | 183 | 114 | 115 | 229 | 70 | 65 | 135 | 116 | 111 | 227 |
| 50\% Pass-By Trips |  | $\underline{-45}$ | -45 | $\underline{-90}$ | $\underline{-57}$ | $\underline{-57}$ | $\underline{-114}$ | $\underline{-33}$ | -33 | -66 | $\underline{-56}$ | $\underline{-56}$ | -112 |
| Total New Trips |  | 48 | 45 | 93 | 57 | 58 | 115 | 37 | 32 | 69 | 60 | 55 | 115 |

## 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed restaurant.

## Restaurant Traffic Assignment

The estimated weekday morning, weekday midday, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed restaurant were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new traffic assignment for the restaurant is illustrated in Figure 6. The pass-by traffic assignment for the restaurant is illustrated in Figure 7.

## Background (No-Build) Traffic Conditions

The base 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 particular planned development). Based on 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter, the base traffic volumes were increased by an annually compounded growth rate of 0.46 percent for six years (one-year buildout plus five years) for a total of approximately three percent to represent Year 2028 no-build conditions. A copy of the CMAP letter is included in the Appendix. Figure 8 shows the Year 2028 no-build traffic volumes.

## Year 2028 Total Projected Traffic Volumes

The Year 2028 total projected traffic volumes include the no-build traffic volumes and the traffic estimated to be generated by the proposed restaurant (Figures 6 and 7). Figure 9 shows the Year 2028 total projected traffic volumes.





## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday midday, weekday evening, and Saturday midday 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 midday, weekday evening, and Saturday midday peak hours for the base (Year 2022), no-build, and future projected (Year 2028) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's Highway Capacity Manual (HCM), 6 ${ }^{\text {th }}$ Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersection were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2028 no-build, and Year 2028 total projected conditions are presented in Tables 4 through 8. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.
Table 4
CAPACITY ANALYSIS RESULTS - SKOKIE ROAD WITH OLD GLENVIEW ROAD - SIGNALIZED

|  | Peak Hour | Eastbound |  | Westbound |  | Northbound |  | Southbound |  | Overall |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | L | T/R | L | T/R | L | T/R | L | T/R |  |
|  | Existing Conditions | $\begin{gathered} \hline \text { C } \\ 30.2 \end{gathered}$ | $\begin{gathered} \hline \mathrm{D} \\ 48.1 \end{gathered}$ | $\begin{gathered} \hline \text { C } \\ 33.9 \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 45.8 \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 6.4 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \hline \text { B } \\ 11.6 \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 6.0 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { A } \\ 7.8 \\ \hline \end{gathered}$ | $\begin{gathered} \text { B } \\ 14.3 \end{gathered}$ |
|  |  | D - 46.3 |  | D - 42.4 |  | B-11.5 |  | A - 7.6 |  |  |
|  | No-Build Conditions | $\begin{gathered} \mathrm{C} \\ 30.0 \end{gathered}$ | $\begin{gathered} \hline \mathrm{D} \\ 48.9 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{C} \\ 33.1 \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 44.1 \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 6.4 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{B} \\ 12.3 \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 6.3 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { A } \\ 8.3 \\ \hline \end{gathered}$ | $\begin{gathered} \text { B } \\ 14.7 \end{gathered}$ |
|  |  | D-47.1 |  | D - 41.0 |  | B-12.3 |  | A - 8.0 |  |  |
|  | Projected Conditions | $\begin{gathered} \hline C \\ 30.0 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{D} \\ 48.7 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{C} \\ 33.0 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 44.2 \end{gathered}$ | $\begin{gathered} \mathrm{A} \\ 6.4 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{B} \\ 12.6 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 6.5 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 8.5 \\ \hline \end{gathered}$ | $\begin{gathered} \text { B } \\ 14.7 \end{gathered}$ |
|  |  | D - 46.6 |  | D - 41.1 |  | B - 12.5 |  | A - 8.1 |  |  |
| Existing Conditions |  | $\begin{gathered} \hline \mathrm{C} \\ 26.3 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{D} \\ 41.4 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{C} \\ 30.2 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{D} \\ 38.3 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 6.2 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{B} \\ 11.5 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 6.1 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 9.3 \\ \hline \end{gathered}$ | $\begin{gathered} \text { B } \\ 12.9 \end{gathered}$ |
|  |  | D - 36.2 |  | C-33.8 |  | B-11.4 |  | A - 8.9 |  |  |
| $\begin{aligned} & 8 \\ & 0 \end{aligned}$ | No-Build Conditions | $\begin{gathered} \mathrm{C} \\ 26.1 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{D} \\ 41.4 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{C} \\ 30.1 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 38.1 \end{gathered}$ | $\begin{gathered} \mathrm{A} \\ 6.3 \end{gathered}$ | $\begin{gathered} \hline \mathrm{B} \\ 11.8 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 6.2 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 9.4 \\ \hline \end{gathered}$ | $\begin{gathered} \text { B } \\ 13.1 \end{gathered}$ |
| $\sum_{2}^{2}$ |  | D - 36.2 |  | C-33.6 |  | B - 11.6 |  | A - 9.1 |  |  |
| $\begin{aligned} & \text { e } \\ & 0 \\ & 0 \end{aligned}$ | Projected Conditions | $\begin{gathered} \text { C } \\ 26.4 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 41.4 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{C} \\ 30.1 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 38.4 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{A} \\ 6.4 \end{gathered}$ | $\begin{gathered} \mathrm{B} \\ 12.0 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{A} \\ 6.3 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{A} \\ 9.6 \\ \hline \end{gathered}$ | $\begin{gathered} \text { B } \\ 13.2 \end{gathered}$ |
| 3 |  | D - 35.9 |  | C-33.9 |  | B - 11.8 |  | A - 9.2 |  |  |
| Letter denotes Level of Service L - Left Turns R - Right Turns <br> Delay is measured in seconds. T - Through  |  |  |  |  |  |  |  |  |  |  |

Table 4 - Cont.
CAPACITY ANALYSIS RESULTS - SKOKIE ROAD WITH OLD GLENVIEW ROAD - SIGNALIZED


Table 5
CAPACITY ANALYSIS RESULTS - WEEKDAY MORNING PEAK HOUR UNSIGNALIZED

| Intersection | Existing <br> Conditions | No-Build <br> Conditions | Projected <br> Conditions |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | LOS | Delay | LOS | Delay | LOS | Delay |

Old Glenview Road with Sunset Drive

| - Southbound Approach | A | 9.6 | A | 9.7 | A | 9.7 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| - Eastbound Left-Turn | A | 8.1 | A | 8.1 | A | 8.1 |

Skokie Road with Retail Plaza Access Drive

- Eastbound Approach
- Northbound Left Turn

A $\quad 9.0$
A
9.1 A
9.2

Skokie Road with Residential Access Drive/Site North Access Drive

| - Eastbound Approach | C | 15.6 | C | 15.2 | C | 18.9 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - Westbound Approach | -- | -- | -- | -- | C | 16.4 |
| - Southbound Left Turn | -- | -- | -- | -- | A | 8.0 |
| Skokie Road with North Charles Place Access Drive |  |  |  |  |  |  |
| - Westbound Approach | B | 10.1 | B | 10.2 | B | 10.3 |
| - Southbound Left Turn | A | 7.8 | A | 7.8 | A | 7.9 |
| Skokie Road with South Charles Place Access Drive |  |  |  |  |  |  |
| - Westbound Approach | A | 9.1 | A | 9.3 | A | 9.3 |
| - Southbound Left Turn | -- | -- | -- | -- | -- | -- |
| Skokie Road with Site Right-In/Right-Out South Access Drive |  |  |  |  |  |  |
| - Westbound Approach | -- | -- | -- | -- | A | 8.9 |
| LOS = Level of Service 1 - Two Way Stop Sign Control <br> Delay is measured in seconds. 2 - All Way Stop Sign Control |  |  |  |  |  |  |

Table 6
CAPACITY ANALYSIS RESULTS - WEEKDAY MIDDAY PEAK HOUR UNSIGNALIZED

| Intersection | Existing <br> Conditions |  | No-Build <br> Conditions |  | Projected <br> Conditions |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | LOS | Delay | LOS | Delay | LOS | Delay |

Old Glenview Road with Sunset Drive

| - Southbound Approach | A | 9.1 | A | 9.1 | A | 9.2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - Eastbound Left Turn | A | 7.4 | A | 7.4 | A | 7.4 |
| Skokie Road with Retail Plaza Access Drive |  |  |  |  |  |  |
| - Eastbound Approach | B | 12.0 | B | 12.2 | B | 12.5 |
| - Northbound Left Turn | A | 9.2 | A | 9.3 | A | 9.4 |
| Skokie Road with Residential Access Drive/ Site North Access Drive |  |  |  |  |  |  |
| - Eastbound Approach | B | 10.7 | B | 10.8 | B | 10.7 |
| - Westbound Approach | -- | -- | -- | -- | C | 17.1 |
| - Southbound Left Turn | -- | -- | -- | -- | A | 7.9 |

Skokie Road with North Charles Place Access Drive

| • Westbound Approach | B | 13.3 | B | 13.7 | B | 14.4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| • $\quad$ Southbound Left Turn | A | 7.8 | A | 7.8 | A | 7.8 |
| Skokie Road with South Charles Place Access Drive |  |  |  |  |  |  |
| • Westbound Approach | B | 11.4 | B | 11.7 | B | 12.1 |
| • Southbound Left Turn | -- | -- | -- | -- | -- | -- |

## Skokie Road with Site Right-In/Right-Out South Access Drive <br> ght-Out South Access Drive

- Westbound Approach

| LOS = Level of Service | 1 Two Way Stop Sign Control |
| :--- | :--- |
| Delay is measured in seconds. | 2 - All Way Stop Sign Control |

Table 7
CAPACITY ANALYSIS RESULTS - WEEKDAY EVENING PEAK HOUR UNSIGNALIZED

| Intersection | Existing <br> Conditions |  | No-Build <br> Conditions |  | Projected <br> Conditions |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | LOS | Delay | LOS | Delay | LOS | Delay |

Old Glenview Road with Sunset Drive

| - Southbound Approach | B | 10.9 | B | 11.0 | B | 11.1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - Eastbound Left Turn | A | 7.6 | A | 7.6 | A | 7.7 |
| Skokie Road with Retail Plaza Access Drive |  |  |  |  |  |  |
| - Eastbound Approach | C | 19.2 | C | 20.1 | C | 20.8 |
| - Northbound Left Turn | A | 9.9 | B | 10.1 | B | 10.1 |

Skokie Road with Residential Access Drive/Site North Access Drive

| - Eastbound Approach | C | 20.1 | C | 21.3 | C | 24.1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - Westbound Approach | -- | -- | -- | -- | C | 16.9 |
| - Southbound Left Turn | -- | -- | -- | -- | A | 7.9 |
| Skokie Road with North Charles Place Access Drive |  |  |  |  |  |  |
| - Westbound Approach | -- | -- | -- | -- | -- | -- |
| - Southbound Left Turn | A | 7.8 | A | 7.8 | A | 7.8 |
| Skokie Road with South Charles Place Access Drive |  |  |  |  |  |  |
| - Westbound Approach | A | 9.2 | A | 9.2 | A | 9.2 |
| - Southbound Left Turn | A | 7.8 | A | 7.8 | A | 7.8 |
| Skokie Road with Site Right-In/Right-Out South Access Drive |  |  |  |  |  |  |
| - Westbound Approach | -- | -- | -- | -- | A | 9.0 |
| LOS = Level of Service 1 - Two Way Stop Sign Control <br> Delay is measured in seconds. 2 - All Way Stop Sign Control |  |  |  |  |  |  |

Table 8
CAPACITY ANALYSIS RESULTS - SAT. MIDDAY PEAK HOUR - UNSIGNALIZED

| Intersection | Existing Conditions |  | No-Build Conditions |  | Projected Conditions |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | LOS | Delay | LOS | Delay | LOS | Delay |
| Old Glenview Road with Sunset Drive |  |  |  |  |  |  |
| - Southbound Approach | A | 9.5 | A | 9.5 | A | 9.6 |
| - Eastbound Left Turn | A | 7.6 | A | 7.6 | A | 7.6 |
| Skokie Road with Retail Plaza Access Drive |  |  |  |  |  |  |
| - Eastbound Approach | B | 13.4 | B | 13.8 | B | 14.2 |
| - Northbound Left Turn | A | 9.4 | A | 9.5 | A | 9.6 |
| Skokie Road with Residential Access Drive/Site North Access Drive |  |  |  |  |  |  |
| - Eastbound Approach | -- | -- | -- | -- | -- | -- |
| - Westbound Approach | -- | -- | -- | -- | C | 18.2 |
| - Southbound Left Turn | -- | -- | -- | -- | A | 7.9 |
| Skokie Road with North Charles Place Access Drive |  |  |  |  |  |  |
| - Westbound Approach | A | 9.1 | A | 9.1 | A | 9.1 |
| - Southbound Left Turn | A | 7.7 | A | 7.8 | A | 7.9 |
| Skokie Road with South Charles Place Access Drive |  |  |  |  |  |  |
| - Westbound Approach | B | 13.7 | B | 14.2 | B | 14.9 |
| - Southbound Left Turn | A | 7.7 | A | 7.8 | A | 7.9 |
| Skokie Road with Site Right-In/Right-Out South Access Drive |  |  |  |  |  |  |
| - Westbound Approach | -- | -- | -- | -- | A | 8.9 |
| LOS = Level of Service 1 - Two Way Stop Sign Control <br> Delay is measured in seconds. 2 - All Way Stop Sign Control $\mathbf{l}$ |  |  |  |  |  |  |

## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

## Skokie Road with Old Glenview Road

The results of the capacity analysis indicate that overall, this intersection currently operates at Level of Service (LOS) B during all four peak hours. All the approaches operate at LOS D or better during all the peak hours. The maximum southbound $95^{\text {th }}$ percentile queue is 217 feet during the weekday evening peak hour and does not block the north access drive.

Under Year 2028 no-build conditions, this intersection overall is projected to continue operating at LOS B during all four peak hours with increases in delay of less than one second. All the approaches will continue to operate at the same existing levels of service with increases in delay of less than one second.

Under Year 2028 total projected conditions, this intersection and all of its approaches are projected to operate at the same existing levels of service during all four peak hours with increases in delay of less than one second. The maximum southbound $95^{\text {th }}$ percentile queue is projected to be 233 feet during the weekday evening peak hour which will not block the relocated north access drive. As such, the traffic estimated to be generated by the proposed McDonald's restaurant will have a limited impact on the operations of this intersection and no roadway improvements or traffic control modifications are required.

## Old Glenview Road with Sunset Drive

The results of the capacity analysis indicate that the southbound approach currently operates at LOS A during the weekday morning, weekday midday, and Saturday midday peak hours and LOS B during the weekday evening peak hour. The eastbound left-turn movement operates at LOS A during all four peak hours.

Under Year 2028 no-build and total projected conditions, the southbound approach and eastbound left-turn movement will continue to operate at the same existing levels of service during all peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed McDonald's restaurant will have a limited impact on the operations of this intersection and no roadway improvements or traffic control modifications are required.

## Skokie Road with Retail Plaza Access Drive

The results of the capacity analysis indicate that the eastbound approach currently operates at LOS B during the weekday midday and Saturday midday peak hours and LOS C during the weekday evening peak hour. The northbound left-turn movement operates at LOS A during all peak hours.

Under Year 2028 no-build and projected conditions, the eastbound approach is projected to continue operating at the same existing levels of service during all four peak hours with increases in delay of less than one second. The northbound left-turn movement will continue to operate at LOS A during the weekday morning, weekday midday, and Saturday midday peak hours with increases in delay of less than one second and it is projected to operate at LOS B during the weekday evening peak hour with an increase in delay of less than one second. As such, this intersection has adequate reserved capacity to accommodate the traffic that will be generated by the proposed McDonald's restaurant.

## Skokie Road with Charles Place North Access Drive

The results of the capacity analysis indicate that the westbound approach currently operates at LOS B during the weekday morning and weekday midday peak hours and LOS A during the Saturday midday peak hour. The southbound left-turn movement operates at LOS A during all peak hours.

Under Year 2028 no-build and total projected conditions, the westbound approach and the southbound left-turn movement are projected to operate at the same existing levels of service during all peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed McDonald's restaurant will have a limited impact on the operations of this intersection.

## Skokie Road with Charles Place South Access Drive

The results of the capacity analysis indicate that the westbound approach currently operates at LOS A during the weekday morning and weekday evening peak hours and LOS B during the weekday midday and Saturday midday peak hours. The southbound left-turn movement operates at LOS A during all four peak hours.

Under Year 2028 no-build and total projected conditions, the westbound approach and the southbound left-turn movement are projected to operate at the same existing levels of service during all peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed McDonald's restaurant will have a limited impact on the operations of this intersection.

## Skokie Road with Restaurant's North Access Drive/Residential Access Drive

The results of the capacity analysis indicate that the eastbound approach currently operates at LOS C during the weekday morning and weekday evening peak hours and LOS B during the weekday midday peak hour.

Under Year 2028 no-build conditions, the eastbound approach is projected to operate at the same existing levels of service during all peak hours with increases in delay of less than two seconds.

Under Year 2028 total projected conditions, the eastbound approach will continue to operate at the same existing levels of service during all peak hours with increases in delay of approximately three seconds or less over no-build conditions. The westbound approach is projected to operate at LOS C during all four peak hours and the southbound left-turn movement is projected to operate at LOS A during all peak hours.

As such, this intersection has adequate reserve capacity to accommodate the traffic that will be generated by the proposed McDonald's restaurant and the north access drive is projected to provide efficient access to the restaurant. A comparison of the projected volumes with the right-turn lane warrants published in Chapter 36 of the IDOT Bureau of Design and Environment (BDE) Manual shows that an exclusive right-turn lane will not be warranted on Skokie Road serving the site access drive. A copy of the turn lane warrant is included in the Appendix.

## Skokie Road with Restaurant`s South Right-In/Right-Out Access Drive

The results of the capacity analysis indicate that under projected conditions, the outbound movements are projected to operate at LOS A during all four peak hours. As such, this access drive will be adequate to provide efficient access to the restaurant. A comparison of the projected volumes with the right-turn lane warrants published in Chapter 36 of the IDOT Bureau of Design and Environment (BDE) Manual shows that an exclusive right-turn lane will not be warranted on Skokie Road serving the site access drive. A copy of the turn lane warrant is included in the Appendix.

## Drive-Through Stacking Evaluation

As proposed, the proposed drive-through will provide stacking for a total of approximately 14 vehicles without blocking the parking spaces. However, the site plan shows a maximum stacking of 17 vehicles if needed. Based on the Village of Wilmette Code of Ordinances, four vehicle stacking spaces are required per drive-through bay, resulting in a total of eight stacking spaces required. With at least 14 vehicle stacking spaces available, the proposed stacking will meet the Village Code. Furthermore, based on hourly stacking observations conducted at the existing McDonald's restaurant located at 45 E. Golf Road in Arlington Heights, this restaurant had an observed peak stacking of 13 vehicles. As such, the proposed drive-through stacking will be adequate to accommodate the projected demand. In the unlikely event that queues at the drivethrough facility are longer, the additional vehicles can queue internally within the site without impacting traffic operations on Skokie Road. The hourly peak drive-through stacking observations are included in the Appendix.

## Parking Evaluation

As proposed, the restaurant will provide a total of 28 parking spaces, resulting in a parking ratio of 6.83 spaces per 1,000 square feet. Based on the Village of Wilmette Code of Ordinances, fullservice restaurants are required to provide parking at a ratio of five spaces per 1,000 square feet. As such, the proposed McDonald's is required to provide 21 parking spaces, resulting in a surplus of eight parking spaces. In addition, based on parking surveys conducted at existing McDonald’s restaurants located in the Chicagoland area, these restaurants had a peak parking demand ranging from 4.74 to 7.14 spaces per 1,000 square feet, for an average of 5.79 spaces per 1,000 square feet. As such, the proposed parking ratio of 6.83 spaces per 1,000 square feet will be adequate in accommodating the estimated peak parking demand for the restaurant based on the average peak parking demands of other Chicagoland McDonald's restaurants. To minimize the impact of the southerly parking spaces on inbound traffic from Skokie Road (particularly the westernmost parking space), these parking spaces will be primarily utilized for employee parking. Table 9 summarizes the peak parking demand ratios for each location.

Table 9
PEAK PARKING DEMANDS OF OTHER MCDONALD'S RESTAURANTS

| Address | Municipality | Size | $\begin{array}{\|c} \hline \begin{array}{c} \text { Number } \\ \text { of } \\ \text { Seats } \end{array} \\ \hline \hline \end{array}$ | Peak Demand (per 1,000 s.f.) | Peak Parking Demand ${ }^{1}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 31 E. 63 ${ }^{\text {rd }}$ Street $^{2}$ | Westmont | 5,880 s.f. | 114 | 7.14 spaces | 30 |
| 355 S. Schmale Road | Carol Stream | 3,700 s.f. | 63 | 4.86 spaces | 20 |
| 2111 Midwest Road | Oak Brook | 5,223 s.f. | 90 | 5.74 spaces | 24 |
| 1657 W. 95 ${ }^{\text {th }}$ Street | Chicago | 3,235 s.f. | 43 | 5.87 spaces | 25 |
| 10 S. 710 Kingery Highway ${ }^{3}$ | Burr Ridge | 4,400 s.f. | 40 | 6.36 spaces | 27 |
| 225 E. Ogden Avenue ${ }^{2}$ | Downers Grove | 5,700 s.f. | 105 | 4.74 spaces | 20 |
|  | Average | 4,690 s.f. | 76 | 5.79 spaces | 24 |
| 1 - For the proposed 4,100 s.f. restaurant <br> 2 - Restaurant contains a playplace <br> 3 - This restaurant has since been relocated to 9101 S. Kingery Highway |  |  |  |  |  |

## 6. Conclusion

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

- The new traffic projected to be generated by the proposed restaurant will be reduced due to the volume of pass-by traffic generated by fast-food restaurants.
- The results of the capacity analysis indicated that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed restaurant and no roadway or traffic control improvements are required.
- Access to the proposed restaurant will be provided via a full-movement access drive and a right-in/right-out access drive off Skokie Road. The access system will be adequate to provide efficient access to the restaurant.
- The proposed drive-through stacking of 14 vehicles will be adequate in accommodating the peak drive-through demand based on surveys conducted by KLOA, Inc. at other McDonald's restaurants in the Chicagoland area.
- The proposed 28 parking spaces will be adequate in accommodating the estimated peak parking demand based on parking occupancy surveys conducted at other McDonald's restaurants in the Chicagoland area.
- An exclusive right-turn lane will not be warranted at the intersection of Skokie Road with both access drives.


## Appendix

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

Turn Lane Warrant Diagram Drive-Though Stacking Observations

## Traffic Count Summary Sheets





| Total \% | 0.0 | 0.6 | 0.6 | 1.7 | - | 2.9 | 0.0 | 4.7 | 0.5 | 4.8 | - | 10.0 | 0.0 | 0.9 | 31.8 | 6.3 | - | 39.0 | 0.0 | 6.1 | 41.7 | 0.4 | - | 48.2 | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lights | 0 | 41 | 47 | 134 | - | 222 | 0 | 378 | 35 | 386 | - | 799 | 0 | 70 | 2517 | 507 | - | 3094 | 0 | 483 | 3318 | 32 | - | 3833 | 7948 |
| \% Lights | . | 91.1 | 92.2 | 97.1 | - | 94.9 | . | 98.7 | 89.7 | 97.7 | - | 97.8 | . | 98.6 | 97.0 | 98.4 | - | 97.2 | . | 97.6 | 97.4 | 97.0 | . | 97.5 | 97.3 |
| Buses | 0 | 2 | 1 |  | - | 6 | 0 | 1 | 3 | 1 | - | 5 | 0 | 1 | 19 | 1 | - | 21 | 0 | 0 | 23 | 1 | - | 24 | 56 |
| \% Buses | - | 4.4 | 2.0 | 2.2 | - | 2.6 | - | 0.3 | 7.7 | 0.3 | - | 0.6 | - | 1.4 | 0.7 | 0.2 | - | 0.7 | - | 0.0 | 0.7 | 3.0 | - | 0.6 | 0.7 |
| Single-Unit Trucks | 0 | 2 | 0 | 1 | . | 3 | 0 | 4 | 0 | 6 | - | 10 | 0 | 0 | 45 | 6 | . | 51 | 0 | 10 | 48 | 0 | - | 58 | 122 |
| $\begin{gathered} \text { \% Single-Unit } \\ \text { Trucks } \end{gathered}$ | - | 4.4 | 0.0 | 0.7 | . | 1.3 | - | 1.0 | 0.0 | 1.5 | . | 1.2 | . | 0.0 | 1.7 | 1.2 | - | 1.6 | - | 2.0 | 1.4 | 0.0 | . | 1.5 | 1.5 |
| Articulated Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 12 | 1 | - | 13 | 0 | 2 | 15 | 0 | - | 17 | 33 |
| \% Articulated Trucks | - | 0.0 | 2.0 | 0.0 | - | 0.4 | . | 0.0 | 0.0 | 0.5 | - | 0.2 | - | 0.0 | 0.5 | 0.2 | - | 0.4 | - | 0.4 | 0.4 | 0.0 | - | 0.4 | 0.4 |
| Bicycles on Road | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 1 | 0 | - | 1 | 7 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | . | 0.0 | 3.9 | 0.0 | - | 0.9 | - | 0.0 | 2.6 | 0.0 | - | 0.1 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | - | 5 | - | - | - | - | - | 7 | . | - | - | . | - | 4 | . | - | - | . | - | 7 | . | - |
| \% Pedestrians | - | . | . | . | 100.0 | . | . | . | . | . | 100.0 | . | . | . | . | . | 100.0 | . | . | . | . | . | 100.0 | . | . |

Count Name: Old Glenview Rd with Skokie Blvd TMC
Site Code
Start Date
Page No:

Count Name: Old Glenview Rd with Skokie Blvd TMC
Site Code
Start Date
Page No:

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | Peds | App. <br> Total | U-Turn | Left | Thru | Right | Peds | $\begin{gathered} \text { App } \\ \text { Total } \end{gathered}$ | U-Turn | Left | Thru | Right | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | U-Turn | Left | Thru | Right | Peds | $\begin{gathered} \text { App } \\ \text { Total } \end{gathered}$ | Int. Total |
| 12:00 PM | 0 | 4 | 0 | 11 | 0 | 15 | 0 | 15 | 3 | 12 | 0 | 30 | 0 | 4 | 111 | 14 | 0 | 129 | 0 | 17 | 125 | 2 | 0 | 144 | 318 |
| 12:15 PM | 0 | 2 | 0 | 5 | 0 | 7 | 0 | 12 | 1 | 11 | 0 | 24 | 0 | 2 | 107 | 30 | 1 | 139 | 0 | 17 | 141 | 2 | 0 | 160 | 330 |
| 12:30 PM | 0 | 4 | 2 | 2 | 0 | 8 | 0 | 15 | 1 | 12 | 0 | 28 | 0 | 7 | 120 | 26 | 0 | 153 | 0 | 25 | 153 | 2 | 0 | 180 | 369 |
| 12:45 PM | 0 | 5 | 1 | 7 | 0 | 13 | 0 | 23 | 2 | 9 | 0 | 34 | 0 | 3 | 132 | 15 | 0 | 150 | 0 | 13 | 135 | 0 | 0 | 148 | 345 |
| Total | 0 | 15 | 3 | 25 | 0 | 43 | 0 | 65 | 7 | 44 | 0 | 116 | 0 | 16 | 470 | 85 | 1 | 571 | 0 | 72 | 554 | 6 | 0 | 632 | 1362 |
| Approach \% | 0.0 | 34.9 | 7.0 | 58.1 | - | - | 0.0 | 56.0 | 6.0 | 37.9 | - | - | 0.0 | 2.8 | 82.3 | 14.9 | - | - | 0.0 | 11.4 | 87.7 | 0.9 | - | - | - |
| Total \% | 0.0 | 1.1 | 0.2 | 1.8 | - | 3.2 | 0.0 | 4.8 | 0.5 | 3.2 | - | 8.5 | 0.0 | 1.2 | 34.5 | 6.2 | - | 41.9 | 0.0 | 5.3 | 40.7 | 0.4 | - | 46.4 | - |
| PHF | 0.000 | 0.750 | 0.375 | 0.568 | - | 0.717 | 0.000 | 0.707 | 0.583 | 0.917 | - | 0.853 | 0.000 | 0.571 | 0.890 | 0.708 | - | 0.933 | 0.000 | 0.720 | 0.905 | 0.750 | - | 0.878 | 0.923 |
| Lights | 0 | 15 | 3 | 25 | - | 43 | 0 | 65 | 7 | 41 | - | 113 | 0 | 16 | 451 | 83 | - | 550 | 0 | 70 | 537 | 6 | - | 613 | 1319 |
| \% Lights | - | 100.0 | 100.0 | 100.0 | - | 100.0 | . | 100.0 | 100.0 | 93.2 | - | 97.4 | - | 100.0 | 96.0 | 97.6 | - | 96.3 | - | 97.2 | 96.9 | 100.0 | - | 97.0 | 96.8 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 2 | 0 | . | 2 | 4 |
| \% Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.4 | 0.0 | - | 0.3 | 0.3 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 13 | 1 | - | 14 | 0 | 2 | 10 | 0 | - | 12 | 28 |
| $\%$ Single-Unit <br> Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 4.5 | - | 1.7 | - | 0.0 | 2.8 | 1.2 | - | 2.5 | . | 2.8 | 1.8 | 0.0 | - | 1.9 | 2.1 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 4 | 1 | - | 5 | 0 | 0 | 4 | 0 | - | 4 | 10 |
| $\begin{gathered} \% \text { Articulated } \\ \text { Trucks } \\ \hline \end{gathered}$ | . | 0.0 | 0.0 | 0.0 | . | 0.0 | . | 0.0 | 0.0 | 2.3 | - | 0.9 | . | 0.0 | 0.9 | 1.2 | - | 0.9 | . | 0.0 | 0.7 | 0.0 | . | 0.6 | 0.7 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 1 |
| \% Bicycles on Road | - | 0.0 | 0.0 | 0.0 | . | 0.0 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | . | 0.0 | 0.2 | 0.0 | . | 0.2 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | , | - | - |
| \% Pedestrians | - | . | . | . | - | . | - | . | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | . |

Count Name: Old Glenview Rd with Skokie Blvd TMC
Site Code
Start Date
Page No:

| Start Time | Old Glenveiw RdEastbound |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Skokie Blvd Southbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | Peds | App. | U-Turn | Left | Thru | Right | Peds | $\begin{aligned} & \text { Apppal } \\ & \text { Total } \end{aligned}$ | U-Turn | Left | Thru | Right | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | U-Turn | Left | Thru | Right | Peds | $\begin{aligned} & \text { Apppal } \\ & \text { Total } \end{aligned}$ |  |
| 5:00 PM | 0 | 3 | 2 | 3 | 0 | 8 | 0 | 23 | 3 | 28 | 0 | 54 | 0 | 5 | 133 | 29 | 0 | 167 | 0 | 25 | 183 | 0 | 0 | 208 | 437 |
| 5:15 PM | 0 | 2 | 1 | 11 | 0 | 14 | 0 | 22 | 3 | 26 | 0 | 51 | 0 | 2 | 93 | 20 | 0 | 115 | 0 | 17 | 179 | 1 | 0 | 197 | 377 |
| 5:30 PM | 0 | 2 | 4 | 7 | 0 | 13 | 0 | 19 | 5 | 15 | 0 | 39 | 0 | 7 | 133 | 31 | 0 | 171 | 0 | 18 | 189 | 1 | 0 | 208 | 431 |
| 5:45 PM | 0 | 1 | 3 | 6 |  | 10 | 0 | 17 | 2 | 21 |  | 40 | 0 | 3 | 94 | 33 |  | 130 | 0 | 25 | 185 | 1 | 0 | 211 | 391 |
| Total | 0 | 8 | 10 | 27 | 0 | 45 | 0 | 81 | 13 | 90 | 0 | 184 | 0 | 17 | 453 | 113 | 0 | 583 | 0 | 85 | 736 | 3 |  | 824 | 1636 |
| Approach \% | 0.0 | 17.8 | 22.2 | 60.0 | - | - | 0.0 | 44.0 | 7.1 | 48.9 | - | - | 0.0 | 2.9 | 77.7 | 19.4 | - | - | 0.0 | 10.3 | 89.3 | 0.4 | - | - | - |
| Total \% | 0.0 | 0.5 | 0.6 | 1.7 | - | 2.8 | 0.0 | 5.0 | 0.8 | 5.5 | - | 11.2 | 0.0 | 1.0 | 27.7 | 6.9 | - | 35.6 | 0.0 | 5.2 | 45.0 | 0.2 | - | 50.4 | - |
| PHF | 0.000 | 0.667 | 0.625 | 0.614 | - | 0.804 | 0.000 | 0.880 | 0.650 | 0.804 | - | 0.852 | 0.000 | 0.607 | 0.852 | 0.856 | - | 0.852 | 0.000 | 0.850 | 0.974 | 0.750 | - | 0.976 | 0.936 |
| Lights | 0 | 7 | 10 | 27 | - | 44 | 0 | 81 | 12 | 90 | - | 183 | 0 | 16 | 448 | 113 | - | 577 | 0 | 85 | 725 | 3 | - | 813 | 1617 |
| \% Lights | - | 87.5 | 100.0 | 100.0 | - | 97.8 | - | 100.0 | 92.3 | 100.0 | - | 99.5 | - | 94.1 | 98.9 | 100.0 | - | 99.0 | - | 100.0 | 98.5 | 100.0 | - | 98.7 | 98.8 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 5 | 0 | - | 5 | 8 |
| \% Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 7.7 | 0.0 | - | 0.5 | - | 5.9 | 0.2 | 0.0 | - | 0.3 | - | 0.0 | 0.7 | 0.0 | - | 0.6 | 0.5 |
| Single-Unit Trucks | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | a | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 5 | 0 | - | 5 | 9 |
| $\begin{gathered} \% \text { Single-Unit } \\ \text { Trucks } \end{gathered}$ | . | 12.5 | 0.0 | 0.0 | - | 2.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.7 | 0.0 | - | 0.5 | . | 0.0 | 0.7 | 0.0 | - | 0.6 | 0.6 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 2 |
| $\begin{aligned} & \text { \% Articulated } \\ & \text { Trucks } \end{aligned}$ | . | 0.0 | 0.0 | 0.0 | . | 0.0 | . | 0.0 | 0.0 | 0.0 | . | 0.0 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | 0.1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\cdots$ | 0 | 0 |
| \% Bicycles on | . | 0.0 | 0.0 | 0.0 | . | 0.0 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | . | . | . | 0 | - | - | . | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | . | - | - | - | . | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc
Turning Movement Data



| Start Time |
| :---: |
| $12: 00 \mathrm{PM}$ |
| 12:15 PM |
| 12:30 PM |
| 12:45 PM |
| Hourly Total |
| 1:00 PM |
| 1:15 PM |
| 1:30 PM |
| 1:45 PM |
| Hourly Total |
| Grand Total |
| Approach \% |
| Total \% |
| Lights |
| \% Lights |
| Buses |
| \% Buses |
| Single-Unit Trucks |
| \% Single-Unit Trucks |
| Articulated Trucks |
| \% Articulated Trucks |
| Bicycles on Road |
| \% Bicycles on Road |
| Pedestrians |
| \% Pedestrians |

Count Name: Old Glenview Rd with Sunset Dr
Site Code:
Start Date: $11 / 19 / 2022$
Page No: 2

|  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| U-Turn | Left | Sunset Dr <br> Southbound <br> Right | Peds | App. Total | Int. Total |
| 0 | 0 | 2 | 0 | 2 | 82 |
| 0 | 0 | 0 | 1 | 0 | 90 |
| 0 | 1 | 1 | 0 | 2 | 85 |
| 0 | 0 | 1 | 2 | 1 | 74 |
| 0 | 1 | 4 | 3 | 5 | 331 |
| 0.0 | 20.0 | 80.0 | - | - | - |
| 0.0 | 0.3 | 1.2 | - | 1.5 | - |
| 0.000 | 0.250 | 0.500 | - | 0.625 | 0.919 |
| 0 | 1 | 4 | - | 5 | 330 |
| - | 100.0 | 100.0 | - | 100.0 | 99.7 |
| 0 | 0 | 0 | - | 0 | 0 |
| - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| 0 | 0 | 0 | - | 0 | 1 |
| - | 0.0 | 0.0 | - | 0.0 | 0.3 |
| 0 | 0 | 0 | - | 0 | 0 |
| - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| 0 | 0 | 0 | - | 0 | 0 |
| - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| - | - | - | 3 | - | - |
| - | - | - | 100.0 | - | - |

Turning Movement Peak Hour Data (12:30 PM) Old Glenview Rd

Kenig Lindgren O'Hara Aboona, Inc.
9575 W . Higgins Rd., Suite 400 Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

| Start Time | Old Glenview Rd Eastbound |  |  |  |  | Old Glenview Rd <br> Westbound |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total |
| 12:30 PM | 0 | 3 | 45 | 0 | 48 | 0 | 31 | 1 | 0 | 32 |
| 12:45 PM | 0 | 3 | 57 | 0 | 60 | 0 | 26 | 4 | 0 | 30 |
| 1:00 PM | 0 | 1 | 42 | 0 | 43 | 0 | 40 | 0 | 0 | 40 |
| 1:15 PM | 0 | 0 | 35 | 0 | 35 | 0 | 38 | 0 | 0 | 38 |
| Total | 0 | 7 | 179 | 0 | 186 | 0 | 135 | 5 | 0 | 140 |
| Approach \% | 0.0 | 3.8 | 96.2 | - | - | 0.0 | 96.4 | 3.6 | - | - |
| Total \% | 0.0 | 2.1 | 54.1 | - | 56.2 | 0.0 | 40.8 | 1.5 | - | 42.3 |
| PHF | 0.000 | 0.583 | 0.785 | - | 0.775 | 0.000 | 0.844 | 0.313 | - | 0.875 |
| Lights | 0 | 7 | 178 |  | 185 | 0 | 135 | 5 |  | 140 |
| \% Lights | - | 100.0 | 99.4 | - | 99.5 | - | 100.0 | 100.0 | - | 100.0 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 |
| \% Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 |
| Single-Unit Trucks | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 |
| \% Single-Unit Trucks | - | 0.0 | 0.6 | - | 0.5 | . | 0.0 | 0.0 | - | 0.0 |
| Ariculated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 |
| \% Articulated Trucks | . | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | . | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 |
| \% Bicycles on Road | . | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 |
| Pedestrians | . | - | - | 0 | - | - | - | - | 0 | - |
| \% Pedestrians | - | - | - | . | - | - | - | - | - | - |

[^4]$\qquad$
age No.
$\qquad$ (

Turning Movement Data


| Total \% | 0.2 | 1.2 | 50.6 | 2.8 | - | 54.8 | 0.0 | 1.2 | 38.0 | 0.8 | - | 40.0 | 0.0 | 1.9 | 0.3 | 1.1 | - | 3.3 | 0.0 | 0.6 | 0.2 | 1.1 | - | 1.9 | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lights | 3 | 22 | 961 | 51 | - | 1037 | 0 | 22 | 724 | 15 | - | 761 | 0 | 37 | 6 | 21 | - | 64 | 0 | 12 | 3 | 21 | - | 36 | 1898 |
| \% Lights | 100.0 | 95.7 | 97.8 | 94.4 | - | 97.6 | . | 95.7 | 98.1 | 93.8 | - | 97.9 | . | 100.0 | 100.0 | 95.5 | - | 98.5 | . | 100.0 | 100.0 | 100.0 | . | 100.0 | 97.8 |
| Buses | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 3 | 1 | - | 4 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| \% Buses | 0.0 | 4.3 | 0.1 | 0.0 | - | 0.2 | - | 0.0 | 0.4 | 6.3 | - | 0.5 | - | 0.0 | 0.0 | 4.5 | - | 1.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 16 | 3 | - | 19 | 0 | 1 | 10 |  | . | 11 | 0 | 0 | 0 | 0 | . | 0 | 0 | 0 | 0 | 0 | - | 0 | 30 |
| $\begin{gathered} \text { \% Single-Unit } \\ \text { Trucks } \end{gathered}$ | 0.0 | 0.0 | 1.6 | 5.6 | - | 1.8 | - | 4.3 | 1.4 | 0.0 | . | 1.4 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | . | 0.0 | 1.5 |
| Articulated Trucks | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 4 |
| $\begin{array}{\|l\|} \hline \text { \% Articulated } \\ \text { Trucks } \end{array}$ | 0.0 | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | 0.0 | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 9 | - | - | - | - | - | 10 | . | - |
| \% Pedestrians | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | 100.0 | . | . | . | . | . | 100.0 | . |  |


| Start Time | Old Gleanview Rd Eastbound |  |  |  |  |  | $\underset{\text { Old Gleanview Rd }}{\text { Turning Movement Peak Hour Data }}$ (7:30 Access Dr ${ }_{\text {A }}^{\text {AM }}$ ) |  |  |  |  |  |  |  |  |  |  |  | Sunset Dr Southbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | Peds | $\begin{gathered} \text { App. } \\ \text { Total } \end{gathered}$ | U-Turn | Left | Thru | Right | Peds | $\underset{\text { Topal }}{\text { App. }}$ | U-Turn | Left | Thru | Right | Peds | $\begin{gathered} \text { A} \\ \text { A} \\ \text { cos. } \end{gathered}$ | U-Turn | Left | Thru | Right | Peds | $\begin{gathered} \text { App. } \\ \text { Appol} \end{gathered}$ | Int. Total |
| 7:30 AM | 0 | 1 | 39 | 5 | 0 | 45 | 0 | 0 | 37 | 0 | 0 | 37 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 4 | 87 |
| 7:45 AM | 0 | 0 | 48 | 1 | 0 | 49 | 0 | 0 | 40 | 0 | 0 | 40 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 92 |
| 8:00 AM | 0 | 0 | 32 | 1 | 0 | 33 | 0 | 0 | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 8:15 AM | 0 | 1 | 36 | 4 | 0 | 41 | 0 | 0 | 32 | 1 | 0 | 33 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 78 |
| Total | 0 | 2 | 155 | 11 | 0 | 168 | 0 | 0 | 136 | 1 | 0 | 137 | 0 | 4 | 0 | 1 | 4 | 5 | 0 | 4 | 0 | 4 | 1 | 8 | 318 |
| Approach \% | 0.0 | 1.2 | 92.3 | 6.5 | - | . | 0.0 | 0.0 | 99.3 | 0.7 | - | - | 0.0 | 80.0 | 0.0 | 20.0 | - | - | 0.0 | 50.0 | 0.0 | 50.0 | - | - | - |
| Total \% | 0.0 | 0.6 | 48.7 | 3.5 | - | 52.8 | 0.0 | 0.0 | 42.8 | 0.3 | - | 43.1 | 0.0 | 1.3 | 0.0 | 0.3 | - | 1.6 | 0.0 | 1.3 | 0.0 | 1.3 | - | 2.5 | - |
| PHF | 0.000 | 0.500 | 0.807 | 0.550 | - | 0.857 | 0.000 | 0.000 | 0.850 | 0.250 | - | 0.856 | 0.000 | 0.500 | 0.000 | 0.250 | - | 0.625 | 0.000 | 0.333 | 0.000 | 0.500 | - | 0.500 | 0.864 |
| Lights | 0 | 1 | 150 | 9 | - | 160 | 0 | 0 | 132 | 1 | - | 133 | 0 | 4 | 0 | 1 | - | 5 | 0 | 4 | 0 | 4 | - | 8 | 306 |
| \% Lights | - | 50.0 | 96.8 | 81.8 | - | 95.2 | - | - | 97.1 | 100.0 | - | 97.1 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 96.2 |
| Buses | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| \% Buses | - | 50.0 | 0.6 | 0.0 | - | 1.2 | - | - | 0.7 | 0.0 | - | 0.7 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.9 |
| Single-Unit Trucks | 0 | 0 | 4 | 2 | - | 6 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 9 |
| \% Single-Unit | - | 0.0 | 2.6 | 18.2 | - | 3.6 | . | . | 2.2 | 0.0 | . | 2.2 | . | 0.0 | . | 0.0 | - | 0.0 | . | 0.0 | . | 0.0 | . | 0.0 | 2.8 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{aligned} & \text { \% Articulated } \\ & \text { Trucks } \end{aligned}$ | - | 0.0 | 0.0 | 0.0 | . | 0.0 | - | - | 0.0 | 0.0 | . | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | . | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\%$ Bicycles on | . | 0.0 | 0.0 | 0.0 | . | 0.0 | . | . | 0.0 | 0.0 | - | 0.0 | . | 0.0 | . | 0.0 | - | 0.0 | . | 0.0 | . | 0.0 | . | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | . | - | - | - | - | 0 | - | - | - | - | - | 4 | - | - | - | - | - | 1 | . | - |
| \% Pedestrians | . | . | . | . | - | . | . | . | . | . | - | . | . | . | . | - | 100.0 | . | . | - | . | . | 100.0 | . | . |

Count Name: Old Glenview Rd with Sunset Dr Site Code
Start Date
Page No:


| Start Time | Old Gleanview Rd Eastbound |  |  |  |  |  | $\underset{\text { Old Gleanview Rd }}{\text { Turning Movement Peak Hour Data (5:00 PM) }}$ |  |  |  |  |  |  |  |  |  |  |  | Sunset Dr Southbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | Peds | $\begin{gathered} \text { App. } \\ \text { Total } \end{gathered}$ | U-Turn | Left | Thru | Right | Peds | $\underset{\text { Topal }}{\text { App. }}$ | U-Turn | Left | Thru | Right | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | U-Turn | Left | Thru | Right | Peds | $\begin{gathered} \text { App. } \\ \text { Appol} \end{gathered}$ |  |
| 5:00 PM | 0 | 1 | 60 | 1 | 0 | 62 | 0 | 1 | 46 | 0 | 0 | 47 | 0 | 4 | 0 | 2 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 1 | 116 |
| 5:15 PM | 0 | 3 | 38 | 3 | 0 | 44 | 0 | 2 | 47 | 0 | 0 | 49 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 5:30 PM | 0 | 3 | 48 | 0 | 0 | 51 | 0 | 0 | 39 | 3 | 0 | 42 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 95 |
| 5:45 PM | 0 | 1 | 56 | 3 | 0 | 60 | 0 | 1 | 37 | 0 | 0 | 38 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| Total | 0 | 8 | 202 | 7 | 0 | 217 | 0 | 4 | 169 | 3 | 0 | 176 | 0 | 5 | 1 | 3 | 0 | 9 | 0 | 2 | 0 | 0 | 1 | 2 | 404 |
| Approach \% | 0.0 | 3.7 | 93.1 | 3.2 | - | - | 0.0 | 2.3 | 96.0 | 1.7 | - | - | 0.0 | 55.6 | 11.1 | 33.3 | - | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 2.0 | 50.0 | 1.7 | - | 53.7 | 0.0 | 1.0 | 41.8 | 0.7 | - | 43.6 | 0.0 | 1.2 | 0.2 | 0.7 | - | 2.2 | 0.0 | 0.5 | 0.0 | 0.0 | - | 0.5 | - |
| PHF | 0.000 | 0.667 | 0.842 | 0.583 | - | 0.875 | 0.000 | 0.500 | 0.899 | 0.250 | - | 0.898 | 0.000 | 0.313 | 0.250 | 0.375 | - | 0.375 | 0.000 | 0.500 | 0.000 | 0.000 | - | 0.500 | 0.871 |
| Lights | 0 | 8 | 202 | 7 | - | 217 | 0 | 4 | 169 | 3 | - | 176 | 0 | 5 | 1 | 3 | - | 9 | 0 | 2 | 0 | 0 | - | 2 | 404 |
| \% Lights | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | - | - | - | 100.0 | 100.0 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | - | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Single-Unit | - | 0.0 | 0.0 | 0.0 | . | 0.0 | . | 0.0 | 0.0 | 0.0 | . | 0.0 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | . | 0.0 | - | - | . | 0.0 | 0.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \hline \text { \% Articulated } \\ \text { Trucks } \end{gathered}$ | - | 0.0 | 0.0 | 0.0 | - | 0.0 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | . | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | . | . | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | . | - | . | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | . | - |
| \% Pedestrians | . | . | . | . | - | . | . | . | . | . | - | . | . | . | . | . | . | . | . | - | . | . | 100.0 | . | - |

Wilmette, IL
Weather: Warm and Dry

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt


TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals
Intersection \# 6 skokie/residential/sat

| Begin Time | Approach Totals |  |  |  | Exit Totals |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N | E | S | W | N | E | S | W |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1215 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 1 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 2 |

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

| $\begin{gathered} \text { Begin } \\ \text { Time } \end{gathered}$ | Intersection \# 6 skokie/residential/sat |  |  |  |  |  |  |  |  |  |  |  | Int <br> Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  |  |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1215 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 12 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Wilmette, II
Weather: Warm and Dry
Skokie Blvd and Residential Access Drive

$$
20: 44: 57
$$

Saturday November 5, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals
Intersection \# 6 skokie/residential/sat

Begin
Time
$====$
1130
1145
1200
1215
1230
1245
1300
1315

| Approach Totals |  |  |  | Exit Totals |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4 | 0 | 0 | 8 | 4 | 0 | 4 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Int Total ===== 0
0
4

12
0
0
0
0
=====

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement
Intersection \# 6 skokie/residential/sat

| Begin Time | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | $\begin{array}{r} \text { Int } \\ \text { Total } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 1130 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 1145 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 1200 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 1215 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 * |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals
Intersection \# 6 skokie/residential/sat
Begin
Time
====
1130
1145
1200
1215
1230
1245
1300
1315
==== $==========================================================$

| Approach Totals |  |  |  |
| :---: | :---: | :---: | :---: |
| N | E | S | W |
| 2 | 0 | 0 | 2 |
| 2 | 0 | 0 | 2 |
| 2 | 0 | 0 | 2 |
| 1 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |


| $\mathbf{N}$ | Exit <br> $\mathbf{E}$ | Totals <br> $\mathbf{S}$ | W |
| :---: | :---: | :---: | :---: |
| $========================$ |  |  |  |
| 1 | 0 | 1 | 2 |
| 1 | 0 | 1 | 2 |
| 1 | 0 | 1 | 2 |
| 1 | 0 | 1 | 1 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| $==========================$ |  |  |  |

Int Total =====
4
4
4
3
0
$0 *$
$0 *$
$0 *$
===

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

| $\begin{gathered} \text { Begin } \\ \text { Time } \end{gathered}$ | Intersection \# 4 skokie/residentialacc |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | Int Total |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 800 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 830 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1700 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 6 | 20 |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and Residential Access Drive
20:40:31
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals
Intersection \# 4 skokie/residentialacc


## Begin Time ====



Int Total ===== 700
715
730 730 745 800 815
830 845 ----
1130
1145 1200 1215
1230 1245
1300
1315

| 1600 | 0 | 0 | 0 | 0 |
| :---: | :---: | :---: | :---: | :---: |
| 1615 | 0 | 0 | 0 | 0 |
| 1630 | 0 | 0 | 0 | 0 |
| 1645 | 1 | 0 | 0 | 0 |
| 1700 | 1 | 0 | 0 | 0 |
| 1715 | 0 | 0 | 0 | 1 |
| 1730 | 0 | 0 | 0 | 0 |
| 1745 | 1 | 0 | 0 | 0 |
| Total | 5 | 0 | 5 | 10 |

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement
Intersection \# 4 skokie/residentialacc

| Begin Time | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | w-Approach |  |  | $\begin{array}{r} \text { Int } \\ \text { Total } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 800 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 830 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 |
| 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 8 | 12 |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 8 |
| 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1700 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and Residential Access Drive
20:40:31
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals
Intersection \# 4 skokie/residentialacc

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int <br> Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N |  | S | W | N | $\pm$ | S | W |  |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 4 | 4 | 0 | 0 | 4 | 8 |
| 0 | 0 | 4 | 8 | 8 | 0 | 0 | 4 | 12 |
| 0 | 0 | 4 | 4 | 4 | 0 | 0 | 4 | 8 |
| 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 |
| 0 | 0 | 4 | 4 | 0 | 0 | 4 | 4 | 8 |
| 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4 |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4 |
| 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and Residential Access Drive
20:40:31
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement
Intersection \# 4 skokie/residentialacc

| BeginTime | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | w-Approach |  |  | $\begin{array}{r} \text { Int } \\ \text { Total } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 715 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 730 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 745 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 800 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 6 |
| 815 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 5* |
| 830 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 5* |
| 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3* |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 6 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 |
| 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |
| 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3* |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2* |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1* |
| 1600 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1615 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1630 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 1645 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 1700 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 1715 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2* |
| 1730 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1745 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and Residential Access Drive
20:40:31
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals
Intersection \# 4 skokie/residentialacc

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W | Total |
| 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 4 |
| 2 | 0 | 1 | 3 | 3 | 0 | 0 | 3 | 6 |
| 1 | 0 | 1 | 3 | 3 | 0 | 0 | 2 | 5* |
| 1 | 0 | 1 | 3 | 3 | 0 | 0 | 2 | 5* |
| 0 | 0 | 1 | 2 | 2 | 0 | 0 | 1 | 3* |
| 0 | 0 | 2 | 4 | 1 | 0 | 3 | 2 | 6 |
| 0 | 0 | 1 | 3 | 0 | 0 | 3 | 1 | 4 |
| 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 4 |
| 0 | 0 | 2 | 1 | 0 | 0 | 1 | 2 | 3 |
| 0 | 0 | 2 | 1 | 0 | 0 | 1 | 2 | 3 |
| 0 | 0 | 2 | 1 | 0 | 0 | 1 | 2 | 3* |
| 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2* |
| 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1* |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |
| 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |
| 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |
| 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2* |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1* |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1* |

Wilmette，IL
Weather：Warm and Dry
11／06／22
Skokie Blvd and Retail Center Access
Saturday November 5， 2022

TURNS／TEAPAC［Ver 3．61．12］－15－Minute Counts：All Vehicles－by Mvmt

| Begin Time | Intersection \＃ 5 skokie／retail／sat |  |  |  |  |  |  |  |  |  |  |  | Int Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N－Approach |  |  | E－Approach |  |  | S－Approach |  |  | W－Approach |  |  |  |
|  | RT | TH | LT | RT | TH | LT | RT | H | LT | RT | H | T |  |
| 1130 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 4 |
| 1145 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 1200 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 6 |
| 1215 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1230 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 4 |
| 1245 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 |
| 1300 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1315 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 |
| Total | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 3 | 31 |

TURNS／TEAPAC［Ver 3．61．12］－15－Minute Counts：All Vehicles－Totals
Intersection \＃ 5 skokie／retail／sat

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W | Total |
| 1 | 0 | 2 | 1 | 0 | 0 | 1 | 3 | 4 |
| 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 3 |
| 2 | 0 | 3 | 1 | 0 | 0 | 1 | 5 | 6 |
| 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 3 |
| 1 | 0 | 2 | 1 | 0 | 0 | 1 | 3 | 4 |
| 2 | 0 | 2 | 1 | 1 | 0 | 0 | 4 | 5 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2 | 0 | 1 | 2 | 1 | 0 | 1 | 3 | 5 |
| 2 | 0 | 12 | 7 | 3 | 0 | 4 | 2 | 31 |

TURNS／TEAPAC［Ver 3．61．12］－15－Minute Flow Rates：by Movement
Intersection \＃ 5 skokie／retail／sat
Begin
Time
$=====$
1130
1145
1200
1215
1230
1245
1300
1315
$=====$
Begin
Time
$====$
1130
1145
1200
1215
1230
1245
1300
1315
＝ニニニ＝ Total

Total ＝＝＝＝＝

4
3
6
3
4
5
1
5

31

| N－Approach |  |  | E－Approach |  |  | S－Approach |  |  | W－Approach |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | H | T |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 |

Int

Wilmette, IL Weather: Warm and Dry
Skokie Blvd and Retail Center Access
Saturday November 5, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals
Intersection \# 5 skokie/retail/sat

Begin
Time
$=====$
1130
1145
1200
1215
1230
1245
1300
1315
$=====$

| Approach Totals |  |  |  | Exit Totals |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W |
| 4 | 0 | 8 | 4 | 0 | 0 | 4 | 12 |
| 8 | 0 | 4 | 0 | 0 | 0 | 0 | 12 |
| 8 | 0 | 12 | 4 | 0 | 0 | 4 | 20 |
| 4 | 0 | 4 | 4 | 4 | 0 | 0 | 8 |
| 4 | 0 | 8 | 4 | 0 | 0 | 4 | 12 |
| 8 | 0 | 8 | 4 | 4 | 0 | 0 | 16 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8 | 0 | 4 | 8 | 4 | 0 | 4 | 12 |

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement
Intersection \# 5 skokie/retail/sat
==============================================================
Begin
Time
$=====$
1130
1145
1200
1215
1230
1245
1300
1315
$=====$

| N-Approach |  |  | E-Approach |  |  | S-Approach |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |


| W-Approach |  |  |
| :---: | :---: | ---: |
| RT | TH | LT |
| $============$ |  |  |
| 2 | 0 | 1 |
| 2 | 0 | 1 |
| 2 | 0 | 2 |
| 1 | 0 | 2 |
| 2 | 0 | 2 |
| 1 | 0 | 2 |
| 1 | 0 | 1 |
| 1 | 0 | 1 |
| $============$ |  |  |

Int Total =====

16
16
18
13
15
11* 6*
= = = =

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals
Intersection \# 5 skokie/retail/sat
Begin
Time
====
1130
1145
1200
1215
1230
1245
1300
1315
=====

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt
Intersection \# 1 skokie/retailcenteracc

| Begin | N -Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | $\begin{array}{r} \text { Int } \\ \text { Total } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | т | LT | RT | TH | LT |  |
| ==== | === |  | == | = $=$ |  | $=$ | == |  | == |  |  |  | ==== |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 800 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 815 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 830 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1130 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 1145 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 |
| 1200 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| 1215 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 1230 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| 1245 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 1300 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 1315 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| 1600 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 6 |
| 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1645 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 7 |
| 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 1730 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1745 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| ==== | ==== | $=$ | $=$ | ==== |  |  | === $=$ | $=$ | $==$ | === | $=$ |  | ==== |
| Total | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 | 0 | 4 | 66 |

Wilmette, IL Weather: Warm and Dry
Skokie Blvd and Retail Center Access
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals
Intersection \# 1 skokie/retailcenteracc
================================================================1

## Begin Time

| Approach Totals |  |  |  | Exit Totals |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W |

Int Total ===== 700 715 730 745 800 815 830
845 ----1145 1200
1215 1230 1245
1300
1315 ----1615 1630 1645 1700 1715 1730 1745
=====
Total

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and Retail Center Access
20:31:25
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement
Intersection \# 1 skokie/retailcenteracc

| $\begin{aligned} & \text { Begin } \\ & \text { Time } \\ & ===== \end{aligned}$ | N -Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | $\begin{array}{r} \text { Int } \\ \text { Total } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
|  | = $=$ |  | $=$ | = $=$ |  | = | $=$ |  | $=$ | = |  |  |  |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 800 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 815 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 830 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 |
| 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 1130 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 |
| 1145 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 20 |
| 1200 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 24 |
| 1215 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 20 |
| 1230 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 16 |
| 1245 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 |
| 1300 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 16 |
| 1315 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 16 |
| 1600 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 24 |
| 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 1645 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 4 | 28 |
| 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 |
| 1730 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 12 |
| 1745 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| ==== | ==== |  | $==$ | ==== |  | $===$ | === |  | == | === |  |  | ==== |

Wilmette, IL Weather: Warm and Dry
Skokie Blvd and Retail Center Access
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals
Intersection \# 1 skokie/retailcenteracc

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W | Total |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 8 | 0 | 4 | 0 | 0 | 0 | 0 | 12 | 12 |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4 |
| 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | 8 |
| 8 | 0 | 12 | 0 | 0 | 0 | 0 | 20 | 20 |
| 20 | 0 | 4 | 0 | 0 | 0 | 0 | 24 | 24 |
| 12 | 0 | 4 | 4 | 4 | 0 | 0 | 16 | 20 |
| 8 | 0 | 4 | 4 | 0 | 0 | 4 | 12 | 16 |
| 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | 8 |
| 12 | 0 | 4 | 0 | 0 | 0 | 0 | 16 | 16 |
| 8 | 0 | 4 | 4 | 0 | 0 | 4 | 12 | 16 |
| 4 | 0 | 20 | 0 | 0 | 0 | 0 | 24 | 24 |
| 0 | 0 | 4 | 4 | 4 | 0 | 0 | 4 | 8 |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 0 | 0 | 24 | 4 | 4 | 0 | 0 | 24 | 28 |
| 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12 |
| 4 | 0 | 4 | 4 | 4 | 0 | 0 | 8 | 12 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and Retail Center Access
20:31:25
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement
Intersection \# 1 skokie/retailcenteracc

| Begin Time | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | $\begin{array}{r} \text { Int } \\ \text { Total } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | H | T |  |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 715 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 730 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 745 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 800 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 |
| 815 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7* |
| 830 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4* |
| 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1* |
| 1130 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 18 |
| 1145 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 20 |
| 1200 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 17 |
| 1215 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 15 |
| 1230 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 14 |
| 1245 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 10* |
| 1300 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 8* |
| 1315 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4* |
| 1600 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 11 |
| 1615 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 12 |
| 1630 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 13 |
| 1645 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 15 |
| 1700 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 15 |
| 1715 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 8* |
| 1730 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5* |
| 1745 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2* |

Wilmette, IL Weather: Warm and Dry
Skokie Blvd and Retail Center Access
20:31:25
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals
Intersection \# 1 skokie/retailcenteracc
================================================================1

| Begin | Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | N | E | S | W | N | E | S | W | Total |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 715 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 730 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 745 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 7 |
| 800 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 8 |
| 815 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 7* |
| 830 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 4* |
| 845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1* |
| 1130 | 11 | 0 | 6 | 1 | 1 | 0 | 0 | 17 | 18 |
| 1145 | 12 | 0 | 6 | 2 | 1 | 0 | 1 | 18 | 20 |
| 1200 | 11 | 0 | 4 | 2 | 1 | 0 | 1 | 15 | 17 |
| 1215 | 9 | 0 | 4 | 2 | 1 | 0 | 1 | 13 | 15 |
| 1230 | 8 | 0 | 4 | 2 | 0 | 0 | 2 | 12 | 14 |
| 1245 | 6 | 0 | 3 | 1 | 0 | 0 | 1 | 9 | 10* |
| 1300 | 5 | 0 | 2 | 1 | 0 | 0 | 1 | 7 | 8* |
| 1315 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 4* |
| 1600 | 3 | 0 | 7 | 1 | 1 | 0 | 0 | 10 | 11 |
| 1615 | 2 | 0 | 8 | 2 | 2 | 0 | 0 | 10 | 12 |
| 1630 | 2 | 0 | 10 | 1 | 1 | 0 | 0 | 12 | 13 |
| 1645 | 3 | 0 | 10 | 2 | 2 | 0 | 0 | 13 | 15 |
| 1700 | 3 | 0 | 10 | 2 | 2 | 0 | 0 | 13 | 15 |
| 1715 | 3 | 0 | 4 | 1 | 1 | 0 | 0 | 7 | 8* |
| 1730 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 4 | 5* |
| 1745 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2* |

Wilmette，IL
Weather：Warm and Dry
Skokie Blvd and St Charles Place North Access
Saturday November 5， 2022

TURNS／TEAPAC［Ver 3．61．12］－15－Minute Counts：All Vehicles－by Mvmt

| Begin Time | Intersection \＃ 8 skokie／stcharles／north／sat |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N－Approach |  |  | E－Approach |  |  | S－Approach |  |  | W－Approach |  |  |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | ＋ | LT |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

Int Total ＝＝＝＝＝ 0 0
0

TURNS／TEAPAC［Ver 3．61．12］－15－Minute Counts：All Vehicles－Totals
Intersection \＃ 8 skokie／stcharles／north／sat

| Approach Totals |  |  |  | Exit Totals |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 1 | 0 | 2 | 2 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 3 | 3 | 1 | 0 | 3 | 4 | 0 | 0 |

TURNS／TEAPAC［Ver 3．61．12］－15－Minute Flow Rates：by Movement
Intersection \＃ 8 skokie／stcharles／north／sat
Begin
Time
$=====$
1130
1145
1200
1215
1230
1245
1300
1315
$=====$

Begin
Time
$=====$
1130
1145
1200
1215
1230
1245
1300
1315
＝＝ニ＝
Total

| N－Approach |  |  | E－Approach |  |  | S－Approach |  |  | W－Approach |  |  | Int Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |

Int Total ＝ニニニニ

| 0 |
| :--- |
| 0 |
| 0 |
| 2 |
| 0 |
| 4 |
| 0 |
| 1 |
| $=$ |

Int Total ＝＝＝＝＝

4
ユニニニニ

Wilmette，IL Weather：Warm and Dry
Skokie Blvd and St Charles Place North Access
Saturday November 5， 2022

TURNS／TEAPAC［Ver 3．61．12］－15－Minute Flow Rates：Appr／Exit Totals
Intersection \＃ 8 skokie／stcharles／north／sat

Begin
Time
$=====$
1130
1145
1200
1215
1230
1245
1300
1315
$=====$

| Approach Totals |  |  |  | Exit Totals |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 4 | 0 | 0 | 4 | 4 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 8 | 4 | 0 | 8 | 8 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |

Int Total ＝＝＝＝＝ 0
＝＝＝＝＝

TURNS／TEAPAC［Ver 3．61．12］－60－Minute Volumes：by Movement
Intersection \＃ 8 skokie／stcharles／north／sat
Begin
Time
$=====$
1130
1145
1200
1215
1230
1245
1300
1315
＝ニニニ＝
$==========================================================12$

| N－Approach |  |  | E－Approach |  |  | S－Approach |  |  | W－Approach |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | H | LT |
| 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TURNS／TEAPAC［Ver 3．61．12］－60－Minute Volumes：Appr／Exit Totals
Intersection \＃ 8 skokie／stcharles／north／sat
Begin
Time
＝＝＝＝
1130
1145
1200
1215
1230
1245
1300
1315
＝＝＝＝＝ $==========================================================$

| Approach Totals |  |  |  |
| :---: | :---: | :---: | :---: |
| N | E | S | W |
| 1 | 1 | 0 | 0 |
| 1 | 1 | 0 | 0 |
| 2 | 3 | 1 | 0 |
| 2 | 3 | 1 | 0 |
| 2 | 2 | 1 | 0 |
| 2 | 2 | 1 | 0 |
| 1 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 |


| $\mathbf{N}$ | Exit <br> $\mathbf{E}$ | Totals <br> $\mathbf{S}$ | $\mathbf{W}$ |
| :---: | :---: | :---: | :---: |
| $=======================$ |  |  |  |
| 1 | 1 | 0 | 0 |
| 1 | 1 | 0 | 0 |
| 3 | 3 | 0 | 0 |
| 3 | 3 | 0 | 0 |
| 2 | 3 | 0 | 0 |
| 2 | 3 | 0 | 0 |
| 0 | 1 | 0 | 0 |
| 0 | 1 | 0 | 0 |
| $==========================$ |  |  |  |

Int Total ＝＝＝＝＝ 2 2

Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

| Begin | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | Int Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | H | LT |  |
| ===== | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ===== |
| 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 730 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 745 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 800 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 815 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 830 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 845 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1130 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1200 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1300 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1315 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 9 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |

Wilmette, IL Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place North Access
20:35:35
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals
Intersection \# 2 skokie/stcharlesnorth


## Begin Time

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W |  |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 12 | 0 | 0 | 9 | 9 | 3 | 0 | 21 |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place North Access
20:35:35
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement
Intersection \# 2 skokie/stcharlesnorth

| Begin Time | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | $\begin{array}{r} \text { Int } \\ \text { Total } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | т | LT | RT | т | LT | RT | т | LT | RT | т | LT |  |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 730 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 745 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 800 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 815 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 830 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 845 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1130 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1200 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1300 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1315 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Wilmette, IL Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place North Access
20:35:35
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals
Intersection \# 2 skokie/stcharlesnorth

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W | Total |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 4 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 8 |
| 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 8 |
| 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 |
| 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 4 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place North Access
20:35:35
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement
Intersection \# 2 skokie/stcharlesnorth

| Begin Time | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | Int Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | T |  |
| 700 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 715 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 730 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 745 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 800 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 815 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5* |
| 830 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3* |
| 845 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1130 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1145 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1200 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1215 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1230 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1245 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4* |
| 1300 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3* |
| 1315 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2* |
| 1600 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1615 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1630 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1645 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1700 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1715 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |

Wilmette, IL Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place North Access
20:35:35
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals
Intersection \# 2 skokie/stcharlesnorth

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W | Total |
| 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 1 | 3 | 0 | 0 | 2 | 1 | 1 | 0 | 4 |
| 1 | 5 | 0 | 0 | 4 | 1 | 1 | 0 | 6 |
| 3 | 4 | 0 | 0 | 3 | 3 | 1 | 0 | 7 |
| 3 | 4 | 0 | 0 | 3 | 3 | 1 | 0 | 7 |
| 2 | 3 | 0 | 0 | 3 | 2 | 0 | 0 | 5* |
| 2 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 3* |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1* |
| 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 3 |
| 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 3 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 4 |
| 3 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 4* |
| 2 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 3* |
| 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2* |
| 1 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 4 |
| 1 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 4 |
| 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1* |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1* |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |

Wilmette, IL
Weather: Warm and Dry
Skokie Blvd and St Charles Place South Access
Saturday November 5, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt


TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals
Intersection \# 7 skokie/stcharles/south

| Begin Time | Approach Totals |  |  |  | Exit Totals |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N | E | S | W | N | E | S | W |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 |
| 1230 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 0 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 2 | 3 | 0 | 1 | 4 | 1 | 0 |

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement
Intersection \# 7 skokie/stcharles/south

| Begin Time | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | Int Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | H | LT |  |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1230 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Int Total ===== 0
0
0
2
3
0
1
0
=====
6

Total
=====
0
0
8
12
4

Wilmette, IL Weather: Warm and Dry
Skokie Blvd and St Charles Place South Access
20:46:55
Saturday November 5, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals
Intersection \# 7 skokie/stcharles/south

Begin
Time
$=====$
1130
1145
1200
1215
1230
1245
1300
1315
$=====$

| Approach Totals |  |  |  | Exit Totals |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 4 | 4 | 0 | 4 | 4 | 0 | 0 |
| 4 | 4 | 4 | 0 | 0 | 8 | 4 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Int Total ===== 0
0
0
8
12
0
4
0
=====

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement
Intersection \# 7 skokie/stcharles/south

| Begin Time | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | Int Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 1130 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1145 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1200 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1215 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1230 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals
Intersection \# 7 skokie/stcharles/south
Begin
Time
====
1130
1145
1200
1215
1230
1245
1300
1315
=====

Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

| $\begin{gathered} \text { Begin } \\ \text { Time } \end{gathered}$ | Intersection \# 3 skokie/stcharles/south |  |  |  |  |  |  |  |  |  |  |  | $\begin{array}{r} \text { Int } \\ \text { Total } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  |  |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 700 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 815 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 830 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1145 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1200 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1215 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 2 | 7 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |

Wilmette, IL Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place South Access
20:37:52
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals
Intersection \# 3 skokie/stcharles/south

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W | Total |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 0 | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2 | 10 | 4 | 0 | 7 | 6 | 3 | 0 | 16 |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place South Access
20:37:52
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

| N-Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total |
| 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 4 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 16 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |

Wilmette, IL Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place South Access
20:37:52
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals
Intersection \# 3 skokie/stcharles/south

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W | Total |
| 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 8 | 0 | 0 | 4 | 0 | 4 | 0 | 8 |
| 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 0 | 8 | 8 | 0 | 4 | 8 | 4 | 0 | 16 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 4 |
| 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |

Wilmette, IL
Weather: Warm and Dry
11/06/22
Skokie Blvd and St Charles Place South Access
20:37:52
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

| $\begin{gathered} \text { Begin } \\ \text { Time } \end{gathered}$ | Intersection \# 3 skokie/stcharles/south |  |  |  |  |  |  |  |  |  |  |  | Int Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N -Approach |  |  | E-Approach |  |  | S-Approach |  |  | W-Approach |  |  |  |
|  | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |  |
| 700 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 730 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 745 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 800 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 815 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2* |
| 830 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |
| 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |
| 1130 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1145 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1200 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1215 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2* |
| 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |
| 1600 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1615 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1630 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1645 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1700 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1715 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |
| 1745 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1* |

Wilmette, IL Weather: Warm and Dry
Skokie Blvd and St Charles Place South Access
Thursday November 3, 2022

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals
Intersection \# 3 skokie/stcharles/south

| Approach Totals |  |  |  | Exit Totals |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N | E | S | W | N | E | S | W | Total |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2* |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1* |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |
| 0 | 5 | 2 | 0 | 2 | 2 | 3 | 0 | 7 |
| 0 | 5 | 2 | 0 | 2 | 2 | 3 | 0 | 7 |
| 0 | 3 | 3 | 0 | 1 | 3 | 2 | 0 | 6 |
| 0 | 2 | 4 | 0 | 1 | 4 | 1 | 0 | 6 |
| 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 |
| 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2* |
| 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1* |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0* |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1* |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1* |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1* |

Site Plan


## ITE Trip Generation Summary Sheets

# Land Use: 934 <br> Fast-Food Restaurant with Drive-Through Window 

## Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

## Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

## Source Numbers

$163,164,168,180,181,241,245,278,294,300,301,319,338,340,342,358,389,438,502,552$, $577,583,584,617,640,641,704,715,728,810,866,867,869,885,886,927,935,962,977,1050$, 1053, 1054

## Fast-Food Restaurant with Drive-Through Window (934)

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

## Setting/Location: General Urban/Suburban

Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50\% entering, 50\% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
| :---: | :---: | :---: |
| 467.48 | $98.89-1137.66$ | 238.62 |

Data Plot and Equation


## Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
Number of Studies: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: $51 \%$ entering, $49 \%$ exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
| :---: | :---: | :---: |
| 44.61 | $1.05-164.25$ | 27.14 |

Data Plot and Equation


## Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

## Setting/Location: General Urban/Suburban

Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52\% entering, $48 \%$ exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
| :---: | :---: | :---: |
| 33.03 | $8.77-117.22$ | 17.59 |

Data Plot and Equation


## Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

## Setting/Location: General Urban/Suburban

Number of Studies: 53
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51\% entering, 49\% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
| :---: | :---: | :---: |
| 55.25 | $11.25-122.92$ | 24.62 |

Data Plot and Equation


| Land Use Code | 934 |  |  |
| :---: | :---: | :---: | :---: |
| Land Use | Fast-Food Restaurant with Drive-Through Window |  |  |
| Setting | General Urban/Suburban |  |  |
| Time Period | Weekday |  |  |
| \# Data Sites | 53 |  |  |
|  | \% of 24-Hour Vehicle Trips |  |  |
| Time | Total | Entering | Exiting |
| 12:00-1:00 AM | 0.8\% | 0.8\% | 0.8\% |
| 1:00-2:00 AM | 0.4\% | 0.4\% | 0.5\% |
| 2:00-3:00 AM | 0.3\% | 0.3\% | 0.3\% |
| 3:00-4:00 AM | 0.3\% | 0.2\% | 0.3\% |
| 4:00-5:00 AM | 0.3\% | 0.3\% | 0.3\% |
| 5:00-6:00 AM | 0.7\% | 0.8\% | 0.7\% |
| 6:00-7:00 AM | 2.1\% | 2.3\% | 1.9\% |
| 7:00-8:00 AM | 3.3\% | 3.4\% | 3.1\% |
| 8:00-9:00 AM | 3.5\% | 3.5\% | 3.4\% |
| 9:00-10:00 AM | 3.3\% | 3.4\% | 3.3\% |
| 10:00-11:00 AM | 3.8\% | 4.0\% | 3.7\% |
| 11:00-12:00 PM | 8.4\% | 9.1\% | 7.7\% |
| 12:00-1:00 PM | 11.9\% | 11.9\% | 12.0\% |
| 1:00-2:00 PM | 8.3\% | 7.9\% | 8.7\% |
| 2:00-3:00 PM | 6.2\% | 5.9\% | 6.5\% |
| 3:00-4:00 PM | 5.7\% | 5.7\% | 5.7\% |
| 4:00-5:00 PM | 5.7\% | 5.9\% | 5.6\% |
| 5:00-6:00 PM | 6.7\% | 6.9\% | 6.5\% |
| 6:00-7:00 PM | 7.4\% | 7.4\% | 7.4\% |
| 7:00-8:00 PM | 6.5\% | 6.3\% | 6.6\% |
| 8:00-9:00 PM | 5.7\% | 5.6\% | 5.8\% |
| 9:00-10:00 PM | 4.4\% | 4.1\% | 4.6\% |
| 10:00-11:00 PM | 2.7\% | 2.5\% | 2.9\% |
| 11:00-12:00 AM | 1.6\% | 1.4\% | 1.8\% |

## CMAP 2050 Projections Letter

Shahrzad Ainkeshavarzi
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona
9575 West Higgins Road
Suite 400
Rosemont, IL 60018
Subject: Skokie Road (US 41) @ Old Glenview Road IDOT

Dear Ms. Ainkeshavarzi:
In response to a request made on your behalf and dated November 17, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current ADT | Year 2050 ADT |
| :--- | :---: | :---: |
| Skokie Rd (US 41) | 15,200 | 19,200 |
| Old Glenview Rd | 3,550 | 3,750 |

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

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


Jose Rodriguez, PTP, AICP
Senior Planner, Research \& Analysis
cc: Rios (IDOT)
2022_ForecastTraffic\Wilmettelck-151-22\ck-151-22.docx

## Level of Service Criteria



## Capacity Analysis Summary Sheets Existing Weekday Morning Peak Hour

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor $\quad$ N | Major1 |  | Major2 |  | Minor2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 159 | 0 | - | 0 | 348 | 159 |
| Stage 1 | - | - | - | - | 159 | - |
| Stage 2 | - | - | - | - | 189 | - |
| Critical Hdwy | 4.6 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.65 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1175 | - | - | - | 705 | 892 |
| Stage 1 | - | - | - | - | 875 | - |
| Stage 2 | - | - | - | - | 895 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1175 | - | - | - | 704 | 892 |
| Mov Cap-2 Maneuver | - | - | - | - | 704 | - |
| Stage 1 | - | - | - | - | 873 | - |
| Stage 2 | - | - | - | - | 895 | - |
|  |  |  |  |  |  |  |
| Approach | EB |  | WB |  | SB |  |
| HCM Control Delay, s | 0.1 |  | 0 |  | 9.6 |  |
| HCM LOS |  |  |  |  | A |  |
|  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt |  | EBL | EBT WBT |  | WBR SBLn1 |  |
| Capacity (veh/h) |  | 1175 | - | - | - | 787 |
| HCM Lane V/C Ratio |  | 0.002 | - | - | - | 0.012 |
| HCM Control Delay (s) |  | 8.1 | 0 | - | - | 9.6 |
| HCM Lane LOS |  | A | A | - | - | A |
| HCM 95th \%tile Q(veh) |  | 0 | - | - | - | 0 |


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



[^5]


[^6]HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive



| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -349 | - | 1267 | - |
| HCM Lane V/C Ratio | - | -0.028 | - | - | - |
| HCM Control Delay (s) | - | -15.6 | 0 | 0 | - |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th \%tile Q(veh) | - | - | 0.1 | - | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon



[^7]
## Capacity Analysis Summary Sheets Existing Weekday Midday Peak Hour

|  | $\Rightarrow$ | $\rightarrow$ | 7 | $\checkmark$ | $\leftarrow$ | 4 | 4 | $\uparrow$ | $p$ | $\checkmark$ | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \% | F |  | \% | F |  | \% | 个t |  | * | 个 $\uparrow$ |  |
| Traffic Volume (vph) | 15 | 3 | 25 | 65 | 7 | 44 | 16 | 470 | 85 | 72 | 554 | 8 |
| Future Volume (vph) | 15 | 3 | 25 | 65 | 7 | 44 | 16 | 470 | 85 | 72 | 554 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.865 |  |  | 0.871 |  |  | 0.977 |  |  | 0.998 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1805 | 1644 | 0 | 1805 | 1561 | 0 | 1805 | 3401 | 0 | 1752 | 3499 | 0 |
| Flt Permitted | 0.720 |  |  | 0.477 |  |  | 0.421 |  |  | 0.383 |  |  |
| Satd. Flow (perm) | 1368 | 1644 | 0 | 906 | 1561 | 0 | 800 | 3401 | 0 | 707 | 3499 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (\%) | 0\% | 0\% | 0\% | 0\% | 0\% | 7\% | 0\% | 4\% | 2\% | 3\% | 3\% | 0\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 16 | 30 | 0 | 71 | 56 | 0 | 17 | 603 | 0 | 78 | 611 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 12.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 15.0 | 32.0 |  | 15.0 | 32.0 |  | 14.0 | 34.0 |  | 14.0 | 34.0 |  |
| Total Split (\%) | 15.8\% | 33.7\% |  | 15.8\% | 33.7\% |  | 14.7\% | 35.8\% |  | 14.7\% | 35.8\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 13.9 | 9.4 |  | 19.0 | 13.4 |  | 66.8 | 60.8 |  | 70.1 | 65.5 |  |
| Actuated g/C Ratio | 0.15 | 0.10 |  | 0.20 | 0.14 |  | 0.70 | 0.64 |  | 0.74 | 0.69 |  |
| v/c Ratio | 0.07 | 0.19 |  | 0.26 | 0.26 |  | 0.03 | 0.28 |  | 0.13 | 0.25 |  |
| Control Delay | 26.3 | 41.4 |  | 30.2 | 38.3 |  | 6.2 | 11.5 |  | 6.1 | 9.3 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 26.3 | 41.4 |  | 30.2 | 38.3 |  | 6.2 | 11.5 |  | 6.1 | 9.3 |  |
| LOS | C | D |  | C | D |  | A | B |  | A | A |  |
| Approach Delay |  | 36.2 |  |  | 33.8 |  |  | 11.4 |  |  | 8.9 |  |
| Approach LOS |  | D |  |  | C |  |  | B |  |  | A |  |
| Queue Length 50th (ft) | 7 | 17 |  | 34 | 27 |  | 3 | 101 |  | 14 | 73 |  |
| Queue Length 95th (ft) | 22 | 44 |  | 64 | 66 |  | 11 | 160 |  | 34 | 153 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 328 | 449 |  | 302 | 427 |  | 702 | 2176 |  | 641 | 2414 |  |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor $\quad$ N | Major1 |  | Major2 |  | Minor2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 113 | 0 | - | 0 | 292 | 112 |
| Stage 1 | - | - | - | - | 112 | - |
| Stage 2 | - | - | - | - | 180 | - |
| 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 | 1489 | - | - | - | 757 | 947 |
| Stage 1 | - | - | - | - | 918 | - |
| Stage 2 | - | - | - | - | 897 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1489 | - | - | - | 752 | 947 |
| Mov Cap-2 Maneuver | - | - | - | - | 752 | - |
| Stage 1 | - | - | - | - | 912 | - |
| Stage 2 | - | - | - | - | 897 | - |
|  |  |  |  |  |  |  |
| Approach | EB |  | WB |  | SB |  |
| HCM Control Delay, s | 0.4 |  | 0 |  | 9.1 |  |
| HCM LOS |  |  |  |  | A |  |
|  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt |  | EBL | EBT WBT |  | WBR SBLn1 |  |
| Capacity (veh/h) |  | 1489 | - | - | - | 889 |
| HCM Lane V/C Ratio |  | 0.006 | - | - | - | 0.015 |
| HCM Control Delay (s) |  | 7.4 | 0 | - | - | 9.1 |
| HCM Lane LOS |  | A | A | - | - | A |
| HCM 95th \%tile Q(veh) |  | 0 | - | - | - | 0 |



| Major/Minor | Minor1 | Major1 |  | Major2 |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Conflicting Flow All | 919 | 271 | 0 | 0 | 542 | 0 |
| $\quad$ Stage 1 | 542 | - | - | - | - | - |
| Stage 2 | 377 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | ${ }^{*} 440$ | *883 | - | - | *1320 | - |
| $\quad$ Stage 1 | ${ }^{*} 833$ | - | - | - | - | - |
| Stage 2 | ${ }^{*} 663$ | - | - | - | - | - |
| Platoon blocked, \% | 1 | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | ${ }^{*} 437$ | *883 | - | - | *1320 | - |
| Mov Cap-2 Maneuver | ${ }^{*} 437$ | - | - | - | - | - |
| Stage 1 | ${ }^{*} 833$ | - | - | - | - | - |
| Stage 2 | ${ }^{*} 658$ | - | - | - | - | - |


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


| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -437 | 1320 | - |
| HCM Lane V/C Ratio | - | -0.005 | 0.008 | - |
| HCM Control Delay (s) | - | -13.3 | 7.8 | - |
| HCM Lane LOS | - | - | $B$ | A |
| HCM 95th \%tile Q(veh) | - | - | 0 | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 \mathrm{~s} \quad+$ Computation Not Defined $\quad$ : All major volume in platoon




HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive



| Approach | EB | WB | NB | SB |
| :--- | ---: | ---: | ---: | ---: |
| HCM Control Delay, s | 10.7 | 0 | 0 | 0 |
| HCM LOS | B | A |  |  |


| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -638 | $-* 1320$ | - |  |
| HCM Lane V/C Ratio | - | -0.009 | - | - | - |
| HCM Control Delay (s) | - | -10.7 | 0 | 0 | - |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th \%tile Q(veh) | - | - | 0 | - | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon


| Major/Minor | Minor2 | Major1 |  | Major2 |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Conflicting Flow All | 1015 | 361 | 721 | 0 | - |


|  | EB | NB | SB |
| :--- | ---: | ---: | ---: |
| Approach | 0.4 | 0 |  |


| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | 877 | -522 | - | - |  |
| HCM Lane V/C Ratio | 0.019 | -0.015 | - | - |  |
| HCM Control Delay (s) | 9.2 | 0.1 | 12 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th \%tile Q(veh) | 0.1 | - | 0 | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon

## Capacity Analysis Summary Sheets

 Existing Weekday Evening Peak Hour|  | 4 | $\rightarrow$ |  | 7 |  |  | $4$ | $\dagger$ | 7 | ( | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{1}$ | $\hat{\dagger}$ |  | ${ }^{1}$ | $\uparrow$ |  | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  |
| Traffic Volume (vph) | 8 | 19 | 27 | 81 | 13 | 90 | 17 | 453 | 113 | 85 | 736 | 3 |
| Future Volume (vph) | 8 | 19 | 27 | 81 | 13 | 90 | 17 | 453 | 113 | 85 | 736 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.911 |  |  | 0.869 |  |  | 0.970 |  |  | 0.999 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1597 | 1731 | 0 | 1805 | 1634 | 0 | 1703 | 3474 | 0 | 1805 | 3571 | 0 |
| Flt Permitted | 0.686 |  |  | 0.578 |  |  | 0.338 |  |  | 0.380 |  |  |
| Satd. Flow (perm) | 1153 | 1731 | 0 | 1098 | 1634 | 0 | 606 | 3474 | 0 | 722 | 3571 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (\%) | 13\% | 0\% | 0\% | 0\% | 8\% | 0\% | 6\% | 1\% | 0\% | 0\% | 1\% | 0\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 9 | 49 | 0 | 86 | 110 | 0 | 18 | 602 | 0 | 90 | 786 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 14.0 | 29.0 |  | 14.0 | 29.0 |  | 14.0 | 58.0 |  | 14.0 | 58.0 |  |
| Total Split (\%) | 12.2\% | 25.2\% |  | 12.2\% | 25.2\% |  | 12.2\% | 50.4\% |  | 12.2\% | 50.4\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 19.1 | 11.6 |  | 24.8 | 20.2 |  | 79.0 | 71.7 |  | 82.7 | 76.8 |  |
| Actuated g/C Ratio | 0.17 | 0.10 |  | 0.22 | 0.18 |  | 0.69 | 0.62 |  | 0.72 | 0.67 |  |
| v/c Ratio | 0.04 | 0.28 |  | 0.29 | 0.38 |  | 0.04 | 0.28 |  | 0.15 | 0.33 |  |
| Control Delay | 31.9 | 51.0 |  | 37.3 | 45.0 |  | 6.5 | 12.0 |  | 6.5 | 10.3 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 31.9 | 51.0 |  | 37.3 | 45.0 |  | 6.5 | 12.0 |  | 6.5 | 10.3 |  |
| LOS | C | D |  | D | D |  | A | B |  | A | B |  |
| Approach Delay |  | 48.0 |  |  | 41.6 |  |  | 11.9 |  |  | 9.9 |  |
| Approach LOS |  | D |  |  | D |  |  | B |  |  | A |  |
| Queue Length 50th (ft) | 5 | 34 |  | 52 | 70 |  | 3 | 107 |  | 18 | 108 |  |
| Queue Length 95th (ft) | 18 | 70 |  | 89 | 130 |  | 12 | 171 |  | 41 | 217 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 266 | 346 |  | 301 | 338 |  | 534 | 2166 |  | 621 | 2383 |  |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor $\quad$ N | Major1 |  | Major2 |  | Minor2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 209 | 0 | - | 0 | 458 | 208 |
| Stage 1 | - | - | - | - | 208 | - |
| Stage 2 | - | - | - | - | 250 | - |
| 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 | 1374 | - | - | - | 619 | 837 |
| Stage 1 | - | - | - | - | 832 | - |
| Stage 2 | - | - | - | - | 856 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1374 | - | - | - | 614 | 837 |
| Mov Cap-2 Maneuver | - | - | - |  | 614 | - |
| Stage 1 | - | - | - |  | 825 | - |
| Stage 2 | - | - | - |  | 856 | - |
|  |  |  |  |  |  |  |
| Approach | EB |  | WB |  | SB |  |
| HCM Control Delay, s | 0.3 |  | 0 |  | 10.9 |  |
| HCM LOS |  |  |  |  | B |  |
|  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt |  | EBL | EBT WBT |  | WBR SBLn1 |  |
| Capacity (veh/h) |  | 1374 | - | - | - | 614 |
| HCM Lane V/C Ratio |  | 0.007 | - | - | - | 0.004 |
| HCM Control Delay (s) |  | 7.6 | 0 | - | - | 10.9 |
| HCM Lane LOS |  | A | A | - | - | B |
| HCM 95th \%tile Q(veh) |  | 0 | - | - | - | 0 |






HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive

| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |  |
| Lane Configurations |  | 4 |  |  | 4 |  |  | 个 ${ }_{\text {F }}$ |  | T | $\uparrow \uparrow$ |  |  |
| Traffic Vol, veh/h | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 540 | 0 | 0 | 835 | 0 |  |
| Future Vol, veh/h | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 540 | 0 | 0 | 835 | 0 |  |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| Sign Control Stoper | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |  |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |  |
| Storage Length | - | - | - | - | - | - | - | - | - | 50 | - | - |  |
| Veh in Median Storage, \# | \# | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |  |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |  |
| Mvmt Flow | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 587 | 0 | 0 | 908 | 0 |  |



| Approach | EB | WB | NB | SB |
| :--- | ---: | ---: | :---: | :---: |
| HCM Control Delay, s | 20.1 | 0 | 0 | 0 |
| HCM LOS | C | A |  |  |


| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | - | -240 | $-* 1293$ | - |  |
| HCM Lane V/C Ratio | - | -0.009 | - | - | - |
| HCM Control Delay (s) | - | -20.1 | 0 | 0 | - |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th \%tile Q(veh) | - | - | 0 | - | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon


| Major/Minor | Minor2 | Major1 |  | Major2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 1226 | 454 | 908 | 0 | - | 0 |
| Stage 1 | 902 | - | - | - |  | - |
| Stage 2 | 324 | - |  | - |  |  |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - |  |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - |  |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - |  |
| Pot Cap-1 Maneuver | *267 | 553 | 745 | - | - |  |
| Stage 1 | *356 | - | - | - | - |  |
| Stage 2 | *816 | - | - | - | - |  |
| Platoon blocked, \% | 1 |  |  | - | - |  |
| Mov Cap-1 Maneuver | *258 | 553 | 745 | - | - |  |
| Mov Cap-2 Maneuver | *258 | - | - | - | - | - |
| Stage 1 | *345 | - | - | - | - | - |
| Stage 2 | *816 | - | - | - | - |  |


| Approach | EB | NB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 19.2 | 0.5 | 0 |
| HCM LOS | C |  |  |


| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 745 | -258 | - | - |  |
| HCM Lane V/C Ratio | 0.022 | -0.017 | - | - |  |
| HCM Control Delay (s) | 9.9 | 0.2 | 19.2 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th \%tile Q(veh) | 0.1 | - | 0.1 | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon

## Capacity Analysis Summary Sheets Existing Saturday Midday Peak Hour

|  | 4 |  |  | 4 |  |  | $4$ | $\dagger$ | $p$ | ( |  | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{1}$ | $\uparrow$ |  | ${ }^{7}$ | $\uparrow$ |  | ${ }^{1}$ | 的 |  | ${ }^{7}$ | 中t |  |
| Traffic Volume (vph) | 4 | 6 | 14 | 87 | 14 | 38 | 18 | 479 | 94 | 89 | 622 | 5 |
| Future Volume (vph) | 4 | 6 | 14 | 87 | 14 | 38 | 18 | 479 | 94 | 89 | 622 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.893 |  |  | 0.891 |  |  | 0.975 |  |  | 0.999 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1805 | 1697 | 0 | 1805 | 1693 | 0 | 1805 | 3485 | 0 | 1805 | 3601 | 0 |
| Flt Permitted |  |  |  | 0.533 |  |  | 0.401 |  |  | 0.385 |  |  |
| Satd. Flow (perm) | 1900 | 1697 | 0 | 1013 | 1693 | 0 | 762 | 3485 | 0 | 732 | 3601 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (\%) | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 1\% | 1\% | 0\% | 0\% | 20\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 4 | 21 | 0 | 92 | 55 | 0 | 19 | 603 | 0 | 94 | 660 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 15.0 | 32.0 |  | 15.0 | 32.0 |  | 14.0 | 34.0 |  | 14.0 | 34.0 |  |
| Total Split (\%) | 15.8\% | 33.7\% |  | 15.8\% | 33.7\% |  | 14.7\% | 35.8\% |  | 14.7\% | 35.8\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 10.7 | 8.9 |  | 17.0 | 13.4 |  | 69.0 | 63.0 |  | 72.5 | 67.8 |  |
| Actuated g/C Ratio | 0.11 | 0.09 |  | 0.18 | 0.14 |  | 0.73 | 0.66 |  | 0.76 | 0.71 |  |
| v/c Ratio | 0.02 | 0.13 |  | 0.34 | 0.23 |  | 0.03 | 0.26 |  | 0.15 | 0.26 |  |
| Control Delay | 27.0 | 41.0 |  | 34.1 | 36.8 |  | 5.7 | 10.4 |  | 5.4 | 8.5 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 27.0 | 41.0 |  | 34.1 | 36.8 |  | 5.7 | 10.4 |  | 5.4 | 8.5 |  |
| LOS | C | D |  | C | D |  | A | B |  | A | A |  |
| Approach Delay |  | 38.8 |  |  | 35.1 |  |  | 10.3 |  |  | 8.1 |  |
| Approach LOS |  | D |  |  | D |  |  | B |  |  | A |  |
| Queue Length 50th (ft) | 2 | 12 |  | 51 | 31 |  | 2 | 70 |  | 10 | 48 |  |
| Queue Length 95th (ft) | 9 | 34 |  | 80 | 64 |  | 12 | 158 |  | 39 | 163 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 318 | 464 |  | 290 | 463 |  | 696 | 2310 |  | 681 | 2569 |  |



| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor $\quad$ N | Major1 |  | Major2 |  | Minor2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 177 | 0 | - | 0 | 422 | 174 |
| Stage 1 | - | - | - | - | 174 | - |
| Stage 2 | - | - | - | - | 248 | - |
| 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 | 1411 | - | - | - | 640 | 875 |
| Stage 1 | - | - | - | - | 861 | - |
| Stage 2 | - | - | - | - | 844 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1411 | - | - | - | 636 | 875 |
| Mov Cap-2 Maneuver | - | - | - | - | 636 | - |
| Stage 1 | - | - | - | - | 855 | - |
| Stage 2 | - | - | - | - | 844 | - |
|  |  |  |  |  |  |  |
| Approach | EB |  | WB |  | SB |  |
| HCM Control Delay, s | 0.3 |  | 0 |  | 9.5 |  |
| HCM LOS |  |  |  |  | A |  |
|  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt |  | EBL | EBT WBT |  | WBR SBLn1 |  |
| Capacity (veh/h) |  | 1411 | - | - | - | 814 |
| HCM Lane V/C Ratio |  | 0.006 | - | - | - | 0.008 |
| HCM Control Delay (s) |  | 7.6 | 0 | - | - | 9.5 |
| HCM Lane LOS |  | A | A | - | - | A |
| HCM 95th \%tile Q(veh) |  | 0 | - | - | - | 0 |


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




| Major/Minor | Minor1 | Major1 |  | Major2 |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Conflicting Flow All | 954 | 280 | 0 | 0 | 559 |
| $\quad$ Stage 1 | 557 | - | - | - | - |
| Stage 2 | 397 | - | - | - |  |
| Critical Hdwy | 6.84 | 6.94 | - | - | - |

HCMLOS B

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -414 | 1316 | - |
| HCM Lane V/C Ratio | - | -0.003 | 0.001 | - |
| HCM Control Delay (s) | - | -13.7 | 7.7 | - |
| HCM Lane LOS | - | - | $B$ | A |
| HCM 95th \%tile Q(veh) | - | - | 0 | 0 |

HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive



## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad *:$ All major volume in platoon

| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor | Minor2 | Major1 |  | Major2 |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Conflicting Flow All | 1082 | 395 | 790 | 0 | - |

HCM LOS B

| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 826 | -436 | - | - |  |
| HCM Lane V/C Ratio | 0.013 | -0.022 | - | - |  |
| HCM Control Delay (s) | 9.4 | 0.1 | 13.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th \%tile Q(veh) | 0 | - | 0.1 | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon

# Capacity Analysis Summary Sheets 

 Year 2028 No-Build Weekday Morning Peak Hour|  | 4 | $\rightarrow$ |  | 4 |  |  | $4$ | $\dagger$ | $p$ | ( |  | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{1}$ | $\uparrow$ |  | ${ }^{*}$ | $\uparrow$ |  | ${ }^{1}$ | 中 ${ }^{\text {\% }}$ |  | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  |
| Traffic Volume (vph) | 5 | 14 | 31 | 42 | 11 | 95 | 5 | 473 | 65 | 98 | 531 | 6 |
| Future Volume (vph) | 5 | 14 | 31 | 42 | 11 | 95 | 5 | 473 | 65 | 98 | 531 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.897 |  |  | 0.866 |  |  | 0.982 |  |  | 0.998 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1805 | 1563 | 0 | 1719 | 1598 | 0 | 1805 | 3401 | 0 | 1770 | 3499 | 0 |
| Flt Permitted | 0.685 |  |  | 0.579 |  |  | 0.440 |  |  | 0.395 |  |  |
| Satd. Flow (perm) | 1302 | 1563 | 0 | 1048 | 1598 | 0 | 836 | 3401 | 0 | 736 | 3499 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (\%) | 0\% | 7\% | 10\% | 5\% | 11\% | 2\% | 0\% | 4\% | 6\% | 2\% | 3\% | 0\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 5 | 48 | 0 | 44 | 112 | 0 | 5 | 566 | 0 | 103 | 565 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 14.0 | 29.0 |  | 14.0 | 29.0 |  | 14.0 | 53.0 |  | 14.0 | 53.0 |  |
| Total Split (\%) | 12.7\% | 26.4\% |  | 12.7\% | 26.4\% |  | 12.7\% | 48.2\% |  | 12.7\% | 48.2\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 18.9 | 11.7 |  | 23.5 | 19.0 |  | 74.0 | 65.9 |  | 79.5 | 75.1 |  |
| Actuated g/C Ratio | 0.17 | 0.11 |  | 0.21 | 0.17 |  | 0.67 | 0.60 |  | 0.72 | 0.68 |  |
| v/c Ratio | 0.02 | 0.29 |  | 0.16 | 0.41 |  | 0.01 | 0.28 |  | 0.17 | 0.24 |  |
| Control Delay | 30.0 | 48.9 |  | 33.1 | 44.1 |  | 6.4 | 12.3 |  | 6.3 | 8.3 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 30.0 | 48.9 |  | 33.1 | 44.1 |  | 6.4 | 12.3 |  | 6.3 | 8.3 |  |
| LOS | C | D |  | C | D |  | A | B |  | A | A |  |
| Approach Delay |  | 47.1 |  |  | 41.0 |  |  | 12.3 |  |  | 8.0 |  |
| Approach LOS |  | D |  |  | D |  |  | B |  |  | A |  |
| Queue Length 50th (ft) | 3 | 32 |  | 25 | 69 |  | 1 | 96 |  | 19 | 68 |  |
| Queue Length 95th (ft) | 12 | 66 |  | 50 | 127 |  | 5 | 161 |  | 46 | 147 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 314 | 326 |  | 287 | 337 |  | 689 | 2038 |  | 630 | 2389 |  |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Int Delay, s/veh | 0.3 |  |  |  |  |  |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations |  | $\uparrow$ | b |  |  |  |
| Traffic Vol, veh/h | 2 | 164 | 140 | 1 | 4 | 4 |
| Future Vol, veh/h | 2 | 164 | 140 | 1 | 4 | 4 |
| 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 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, \% | 50 | 3 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 191 | 163 | 1 | 5 | 5 |


| Major/Minor | Major1 |  | Major2 |  | inor2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 164 | 0 |  | 0 | 359 | 164 |
| Stage 1 | - | - | - - | - | 164 | - |
| Stage 2 | - | - | - - | - | 195 | - |
| Critical Hdwy | 4.6 | - | - - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - - | - | 5.4 | - |
| Follow-up Hdwy | 2.65 | - | - - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1169 | - | - - | - | 694 | 886 |
| Stage 1 | - | - | - - | - | 870 | - |
| Stage 2 | - | - | - - | - | 889 | - |
| Platoon blocked, \% |  | - | - - | - | 1 |  |
| Mov Cap-1 Maneuver | 1169 | - | - - | - | 692 | 886 |
| Mov Cap-2 Maneuver | - | - | - - | - | 692 | - |
| Stage 1 | - | - | - - | - | 868 | - |
| Stage 2 | - | - | - - | - | 889 | - |
|  |  |  |  |  |  |  |
| Approach | EB |  | WB |  | SB |  |
| HCM Control Delay, s | 0.1 |  | 0 |  | 9.7 |  |
| HCM LOS |  |  |  |  | A |  |
|  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt |  | EBL | EBT | IBT WBR SBLn1 |  |  |
| Capacity (veh/h) |  | 1169 | 析 | - | - | 777 |
| HCM Lane V/C Ratio |  | 0.002 | 2 | - | - | 0.012 |
| HCM Control Delay (s) |  | 8.1 | 0 | - | - | 9.7 |
| HCM Lane LOS |  | A | A | - | - | A |
| HCM 95th \%tile Q(veh) |  | 0 | A | - | - | 0 |


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


| Major/Minor | Minor1 | Major1 |  | Major2 |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Conflicting Flow All | 1012 | 317 | 0 | 0 | 633 | 0 |
| $\quad$ Stage 1 | 633 | - | - | - | - | - |
| Stage 2 | 379 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | ${ }^{*} 406$ | $* 854$ | - | - | *1278 | - |
| $\quad$ Stage 1 | ${ }^{*} 806$ | - | - | - | - | - |
| Stage 2 | ${ }^{*} 662$ | - | - | - | - | - |
| Platoon blocked, \% | 1 | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | ${ }^{*} 403$ | $* 854$ | - | - | *1278 | - |
| Mov Cap-2 Maneuver | ${ }^{*} 403$ | - | - | - | - | - |
| Stage 1 | ${ }^{*} 806$ | - | - | - | - | - |
| Stage 2 | ${ }^{*} 657$ | - | - | - | - | - |


| Approach | WB | NB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 10.2 | 0 | 0.1 |
| HCM LOS | B |  |  |


| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -706 |  |  |
| HCM Lane V/C Ratio | - | -0.025 | 0.008 | - |
| HCM Control Delay (s) | - | - | 10.2 | 7.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th \%tile Q(veh) | - | - | 0.1 | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 \mathrm{~s} \quad+$ Computation Not Defined $\quad$ : All major volume in platoon



| Major/Minor | Minor1 | Major1 |  | Major2 |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Conflicting Flow All | 986 | 313 | 0 | 0 | 625 | 0 |
| $\quad$ Stage 1 | 625 | - | - | - | - | - |
| Stage 2 | 361 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | -4.14 | - |  |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | ${ }^{*} 426$ | $* 854$ | - | - | *1278 | - |
| $\quad$ Stage 1 | ${ }^{*} 806$ | - | - | - | - | - |
| Stage 2 | ${ }^{*} 676$ | - | - | - | - | - |
| Platoon blocked, \% | 1 | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | ${ }^{*} 426$ | $* 854$ | - | $-* 1278$ | - |  |
| Mov Cap-2 Maneuver | ${ }^{* 426}$ | - | - | - | - | - |
| Stage 1 | ${ }^{*} 806$ | - | - | - | - | - |
| Stage 2 | ${ }^{*} 676$ | - | - | - | - | - |


| Approach | WB | NB | SB |
| :--- | :---: | :---: | :---: |
| HCM Control Delay, s | 9.3 | 0 | 0 |
| HCM LOS | A |  |  |


| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | $-854 * 1278$ | - |  |
| HCM Lane V/C Ratio | - | -0.009 | - | - |
| HCM Control Delay (s) | - | - | 9.3 | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 \mathrm{~s} \quad+$ Computation Not Defined $\quad$ : All major volume in platoon

HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive



| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -363 | $-* 1278$ | - |  |
| HCM Lane V/C Ratio | - | -0.027 | - | - | - |
| HCM Control Delay (s) | - | -15.2 | 0 | 0 | - |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th \%tile Q(veh) | - | - | 0.1 | - | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon



## Capacity Analysis Summary Sheets Year 2028 No-Build Weekday Midday Peak Hour

|  | 4 | $\rightarrow$ |  | 7 |  |  | $4$ | $\dagger$ | $p$ | ( | $\frac{1}{\dagger}$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | $\uparrow$ |  | ${ }^{1}$ | $\hat{\beta}$ |  | ${ }^{7}$ | 虾 |  | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  |
| Traffic Volume (vph) | 15 | 3 | 26 | 67 | 7 | 45 | 16 | 484 | 88 | 74 | 571 | 8 |
| Future Volume (vph) | 15 | 3 | 26 | 67 | 7 | 45 | 16 | 484 | 88 | 74 | 571 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.865 |  |  | 0.871 |  |  | 0.977 |  |  | 0.998 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1805 | 1644 | 0 | 1805 | 1561 | 0 | 1805 | 3401 | 0 | 1752 | 3499 | 0 |
| Flt Permitted | 0.720 |  |  | 0.479 |  |  | 0.413 |  |  | 0.372 |  |  |
| Satd. Flow (perm) | 1368 | 1644 | 0 | 910 | 1561 | 0 | 785 | 3401 | 0 | 686 | 3499 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (\%) | 0\% | 0\% | 0\% | 0\% | 0\% | 7\% | 0\% | 4\% | 2\% | 3\% | 3\% | 0\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 16 | 31 | 0 | 73 | 57 | 0 | 17 | 622 | 0 | 80 | 630 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 12.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 15.0 | 32.0 |  | 15.0 | 32.0 |  | 14.0 | 34.0 |  | 14.0 | 34.0 |  |
| Total Split (\%) | 15.8\% | 33.7\% |  | 15.8\% | 33.7\% |  | 14.7\% | 35.8\% |  | 14.7\% | 35.8\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 13.9 | 9.4 |  | 19.2 | 13.6 |  | 66.6 | 60.6 |  | 69.9 | 65.4 |  |
| Actuated g/C Ratio | 0.15 | 0.10 |  | 0.20 | 0.14 |  | 0.70 | 0.64 |  | 0.74 | 0.69 |  |
| v/c Ratio | 0.07 | 0.19 |  | 0.27 | 0.26 |  | 0.03 | 0.29 |  | 0.14 | 0.26 |  |
| Control Delay | 26.1 | 41.4 |  | 30.1 | 38.1 |  | 6.3 | 11.8 |  | 6.2 | 9.4 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 26.1 | 41.4 |  | 30.1 | 38.1 |  | 6.3 | 11.8 |  | 6.2 | 9.4 |  |
| LOS | C | D |  | C | D |  | A | B |  | A | A |  |
| Approach Delay |  | 36.2 |  |  | 33.6 |  |  | 11.6 |  |  | 9.1 |  |
| Approach LOS |  | D |  |  | C |  |  | B |  |  | A |  |
| Queue Length 50th (ft) | 7 | 18 |  | 34 | 28 |  | 3 | 105 |  | 15 | 77 |  |
| Queue Length 95th (ft) | 22 | 44 |  | 66 | 66 |  | 11 | 167 |  | 35 | 159 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 329 | 449 |  | 305 | 427 |  | 691 | 2169 |  | 627 | 2407 |  |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor | Major1 | Major2 |  | Minor2 |  |  |
| :--- | ---: | :--- | :--- | :--- | :--- | ---: |
| Conflicting Flow All | 116 | 0 | - | 0 | 299 | 115 |
| $\quad$ Stage 1 | - | - | - | - | 115 | - |
| Stage 2 | - | - | - | - | 184 | - |
| 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 | 1485 | - | - | - | 749 | 943 |
| $\quad$ Stage 1 | - | - | - | - | 915 | - |
| $\quad$ Stage 2 | - | - | - | - | 894 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1485 | - | - | - | 744 | 943 |
| Mov Cap-2 Maneuver | - | - | - | - | 744 | - |
| Stage 1 | - | - | - | - | 909 | - |
| Stage 2 | - | - | - | - | 894 | - |


| Approach | EB | WB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 0.4 | 0 | 9.1 |

HCM LOS A

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR SBLn1 |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 1485 | - | - | -884 |
| HCM Lane V/C Ratio | 0.006 | - | - | -0.015 |
| HCM Control Delay (s) | 7.4 | 0 | - | -9.1 |
| HCM Lane LOS | A | A | - | - |
| HCM 95th \%tile Q(veh) | 0 | - | - | - |
| HC |  |  |  |  |






HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive



| Approach | EB | WB | NB | SB |
| :--- | ---: | ---: | ---: | ---: |
| HCM Control Delay, s | 10.8 | 0 | 0 | 0 |
| HCM LOS | B | A |  |  |


| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | - | -628 | - | 1304 | - |
| HCM Lane V/C Ratio | - | -0.009 | - | - | - |
| HCM Control Delay (s) | - | -10.8 | 0 | 0 | - |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th \%tile Q(veh) | - | - | 0 | - | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon



| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | 862 | -507 | - | - |  |
| HCM Lane V/C Ratio | 0.019 | -0.015 | - | - |  |
| HCM Control Delay (s) | 9.3 | 0.1 | 12.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th \%tile Q(veh) | 0.1 | - | 0 | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon

MDNB 22-338 McDonald`s - Wilmette 9:24 am 11/22/2022 No-Build Weekday Midday Peak Hour Conditions

Capacity Analysis Summary Sheets
Year 2028 No-Build Weekday Evening Peak Hour

|  | $\rangle$ |  |  |  |  |  | 4 | $\dagger$ | P |  | $\dagger$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \% | $\hat{}$ |  | ${ }^{7}$ | $\uparrow$ |  | ${ }^{7}$ | 性 |  | ${ }^{7}$ | 中t |  |
| Trafic Volume (vph) | 8 | 20 | 28 | 83 | 13 | 93 | 18 | 467 | 116 | 88 | 758 | 3 |
| Future Volume (vph) | 8 | 20 | 28 | 83 | 13 | 93 | 18 | 467 | 116 | 88 | 758 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.912 |  |  | 0.869 |  |  | 0.970 |  |  | 0.999 |  |
| FIt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1597 | 1733 | 0 | 1805 | 1635 | 0 | 1703 | 3474 | 0 | 1805 | 3571 | 0 |
| Flt Permitted | 0.684 |  |  | 0.577 |  |  | 0.333 |  |  | 0.369 |  |  |
| Satd. Flow (perm) | 1150 | 1733 | 0 | 1096 | 1635 | 0 | 597 | 3474 | 0 | 701 | 3571 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (\%) | 13\% | 0\% | 0\% | 0\% | 8\% | 0\% | 6\% | 1\% | 0\% | 0\% | 1\% | 0\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 9 | 51 | 0 | 88 | 113 | 0 | 19 | 620 | 0 | 94 | 809 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 14.0 | 29.0 |  | 14.0 | 29.0 |  | 14.0 | 58.0 |  | 14.0 | 58.0 |  |
| Total Split (\%) | 12.2\% | 25.2\% |  | 12.2\% | 25.2\% |  | 12.2\% | 50.4\% |  | 12.2\% | 50.4\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 19.3 | 11.8 |  | 24.8 | 20.2 |  | 78.2 | 69.7 |  | 82.7 | 76.7 |  |
| Actuated g/C Ratio | 0.17 | 0.10 |  | 0.22 | 0.18 |  | 0.68 | 0.61 |  | 0.72 | 0.67 |  |
| $\mathrm{v} / \mathrm{C}$ Ratio | 0.04 | 0.29 |  | 0.30 | 0.39 |  | 0.04 | 0.29 |  | 0.16 | 0.34 |  |
| Control Delay | 32.0 | 51.0 |  | 37.5 | 45.2 |  | 6.5 | 12.6 |  | 6.5 | 10.4 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 32.0 | 51.0 |  | 37.5 | 45.2 |  | 6.5 | 12.6 |  | 6.5 | 10.4 |  |
| LOS | C | D |  | D | D |  | A | B |  | A | B |  |
| Approach Delay |  | 48.1 |  |  | 41.8 |  |  | 12.4 |  |  | 10.0 |  |
| Approach LOS |  | D |  |  | D |  |  | B |  |  | B |  |
| Queue Length 50th (ft) | 5 | 36 |  | 53 | 72 |  | 4 | 112 |  | 19 | 114 |  |
| Queue Length 95th (ft) | 18 | 72 |  | 90 | 133 |  | 13 | 178 |  | 43 | 226 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length ( t ) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 267 | 346 |  | 301 | 338 |  | 528 | 2106 |  | 607 | 2380 |  |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Int Delay, s/veh | 0.2 |  |  |  |  |  |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations |  | $\uparrow$ | b |  |  |  |
| Traffic Vol, veh/h | 8 | 208 | 184 | 3 | 2 | 0 |
| Future Vol, veh/h | 8 | 208 | 184 | 3 | 2 | 0 |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, \# | - | 0 | 0 | - | 0 | - |
| Grade, \% | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, \% | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 239 | 211 | 3 | 2 | 0 |


| Major/Minor | Major1 | Major2 |  |  | Minor2 |  |  |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: | :---: |
| Conflicting Flow All | 214 | 0 | - | 0 | 470 | 213 |  |
| Stage 1 | - | - | - | - | 213 | - |  |
| Stage 2 | - | - | - | - | 257 | - |  |
| 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 | 1368 | - | - | - | 607 | 832 |  |
| $\quad$ Stage 1 | - | - | - | - | 827 | - |  |
| Stage 2 | - | - | - | - | 848 | - |  |
| Platoon blocked, \% |  | - | - | - | 1 |  |  |
| Mov Cap-1 Maneuver | 1368 | - | - | - | 602 | 832 |  |
| Mov Cap-2 Maneuver | - | - | - | - | 602 | - |  |
| Stage 1 | - | - | - | - | 820 | - |  |
| Stage 2 | - | - | - | - | 848 | - |  |


| Approach | EB | WB | SB |
| :--- | :---: | :---: | :---: |
| HCM Control Delay, s | 0.3 | 0 | 11 |
| HCM LOS |  |  | B |


| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR SBLn1 |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 1368 | - | - | - | 602 |
| HCM Lane V/C Ratio | 0.007 | - | - | -0.004 |  |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 11 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th \%tile Q(veh) | 0 | - | - | - | 0 |


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Int Delay，s／veh | 0 |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | M |  | $\uparrow \uparrow$ |  | 「 | 个个 |
| Traffic Vol，veh／h | 0 | 0 | 559 | 0 | 3 | 869 |
| Future Vol，veh／h | 0 | 0 | 559 | 0 | 3 | 869 |
| 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 | - | - | - | 50 | - |
| Veh in Median Storage，\＃ | 0 | - | 0 | - | - | 0 |
| Grade，\％ | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles，\％ | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 608 | 0 | 3 | 945 |





HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive

| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |  |
| Lane Configurations |  | 4 |  |  | 4 |  |  | 个 ${ }_{\text {F }}$ |  | T | $\uparrow \uparrow$ |  |  |
| Traffic Vol, veh/h | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 556 | 0 | 0 | 860 | 0 |  |
| Future Vol, veh/h | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 556 | 0 | 0 | 860 | 0 |  |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| Sign Control Stoper | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |  |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |  |
| Storage Length | - | - | - | - | - | - | - | - | - | 50 | - | - |  |
| Veh in Median Storage, \# | \# | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |  |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |  |
| Mvmt Flow | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 604 | 0 | 0 | 935 | 0 |  |



| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |  |
| :--- | :---: | ---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | - | - | 223 | $-* 1293$ | - |  |
| HCM Lane V/C Ratio | - | - | 0.01 | - | - | - |
| HCM Control Delay (s) | - | -21.3 | 0 | 0 | - |  |
| HCM Lane LOS | - | - | C | A | A | - |
| HCM 95th \%tile Q(veh) | - | - | 0 | - | 0 | - |

## Notes

```
~:Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon
```

| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor | Minor2 | Major1 |  | Major2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 1261 | 468 | 935 | 0 | - | 0 |
| Stage 1 | 929 | - | - | - |  |  |
| Stage 2 | 332 | - | - | - | - |  |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - |  |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - |  |
| Critical Hdwy Stg 2 | 5.84 | - | - | - |  |  |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - |  |
| Pot Cap-1 Maneuver | *250 | 542 | 728 | - | - |  |
| Stage 1 | *345 | - | - | - | - |  |
| Stage 2 | *816 | - | - | - | - |  |
| Platoon blocked, \% | 1 |  |  | - | - | - |
| Mov Cap-1 Maneuver | *242 | 542 | 728 | - | - |  |
| Mov Cap-2 Maneuver | *242 | - | - | - | - |  |
| Stage 1 | *334 | - | - | - | - |  |
| Stage 2 | *816 | - | - | - | - |  |


| Approach | EB | NB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 20.1 | 0.5 | 0 |
| HCM LOS | C |  |  |


| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 728 | -242 | - | - |  |
| HCM Lane V/C Ratio | 0.022 | -0.018 | - | - |  |
| HCM Control Delay (s) | 10.1 | 0.2 | 20.1 | - | - |
| HCM Lane LOS | B | A | C | - | - |
| HCM 95th \%tile Q(veh) | 0.1 | - | 0.1 | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon

## Capacity Analysis Summary Sheets Year 2028 No-Build Saturday Midday Peak Hour

|  | 4 | $\rightarrow$ |  | 7 |  |  | $4$ | $\dagger$ | $p$ | ( | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{1}$ | $\hat{F}$ |  | ${ }^{1}$ | $\uparrow$ |  | ${ }^{1}$ | 中 ${ }^{\text {a }}$ |  | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  |
| Traffic Volume (vph) | 4 | 6 | 14 | 90 | 14 | 39 | 19 | 493 | 97 | 92 | 641 | 5 |
| Future Volume (vph) | 4 | 6 | 14 | 90 | 14 | 39 | 19 | 493 | 97 | 92 | 641 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.893 |  |  | 0.890 |  |  | 0.975 |  |  | 0.999 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1805 | 1697 | 0 | 1805 | 1691 | 0 | 1805 | 3485 | 0 | 1805 | 3601 | 0 |
| Flt Permitted |  |  |  | 0.533 |  |  | 0.393 |  |  | 0.375 |  |  |
| Satd. Flow (perm) | 1900 | 1697 | 0 | 1013 | 1691 | 0 | 747 | 3485 | 0 | 712 | 3601 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (\%) | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 1\% | 1\% | 0\% | 0\% | 20\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 4 | 21 | 0 | 95 | 56 | 0 | 20 | 621 | 0 | 97 | 680 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 15.0 | 32.0 |  | 15.0 | 32.0 |  | 14.0 | 34.0 |  | 14.0 | 34.0 |  |
| Total Split (\%) | 15.8\% | 33.7\% |  | 15.8\% | 33.7\% |  | 14.7\% | 35.8\% |  | 14.7\% | 35.8\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 10.7 | 8.9 |  | 17.1 | 13.4 |  | 68.9 | 62.8 |  | 72.4 | 67.7 |  |
| Actuated g/C Ratio | 0.11 | 0.09 |  | 0.18 | 0.14 |  | 0.73 | 0.66 |  | 0.76 | 0.71 |  |
| v/c Ratio | 0.02 | 0.13 |  | 0.35 | 0.23 |  | 0.03 | 0.27 |  | 0.16 | 0.27 |  |
| Control Delay | 27.0 | 41.0 |  | 34.2 | 36.8 |  | 5.7 | 10.6 |  | 5.5 | 8.6 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 27.0 | 41.0 |  | 34.2 | 36.8 |  | 5.7 | 10.6 |  | 5.5 | 8.6 |  |
| LOS | C | D |  | C | D |  | A | B |  | A | A |  |
| Approach Delay |  | 38.8 |  |  | 35.2 |  |  | 10.4 |  |  | 8.2 |  |
| Approach LOS |  | D |  |  | D |  |  | B |  |  | A |  |
| Queue Length 50th (ft) | 2 | 12 |  | 53 | 32 |  | 2 | 73 |  | 10 | 50 |  |
| Queue Length 95th (ft) | 9 | 34 |  | 82 | 65 |  | 12 | 164 |  | 40 | 169 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 318 | 464 |  | 291 | 462 |  | 685 | 2305 |  | 667 | 2565 |  |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor $\quad$ N | Major1 |  | Major2 |  | Minor2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 182 | 0 | - | 0 | 434 | 179 |
| Stage 1 | - | - | - | - | 179 | - |
| Stage 2 | - | - | - | - | 255 | - |
| 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 | 1405 | - | - | - | 628 | 869 |
| Stage 1 | - | - | - | - | 857 | - |
| Stage 2 | - | - | - | - | 837 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1405 | - | - | - | 624 | 869 |
| Mov Cap-2 Maneuver | - | - | - | - | 624 | - |
| Stage 1 | - | - | - | - | 851 | - |
| Stage 2 | - | - | - | - | 837 | - |
|  |  |  |  |  |  |  |
| Approach | EB |  | WB |  | SB |  |
| HCM Control Delay, s | 0.3 |  | 0 |  | 9.5 |  |
| HCM LOS |  |  |  |  | A |  |
|  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt |  | EBL | EBT WBT |  | WBR SBLn1 |  |
| Capacity (veh/h) |  | 1405 | - | - | - | 806 |
| HCM Lane V/C Ratio |  | 0.006 | - | - | - | 0.008 |
| HCM Control Delay (s) |  | 7.6 | 0 | - | - | 9.5 |
| HCM Lane LOS |  | A | A | - | - | A |
| HCM 95th \%tile Q(veh) |  | 0 | - | - | - | 0 |


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



[^8]


[^9]HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive

| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 0 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |  |
| Lane Configurations |  | 4 |  |  | 4 |  |  | 个 ${ }_{\text {F }}$ |  | T | $\uparrow \uparrow$ |  |  |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 530 | 0 | 0 | 749 | 0 |  |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 530 | 0 | 0 | 749 | 0 |  |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| Sign Control Stoper | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |  |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |  |
| Storage Length | - | - | - | - | - | - | - | - | - | 50 | - | - |  |
| Veh in Median Storage, \# | \# | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |  |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |  |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 576 | 0 | 0 | 814 | 0 |  |



## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad *:$ All major volume in platoon



| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | 810 | -418 | - | - |  |
| HCM Lane V/C Ratio | 0.013 | -0.023 | - | - |  |
| HCM Control Delay (s) | 9.5 | 0.1 | 13.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th \%tile Q(veh) | 0 | - | 0.1 | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon

## Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Morning Peak Hour

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor | Major1 | Major2 |  | Minor2 |  |  |
| :--- | ---: | :--- | ---: | :--- | ---: | ---: |
| Conflicting Flow All | 167 | 0 | - | 0 | 366 | 167 |
| $\quad$ Stage 1 | - | - | - | - | 167 | - |
| Stage 2 | - | - | - | - | 199 | - |
| Critical Hdwy | 4.6 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.65 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1166 | - | - | - | 687 | 882 |
| $\quad$ Stage 1 | - | - | - | - | 867 | - |
| $\quad$ Stage 2 | - | - | - | - | 884 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1166 | - | - | - | 685 | 882 |
| Mov Cap-2 Maneuver | - | - | - | - | 685 | - |
| Stage 1 | - | - | - | - | 865 | - |
| Stage 2 | - | - | - | - | 884 | - |


| Approach | EB | WB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 0.1 | 0 | 9.7 |
| HCM LOS |  |  | A |


| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR SBLn1 |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 1166 | - | - | -771 |
| HCM Lane V/C Ratio | 0.002 | - | - | -0.012 |
| HCM Control Delay (s) | 8.1 | 0 | - | - |
| HCM Lane LOS | A | A | - | - |
| HCM 95th \%tile Q(veh) | 0 | - | - | - |
| H | 0 |  |  |  |


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




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



[^10]HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive

| Intersection |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Int Delay, s/veh | 1.3 |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |  |
| Lane Configurations |  | ¢ |  |  | ${ }^{4}$ |  |  | 个 ${ }^{\text {a }}$ |  | \% | $\uparrow \uparrow$ |  |  |
| Traffic Vol, veh/h | 9 | 0 | 0 | 47 | 0 | 27 | 0 | 558 | 5 | 44 | 635 | 0 |  |
| Future Vol, veh/h | 9 | 0 | 0 | 47 | 0 | 27 | 0 | 558 | 5 | 44 | 635 | 0 |  |
| Conflicting Peds, \#/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| Sign Control Star | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |  |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |  |
| Storage Length | - | - | - | - | - | - | - | - | - | 50 | - | - |  |
| Veh in Median Storage, \# | \# | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |  |
| Grade, \% | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |  |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |  |
| Heavy Vehicles, \% | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |  |
| Mvmt Flow | 10 | 0 | 0 | 51 | 0 | 29 | 0 | 607 | 5 | 48 | 690 | 0 |  |



| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | - | 268 | 396 | 1247 |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon


| Major/Minor | Minor2 | Major1 |  | Major2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 1048 | 371 | 741 | 0 |  | 0 |
| Stage 1 | 730 |  |  | - |  | - |
| Stage 2 | 318 | - |  | - |  |  |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - |  |
| Critical Hdwy Stg 1 | 5.84 | - | - | - |  |  |
| Critical Hdwy Stg 2 | 5.84 | - |  | - |  |  |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - |  |  |
| Pot Cap-1 Maneuver | *380 | 626 | 862 | - | - |  |
| Stage 1 | *438 |  |  | - |  |  |
| Stage 2 | *806 | - | - | - |  |  |
| Platoon blocked, \% | 1 |  |  | - | - |  |
| Mov Cap-1 Maneuver | *377 | 626 | 862 | - | - | - |
| Mov Cap-2 Maneuver | *377 |  | - | - | - |  |
| Stage 1 | *434 |  | - | - | - |  |
| Stage 2 | *806 | - | - | - | - |  |


| Approach | EB | NB | SB |
| :--- | :---: | :---: | :---: |
| HCM Control Delay, s | 0 | 0.1 | 0 |
| HCM LOS | A |  |  |


| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | 862 | - | - | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | - | - |
| HCM Control Delay (s) | 9.2 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th \%tile Q(veh) | 0 | - | - | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon


| Major/Minor | Minor1 |  |  |  |  |  | Major1 |  | Major2 |  |
| :--- | ---: | ---: | ---: | ---: | :--- | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | - | 326 | 0 | 0 | - |  |  |  |  |  |
| $\quad$ Stage 1 | - | - | - | - | - |  |  |  |  |  |
| $\quad$ Stage 2 | - | - | - | - | - |  |  |  |  |  |


| Approach | WB | NB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 8.9 | 0 | 0 |
| HCM LOS | A |  |  |


| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
| :--- | ---: | ---: | ---: |
| Capacity (veh/h) | - | -936 | - |
| HCM Lane V/C Ratio | - | -0.019 | - |
| HCM Control Delay (s) | - | - | 8.9 |
| HCM Lane LOS | - | - | A |
| HCM 95th \%tile Q(veh) | - | - | 0.1 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon

## Capacity Analysis Summary Sheets Year 2028 Total Projected Weekday Midday Peak Hour

|  | 4 | $\rightarrow$ |  | 7 |  |  | $4$ | $\dagger$ | $p$ | ( | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | $\uparrow$ |  | ${ }^{1}$ | $\uparrow$ |  | ${ }^{7}$ | 禹 |  | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  |
| Traffic Volume (vph) | 17 | 3 | 26 | 67 | 7 | 48 | 16 | 510 | 88 | 78 | 597 | 10 |
| Future Volume (vph) | 17 | 3 | 26 | 67 | 7 | 48 | 16 | 510 | 88 | 78 | 597 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.865 |  |  | 0.870 |  |  | 0.978 |  |  | 0.997 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1805 | 1644 | 0 | 1805 | 1571 | 0 | 1805 | 3404 | 0 | 1752 | 3496 | 0 |
| Flt Permitted | 0.718 |  |  | 0.474 |  |  | 0.401 |  |  | 0.358 |  |  |
| Satd. Flow (perm) | 1364 | 1644 | 0 | 901 | 1571 | 0 | 762 | 3404 | 0 | 660 | 3496 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (\%) | 0\% | 0\% | 0\% | 0\% | 0\% | 6\% | 0\% | 4\% | 2\% | 3\% | 3\% | 0\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 18 | 31 | 0 | 73 | 60 | 0 | 17 | 650 | 0 | 85 | 660 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 12.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 15.0 | 32.0 |  | 15.0 | 32.0 |  | 14.0 | 34.0 |  | 14.0 | 34.0 |  |
| Total Split (\%) | 15.8\% | 33.7\% |  | 15.8\% | 33.7\% |  | 14.7\% | 35.8\% |  | 14.7\% | 35.8\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 14.0 | 9.4 |  | 19.2 | 13.5 |  | 66.5 | 60.5 |  | 70.0 | 65.3 |  |
| Actuated g/C Ratio | 0.15 | 0.10 |  | 0.20 | 0.14 |  | 0.70 | 0.64 |  | 0.74 | 0.69 |  |
| v/c Ratio | 0.08 | 0.19 |  | 0.27 | 0.27 |  | 0.03 | 0.30 |  | 0.15 | 0.27 |  |
| Control Delay | 26.4 | 41.4 |  | 30.1 | 38.4 |  | 6.4 | 12.0 |  | 6.3 | 9.6 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 26.4 | 41.4 |  | 30.1 | 38.4 |  | 6.4 | 12.0 |  | 6.3 | 9.6 |  |
| LOS | C | D |  | C | D |  | A | B |  | A | A |  |
| Approach Delay |  | 35.9 |  |  | 33.9 |  |  | 11.8 |  |  | 9.2 |  |
| Approach LOS |  | D |  |  | C |  |  | B |  |  | A |  |
| Queue Length 50th (ft) | 8 | 18 |  | 34 | 29 |  | 3 | 112 |  | 16 | 82 |  |
| Queue Length 95th (ft) | 24 | 44 |  | 66 | 69 |  | 11 | 175 |  | 36 | 167 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 328 | 449 |  | 304 | 429 |  | 676 | 2166 |  | 610 | 2404 |  |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor $\quad$ N | Major1 |  | Major2 |  | Minor2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 120 | 0 | - | 0 | 308 | 119 |
| Stage 1 | - | - | - | - | 119 | - |
| Stage 2 | - | - | - | - | 189 | - |
| 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 | 1480 | - | - | - | 740 | 938 |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 888 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1480 | - | - | - | 734 | 938 |
| Mov Cap-2 Maneuver | - | - | - | - | 734 | - |
| Stage 1 | - | - | - | - | 905 | - |
| Stage 2 | - | - | - | - | 888 | - |
|  |  |  |  |  |  |  |
| Approach | EB |  | WB |  | SB |  |
| HCM Control Delay, s | 0.4 |  | 0 |  | 9.2 |  |
| HCM LOS |  |  |  |  | A |  |
|  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt |  | EBL | EBT WBT |  | WBR SBLn1 |  |
| Capacity (veh/h) |  | 1480 | - | - | - | 877 |
| HCM Lane V/C Ratio |  | 0.006 | - | - | - | 0.015 |
| HCM Control Delay (s) |  | 7.4 | 0 | - | - | 9.2 |
| HCM Lane LOS |  | A | A | - | - | A |
| HCM 95th \%tile Q(veh) |  | 0 | - | - | - | 0 |



| Major/Minor | Minor1 | Major1 |  | Major2 |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Conflicting Flow All | 989 | 294 | 0 | 0 | 587 | 0 |
| $\quad$ Stage 1 | 587 | - | - | - | - | - |
| Stage 2 | 402 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 389 | $* 88$ | - | -1279 | - |  |
| $\quad$ Stage 1 | 797 | - | - | - | - | - |
| $\quad$ Stage 2 | 644 | - | - | - | - | - |
| Platoon blocked, \% | 1 | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | 385 | $* 883$ | - | -1279 | - |  |
| Mov Cap-2 Maneuver | 385 | - | - | - | - | - |
| Stage 1 | 797 | - | - | - | - | - |
| Stage 2 | 638 | - | - | - | - | - |


| Approach | WB | NB | SB |
| :--- | :---: | :---: | :---: |
| HCM Control Delay, s | 14.4 | 0 | 0.1 |
| HCM LOS | B |  |  |


| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -385 | 1279 | - |
| HCM Lane V/C Ratio | - | -0.006 | 0.008 | - |
| HCM Control Delay (s) | - | -14.4 | 7.8 | - |
| HCM Lane LOS | - | - | $B$ | A |
| HCM 95th \%tile Q(veh) | - | - | 0 | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon



| Major/Minor | Minor1 | Major1 |  | Major2 |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Conflicting Flow All | 972 | 299 | 0 | 0 | 597 |
| $\quad$ Stage 1 | 591 | - | - | - | - |
| Stage 2 | 381 | - | - | - |  |
| Critical Hdwy | 6.84 | 6.94 | - | - | - |

HCMLOS B

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -513 | 1266 | - |
| HCM Lane V/C Ratio | - | -0.011 | - | - |
| HCM Control Delay (s) | - | -12.1 | 0 | - |
| HCM Lane LOS | - | - | B | A |
| HCM 95th \%tile Q(veh) | - | - | 0 | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon

HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive



| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | - | -642 | 400 | 1306 | - |
| HCM Lane V/C Ratio | - | -0.008 | 0.255 | 0.045 | - |
| HCM Control Delay (s) | - | - | 10.7 | 17.1 | 7.9 |
| HCM Lane LOS | - | - | B | C | A |
| HCM 95th \%tile Q(veh) | - | - | 0 | 1 | 0.1 |
| H |  | - |  |  |  |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon


| Major/Minor | Minor2 | Major1 |  |  |  |  |  | Major2 |  |
| :--- | ---: | ---: | ---: | ---: | :--- | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 1077 | 388 | 776 | 0 | - |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Stage 1 | 758 | - | - | - | - |  |  |  |  |
| $\quad$ Stage 2 | 319 | - | - | - | - |  |  |  |  |


| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 836 | -487 | - | - |  |
| HCM Lane V/C Ratio | 0.02 | -0.016 | - | - |  |
| HCM Control Delay (s) | 9.4 | 0.1 | 12.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th \%tile Q(veh) | 0.1 | - | 0 | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon



| Major/Minor | Minor1 |  |  |  |  |  | Major1 |  | Major2 |  |
| :--- | ---: | ---: | ---: | ---: | :--- | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | - | 313 | 0 | 0 | - |  |  |  |  |  |
| $\quad$ Stage 1 | - | - | - | - | - |  |  |  |  |  |
| $\quad$ Stage 2 | - | - | - | - | - |  |  |  |  |  |


| Approach | WB | NB | SB |
| :--- | :---: | :---: | :---: |
| HCM Control Delay, s | 8.9 | 0 | 0 |
| HCM LOS | A |  |  |


| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
| :--- | ---: | ---: | ---: |
| Capacity (veh/h) | - | -936 | - |
| HCM Lane V/C Ratio | - | -0.024 | - |
| HCM Control Delay (s) | - | - | 8.9 |
| HCM Lane LOS | - | - | A |
| HCM 95th \%tile Q(veh) | - | - | 0.1 |

## Notes

$\sim$ : Volume exceeds capacity $\quad \$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad$ : All major volume in platoon

## Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Evening Peak Hour

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |



Splits and Phases: 3: Skokie Road \& Old Glenview Road


| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor | Major1 | Major2 |  | Minor2 |  |  |
| :--- | ---: | :--- | ---: | :--- | ---: | ---: |
| Conflicting Flow All | 217 | 0 | - | 0 | 477 | 216 |
| $\quad$ Stage 1 | - | - | - | - | 216 | - |
| Stage 2 | - | - | - | - | 261 | - |
| 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 | 1365 | - | - | - | 600 | 829 |
| $\quad$ Stage 1 | - | - | - | - | 825 | - |
| $\quad$ Stage 2 | - | - | - | - | 844 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1365 | - | - | - | 595 | 829 |
| Mov Cap-2 Maneuver | - | - | - | - | 595 | - |
| Stage 1 | - | - | - | - | 818 | - |
| Stage 2 | - | - | - | - | 844 | - |


| Approach | EB | WB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 0.3 | 0 | 11.1 |
| HCM LOS |  | $B$ |  |


| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR SBLn1 |
| :--- | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 1365 | - | - | -595 |
| HCM Lane V/C Ratio | 0.007 | - | - | -0.004 |
| HCM Control Delay (s) | 7.7 | 0 | - | -11.1 |
| HCM Lane LOS | A | A | - | - |
| HCM 95th \%tile Q(veh) | 0 | - | - | - |


|  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |



| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |



HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive



| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | ---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | - | -191 | 359 | 1294 | - |
| HCM Lane V/C Ratio | - | -0.011 | 0.16 | 0.028 | - |
| HCM Control Delay (s) | - | - | 24.1 | 16.9 | 7.9 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon

PMPR 22-338 McDonald`s - Wilmette 9:23 am 11/22/2022 Projected Weekday Evening Peak Hour Conditions
Synchro 11 Report



| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor | Minor1 |  |  |  |  |  | Major1 |  | Major2 |  |
| :--- | ---: | ---: | ---: | ---: | :--- | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | - | 320 | 0 | 0 | - |  |  |  |  |  |
| $\quad$ Stage 1 | - | - | - | - | - |  |  |  |  |  |
| $\quad$ Stage 2 | - | - | - | - | - |  |  |  |  |  |


| Approach | WB | NB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 9 | 0 | 0 |
| HCM LOS | A |  |  |


| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
| :--- | ---: | ---: | ---: |
| Capacity (veh/h) | - | -923 | - |
| HCM Lane V/C Ratio | - | -0.014 | - |
| HCM Control Delay (s) | - | - | 9 |
| HCM Lane LOS | - | - | A |
| HCM 95th \%tile Q(veh) | - | - | 0 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 \mathrm{~s} \quad+$ Computation Not Defined $\quad$ : All major volume in platoon

## Capacity Analysis Summary Sheets

Year 2028 Total Projected Saturday Midday Peak Hour

|  | 4 | $\rightarrow$ |  | 7 |  |  | $4$ | $\dagger$ | $p$ | ( | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{1}$ | $\hat{F}$ |  | ${ }^{1}$ | $\uparrow$ |  | ${ }^{1}$ | 中t |  | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  |
| Traffic Volume (vph) | 6 | 6 | 14 | 90 | 14 | 43 | 19 | 520 | 97 | 95 | 666 | 7 |
| Future Volume (vph) | 6 | 6 | 14 | 90 | 14 | 43 | 19 | 520 | 97 | 95 | 666 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt |  | 0.893 |  |  | 0.887 |  |  | 0.976 |  |  | 0.999 |  |
| Flt Protected | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  | 0.950 |  |  |
| Satd. Flow (prot) | 1805 | 1697 | 0 | 1805 | 1685 | 0 | 1805 | 3488 | 0 | 1805 | 3601 | 0 |
| Flt Permitted |  |  |  | 0.533 |  |  | 0.382 |  |  | 0.361 |  |  |
| Satd. Flow (perm) | 1900 | 1697 | 0 | 1013 | 1685 | 0 | 726 | 3488 | 0 | 686 | 3601 | 0 |
| Right Turn on Red |  |  | No |  |  | No |  |  | No |  |  | No |
| Satd. Flow (RTOR) |  |  |  |  |  |  |  |  |  |  |  |  |
| Link Speed (mph) |  | 30 |  |  | 25 |  |  | 40 |  |  | 40 |  |
| Link Distance (ft) |  | 253 |  |  | 390 |  |  | 574 |  |  | 113 |  |
| Travel Time (s) |  | 5.8 |  |  | 10.6 |  |  | 9.8 |  |  | 1.9 |  |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (\%) | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 1\% | 1\% | 0\% | 0\% | 14\% |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Group Flow (vph) | 6 | 21 | 0 | 95 | 60 | 0 | 20 | 649 | 0 | 100 | 708 | 0 |
| Turn Type | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Permitted Phases | 4 |  |  | 8 |  |  | 2 |  |  | 6 |  |  |
| Detector Phase | 7 | 4 |  | 3 | 8 |  | 5 | 2 |  | 1 | 6 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 3.0 | 8.0 |  | 3.0 | 8.0 |  | 3.0 | 15.0 |  | 3.0 | 15.0 |  |
| Minimum Split (s) | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  | 9.5 | 22.5 |  |
| Total Split (s) | 15.0 | 32.0 |  | 15.0 | 32.0 |  | 14.0 | 34.0 |  | 14.0 | 34.0 |  |
| Total Split (\%) | 15.8\% | 33.7\% |  | 15.8\% | 33.7\% |  | 14.7\% | 35.8\% |  | 14.7\% | 35.8\% |  |
| Yellow Time (s) | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  | 3.5 | 4.5 |  |
| All-Red Time (s) | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  | 0.0 | 1.5 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  | 3.5 | 6.0 |  |
| Lead/Lag | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  | Lead | Lag |  |
| Lead-Lag Optimize? | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  | Yes | Yes |  |
| Recall Mode | None | None |  | None | None |  | None | C-Min |  | None | C-Min |  |
| Act Effct Green (s) | 10.8 | 8.9 |  | 17.1 | 13.5 |  | 68.8 | 62.7 |  | 72.4 | 67.6 |  |
| Actuated g/C Ratio | 0.11 | 0.09 |  | 0.18 | 0.14 |  | 0.72 | 0.66 |  | 0.76 | 0.71 |  |
| v/c Ratio | 0.03 | 0.13 |  | 0.35 | 0.25 |  | 0.03 | 0.28 |  | 0.17 | 0.28 |  |
| Control Delay | 27.3 | 41.0 |  | 34.2 | 37.2 |  | 5.7 | 10.7 |  | 5.5 | 8.7 |  |
| Queue Delay | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Delay | 27.3 | 41.0 |  | 34.2 | 37.2 |  | 5.7 | 10.7 |  | 5.5 | 8.7 |  |
| LOS | C | D |  | C | D |  | A | B |  | A | A |  |
| Approach Delay |  | 38.0 |  |  | 35.3 |  |  | 10.6 |  |  | 8.3 |  |
| Approach LOS |  | D |  |  | D |  |  | B |  |  | A |  |
| Queue Length 50th (ft) | 4 | 12 |  | 53 | 34 |  | 2 | 78 |  | 10 | 54 |  |
| Queue Length 95th (ft) | 12 | 34 |  | 82 | 68 |  | 12 | 172 |  | 41 | 176 |  |
| Internal Link Dist (ft) |  | 173 |  |  | 310 |  |  | 494 |  |  | 33 |  |
| Turn Bay Length (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Capacity (vph) | 318 | 464 |  | 292 | 461 |  | 670 | 2302 |  | 649 | 2563 |  |



| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor $\quad$ N | Major1 |  | Major2 |  | Minor2 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Conflicting Flow All | 187 | 0 | - | 0 | 443 | 184 |
| Stage 1 | - | - | - | - | 184 | - |
| Stage 2 | - | - | - | - | 259 | - |
| 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 | 1399 | - | - | - | 619 | 864 |
| Stage 1 | - | - | - | - | 852 | - |
| Stage 2 | - | - | - | - | 833 | - |
| Platoon blocked, \% |  | - | - | - | 1 |  |
| Mov Cap-1 Maneuver | 1399 | - | - | - | 615 | 864 |
| Mov Cap-2 Maneuver | - | - | - |  | 615 | - |
| Stage 1 | - | - | - |  | 846 | - |
| Stage 2 | - | - | - |  | 833 | - |
|  |  |  |  |  |  |  |
| Approach | EB |  | WB |  | SB |  |
| HCM Control Delay, s | 0.3 |  | 0 |  | 9.6 |  |
| HCM LOS |  |  |  |  | A |  |
|  |  |  |  |  |  |  |
| Minor Lane/Major Mvmt |  | EBL | EBT WBT |  | WBR SBLn1 |  |
| Capacity (veh/h) |  | 1399 | - | - | - | 787 |
| HCM Lane V/C Ratio |  | 0.006 | - | - | - | 0.007 |
| HCM Control Delay (s) |  | 7.6 | 0 | - | - | 9.6 |
| HCM Lane LOS |  | A | A | - | - | A |
| HCM 95th \%tile Q(veh) |  | 0 | - | - | - | 0 |


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



[^11]


HCM 6th TWSC
14: Skokie Road \& Residential Access Drive/Existing North Access Drive



| Minor Lane/Major Mvmt | NBT | NBR EBLn1WBLn1 | SBL | SBT |  |
| :--- | :---: | ---: | ---: | ---: | :--- |
| Capacity (veh/h) | - | - | -371 | 1294 | - |
| HCM Lane V/C Ratio | - | - | -0.267 | 0.046 | - |
| HCM Control Delay (s) | - | - | 0 | 18.2 | 7.9 |
| HCM Lane LOS | - | - | A | C | A |
| HCM 95th \%tile Q(veh) | - | - | - | 1.1 | 0.1 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 \mathrm{~s} \quad+$ : Computation Not Defined $\quad *:$ All major volume in platoon

| Intersection |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |


| Major/Minor | Minor2 | Major1 | Major2 |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Conflicting Flow All | 1145 | 423 | 845 | 0 | - | 0 |
| $\quad$ Stage 1 | 837 | - | - | - | - | - |
| Stage 2 | 308 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | **294 | 579 | 787 | - | - | - |
| $\quad$ Stage 1 | ${ }^{* 385}$ | - | - | - | - | - |
| $\quad$ Stage 2 | *833 | - | - | - | - | - |
| Platoon blocked, \% | 1 |  |  | - | - | - |
| Mov Cap-1 Maneuver | *288 | 579 | 787 | - | - | - |
| Mov Cap-2 Maneuver | *288 | - | - | - | - | - |
| Stage 1 | $* 377$ | - | - | - | - | - |
| Stage 2 | *833 | - | - | - | - | - |


| Approach | EB | NB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 14.2 | 0.3 | 0 |
| HCM LOS | B |  |  |


| Minor Lane/Major Mvmt | NBL | NBT EBLn1 | SBT | SBR |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Capacity (veh/h) | 787 | -400 | - | - |  |
| HCM Lane V/C Ratio | 0.014 | -0.024 | - | - |  |
| HCM Control Delay (s) | 9.6 | 0.1 | 14.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th \%tile Q(veh) | 0 | - | 0.1 | - | - |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon



| Approach | WB | NB | SB |
| :--- | ---: | ---: | ---: |
| HCM Control Delay, s | 8.9 | 0 | 0 |
| HCM LOS | A |  |  |


| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
| :--- | ---: | ---: | ---: |
| Capacity (veh/h) | - | -936 | - |
| HCM Lane V/C Ratio | - | -0.023 | - |
| HCM Control Delay (s) | - | - | 8.9 |
| HCM Lane LOS | - | - | A |
| HCM 95th \%tile Q(veh) | - | - | 0.1 |

## Notes

$\sim$ : Volume exceeds capacity $\$$ : Delay exceeds $300 s \quad+$ : Computation Not Defined *: All major volume in platoon

## Turn Lane Warrant Diagram

## Skokie Road with Right-In/Right-Out Access Drive



AM Peak Hour $(555,44)$ MD Peak $\operatorname{Hour}(522,54)$ PM Peak $\operatorname{Hour}(557,31)$ SAT Peak Hour $(516,54)$
Note: For speeds less than $50 \mathrm{mph}(80 \mathrm{~km} / \mathrm{hr}$ ), see Section 36-3.01(a).

## Skokie Road with Full Movement Access Drive



AM Peak Hour $(558,5)$ MD Peak Hour $(515,6)$ MD Peak $\operatorname{Hour}(551,6)$ SAT Peak Hour $(522,7)$
Note: For speeds less than 50 mph ( $80 \mathrm{~km} / \mathrm{hr}$ ), see Section 36-3.01(a).

## Drive-Through Stacking Observations

7DECHA


| Time of Day | Peak Stacking - Weekday ${ }^{1}$ |  |  | Peak Stacking - Saturday ${ }^{1}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Stacking from Ordering Board | Stacking from <br> Pick-Up <br> Window | Total <br> Drive- <br> Through Stacking |  | Stacking from Ordering Board | Stacking from <br> Pick-Up <br> Window | Total <br> Drive- <br> Through <br> Stacking |
|  | $\square \square$ | $\square \square$ | 6 | $\square$ | $\square \square$ | ०० | 9 |
|  | प | प | 8 | $\square$ | प | ०० | 9 |
| - | Q | Q | 4 | [ | ०० | ०० | 5 |
| प) | ०० | प० | 8 | [ | ०० | १० | 6 |
| प) | ०० | प | 13 | [ | Q1 | ०० | 8 |
| - | ०० | प० | 11 | - | प० | प० | 10 |
|  | ०० | प 0 | 10 | $\square$ | ०० | Q1 | 9 |
| -10] ${ }^{\text {a }}$ | ०० | प | 4 | [ | प० | ०० | 9 |
| -10] ${ }^{\text {a }}$ | ०० | Q | 7 | [ | ०० | ०० | 6 |
|  | प 1 | प 1 | 6 | [ | प० | प० | 6 |
|  | ०० | प | 3 | [ | ०० | ०० | 5 |
|  | प | प | 4 | [ | प० | प० | 7 |
|  |  |  |  |  |  |  |  |

[

■
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```
MEMORANDUM TO: Joe Coconato
    Area Construction Manager
    McDonald's USA, LLC
FROM:
DATE:
SUBJECT: Proposed McDonald's Restaurant - 200 Skokie Road
Wilmette, Illinois
```

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) is in receipt of the review comments dated October 6, 2023 prepared by Kimley Horn regarding the traffic impact study prepared for the proposed McDonald's Restaurant at 200 Skokie Road in Wilmette, Illinois and offers the following responses:

## Existing Conditions Comments:

1. The site is located on the northeast quadrant of the Skokie Road/Old Glenview Road intersection. The intersections comprising the study area include:

## Skokie Road at:

- Old Glenview Road
- South Access
- Retail Access
- Residential Access - North Access
- Charles Place South Access
- Charles Place North Access

Old Glenview Road at

- Sunset Drive


## Response: Noted.

2. The study area includes all intersections along the site's western frontage and immediately adjacent to the site. Given the proposed land uses and amount of restaurant floor space, the study area covers the intersections that would reasonably be considered as most impacted by trips generated by the proposed development.

Response: Noted.
3. The existing traffic controls, lane configurations, and other street characteristics are properly summarized in the report.

## Response: Noted.

4. The report indicates that parking is prohibited on both sides of Old Glenview Road in the site vicinity. A striped parking lane is maintained on the north side of Old Glenview Road east of Sunset Drive with parking allowed except during an overnight parking restriction. The report should be revised accordingly.

Response: The report has been revised to reference the striped parking lane on Old Glenview Road.
5. Crash data is reported for the period of 2017-2021, indicating that the highest frequency crash location is the Skokie Road/Old Glenview Road intersection with 14 crashes in the 5 -year period. Kimley-Horn concurs with the crash data summary provided in the report.

## Response: Noted.

6. The traffic study was conducted in conformance with industry guidelines set forth by the Institute of Transportation Engineers (ITE). We concur with the study analysis periods, including weekday mornings (7:00-9:00 AM), weekday middays (11:00 AM1:00 PM), weekday evenings (4:00-6:00 PM), and Saturday middays (11:00 AM-1:00 $\mathrm{PM})$ as the periods of peak activity in the study area and for the proposed land use.

## Response: Noted.

7. Kimley-Horn concurs with the Existing Capacity Analysis at the key intersections. The capacity analysis has been conducted using Synchro 11 software, and the capacity analysis reports have been provided in the appendix of the study. Based on a review of existing traffic volumes, the Synchro analysis worksheets, and experience at the study intersections, the reported delay at the study area intersections is reasonable.

## Response: Noted.

## Development Characteristics Comments:

8. On page 9, the study indicates that there are two (2) mobile ordering parking spaces included in the proposed plan, but the provided site plan shows three (3) such spaces. The number of mobile ordering parking spaces should be confirmed and revised in the study as necessary. The Village of Wilmette's Zoning Ordinance does not include direction regarding provision of parking spaces dedicated to online or mobile orders.

Response: The traffic study has been updated to reflect the correct number of mobile ordering spaces.
9. Kimley-Horn concurs with the proposed one-way counterclockwise internal site circulation enforced by appropriate signage, pavement markings, and angled parking in order to facilitate effective vehicle flow within both the drive-through and external site lanes and to limit conflicting vehicle movements.

## Response: Noted.

10. Kimley-Horn concurs with the proposed right-in/right-out only configuration of the South Access Drive due to the proximity of the driveway to the Skokie Road/Old Glenview Road intersection.

## Response: Noted.

11. Note that all driveway modifications occurring within the Skokie Road right-of-way require approval by the Illinois Department of Transportation.

Response: The traffic impact study will be submitted to IDOT for their review and approval.

## Trip Generation and Assignment Comments:

12. The study utilizes ITE land use code (LUC) 934 (Fast Food Restaurant with DriveThrough) to develop trip generation rates for the proposed development. Kimley-Horn concurs that this land use is appropriate for the proposed development.

## Response: Noted.

13. Kimley-Horn concurs with the site traffic calculations per the trip generation rates provided by ITE for the weekday morning, weekday evening, and weekend midday peak hours.

However, ITE's Trip Generation does not provide a rate for the weekday midday peak hour, and the study does not specify how the weekday midday park hour rate was derived to calculate site generated trips for this peak hour. Based on review of the rates and trip projections, the calculated trips do not utilize any of the rates provided by ITE for LUC 934. Any assumptions made and/or rates used to calculate trip projections for the weekday midday peak hour should be clarified and stated in the study.

Response: Additional information has been provided in the traffic study to indicate how weekday midday trip generation was calculated with associated information included in the appendix.
14. The study applies a $50 \%$ reduction to site trip generation during all peak hours to account for pass- by trips. For LUC 934, the ITE Trip Generation Manual indicates a 50\% passby reduction for the morning peak hour and a $55 \%$ pass-by reduction for the evening peak hour. Kimley-Horn concurs that the use of a $50 \%$ pass-by reduction across all four peak hours is appropriate.

## Response: Noted.

15. A regional growth factor of $0.46 \%$ per year has been applied to develop study area background traffic growth estimates for Year 2025. The $0.46 \%$ is based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP). Kimley-Horn concurs with the use of the $0.46 \%$ growth factor to account for background traffic growth.

## Response: Noted.

16. The distribution of site traffic is appropriate for the site, proposed land uses, and regional access patterns. Kimley-Horn concurs with the use of the existing directional distribution along Skokie Road for site-generated traffic assignment. Traffic assignment at the major intersections is provided for the study peak hours and is consistent with the reported trip generation and trip distribution.

## Response: Noted.

## Parking and Site Traffic Circulation Comments:

17. Kimley-Horn concurs with the proposed one-way counterclockwise internal traffic circulation supported by appropriate directional signs, pavement markings, and angled parking. The proposed plan facilitates effective vehicle flow within the site and limits conflicting vehicle movements with the drive-through and parking maneuvers.

## Response: Noted.

18. Kimley-Horn concurs with the calculation of required off-street parking per the Village Parking Code for a full-service restaurant, which requires 5 spaces / 1,000 SF ( 21 spaces). Based on the number of required parking spaces, the proposed 29 parking spaces satisfy the off-street parking requirements within the Village Zoning Ordinance.

## Response: Noted.

19. Further, Kimley-Horn concurs with the use of peak parking demand data referenced from similar McDonald's restaurants in the Chicagoland area as another method to evaluate parking needs. Based on the reported average demand ratio of 5.79 spaces per $1,000 \mathrm{SF}$, Kimley-Horn concurs that the proposed 7.07 parking spaces per 1,000 SF (29 total spaces) are sufficient to accommodate peak parking demand.

## Response: Noted.

20. Kimley-Horn recommends eliminating the two western parking spaces along the south row of parking, as maneuvers backing out of these two spaces are too close to the southern access entry. The resulting 27 parking spaces still satisfies the Village Zoning Ordinance requirement and exceeds peak parking demand characteristics as referenced from other McDonald's restaurants.

Response: The western most parking space has been eliminated. To reduce the impact of the southerly parking spaces on inbound traffic movements, these parking spaces will be utilized for employee parking.

## Drive-Through Stacking Evaluation Comments:

21. Note that the Village Code of Ordinances Section 30-14.8 (Stacking Spaces for DriveThrough Facilities) indicates that there is a requirement of 4 vehicle stacking spaces per drive-through bay, which would require a total of 8 spaces for the proposed development. While the 14 stacking spaces in the proposed plan are sufficient per the Village Code, the study does not acknowledge this requirement.

Response: The traffic study has been updated to indicate the Village stacking requirements.
22. Beyond the Village Code requirement for stacking spaces at a drive-through restaurant, the report states that the proposed stacking capacity is adequate based on data from existing restaurants. Please provide available data to support this statement, as available. If the same studies that were used to evaluate peak parking demand include data on peak drive-through demand, an average peak drive-through queue could be quantified with a similar method. Alternatively, a queuing model could be applied using average drive-through transaction times to assess drive-through stacking.

Response: The traffic study has been updated to provide the support data for drivethrough stacking.

## Analysis and Recommendations Comments:

23. Kimley-Horn concurs with the intersection capacity analysis conducted using Synchro 11 software. The capacity analysis shows that the LOS of the study intersections is likely to remain generally the same in both the existing and proposed conditions. The level of service of some individual movements does decrease, but those movements remain at acceptable levels and overall, the study intersections are shown to operate at typically desirable levels of service (LOS C or better) in the proposed condition. Kimley-Horn agrees with the conclusion that the study intersections have sufficient reserve capacity to accommodate the traffic generated by the proposed development.

## Response: Noted.

24. Kimley-Horn concurs with the conclusion that 29 parking spaces will be adequate to accommodate peak demand and, with the addition of further information, that 14 drivethrough stacking spaces are likely sufficient to accommodate peak drive-through demand.

## Response: Noted.

25. Kimley-Horn concurs with the conclusion that right-turn lanes along Skokie Road are not necessary to accommodate restaurant traffic at either site driveway.

Response: Noted.

## Roberts, Lisa

| From: | Carla Lieberman [carjaz@aol.com](mailto:carjaz@aol.com) |
| :--- | :--- |
| Sent: | Thursday, June 15, 2023 5:07 PM |
| To: | Roberts, Lisa; sivert@wilmette.com; Braiman, Michael; Blumenthal, Ted; Adler, John |
| Cc: | andreawallach@comcast.net; rsmulson@yahoo.com; enidiri@gmail.com; |
|  | ruthhudak@yahoo.com; abbyspeck@me.com; csprindis@yahoo.com; bliu925 |
|  | @gmail.com; jham0202@gmail.com; hzliu14@gmail.com; hskh99@gmail.com; |
|  | musleon@aol.com; justinwiden1@gmail.com; specialk@msn.com; |
|  | vicki@vickinelson.com; martinlieberman1@aol.com |
|  | 200 Skokie Blvd property |

This message originated from an external source. Please use caution in handling it.

## Subject: Concerns Regarding Proposed McDonald's Drive-In at 200 Skokie Blvd, near Our Residences

$\square$
Dear Village of Wilmette Staff Liaisons

I hope this letter finds you in good health and high spirits. We are writing to express the collective concerns of the residents in our community regarding the proposed establishment of a McDonald's drive-in near our residential area. As responsible and engaged members of this neighborhood, we believe it is our duty to bring to your attention the potential adverse effects that such a development could have on our quality of life, the environment, traffic conditions, and parking availability.

First and foremost, our concerns revolve around the environmental impact this fast-food establishment may have on our surroundings. McDonald's drive-ins are known to generate significant amounts of waste, primarily in the form of single-use packaging materials, which often end up polluting our environment. As a community that values sustainability and strives to minimize our ecological footprint, we strongly believe that the introduction of a McDonald's drive-in contradicts our efforts to protect and preserve our natural surroundings.

Furthermore, we are deeply worried about the potential increase in traffic congestion that a McDonald's drive-in could bring to our neighborhood. Drive-ins tend to attract a large number of vehicles, especially during peak hours, leading to traffic bottlenecks and safety hazards for both motorists and pedestrians. Our residential area is already strained by existing traffic conditions, and the addition of a popular fast-food chain could exacerbate the situation, making it increasingly difficult for residents to commute safely and conveniently.

Another point of concern is the prolonged operating hours of a McDonald's drive-in. We understand that fast-food chains often operate late into the night or even around the clock. The associated noise and disturbance from vehicles, deliveries, and customers could severely impact our peace and tranquility, making it challenging for residents to enjoy their homes and rest adequately.

Additionally, the proposed location raises issues related to parking availability. Our residential area already faces parking challenges due to limited spaces, especially during peak hours. The addition of a drive-in would further strain the existing parking capacity, potentially leading to increased competition for parking spots and frustration among residents. This situation could also result in illegal parking, blocking driveways, and impeding emergency vehicle access.

We are also concerned about the value of our properties, we will certainly be effected by this choice, and are very concerned.

In light of the aforementioned concerns, we kindly request the Village Hall to consider alternative locations for the proposed McDonald's drive-in, preferably in areas that are better suited to accommodate the potential environmental, traffic, noise, and parking implications. We believe that a comprehensive evaluation of these issues, in consultation with community members, would be a fair and responsible approach to determining the most suitable site for such a development.

We, the concerned residents, are more than willing to collaborate with the Village Hall and provide any additional information or support required to address our concerns effectively. We trust that you will give due consideration to our collective worries and prioritize the well-being and satisfaction of the residents in this decision-making process.

Thank you for your attention to this matter, and we eagerly await a response regarding the actions taken to address our concerns. We remain hopeful that our community's voice will be heard and that our collective efforts will contribute to maintaining the harmony and integrity of our neighborhood.

Yours sincerely,

Marty and Carla Lieberman

204 Sunset drive Wilmette

From: Chris Masiewicz [cmasiewicz@gmail.com](mailto:cmasiewicz@gmail.com)
Date: June 28, 2023 at 5:09:05 PM CDT
To: "Plunkett, Senta" [plunketts@wilmette.com](mailto:plunketts@wilmette.com)
Subject: McDonald's at Bakers Square Site

This message originated from an external source. Please use caution in handling it.
To The Village Board
I read The Records article about McDonalds acquiring the former Baker Square site. A store with a drive though does not belong in a residential neighborhood.

I had a personal experience with a drive through in a residential neighborhood. While I was studying for a Masters degree in Urbana, I lived adjacent to a Dairy Queen drive through. Every day while the store was open, everyone in the building could hear the drive through speaker and customers ordering, My rent was $\$ 300$ per month, suitable for my stipend. I had limited choices, I was a student. We could not open our windows, we were not renting and were only building in the neighborhood.

A drive through, in a residential neighborhood is a nuisance to everyone within several blocks.
Chris Masiewicz
Wilmttee, IL

## Roberts, Lisa

| From: | Braiman, Michael |
| :--- | :--- |
| Sent: | Monday, July 3, 2023 4:15 PM |
| To: | Roberts, Lisa |
| Subject: | FW: Bakers Square building |

For ZBA

From: Sara Lapidus [saralapidus@gmail.com](mailto:saralapidus@gmail.com)
Sent: Thursday, June 29, 2023 11:10 PM
To: Smith, Gerry [smithg@wilmette.com](mailto:smithg@wilmette.com)
Subject: Bakers Square building

This message originated from an external source. Please use caution in handling it.

Hi Gerry,

I am writing as a Wilmette resident because I just heard today that McDonalds has approached the village about the vacant space on Skokie Blvd. I live in West Wilmette, walking distance to this space and was very disappointed to hear about this.

While it is true that McDonalds would likely bring in great revenue for the village, it is also true that West Wilmette has nothing but fast food. East Wilmette has many sit downs and local places but West Wilmette has mostly chains and fast good. Small Cheval is slated to move into East Wilmette while West Wilmette is discussing McDonalds.

In addition, with a drive-thru being added to the location in discussion, traffic would be congested up and down Skokie Blvd at peak times. This seems unnecessary.

I'm asking that you and the Village Board please consider these points when discussing adding a McDonalds to our town. I am aware that the space has been vacant for 3 years but wonder if there is something else we can find to fill the space. What happened to the Caddyshack that was slated to go in?

Thank you for your time,
Sara Lapidus
3000 Hartzell St, Wilmette
847-644-7610

| From: | Braiman, Michael |
| :--- | :--- |
| To: | Roberts, Lisa |
| Subject: | FW: McDonald"s |
| Date: | Monday, July 3, 2023 4:14:09 PM |

For ZBA

From: Cindy Levine [levlamm@gmail.com](mailto:levlamm@gmail.com)
Sent: Monday, July 3, 2023 3:30 PM
To: Plunkett, Senta [plunketts@wilmette.com](mailto:plunketts@wilmette.com); Braiman, Michael [braimanm@wilmette.com](mailto:braimanm@wilmette.com); Dodd, Kathy [doddk@wilmette.com](mailto:doddk@wilmette.com); Gjaja, Kate [gjajak@wilmette.com](mailto:gjajak@wilmette.com); kennnedyg@wilmette.com; Leonard, Steve[leonards@wilmette.com](mailto:leonards@wilmette.com); Sheperd, Justin [sheperdj@wilmette.com](mailto:sheperdj@wilmette.com); Smith, Gerry [smithg@wilmette.com](mailto:smithg@wilmette.com)
Subject: McDonald's

This message originated from an external source. Please use caution in handling it.
Dear President Plunkett, Village Manager Braiman and the Village Board of Trustees,

I am writing this note in opposition to providing McDonald's with a license to operate its restaurant and drive-thru in the former Baker's Square location on Old Glenview Road/Skokie Blvd.

As a resident of the general area surrounding this location, I was excited when there were plans to move ahead with a family-oriented, sit-down restaurant with good food and a nice environment. Additionally, the knowledge that the proposed restaurant was owned by people with local ties to the community was important as they would work to ensure they retained the local feel and vibe of the neighborhood. A McDonald's + Drive-Thru is the polar opposite of this! I am supportive of (actually would be excited about) a restaurant in this location, but a McDonald's Restaurant, particularly with a Drive-Thru, is not what this neighborhood needs.

This is a little carved-out commercial corner of a residential neighborhood - with homes abutting it and residential communities surrounding it. The traffic and trash that would build up around this type of restaurant are inconsistent with residential living. People walk, run, bike and play outside all around this neighborhood - the increased vehicular traffic and associated safety issues, noise and pollution are inconsistent with neighbors enjoying this peaceful residential neighborhood. As the article in The Record noted, there are already several fast-food options in the Village - primarily housed within other shopping center areas...isn't that enough?

The article also indicated that there was pretty unanimous opposition to this from the community/neighbors but it was unclear to me how that is factoring into the Board's upcoming decisions - can you elaborate? Thank you for any insights you can provide and thank you for working to maintain the neighborhood and its current character.

## Regards, <br> Cindy Levine

Cindy Levine
312-296-7754 (C)

## Roberts, Lisa

| From: | Joyce, Kathleen |
| :--- | :--- |
| Sent: | Tuesday, July 11, 2023 3:00 PM |
| To: | Roberts, Lisa |
| Subject: | FW: No!!!! To McDonalds |

From: Permits
Sent: Tuesday, July 11, 2023 11:08 AM
To: Sivertsen, Lucas [sivertsenl@wilmette.com](mailto:sivertsenl@wilmette.com)
Subject: FW: No!!!! To McDonalds

From: Jennifer Gervasio [jengervasio@comcast.net](mailto:jengervasio@comcast.net)
Sent: Tuesday, July 11, 2023 9:03 AM
To: Permits [permits@wilmette.com](mailto:permits@wilmette.com)
Subject: No!!!! To McDonalds

## This message originated from an external source. Please use caution in handling it.

Hi- As a Wilmette resident at 1501 Forest, I'm writing to beg you NOT to allow McDonalds to build in the Baker's Square lot at Skokie Blvd. and Old Glenview Rd. We moved to Wilmette and willingly pay high taxes in order to NOT have to live with every ugly chain restaurant. As a community, we are better than this and aren't desperate for the tax revenue that a McDonalds would bring. As we see with the cleverly disguised McDonalds in Winnetka, McDonalds becomes a hangout for the younger teens who arrive on bikes, and a drive-through on busy Skokie Blvd. is a dangerous location for kids on bikes. One of our favorite spots in Wilmette, Roemer Park, is right down the street from this location and kids bike to and from all the time. Far better for them to patronize Roemer than McDonalds. In addition, McDonalds means more trash on our streets as patrons commonly throw their paper packaging on the windows of cars. Whenever a McDonalds moves in, other fast food chains follow, which means high end restaurants which we want and would support don't want to be in that location. I'm sure EJ's is livid that we would put such an eyesore on the end of that street. Look at how crowded and ugly Skokie Blvd. in Skokie is, we don't want that in our town. And we pay high enough taxes to keep them out.

Thanks for your consideration, Jennifer Gervasio

## Roberts, Lisa

From: bjstat@aol.com
Sent: Monday, July 17, 2023 10:38 AM
To:
Subject:
Roberts, Lisa
McDoinalds

This message originated from an external source. Please use caution in handling it.
Good morning Lisa,
As a longtime (almost 43 years) resident of Wilmette, I thought it was important to email you my thoughts about the proposed McDonalds to come into the old Bakers Square property on Skokie Blvd. just south of Old Glenview Rd. I fully understand that the property has been vacant for a number of years with various other options having fallen through, however a McDonalds - especially with a drive thru, is NOT what our community needs or wants. The drive thru creates so many additional cars and exhaust as well as traffic concerns on an already very trafficky Skokie Blvd. which makes that idea really unacceptable.

Finally, the fact that this particular lot is so close and accessible to the expressway, I believe it will promote even more traffic from outside the Village coming for no other reason than to grab a quick bite. This will not bring any additional positive benefits to Wilmette nor will it increase spending in our Village in a productive way. I am not in favor of a McDonalds there but I am very much against a drive thru that will be detrimental to the environment as well as the increased traffic it will create. Thank you for considering the voices from the Wilmette residents.
Barb Statland
847-612-5219

Roberts, Lisa

| From: | Lara, Leo |
| :--- | :--- |
| Sent: | Tuesday, July 18, 2023 9:23 AM |
| To: | Roberts, Lisa |
| Subject: | FW: McDonald's |

From: Permits
Sent: Monday, July 17, 2023 10:03 AM
To: Sivertsen, Lucas [sivertsenl@wilmette.com](mailto:sivertsenl@wilmette.com)
Subject: FW: McDonald's

From: Jessica Siegel < jsiegel1017@gmail.com>
Sent: Monday, July 17, 2023 8:43 AM
To: Permits [permits@wilmette.com](mailto:permits@wilmette.com)
Subject: McDonald's

## This message originated from an external source. Please use caution in handling it.

Hello,

I wanted to add my name to the list of Wilmette residents opposing the McDonald's at the former Bakers Square location. Perhaps a healthier fast casual option, like Protein Bar, Sweetgreen, or Freshii, would be a better fit?

Thank you, Jessica Siegel

From:
Sent:
To:
Cc:
Subject:

Donald Hyun Kiolbassa [dhk@chicagorealestateatty.com](mailto:dhk@chicagorealestateatty.com)
Thursday, August 10, 2023 2:22 PM
Roberts, Lisa
Emily Holmes
McDonald's Zoning Application (200 Skokie Boulevard)

This message originated from an external source. Please use caution in handling it.
Dear Lisa Roberts,

Please take this as formal notice that we as residents oppose the construction of the new McDonald's on 200 Skokie Boulevard).

We live on Old Glenview. This McDonalds will bring a dangerous level of traffic to an already problematic road.

1. We have children as do many other residents.
2. Cars speed through unregulated already from the expressway.
3. This McDonalds will bring more traffic from the expressway, and will make the area dangerous.
4. In addition, there are already many fast food restaurants in the area. This would just add more congestion.

Please let me know what we can do to voice our opinion to the zoning board.


203 N. Lasalle, Suite 2100, Chicago, IL 60601
Phone: (773) 560-9289
Fax: (773) 304-2557
www.chicagorealestateatty.com

## Click here to learn about Wills \& Trusts for vour family!

## BE AWARE of WIRE FRAUD!

DUE TO INCREASED WIRE FRAUD, Donald Hyun Kiolbassa, Attorney At Law, Ltd. and it's employees DO NOT provide wire instructions or warrant/represent the accuracy of ANY wire instructions.

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 $================$

## Roberts, Lisa

| From: | Nicki Perchik [nicki@thenlpgroup.net](mailto:nicki@thenlpgroup.net) |
| :--- | :--- |
| Sent: | Thursday, August 10, 2023 2:30 PM |
| To: | Roberts, Lisa |
| Subject: | McDonald's request |

## This message originated from an external source. Please use caution in handling it.

Wanted to share my thoughts....not int in having McDonald's move into Wilmette on Skokie Blvd. I strongly vote against this.
If you need me to sign anything or come to meetings, Imk.
Thanks!!

## Roberts, Lisa

| From: | Carla Lieberman [carjaz@aol.com](mailto:carjaz@aol.com) |
| :--- | :--- |
| Sent: | Friday, August 11, 2023 2:15 PM |
| To: | Roberts, Lisa |
| Subject: | Fwd: Concerned neighbors living around Bakers Square property |

This message originated from an external source. Please use caution in handling it.

8/11/23
| To Lisa Roberts
From :
Carla and Marty Lieberman 204 Sunset Drive Wilmette

## Subject: Concerns Regarding Proposed McDonald's Drive-In near Our Residence

Dear Lisa and all on the zoning board

I am writing again to express the collective concerns of the residents in our community regarding the proposed establishment of a McDonald's drive-in near our residential area. As responsible and engaged members of this neighborhood, we believe it is our duty to bring to your attention the potential adverse effects that such a development could have on our quality of life, the environment, traffic conditions, and parking availability and I want to include our property values.

First and foremost, our concerns revolve around the environmental impact this fast-food establishment may have on our surroundings. McDonald's drive-ins are known to generate significant amounts of waste, primarily in the form of single-use packaging materials, which often end up polluting our environment. As a community that values sustainability and strives to minimize our ecological footprint, we strongly believe that the introduction of a McDonald's drive-in contradicts our efforts to protect and preserve our natural surroundings.

Furthermore, we are deeply worried about the potential increase in traffic congestion that a McDonald's drive-in could bring to our neighborhood. Drive-ins tend to attract a large number of vehicles, especially during peak hours, leading to traffic bottlenecks and safety hazards for both motorists and pedestrians. Our residential area is already strained by existing traffic conditions, and the addition of a popular fast-food chain could exacerbate the situation, making it increasingly difficult for residents to commute safely and conveniently.

Another point of concern is the prolonged operating hours of a McDonald's drive-in. We understand that fast-food chains often operate late into the night or even around the clock. The associated noise and disturbance from vehicles, deliveries, and customers could severely impact our peace and tranquility, making it challenging for residents to enjoy their homes and rest adequately.

### 2.20

Additionally, the proposed location raises issues related to parking availability. Our residential area already faces parking challenges due to limited spaces, especially during peak hours. The addition of a drive-in would further strain the existing parking capacity, potentially leading to increased competition for parking spots and frustration among residents. This situation could also result in illegal parking, blocking driveways, and impeding emergency vehicle access.

In light of the aforementioned concerns, we kindly request the Village Hall to consider alternative locations for the proposed McDonald's drive-in, preferably in areas that are better suited to accommodate the potential environmental, traffic, noise, and parking implications. We believe that a comprehensive evaluation of these issues, in consultation with community members, would be a fair and responsible approach to determining the most suitable site for such a development.

We, the concerned residents, are more than willing to collaborate with the Village Hall and provide any additional information or support required to address our concerns effectively. We trust that you will give due consideration to our collective worries and prioritize the well-being and satisfaction of the residents in this decision-making process.

Thank you for your attention to this matter, and we eagerly await a response regarding the actions taken to address our concerns. We remain hopeful that our community's voice will be heard and that our collective efforts will contribute to maintaining the harmony and integrity of our neighborhood.

Yours sincerely,

Carla and Marty Lieberman

Roberts, Lisa
$\begin{array}{ll}\text { From: } & \text { Arnold Leib <aeleib1@hotmail.com> } \\ \text { Sent: } & \text { Saturday, August 12, 2023 12:15 PM } \\ \text { To: } & \text { Roberts, Lisa } \\ \text { Subject: } & \text { McDonald's }\end{array}$

This message originated from an external source. Please use caution in handling it.

Lisa, my name is Ellie Leib. My husband, Arnie and I have lived at 229 Sunset Dr for almost 60 years.
We are aghast at the prospect of a McDonalds polluting the community of homes with smells, noise and excessive traffic.
Thank you for your consideration.

Sent from my iPad

| From: | David Lapidus [davidalapidus@gmail.com](mailto:davidalapidus@gmail.com) |
| :--- | :--- |
| Sent: | Monday, August 21, 2023 10:32 AM |
| To: | Roberts, Lisa |
| Subject: | McDonald's Zoning Application- 200 Skokie Blvd. |

This message originated from an external source. Please use caution in handling it.

Lisa,
My name is David Lapidus and I am a resident of Wilmette. My family and I live very close to the proposed McDonalds site. I am emailing you to let you know of my concerns for allowing McDonalds on this site. I understand the financial appeal for the village to have a McDonalds in Wilmette; however McDonalds will bring traffic, congestion, lower housing values and environmental issues to the neighborhood.

The drive thrus will back cars up on Skokie Blvd and on Old Glenview road causing traffic jams especially on the 2 lane road of Old Glenview. This will be especially bad during the busy times of the morning, midday and evening times. The excessive amounts of cars idling will bring exhaust and the smell of exhaust into our backyards and homes.

Studies have shown that homes near a McDonalds have their value reduced by $24 \%$. This is due to the negative impacts of McDonalds to an area. I can assure you the residents in this area will be very upset at this and will reduce the tax revenue for the village.

The cooking of meat and other foods will create an unwanted odor such as grease and waste into the neighborhood that no one will want permeating the air in the area.

Lastly, there has always been a perception with residents of Wilmette that the East side and West side are treated differently. Having a McDonalds on the West side will only reinforce that. The East side is getting ready to receive a boutique and upscale food establishment, Small Cheval. The fact that the Village is proposing a huge chain low end food establishment such as McDonalds really speaks to the way or the perception of the way each side of the village is treated.

Many of the neighbors in the area of the McDonalds are dead set against having this fast food chain at the proposal location. I implore you to listen to the residents and reject McDonalds at this location.

Thank you for taking the time to hear my concerns. Please feel free to follow up with me if you would like to discuss this further.

David Lapidus

| From: | Lori Sagarin [eductrlor@gmail.com](mailto:eductrlor@gmail.com) |
| :--- | :--- |
| Sent: | Saturday, September 2, 2023 5:59 PM |
| To: | Roberts, Lisa |
| Subject: | McDonalds on Skokie and Old Glenview |

## This message originated from an external source. Please use caution in handling it.

Dear Ms Roberts,
I am reaching out as a concerned resident, I live on Valley View Drive, two blocks from the proposed McDonald's location.

For the 31 years we have lived in Wilmette we have enjoyed our peaceful and quiet neighborhood. The air is clean, the noise levels are modest and our neighborhood has been devoid of businesses that drive heavy traffic. This will all change with the installation of a McDonalds on the corner of Skokie Blvd and Old Glenview Rd.

I have noted when driving with my windows open one can smell a McDonalds long before I see one. The smell of oil is cloying, and unappetizing. In addition, the amount of traffic this will bring to our quiet suburb is unacceptable. Downtown Wilmette has numerous restaurants as does our area. I do not understand the need for a McDonalds which will only cause hardship on the residents of our village.

Finally, I have been told that the presence of a McDonalds negatively affects the property values of nearby residents. This would affect my husband and I as we are seniors looking to retire soon. We have happily paid our taxes to support the New Trier Schools and have always supported educational referendums. This move by the village will reduce our property values and our quality of life.

I implore you to reconsider this proposal and seek an alternative tenant, something similar to Baker's Square, a family restaurant with healthy choices as opposed to the most vilified fast food chain in the U.S.

I thank you in advance for your consideration,
Lori and Rabbi James Sagarin
200 Valley View Dr
Wilmette, IL 60091
eductrlor@gmail.com

# Lymn McKenzie 2801 Old Glenview Road <br> Wilmette, IL 60091 <br> (847) 594-2811 <br> Lynnmekenzie16@gmaill.com 

September 6, 2023
Ms. Lisa Roberts, AICP
Deputy Director of Community Development
Village of Wilmette
1200 Wilmette Avenue
Wilmette, IL 60091

## Dear Lisa,

## RE: Proposed McDonald's Drive-thru at the intersection of Skokie Boulevard and Old Glenview Road

As President of the Resident Executive Council of Mather Place in Wilmette, located at 2801 Old Glenview Road. I have been tasked with issuance and distribution of a boiler plate letter opposing the proposed McDonald's Drive-thru. The enclosed copy of the letter spells out the reasons some of our community members are against such a development across the street from our residence. In addition, you will find enclosed the following documents:

1. 70 signed letters of opposition, along with a cover letter to Senta Plunkett, President of the Village of Wilmette.
A. cc'd on the cover letter are: Gina Kennedy, Board Trustee and Michael Braiman, Village
Manager
B. Also cc'd are the Mather Residents Executive Council Board members: Vice President, Selma Goldstein, Secretary, Leah Rosset and Treasurer, Cal Sevaris

I am entrusting you with these documents for safekeeping and distribution to the Village principals responsible for decisions regarding the zoning and approval of the McDonald Corp. petition to construct and run a drive-thru restaurant in our neighborhood.

It is my understanding that the Zoning Board of Appeals will take up this issue in their November meeting. It is also my understanding that the Wilmette Board of Trustees will make its decision at their December meeting.

Please keep me informed of any changes, updates and pertinent facts regarding this matter so that I am able to keep the residents at Mather apprised of situation. Thank you.

Sincerely


Lynn McKenzie
President, Executive Council of the Mather Place Resident Council
cc: Selma Goldstein, Leah Rosset, Cal Sevaris

Senta Plunkett, President
Village of Wilmette 1200 Wilmette Avenue Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

Dear Ladies and Gentleman:

## RE: Licensing approval for McDomalld's Drive-thru

I am writing to you in the capacity of Resident Council President at Mather Place of Wilmette, a senior living community; specifically, in reference to the proposed opening of a McDonalds Drive-thru across the street from our property at 2801 Old Glenview Road, Wilmette.

As you will read in the letters we have signed, the reasons for our disapproval are: 1) usurping of our peaceful and quiet neighborhood; 2) the increase of noise; 3) the increase of pollution from car and truck emissions; 4) the risk to our residents' safety when walking in the neighborhood.

Many of our residents appreciated the privilege of dining at the Baker's Square, a restaurant which catered to individual parties who parked, enjoyed a meal and left with little if any disruption to the surrounding community. A McDonald's is not that type of restaurant. And we oppose it for the foregone reasons.

We are hoping you will consider what we enjoy in our neighborhood and the changes that we feel would impact our enjoyment, in your deliberations on the proposed McDonald's in our neighborhood. Thank you.

Sincerely,
Qlynn Wrackenge
Lynn McKenzie
President,
Residents Executive Council of Mather Place in Wilmette
Cc: Selma Goldstein
Cal Savaris
Leah Rosset
Enclosures

Senta Plunkett, President
Village of Wilmette 1200 Wilmette Avenue Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

Dear Ladies and Gentleman:

## RE: Licensing approval for McDonald's Drive-thru

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We are hoping you will consider what we enjoy in our neighborhood and the changes that we feel would impact our enjoyment, in your deliberations on the proposed McDonald's in our neighborhood. Thank you.
Sincerely,
Qlynn SWrekengio
Lynn McKenzie
President,
Residents Executive Council of Mather Place in Wilmette
Cc: Selma Goldstein
Cal Savaris
Leah Rosset

August 31, 2023
Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Cc: Gina Kennedy, Board Trustee
Wilmette, Illinois 60091
ATichael Braiman, Village Manager

Dear Ladies and Gentleman:

## RE: Licensing approval for McDonald's Drive-thru

I am writing to you in the capacity of Resident Council President at Mather Place of Wilmette, a senior living community; specifically, in reference to the proposed opening of a McDonalds Drive-thru across the street from our property at 2801 Old Glenview Road, Wilmette.

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We are hoping you will consider what we enjoy in our neighborhood and the changes that we feel would impact our enjoyment, in your deliberations on the proposed McDonald's in our neighborhood. Thank you.

Sincerely,
Qunn Mre Kongte
Lynn McKenzie
President,
Residents Executive Council of Mather Place in Wilmette
Cc: Selma Goldstein
Cal Savaris
Leah Rosset

August 31, 2023
Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

Dear Ladies and Gentleman:

## RE: Licensing approval for McDonald's Drive-thru

I am writing to you in the capacity of Resident Council President at Mather Place of Wilmette, a senior living community; specifically, in reference to the proposed opening of a McDonalds Drive-thru across the street from our property at 2801 Old Glenview Road, Wilmette.

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Many of our residents appreciated the privilege of dining at the Baker's Square, a restaurant which catered to individual parties who parked, enjoyed a meal and left with little if any disruption to the surrounding community. A McDonald's is not that type of restaurant. And we oppose it for the foregone reasons.

We are hoping you will consider what we enjoy in our neighborhood and the changes that we feel would impact our enjoyment, in your deliberations on the proposed McDonald's in our neighborhood. Thank you.

Sincerely,


Lynn McKenzie
President,
Residents Executive Council of Mather Place in Wilmette
Cc: Selma Goldstein
Cal Savaris
Leah Rosset
Enclosures

Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

1. Our neighborhood of well-kept homes with a country-side ambience will be interrupted by increased traffic and transient individuals.
2. We enjoy the peace and quiet enjoyment of our patios and adjacent paths; a McDonald's will bring an increase in noise level.
3. We are able to enjoy a relatively pollution-free quality of air which will be displaced by the pollutant fumes from large vehicles and cars driving in and out and idling.
4. Our residents enjoy walking within the neighborhood with little traffic, making it very navigable. With increased traffic, the opportunity for hazards increases and walking for exercise and enjoyment will be too high a risk to take.
5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
THEREFORE, , Shdion tbelman , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 203
Wilmette, IL 60091
DATE: $8-24-23$

Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

1. Our neighborhood of well-kept homes with a country-side ambience will be interrupted by increased traffic and transient individuals.
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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I,
 , the undersigned do hereby request that the village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.
Sophie ALTfeld

2801 Old Glenview Road APT. 450
Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette 1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, At Elem, Basmett, the undersigned do hereby request that the Village of yilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.
HELEN T. BARNETT

2801 Old Glenview Road APT. 443
Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I,
Elaine Beck , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT.
357
Wilmette, IL 60091
DATE: August 24,2023

Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny $\neq$ license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

## Louise ME - BERG

2801 Old Glenview Road APT. 452
Wilmette, IL 60091
DATE:


Seta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue

Cc: Gina Kennedy, Board Trustee<br>Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, $\qquad$ sound vary , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

Howard Berg
2801 Old Glenview Road APT. $\qquad$
Wilmette, IL 60091
DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, VITA BROWNE , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 226
Wilmette, IL 60091
DATE: $\qquad$

Cc: Gina Kennedy, Board Trustee<br>Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT.
Wilmette, IL 60091
DATE:

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8 / 24 / 23
$$

Senta Plunkett, President
Village of Wilmette 1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Jane Campbell , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 ald Glenview Road APT. 363
Wilmette, IL 60091
DATE:


Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Maculas Cessletan $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.
Paula Castleton

2801 Old Glenview Road APT. 339
Wilmette, IL 60091
DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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Therefore, I, Edwin Cohen , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.
Egwin Cohen

2801 Old Glenview Road APT. 224
Wilmette, IL 60091
DATE: $8 / 24 / 2013$

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, Gloria Tobkinn, the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. $\qquad$ Wilmette, IL 60091

DATE:
$8 / 2412023$

Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
therefore, i, Joy Dordick , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, hen ate Duping $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Wilmette, IL 60091
DATE: $\quad 8 / 23 / 23$

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, A $1 C E E L<15$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

2801 Old Glenview Road APT. 3.51
Wilmette, IL 60091
DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, GRBARA A FASANO , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 436
Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, $\qquad$
$\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. $\qquad$
Wilmette, IL 60091
DATE:


Senta Plunkett, President ${ }^{\dagger}$
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, SANDRA FRADIN $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road $\qquad$
Wilmette, IL 60091
DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 239
Wilmette, IL 60091
DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

1. Our neighborhood of well-kept homes with a country-side ambience will be interrupted by increased traffic and transient individuals.
2. We enjoy the peace and quiet enjoyment of our patios and adjacent paths; a McDonald's will bring an increase in noise level.
3. We are able to enjoy a relatively pollution-free quality of air which will be displaced by the pollutant fumes from large vehicles and cars driving in and out and idling.
4. Our residents enjoy walking within the neighborhood with little traffic, making it very navigable. With increased traffic, the opportunity for hazards increases and walking for exercise and enjoyment will be too high a risk to take.
5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Lorraine Franklin , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. $36 /$
Wilmette, IL 60091
DATE: $\qquad$
' Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

1. Our neighborhood of well-kept homes with a country-side ambience will be interrupted by increased traffic and transient individuals.
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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Th by Friedman, the undersigned do hereby request that the village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. $3 / 9$
Wilmette, IL 60091
DATE: $\qquad$

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


DATE: $8-28-2023$

Santa Plunkett，President
Village of Wilmette
1200 Wilmette Avenue
Wilmette，Illinois 60091

Cc：Gina Kennedy，Board Trustee
Michael Braiman，Village Manager

## RE：McDonald＇s License application to build a drive－thru restaurant at the intersection of Skokie Blvd．and Old Glenview Road

Dear Ladies and Gentlemen：
As a resident of Mather Place in Wilmette，at 2801 Old Glenview Road，I am opposed to the proposal to build a McDonald＇s at the site across the street in what was Baker＇s Square．It is a bad idea and goes against all that we value as a community．

1．Our neighborhood of well－kept homes with a country－side ambience will be interrupted by increased traffic and transient individuals．

2．We enjoy the peace and quiet enjoyment of our patios and adjacent paths；a McDonald＇s will bring an increase in noise level．

3．We are able to enjoy a relatively pollution－free quality of air which will be displaced by the pollutant fumes from large vehicles and cars driving in and out and idling．

4．Our residents enjoy walking within the neighborhood with little traffic，making it very navigable．With increased traffic，the opportunity for hazards increases and walking for exercise and enjoyment will be too high a risk to take．

5．The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive－thru eatery．

THEREFORE，I，Samuel Goldman，the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road．


2801 Old Glenview Road APT．ダスノ
Wilmette，IL 60091
DATE：

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8 / 2812023
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Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru

 restaurant at the intersection of Skokie Blvd. and Old Glenview Road
## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Selma Goldstein , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. $\qquad$
Wilmette, IL 60091
DATE: $\qquad$

Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 347
Wilmette, IL 60091
DATE:
$8 / 23 / 2023$

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, JANE K, GREEN , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Wilmette, IL 60091
DATE: $\qquad$

Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I,

$\qquad$ the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Lora Hast , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 3/0
Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
therefore, I, Aegina Holman , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

${ }^{\prime}$ Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, GHARLES INKORYIA, , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 428
Wilmette, IL 60091
DATE:
$8 / 24 / 2023$

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

1
Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
therefore, i, Dolores Kaufman , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Wilmette, IL 60091
DATE:


Santa Plunkett,'President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
therefore, i, Dorothy. Kenneth, the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT.


Wilmette, IL 60091
DATE: 082423

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 408
Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

1

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
therefore, i, Kathryn o Klaurawn , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

## Live been a Gillette resident fer 57 years.

2801 Old Glenview Road APT. $\qquad$
Wilmette, IL 60091
DATE: $\qquad$

Santa Plunkett, President
Village of Wilmette 1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
THEREFORE, I, Berbera Kuhn , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

Barbara John
2801 Old Glenview Road APT. $\qquad$
Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I,

$\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
THEREFORE, I, TERi R LE'MMAんW , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT.


Wilmette, IL 60091
DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

1. Our neighborhood of well-kept homes with a country-side ambience will be interrupted by increased traffic and transient individuals.
2. We enjoy the peace and quiet enjoyment of our patios and adjacent paths; a McDonald's will bring an increase in noise level.
3. We are able to enjoy a relatively pollution-free quality of air which will be displaced by the pollutant fumes from large vehicles and cars driving in and out and idling.
4. Our residents enjoy walking within the neighborhood with little traffic, making it very navigable. With increased traffic, the opportunity for hazards increases and walking for exercise and enjoyment will be too high a risk to take.
5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Barbara hevin, the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Betty Lieberman , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Wilmette, IL 60091
DATE:


Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 355
Wilmette, IL 60091
DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
THEREFORE, I, Francine TheCrea, , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.
[^12]Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, Lynn Mckenzie , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT.


Wilmette, IL 60091
DATE:


Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue

Cc: Gina Kennedy, Board Trustee<br>Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette defy a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.
ELIzAbeth Messick

2801 Old Glenview Road APT.


Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
THEREFORE, , Sheldon Meyers, MD, the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT.


Wilmette, IL 60091
DATE: $8 / 23 / 23$

Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, ELINOR MORK , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 248
Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
THEREFORE, I, JEANNE B PEPRER, the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road
APT. 972
Wilmette, IL 60091
DATE: $\qquad$ 23

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, Lila Merlin , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.
$\qquad$
2801 Old Glenview Road APT.


Wilmette, IL 60091
DATE: $\qquad$

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, paula plain. $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

[^13]Wilmette, IL 60091
DATE:

'Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. $\qquad$
Wilmette, IL 60091
DATE:


Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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Therefore, I, Frances D Boston , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 236
Wilmette, IL 60091
DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.
therefore, I, Carolyn Ruaker , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Wilmette, IL 60091
DATE:
$8 / 24 / 23$

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I,
 the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT.

## 329

Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091
Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru

 restaurant at the intersection of Skokie Blvd. and Old Glenview RoadDear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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therefore, i, Sara Fay Saltrman , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


DATE:


Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, II se Schur the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road Wilmette, IL 60091

DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

## Dear Ladies and Gentlemen:

As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I,
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

## no

2801 Old Glenview Road APT. 447 Wilmette, IL 60091

DATE: $\qquad$

Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

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THEREFORE, I, Nancy Shapiro, the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

1. Our neighborhood of well-kept homes with a country-side ambience will be interrupted by increased traffic and transient individuals.
2. We enjoy the peace and quiet enjoyment of our patios and adjacent paths; a McDonald's will bring an increase in noise level.
3. We are able to enjoy a relatively pollution-free quality of air which will be displaced by the pollutant fumes from large vehicles and cars driving in and out and idling.
4. Our residents enjoy walking within the neighborhood with little traffic, making it very navigable. With increased traffic, the opportunity for hazards increases and walking for exercise and enjoyment will be too high a risk to take.
5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I
 , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

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THEREFORE, I, $\qquad$ Harass Shokat $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

## Damar Stone

2801 Old Glenview Road APT. $\qquad$ Wilmette, IL 60091

DATE: $\qquad$

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091
Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

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THEREFORE, I, Edith stencter, the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. $\qquad$
Wilmette, IL 60091
DATE: $\qquad$

Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

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THEREFORE, I, Shirley Trass , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


Wilmette, IL 60091
DATE:
$8-2023$

Senta Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

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THEREFORE, I, Jane Voyekang , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


DATE:


Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

1
Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

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therefore, i, Pablo warren $N$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

2801 Old Glenview Road APT.


Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

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THEREFORE, I, Gerda Weidinger , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road
APT. 2/M
Wilmette, IL 60091
DATE:


Santa Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

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THEREFORE, I, Shyrlene werner , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.


2801 Old Glenview Road APT. 458
Wilmette, IL 60091
DATE:
$5 / 27 / 23$

Santa Plunkett, President
Village of Wilmette 1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

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THEREFORE, I, $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

## CaROLYN WERNER

2801 Old Glenview Road APT.


Wilmette, IL 60091
DATE: $\qquad$

Sent Plunkett, President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman. Village Manager

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THEREFORE, I, $\qquad$
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2801 Old Glenview Road APT.
359
Wilmette, IL 60091
DATE:
$f^{\prime}-27-23$

Roberts, Lisa

From: randy [ventura18@comcast.net](mailto:ventura18@comcast.net)
Sent: Saturday, October 21, 2023 4:06 PM
To: Roberts, Lisa
Subject:
mcdonalds

## This message originated from an external source. Please use caution in handling it.

10/21/2023
To: Lisa Roberts
Community Development
Village of Wilmette
From: Randall Cohn
210 Kilpatrick Avenue
Wilmette, IL
I understand that McDonalds want to open a restaurant with a drive thru at the former Bakers Square restaurant at the corner of Skokie Blvd and Old Glenview Road. I live a few blocks from this location and strongly object to this use of the property. A high volume retailer coupled with a drive thru will create substantial added traffic to what is already a busy intersection. I am confident that a more upscale tenant can be found for the property which does not need a drive thru.

Hopefully the Village of Wilmette will receive more negative public comments about this use of the property.

## Roberts, Lisa

| From: | Lynn Dempsey [Isdwalks@gmail.com](mailto:Isdwalks@gmail.com) |
| :--- | :--- |
| Sent: | Saturday, October 21, 2023 7:13 PM |
| To: | Roberts, Lisa |
| Subject: | McDonalds |

This message originated from an external source. Please use caution in handling it.

Is it that difficult to find a bakery or nice restaurant for casual dining?

Sent from my iPhone

## Roberts, Lisa

| From: | Rajeev Khurana [khurana.rajeev@gmail.com](mailto:khurana.rajeev@gmail.com) |
| :--- | :--- |
| Sent: | Saturday, October 21, 2023 8:28 PM |
| To: | Roberts, Lisa |
| Subject: | I support McDonald's going into the old baker's square |

This message originated from an external source. Please use caution in handling it.

I live in Wilmette at 1634 Walnut Ave, Wilmette, IL 60091 and I would be happy to see McDonald's open up at the site of the old Bakers Square.

## Roberts, Lisa

From:
Sent:
To:
Subject:
Attachments:

BEATRICE RING <+18472565907>
Saturday, October 21, 2023 8:57 PM
Roberts, Lisa
Voice Mail (30 seconds)
audio.mp3

Yes, OK, My name is Beatrice Ring. I've lived in Wilmette over 50 years. I definitely do not want McDonald's where the old Bakers Square used to be, 847-256-5907. Thank you.

You received a voice mail from BEATRICE RING.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

## Roberts, Lisa

| From: | Andrea Wallach [andreawallach@comcast.net](mailto:andreawallach@comcast.net) |
| :--- | :--- |
| Sent: | Saturday, October 21, 2023 10:17 PM |
| To: | Roberts, Lisa |
| Subject: | McDonald's |

This message originated from an external source. Please use caution in handling it.

We are absolutely against drive thru McDonald's. Wilmette should ban all drive thrus.
We are facing climate catastrophes. Let us be a light for other suburbs and not just consider profit. Banning an McDonald's drive thru fits in with Wilmette's new sustainability program
Andrea wallach

Sent from my iPad

Roberts, Lisa

| From: | June Levy [june323232@hotmail.com](mailto:june323232@hotmail.com) |
| :--- | :--- |
| Sent: | Sunday, October 22, 2023 12:53 PM |
| To: | Roberts, Lisa |
| Subject: | McDonalds |

This message originated from an external source. Please use caution in handling it.

Lisa,
Please pursue other options for this property. It would create traffic challenges.
June Levy
Wilmette resident

Sent from my iPhone

## Roberts, Lisa

## From:

Ayesha F [ayesha999@msn.com](mailto:ayesha999@msn.com)
Sent: Sunday, October 22, 2023 3:26 PM
To:
Subject:

Roberts, Lisa

McDonald's / Bakers Square

This message originated from an external source. Please use caution in handling it.

Dear Ms.Roberts,
I recently learned about the proposal to allow a McDonald's to be built where the Bakers Square used to be on Skokie Blvd. I am very concerned that this piece of property can be used to elevate our community instead of pushing it towards unhealthy habits. We already have a cannabis dispensary on Skokie Blvd just a couple of blocks away. We must demand and seek to elevate our community. Please don't allow McDonald's to take a hold. We need better options for our community, especially our children if Wilmette is to keep its longstanding reputation of being an elite community. We need healthy options, we need a change towards a healthier lifestyle and not just be subjected to whatever corporate America pushs at us. We have to demand better. Our children, our future is at stake. You have the power to help the community move is a better direction. Please help us.

Thank you,
Ayesha Fareeduddin, MD

Get Outlook for iOS

Roberts, Lisa

| From: | Julie Rosenheim [julierosenheim18@gmail.com](mailto:julierosenheim18@gmail.com) |
| :--- | :--- |
| Sent: | Sunday, October 22, 2023 7:28 PM |
| To: | Roberts, Lisa |
| Subject: | No McDonalds please! |

## This message originated from an external source. Please use caution in handling it.

Thank you for helping to keep McDonalds out of Wilmette.
How about a Eataly or some other Lettuce Entertain You or something else?

Have a Rosie view, Julie

## Roberts, Lisa

From:
Sent:
To:
Subject:

Steven H Vogelstein [s.vogelstein@me.com](mailto:s.vogelstein@me.com)
Sunday, October 22, 2023 7:56 PM
Roberts, Lisa
McDonald's on Skokie BLVD old Baker's Square

## This message originated from an external source. Please use caution in handling it.

I live at 3130 WIImette Ave - very close to the old Bakers Square and I understand the village is considering a MCDonalds for that site.
I hope this will not be approved for numerous reasons including the congestion a drive through would bring to that strip. I realize that site has been vacant for some time but I hope the village considers the adverse impact this would bring to the area.
Thanks for your time and attention

Steven H. Vogelstein M.A., L.C.S.W.
540 Frontage Road Suite 2110
Northfield, IL 60093
847-441-8161

Please be advised that because e-mail is not a secure form of communication, I cannot ensure confidentiality of any information sent via e-mail. Nevertheless, this message (including attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C._2510-2521, is intended to be confidential, and may be privileged. If you are not the intended recipient, please be aware that any retention, dissemination or distribution of this communication is prohibited. Please reply to sender if you have received this message in error, then delete it. Thank you for helping to maintain privacy.

Roberts, Lisa

| From: | Elena Pappas [elenapappas5929@yahoo.com](mailto:elenapappas5929@yahoo.com) |
| :--- | :--- |
| Sent: | Sunday, October 22, 2023 10:44 PM |
| To: | Roberts, Lisa |
| Subject: | McDonalds |

This message originated from an external source. Please use caution in handling it.

All for a new McDonalds at that location!

Sent from my iPhone

Roberts, Lisa

| From: | Gale Teschendorf < goorienteering@gmail.com> |
| :--- | :--- |
| Sent: | Monday, October 23, 2023 9:25 AM |
| To: | Roberts, Lisa |
| Subject: | MsDonalds |

This message originated from an external source. Please use caution in handling it.

Hi Lisa,

When will Wilmette enter the 20th century and allow drive-thrus?

Best regards,

Gale Teschendorf
GoOrienteering.com
1920 Schiller Ave
Wilmette, IL 60091
847-701-4253

| From: | Dana Zito Bator [danazito08@gmail.com](mailto:danazito08@gmail.com) |
| :--- | :--- |
| Sent: | Monday, October 23, 2023 2:16 PM |
| To: | Roberts, Lisa |
| Subject: | neighbor opposition to McDonalds on Skokie Blvd |

This message originated from an external source. Please use caution in handling it.
To whom it may concern,
I'm writing to voice my opposition to the zoning application for McDonald's at 200 Skokie Blvd. We own a home on Old Glenview Rd between Skokie Blvd and Hibbard. We have lived in the neighborhood for almost 11 years now, and have seen a major generational shift here. When we moved in, we felt like the first young family. We were not patrons of Baker's Square, but our parents would take our young kids there for pie on a rare occasion. The type of food just wasn't appealing to us. More and more young families have moved into west Wilmette since that time, and our street is bustling with kids. When Baker's Square closed, we all felt really excited about the possibilities of a new local restaurant that we might actually patronize! There were the rumors of a 'Caddyshack; restaurant which seemed kitschy yet fitting for a North Shore community. We held out hope for the empty space that had been left derelict and uncared for for years. When I say that McDonald's is the absolute last restaurant I would ever want to see in this community, I am not exaggerating!!! Our generation was raised on this type of fast food, and now that we have other options, we would never feed it to our children! My elementary age kids have never eaten there, and have no interest in doing so. I cannot believe that in the year 2023, with all of the nutritional information available, any board would ever agree to have it in their community. The WORLD does not need even 1 more McDonalds, let alone in Wilmette, IL. If this is solely a business decision, then it's a shameful one. The vacant lot alone seems so valuable, with a multitude of possibilities why give it up to one of the single largest real estate holders in the world? Our community is better than that. Look at what's been done to downtown Wilmette! We are so proud to see how vibrant our downtown has become over the last decade. We LOVE the coffee shops, the restaurants, the stores. Each new addition has been a well thought out decision and it's thriving thanks to everyone involved. Can't we keep our community filled with neighborhood restaurants started by local entrepreneurs? Would anyone approve this application in downtown Wilmette or East Wilmette? It seems unlikely based on the standard, so why constrain west Wilmette residents with a fast food restaurant in our backyards? There are enough options to choose from 1 mile down the road in Skokie. Our street is often used as a main thoroughfare from the Edens to Skokie Blvd. We've had a speed test done due to cars whizzing by, to no avail. The last thing we need is a highway sign directing traffic to the McDonald's .25 miles from our homes!

More importantly, we have finally seen our property values increase over the years we've lived here. Our values were stuck for years simply due to an inferior location in "west Wilmette" near the highway, mall, etc. We are still Wilmette residents, even if we don't get the fancy street lights west of Skokie Blvd. I refuse to believe adding a fast food chain restaurant of the worst caliber would do anything but make our value plummet. NO ONE wants to live within close proximity of a McDonalds!!!! Please think of this as if it were opening up on your block. I don't want the smell of the food we would never eat, I don't want the food waste, I don't want the added traffic congestion at an already lengthy traffic light (to cross Skokie Blvd).

Please do share my comment as a resident, property owner, and potential neighbor that is vehemently opposed to this zoning application.

Thank you,
Dana \& Ward Bator
3000 Old Glenview Rd
773.425.8054

## Roberts, Lisa

| From: | Rebecca Berlin Melzer [rebeccaberlin@gmail.com](mailto:rebeccaberlin@gmail.com) |
| :--- | :--- |
| Sent: | Monday, October 23, 2023 4:12 PM |
| To: | Roberts, Lisa |
| Subject: | Former Baker Square Lot |

## This message originated from an external source. Please use caution in handling it

Hello,

I don't know how this works, but I received your email to comment on the proposal for a McDonalds on Skokie Road. I am a current Wilmette resident (442 Beverly) and grew up in Wilmette where my parents still reside (2421 Cardinal Lane). I have concern about a drive-through in that location. Children cross that street without a crossing guard for Hebrew school and to/from elementary/middle/jr high. Further, I think the ease of a drive through would bring more consumers to the area late at night. There is already some security issues near Old Orchard and the surrounding fast foot opportunities.

With that said, I welcome a standalone McD's, similar to the one in Winnetka. I think there is less "rushed" traffic with a more sit-down fast food joint. I also think the intersection would need to have some makeup (maybe a right turn only) onto Skokie.

Please consider the balance of a new restaurant and revenue along with type of traffic we need in Wilmette. Also please consider the noise disturbance to neighbors.

Rebecca Berlin Melzer
--
Rebecca Berlin Melzer rebeccaberlin@gmail.com (847) 863-8991

Roberts, Lisa

| From: | garyglenn58@gmail.com |
| :--- | :--- |
| Sent: | Tuesday, October 24, 2023 9:20 AM |
| To: | Roberts, Lisa |
| Subject: | McDonald's |

This message originated from an external source. Please use caution in handling it.
Lisa,
I just want to say that I totally support the McDonald's being built in the old Baker's Square lot. We need some new businesses and this will create jobs and offer an alternative for families.

Pleas approve this project.

Gary Glenn
556 Hartmann Ln
Wilmette, IL 60091

Roberts, Lisa

From: James McCarthy [jmm853@aol.com](mailto:jmm853@aol.com)
Sent: Tuesday, October 24, 2023 10:16 AM
To:
Roberts, Lisa
Subject:
re McDonald's at "old" Bakers Square location?

This message originated from an external source. Please use caution in handling it.
Dear Ms Roberts:
Please put me down as a "for" re a new McDonalds at the Bakers Square lot.... thanx...

Jim McCarthy
1434 Lake,
Wilmette, IL 60091

## Roberts, Lisa

| From: | Charles Katz [attychaskatz@gmail.com](mailto:attychaskatz@gmail.com) |
| :--- | :--- |
| Sent: | Tuesday, October 24, 2023 9:19 PM |
| To: | Roberts, Lisa |
| Subject: | McDonalds at Skokie Blvd |

## This message originated from an external source. Please use caution in handling it.

I am a vote against the McDonalds on Skokie Blvd. I live at 740 LaCrosse, just west of Skokie Blvd and just north of Washington. 1. There is an Irving's and 5 Guys in the area. Another burger place is overkill. Further it would take away business from those 2 businesses and add nothing to the tax base. 2. The area could use a Chinese restaurant or a diner/ coffee shop the latter especially for the elderly in the area. Mongolian House closed in Westlake. The existing structure is in place for one of those. 3. McD would cheapen Wilmette. Optima's out of character glass monstrosities already do that. 4. McD would not be approved in east Wilmette.
5. Downtown gets an Au Cheval....another burger place....but not a McD which would not be approved. 6. Idling car engines in a drive through is not green....it is anti-environment, anti-ozone layer in the atmosphere....every little bit helps. Even if cars go electric, electricity must be generated....fumes and global warming.
7. Better use is condemn the property and put in a playground and sitting area for elderly. Or turn the existing building into a community center for the elderly....card games like bridge, vending machines for water and coffee, tea and some light healthy tasty snacks. Maybe a few light cardio machines like treadmills or exercise bikes. A place for the elderly to socialize.

Charles Katz

| From: | Nora Kropp [norakropp@hotmail.com](mailto:norakropp@hotmail.com) |
| :--- | :--- |
| Sent: | Wednesday, October 25, 2023 10:56 AM |
| To: | Roberts, Lisa |
| Subject: | Oppose the McDonalds at Skokie and Glenview |

This message originated from an external source. Please use caution in handling it.
Hello,

I am a Wilmette resident living on Valley View Court in Wilmette - close to the site of the proposed McDonalds at Skokie Blvd and Old Glenview Rd. I oppose a Mc Donalds at that location. I much prefer a Taco and Burrtio King or a restaurant with options that appeal to a broader population of people. Our family is vegetarian and there is not much we would get out of a McDonalds. Also, I would like Wilmette to make available healthier food options for kids in our community who will make up a large portion of the customers at a fast-food restaurant at that location.

I definitely oppose a drive through option for this Wilmette location because of the documented traffic issues and hazards to bikers and pedestrians. As it is on the West Side of Wilmette our kids cross large, busy intersections to get to and from school and activities. A drive thru will increase risk to them when going by bike or walking every day. In addition, my guess is lots of kids will be walking and biking to that fast food location putting them directly in harms way of the drive thru traffic.
Drive-thrus are creating problems for cities and towns - CBS Miami (cbsnews.com).
Please approve a healthier alternative to McDonalds in this Wilmette location and do not approve a drive thru option.

Thank you,
Nora Kropp
220 Valley View Court

# Drive-thrus are creating problems for cities and towns 

## JUNE 26, 2023 / 11:00 AM / CNN

MIAMI - America is a land of drive-thrus.

An estimated 200,000 drive-thrus are spread across this country. Americans visit drive-thru lanes approximately 6 billion times a year. At leading chains like McDonald's, drive-thrus account for $70 \%$ of sales or more.

Drive-thrus promise hungry drivers ease, convenience, and a juicy burger. But long lines of cars waiting for orders spill out onto US roads in every state from chains like Chick-fil-A, McDonald's, Starbucks, and Dunkin. City officials, urban planners, and critics say the model is failing modern cities.

Magnets of traffic and congestion, drive-thrus discourage walking, public transit use, and visits to neighboring businesses. They also lead to accidents with pedestrians, cyclists, and other cars, and contradict the environmental and livability goals of many communities.

Drive-thrus don't "support any of the life and vitality and amenities that suggest people might want to come live, work or play in a neighborhood," said David Dixon, an urban places fellow at design and planning firm Stantec. "Drive-thrus belonged to a much more auto-centric world."

## Land of the drive-thru

Drive-thrus first appeared in California in the 1950s, according to the Smithsonian. An early Jack in the Box was a hit with kids, who could order their meal through the head of a clown.

The eat-in-your-car model expanded on American roads during the following decades as highways were built, suburbs spread, and new fast-food chains like McDonald's and Wendy's popped up.

Drive-thrus became a lifeline for chains during the Covid-19 pandemic, as restaurants shut down indoor seating areas. Drive-thru sales hit $\$ 133$ billion in 2022, an increase of $30 \%$ from 2019 pre-pandemic levels, according to Technomic, a restaurant industry consulting firm.

Taco Bell, Chipotle, and other chains opened stores during the pandemic that served drive-thru customers exclusively.

Companies switched to drive-thru models because they are more profitable: smaller than sit-down restaurants, requiring less staff and maintenance.

They make the most sense in car-centric areas, and there are many drive-thrus positioned far from pedestrian or bicycle traffic. But drive-thrus are often located in the "exact worse place for them to be" for road safety, said Eric Dumbaugh, a professor in the Department of Urban and Regional Planning at Florida Atlantic University who studies traffic safety.

They are often intentionally placed along higher-speed arterial roads - busy roads that carry cars from around a region at high speeds - to grab drivers' attention.

This means that if there's a pedestrian or biker in an intersection or sidewalk, drivers have less time to brake, increasing the chances of an accident. Drivers moving along arterial roads also typically focus on the road and the cars around them, and are less likely to be on the lookout for pedestrians.

Drive-thrus can also be hot spots for rear-end collisions and t-bone accidents from cars turning left out of driveways.

Companies "aren't paying any attention to the safety considerations of their design decisions," said Dumbaugh. And local governments pay lip service to pedestrian safety but still permit these uses in arterial roads, he said.

## More lanes, more congestion

Companies say they are changing their drive-thrus by adding more car lanes and technology such as AI to speed up orders and reduce potential problems.

Starbucks said that it is conscious of the communities its stores are in and "introducing the right type of store for the needs of that community." Starbucks is testing different store models in different areas such as pickup-only stores, curbside pickup from cars and drive-thrus.

But chains trying to address congestion by adding more lanes just encourage more cars to come. Accidents are so common that personal injury lawyers around the country specifically advertise to people injured at drivethrus.

Drive-thrus also do not support neighboring businesses, Dixon of Stantec said, as people typically just grab their food and drive off.

A better, safer fast-food model in these areas are restaurants and bars with sit-down options that contribute to walkable neighborhoods, he said, or on the first floor of multi-floor buildings.

## Roberts, Lisa

| From: | Nora Walker [norakwalker@gmail.com](mailto:norakwalker@gmail.com) |
| :--- | :--- |
| Sent: | Thursday, October 26, 2023 8:37 AM |
| To: | Roberts, Lisa |
| Subject: | Support for McDonalds! |

## This message originated from an external source. Please use caution in handling it.

Hi! I am a Wilmette resident who lives at 815 Locust Rd and wanted to lend my support for the proposed McDonalds drive through in the old Bakers Square place. I am a single mom and having a drive through location so close by would be a HUGE help.

Thank you!

Sent from my iPhone

## Roberts, Lisa

From:
AT\&T Yahoo [robinann44@att.net](mailto:robinann44@att.net)
Sent: Sunday, October 29, 2023 1:35 PM
To:
Subject:
Roberts, Lisa
McDonalds at Bakers Square

## This messoge originated from an external soumbe. Please use ceution in tandino it

Lisa,

I live at 211 Skokie Blvd. Yes, directly across the street from the former Bakers Square! Needless to say, I am greatly opposed to a McDonalds opening at that site. The lights, noise and traffic will be a nightmare for me and my neighbors if a McDonalds were to take over this space. In addition, the pollution from all of the above as well as the exhaust from idling cars is enough to make me sick. There are other non fast food/drive-thru options that would be better suited for that space.

Thank you
Robin Grinnalds
847-373-7594

Roberts, Lisa

From:

## Sent:

To:
Subject:
Attachments:

MICHAEL PLATT <+18472513612>
Monday, October 30, 2023 11:06 AM
Roberts, Lisa
Voice Mail (33 seconds)
audio.mp3

Good morning, Lisa. This is Sena Plant. I'm a resident in Wilmette and I am strongly objecting to the McDonald's placing itself on Old Glenview Road and Skokie Blvd. There are plenty of other places in the village that would be far more appropriate than that, which is constant traffic. So that's my objection and you can call me back if you wish at 847-251-3612. Thank you.

You received a voice mail from MICHAEL PLATT.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

## Roberts, Lisa

From:
Sent:
To:
Subject:

Tribune [scastlew@comcast.net](mailto:scastlew@comcast.net)
Monday, October 30, 2023 2:30 PM
Roberts, Lisa
McDonalds on Skokie Blvd/Wilmette

## This message originated from an external source. Please use caution in handling it

Hello,
I'd rather not have a McDonalds restaurant located on Skokie Blvd. in Wilmette.
Not sure if you can prevent this, but thanks for your effort.
Sharon Castlewitz, 603 Lavergne Ave. Wilmette, IL
scastlew@comcast.net
Sent from Mail for Windows

| From: | Florence JESSER <br> To: |
| :--- | :--- |
| Roberts, Lisa; Zaban Sy; WEISS, ALICE; Zaban Phyllis "Zaban "; MA, YingSun (Sandy); Thirman Karen; Mensching Jim;  <br> Cc: $\frac{\text { floraandbob@hotmail.com; Patinkin Caro; Lesser Simon }}{\text { mickevhamouse@aol.com; Ma mail; fishs3636@yahoo.com; GOPMAN, CAROL; gould2127@yahoo.com; zouky2001@gmail.com; }}$ <br> Subject: Thirman Karen <br> Fwd: McDonald"s Hearing - PLEASE SHARE  |  |
|  | Wednesday, November 1, 2023 9:11:11 PM |

This message originated from an external source. Please use caution in handling it.
Asking you to "read \& reply", as well, as I did.
NO-McDONALD"S ---- at 200 Skokic Bivd. Wimette", and go to the meeting to show the Zoning Board, voting for McDonald's should be DENIED!
As is, Old Glenview Rd. is a thoroughfare to the East side of town, and cars speed along like it's a highway!

The traffic on Old Glenview Road will be "a deadly accident waiting to happen", with the approval of
McDonald's at 200 Skokie (former Baker's Square),
especially for children riding their bikes to the Little League Field and the Swimming Pool.

Begin forwarded message:
From: "Roberts, Lisa" [robertsl@wilmette.com](mailto:robertsl@wilmette.com)
Subject: McDonald's Hearing
Date: November 1, 2023 at 4:01:14 PM CDT
To: "fwjess@ameritech.net" [fwjess@ameritech.net](mailto:fwjess@ameritech.net)
Dear Ms. Jesser:

Thank you for contacting the village.
The Zoning Board will be meeting on December 6, 2023 to hear the request for the. The meeting is at 7:00 p.m. in the Council Chambers (second floor) at Village Hall, 1200 Wilmette Avenue. The Zoning Board will vote to make a recommendation to the Village Board about whether the relief needed to allow McDonald's should be approved or denied. The Village Board is tentatively expected to hear and make a decision on McDonald's at their meeting on January 9, 2024.

Please feel free to send me any written materials you'd like to share
with the Zoning Board. You are also welcome to attend the Zoning Board meeting and address the board (whether you submit something in writing or not). You can email or mail to my attention at 1200 Wilmette Avenue, Wilmette, IL, 60091.

If possible, please send along any written materials by November 29, so they can be attached to the report. Anything received after that will go to the Zoning Board, but with less time for them to review.

If you have any questions, feel free to contact me at this email or by phone.
Sincerely,
Lisa
Lisa Roberts, AICP
Deputy Director of Community Development
Village of Wilmette
Direct (847) 853-7529
Department (847) 853-7550


## Roberts, Lisa

| From: | Christopher Lewis [chicagolewis@icloud.com](mailto:chicagolewis@icloud.com) |
| :--- | :--- |
| Sent: | Saturday, November 4, 2023 3:01 PM |
| To: | Roberts, Lisa |
| Subject: | McD Support |

This message originated from an external source. Please use caution in handling it.
Just offering a vote of support for the McD at the former bakers square.

## Roberts, Lisa

From:
Sent:
To:
Subject:

Arielle Weininger [aweininger@gmail.com](mailto:aweininger@gmail.com)
Monday, November 6, 2023 6:47 PM
Roberts, Lisa
Opposition to McDonald's

This message originated from an external source. Please use caution in handling it.

Dear Ms. Roberts,

I would like my comments included for the Zoning Board of Appeals materials for their consideration.

West Wilmette does not need a McDonald's. It is an unhealthy option, reduces the value of property that's in its proximity, produces odor, becomes an unmonitored point of congregation for teens, and generally signals a less than desirable neighborhood. Is this what the leadership of Wilmette want for west Wilmette? The village already feels divided between west, central, and east Wilmette. Look toward the distribution of Wilmette Magazine as an example. West Wilmette does not receive the free magazine delivered to the rest of Wilmette. Not posh enough is the underlying message.

I grew up at Locust and Glenview Roads. I now live on Old Glenview Road just west of Skokie Boulevard. This business would directly affect me and my family. Late night and early morning deliveries of tractor trailers along with the issues 1 rose above. It is not that I am against chains. When I grew up it was Baker's Square. It was a warm and friendly chain, to which my mother sent us walking for a kids night out. McDonald's is not of the same calibre.

I would expect more anyway. Wilmette is so keen on supporting small businesses and restaurants in its downtown, why is the same not true for Skokie Blvd? EJ's in Skokie, down the road, does an incredible business, can we not hope for the same level of restaurant or business just inside Wilmette's boundaries?

Please vote down this application. A better option is definitely out there and one that would not have such dire consequences for village residents.

Sincerely,
Arielle Weininger
847-507-3369

| From: | Brett Fuenfer [bfuenfer2001@yahoo.com](mailto:bfuenfer2001@yahoo.com) |
| :--- | :--- |
| Sent: | Tuesday, November 7, 2023 2:10 PM |
| To: | Roberts, Lisa |
| Subject: | Opposition to McDonalds |

## This message originated from an external source. Please use caution in handling it.

To the Village of Wilmette,

I am writing you today to protest the McDonalds that wants to open on Skokie blvd. As a owner of a business on Skokie blvd, I do not think that the village of Wilmette needs or do the residents want a McDonalds to open in our back yard. There are several reasons why.

1) To my knowledge, there are no fast food restaurants in Wilmette and we do not need our first. The noise level at night will be unbearable with the drive thru. The loud music from cars and all the hustle and bustle that comes from a drive thru late at night. It will be taxing on the residents. Plus you add in all the trash and littering that will happen on property and around the property, will be a significant increase. With trash also bring rats, raccoons, and other animals that will be in the neighborhood and getting into neighboring houses. Plus, during the summer months, kids gather and meet in the parking lots and could potentially do damage to nearby property and just loitering in general.
2) Fast food does not promote health in any way. McDonald's food is not the healthiest. Our youth and adults do not need the extra calories that close to us. We should try as a society to get healthier and this does not promote that.
3) More traffic on Skokie blvd. I am also concerned that there will be more traffic, thus more noise, longer times to travel to and from work more accidents and harder for my customers to gain access to my place of business.

In conclusion, the residents and business owners would like to reject this space for McDonalds. I believe the negatives definitely out weigh the positives. Please take this into consideration for the residents and the business owners here in Skokie Blvd in Wilmette.

Thank you,
Brett Fuenfer

```
From: gof@fountainclan.com
Sent: Monday, November 13, 2023 6:15 PM
To: Roberts, Lisa
Subject: Concerns over McDonalds proposal for Skokie Blvd
```

This message originated from an external source. Please use caution in handling it.
Good afternoon Ms. Roberts,
My name is Jerry Fountain and my family lives at 2913 Old Glenview Rd, less than 400 ft from the old Bakers Square property on the corner of Skokie Blvd and Old Glenview Rd. I'm writing to express my strong concerns over the proposed drive-thru McDonalds for that location. We've lived in this location since 1996, and are aware of the desire to bring a new tenant into this property and restore the tax revenue. But we've also been through the multiple rounds of incredible variances that were granted for the Chabad temple (and subsequent additions of the more recent school offering). Call us a bit jaded at this point, but we still have issues with traffic, noise, and parking from this vastly overbuilt property.

For the old Bakers Square property, I have some specific points with a drive-thru l'd like to raise. The obvious issues are significantly increased noise (engine noise, delivery trucks, order taking speakers, horns), headlights, drastically increased evening and nighttime activity (what would the hour limitations be?). These are all very concerning and unwelcome to a quiet neighborhood where most local businesses close between 6 pm and 8 pm . There is also the added issue of excessive exhaust due to all the idling cars, which will be especially troubling to the properties immediately adjacent as the waiting line runs along the property line.

Finally, l'd like to address one glaring oversight in the traffic study. It only uses data from the past few years, which is when the old property has been vacant. When Bakers Square was open, there were accidents that occurred as people were pulling in and out. This was due to northbound traffic on Skokie Blvd having to crest the rise in the road as it crosses Old Glenview Rd. This rise creates a shortened range of visibility. Combine traffic moving faster than the 40 mph speed limit and motorist entering the roadway more focused on their fries than oncoming traffic and you'll have a significant uptick in accidents.

As you might guess, I'm not in favor of a drive thru at this location. Please feel free to reach out if you have any questions.

Jerry Fountain

Petition to the Zoning Board of Appeals: We are urging the board to decline McDonald's application to operate a drive-thru restaurant at 200 Skokie Blvd. In Wilmette

We, the undersigned petition the Zoning Board of Appeals to decline a zoning application for a McDonald's drive-thru at 200 Skokie Blvd in Wilmette.

## We oppose this application primarily because drive-thrus are a major cause of air pollution.

According to the U.S. Department of Energy, idling vehicle engines emit toxic pollutants such as carbon dioxide, carbon monoxide, nitrogen dioxide and hydrocarbons.

According to the U.S EPA Air pollutants are responsible for respiratory disorders.
The World Health Organization reports that nearly seven million people die each year from exposure to air pollution. This is equivalent to 13 early deaths per minute.

The U.S. Department of Energy estimates that eliminating the idling of car engines would be the same as taking five million vehicles off the roads.

Cities across America are banning the construction of fast-food drive-thrus to reduce air pollution and combat climate change. Among them are Minneapolis; Long Beach and San Luis Obispo, California; Creve Coeur, Missouri; Fair Haven, New Jersey; Carrboro, North Carolina; Ridgefield, Connecticut; Concord, Massachusetts; and Toronto, Ontario, Canada. Measures to reduce car idling are gaining popularity and have been put in place in Boston and other cities.

## Approving a drive -thru at this location would be in direct opposition to Wilmette's Greenest Region Compact (GRC2) Sustainability Plan 2021, which was adopted by the

 Village Board of Trustees on Sept. 28, 2021. As stated in the strategic plan, "Clean air is a key to a healthy environment. This is an area where regionally coordinated standards and activities are necessary. Reduction in fossil fuel emissions, volatile organic compound (VOC) emissions and proper indoor air treatment $\qquad$ "In its efforts to create a more sustainable region, the Village has committed to:

- Reduce Village and resident practices that negatively impact air quality
- Join with area partners in addressing air quality issues
- Manage commercial development to enhance environmental sustainability.
- Attract and retain businesses that practice and promote sustainability
- Reduce traffic congestion
- Reduce vehicle idling



## Petition to decline a zoning application by McDonald to operate a drive-thru restaurant in Wilmette at 200 Skokie Blvd.

Furthermore, drive-thrus contribute to increased traffic congestion and accidents; increased pedestrian danger; and increased litter, light pollution, and noise pollution.

While the four corners at the intersection of Skokie Boulevard and Old Glenview Road have commercial tenants, residential properties share immediate proximity to the former Bakers' Square property. Already a busy intersection at the proposed property, a drive-thru would create additional traffic congestion. The additional traffic would pour onto nearby residential side streets, which are not designed to cope with the volume, not to mention clog Skokie Boulevard, which is also home to numerous townhome complexes.

Drive-thrus create a dangerous environment to walk, ride a bike, or use a wheelchair or other assistive mobility device. Every driveway access to or from the street is a potential conflict point where crashes can happen as drivers may not be looking for people on the sidewalk or pedestrians and/or bike riders may expect the vehicle in front of them to stop. As noted above, because this property is located on a block that is both commercial and residential, drive-thru restaurant patrons may not be attentive to pedestrians who are walking or riding in this area.

Additionally, drive-thru restaurants often maintain late night or all night (24/7) hours of operation, adding a further strain to the neighborhood in terms of noise and lighting, changing its' composition and potentially lowering property values.

Given that drive-thrus are known contributors to poor air quality and the Village's commitment to sustainability coupled with the negative impact that a drive-thru restaurant will have on the surrounding property owners, we ask that the Zoning Board of Appeals decline a zoning application from McDonalds, to operate a drive-thru on this property.


Petition to decline a zoning application by McDonald to operate a drive-thru restaurant in Wilmette at 200 Skokie Blvd.


NAME of RESIDENT:


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DATE SIGNED:
name of resident: Elizabeth Jolivette
SIGNATURE: Qizcheth Jourithe
ADDRESS: 247 Essex PI Wilmett IL
DATE SIGNED: _ $\quad 7$ - $20-2023$
name of resident: Aniket Joglekar
$\qquad$
ADDRESS: $\qquad$
DATE SIGNED: $7-25-2023$

NAME of RESIDENT: $\qquad$ SIGNATURE: $\qquad$
ADDRESS: 242 Essex PL.
DATE SIGNED: $\quad 7-25-2023$
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NAME of RESIDENT: Robin Grinnalds
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name of resident: Kenneth Zoline

name of resident: Randall Cohn
Signature: $\frac{\text { Randall Col }}{\text { ADDRESS: }} \frac{210 \text { Kilpatrick, Wilmette }}{}$
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NAME of RESIDENT: 7 AD AVID L. LEVY
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Name of Éligble Voter
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Date signed aug 2, 2023
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ADDRESS: 57 crescent pi wilmette
DATE SIGNED: 7-17-2023
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NAME of RESIDENT: MARINA SMULSON
SIGNATURE: $\qquad$
ADDRESS: $\qquad$
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NAME of RESIDENT: DANIEL, Smut Son
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NAME of RESIDENT: $\qquad$
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name of resident: Myra Qorman


DATE SIGNED: $\qquad$
name of resident: Laura Peterson
signature: Lama Peterson
ADDRESS: 911 Indian Rel Glemuer TV $6002^{5}$
DATE SIGNED: $1-28-2023$ $\qquad$
NAME of RESIDENT: Anne Feeney
SIGNATURE: $\frac{\text { Ane Nelefef }}{307 \text { Ridge Red. Kenilworth Il } 60043}$
ADDRESS: nt thru


NAME of RESIDENT:
SIGNATURE:
ADDRESS: $\qquad$ 208 chances ph
DATE SIGNED: $\qquad$

DATE SIGNED:
name of resident; Ali Maute
SIGNATURE:
ADORES: $\frac{2207 \text { Washington Ave Wilmuette }}{}$
DATE SIGNED: $7 / 16 / 23$
NAME of RESIDENT: Chris Maude
signature:
ADORES: 2207 washington the wituottle
DATE SIGNED: $\quad 7 / 16 / 23$
NAME of RESIDENG Ellen Qlolsmith
SIGNATURE:
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ADDRESS: 2211 washington the.
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NAME of RESIDENT A Jun Navrigfor
SIGNATURE: ADDRESS:
date signed: $\qquad$
NAME of RESIDENT: signature: $\qquad$
ADDRESS: 2210 Washington Ane.
DATE SIGNED: $\qquad$ $8 / 4 / 2023$
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We live 2 blocks from wilnatie
DATE SIGNED: Jules 17,2023

NAME of RESIDENT: Janice M. Weller
SIGNATURE: $\qquad$
ADDRESS: $\qquad$
NAME of RESIDENT: $\qquad$
SIGNATURE: $12000 \quad 212712023$

DATE SIGNED: $\qquad$
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## No, We Still Don't Need DriveThroughs

COVID-19 has upended the restaurant business. And cities around the world have scrambled to figure out what they can do to help the sector adapt and survive. One disappointing outcome of this scramble has been a resurgence of interest in drivethrough restaurants. As Fast Company reported in early September, we've seen the restaurant of the future, and it looks like this nightmarish Burger King:


Image via Burger King
Chains that already have a drive-thru model have leaned heavily on them to drive business: for example, drive-thru now accounts for $90 \%$ of total sales at Wendy's. And they're taking their cues for the future from this trend-just read the Fast Company piece:

Ask any fast food company, from Taco Bell to McDonald's, and they will tell you: COVID-19 accelerated everything....

Nowhere is that more evident than in a series of new stores Burger King plans to start building next year-where the car is treated like royalty.
.... [C]hain restaurants are investing in the higher-margin, higher-demand drivethrough instead of dining rooms. (And Burger King is anything but alone in this
regard - as we detailed in a recent feature, this trend is happening across the industry.)

Yet the idea that this is the "restaurant of the future" is more than a little dismaying. Especially because there's been a growing trend in recent years of cities actually restricting the creation of new drive-throughs-for multiple very good reasons. I'm here to say that despite the pandemic, those reasons are still valid.


Image via Wikimedia Commons
No doubt there will be strong pressure from chains on city planning departments to approve their new, drive-through-heavy, template designs even in urban environments where they're not appropriate. Cities should be prepared to resist that pressure. But will they be? Or will they buy into the simplistic notion that the drivethrough, thanks to COVID-19, is now the future?

If they do buy into it, it'll be because of the natural human tendency to overreact to temporary circumstances with far-reaching solutions-typically the first solution that comes to mind, feels good, and is politically or practically feasible in a hurry. A good example is the widespread adoption of "security theater" measures shortly after the September 11 attacks. Even though many of the changes likely did nothing to enhance traveler safety, they were driven by the need to appear to be "doing something" rather than a sober analysis of risks, costs, and benefits.

The pandemic equivalent of this seems to include the rush in some quarters to declare that anything that fosters socially-distanced consumption is an unqualified good, regardless of its other downsides or trade-offs. And because cars are the dominant way we currently avoid breathing the same air as other people, this simplistic mindset threatens to reinforce auto-centric policies and design
assumptions, at the expense of everyone who doesn't or can't drive. And of our cities' resilience, financial and otherwise.

If someone in your city is telling you that the drive-thru is now the inevitable future of the restaurant biz, here's what you tell them:

1. DRIVE-THROUGHS ARE A BAD FINANCIAL DEAL FOR CITIES.


Total value of the "Old and Blighted" block: $\$ 1,104,000$. Total value of the "Shiny and New" drive-through Taco John's block: $\$ 618,000$.
A drive-through is a markedly low-returning land use, in terms of the tax revenue it brings in versus other uses of the same land. It just so happens that the article that first brought Strong Towns to many readers' attention way back in 2012 was a proof of exactly this concept: a brand new Taco John's in Brainerd, Minnesota, when you actually do the math, is significantly less valuable than even a fairly drab, run-down strip of small local storefronts.

The reason is simple: the amount of non-place a drive-through restaurant requires is massive, and this drives the value down. It's not just the driving lanes and parking lot; it's things like stormwater buffers that end up being required to make up for all that asphalt.
2. DRIVE-THROUGHS ARE TRAFFIC NIGHTMARES.

A nice side-by-side example on Southdale Circle in Edina. That T-Bell likely generates more traffic than the 185 -unit apartment building behind it.

Despite being lower-taxed residential, the apartment generates 1.4 x as much property tax as the T-Bell (per acre - or 6.7x total).

The flip side of revenue is expenses, and drive-throughs also impose more costs on your city than a lot of other things that could occupy the same piece of land. One reason is that they are absolutely massive local traffic generators. Sean Hayford

Oleary made a striking comparison on Twitter between a Taco Bell and a 185-unit apartment building: which do you think brings in more revenue per acre? Which do you think is responsible for more traffic?

It's an odd quirk of Your Brain on Cars ${ }^{T M}$ that it's rare to see a groundswell of NIMBY opposition to a new Taco Bell because of traffic, but nearby traffic impacts are a common theme of the opponents of new apartment construction. Go figure.

In the worst cases, a drive-through not only generates a ton of local traffic, but it is so poorly designed and configured to accommodate this influx that it creates hellish back-ups on the adjoining street. The now-locally-infamous "Carbucks" in St. Paul, Minnesota ought to be a cautionary tale. But did the Carbucks experience deter St. Paul from recently approving a conditional use permit for a Taco Bell drive-through, two blocks from a popular light rail and rapid bus station? No, gentle reader, no, it did not. (You can read St. Paul planning commissioner Bill Lindeke's excellent takedown of this decision on Streets.mn.)

I suspect a big part of the reason is the unexamined notion that we somehow "need" these drive-throughs-not least now that sit-down dining is not an option for many.

## 3. DRIVE-THROUGHS ARE PEDESTRIAN NIGHTMARES.

A drive-through makes for a miserable environment to walk, ride a bike, or use a wheelchair or other assistive mobility device. Every driveway access to or from the street is a potential conflict point where crashes can happen, because it's a site for unexpected behavior. Drivers may not be looking for people on the sidewalk, or someone may not expect the vehicle in front of them to brake.

On top of this, you have the "wasteland" factor: people on sidewalks feel most comfortable when there is a space-defining, hard edge to follow (a psychological phenomenon called thigmotaxis), such as a continuous wall of storefronts. Driveways break up this wall, and create an imposing and unpleasant environment to walk through.

There are few things that can more quickly sap a street's appeal as a walkable commercial destination than a drive-through or two.

## 4. DRIVE-THROUGHS JUST AREN'T NECESSARY. THE NEEDS THEY MEET CAN BE MET IN OTHER WAYS.

The most common argument against restricting drive-throughs-other than the simple "Some people like them," which shouldn't hold water against the obvious harm them do to the surrounding environment and your city's finances-concerns people with unique needs that are served by a drive-through arrangement.

- Maybe you have a disability and going inside the business is a significant hassle, unsafe, or impossible for you.
- Maybe you are high risk for COVID complications for one or more reasons, and so you are really are not comfortable going in, even just to stand in line for take-out.
- Maybe you are a parent with a young child, who is spared by the drivethrough from the need to unbuckle your kid from a car seat and get them into a stroller all while averting any meltdowns.

What I would say here is don't fall into the trap-or let your local leaders and advocates fall into the trap-of conflating "Solving Problem $X$ is necessary" with "Solution $Y$ is one way to solve Problem $X$, and therefore Solution $Y$ is necessary."

There are a lot of ways to meet these needs, when we start to get creative. Establishments are doing creative things with take-out windows, or similar makeshift solutions such as putting a table at your restaurant or coffee shop's front door and letting it serve as the take-out station. Curbside pickup is now common at many stores, so that you can wait for your order in a nearby parking space without leaving your vehicle (or unbuckling that car seat). In an urban environment where many businesses do not have their own parking lots, I would extend this and say an employee will deliver your order anywhere within a couple blocks of the restaurant. You could wait on a park bench if you want! Delivery within a very localized area can easily employ technologies such as bikes, scooters, or even (let's take a page out of famously car-centric fast-food chain Sonic's book here) roller skates to speed up the process.

Jaime Izurieta, an architect and urban designer who is an expert on storefronts, has written a thread suggesting a number of directions that these innovations might take. They will be local and responsive, but the point is that there are lots of ways to
address customer convenience, social distancing, and a range of mobility issues within a walkable urban environment.

The drive-through just happens to be the tool that a certain set of corporate chains have already adapted to their needs and business model. It's one that comes with heavy downsides for cities, so don't let COVID be the reason your town thinks twice about limiting or banning new ones. You'll be fine without them.
https://www.strongtowns.org/iournal/2020/9/21/no-we-still-dont-need-drive-throughs

## These American cities are banning new drive-throughs to halt climate change

Oct 28, 2019
Cities across America are banning the construction of fast-food drive-throughs, in a bid to cut air pollution and combat climate change.

Minneapolis is one of the latest to bring in rules prohibiting new drive-through restaurants, while towns in California, Missouri and New Jersey already have similar bans in place.

Measures to reduce idling - leaving a car's engine running while it's stationary - are also gaining in popularity and have been put in place in cities including Boston.

Drive-through lines - where people order food through a window and wait in their car while it's prepared - are a common place for this to happen.

Idling engines contribute to emissions and increased fuel consumption - bad for drivers' wallets and the planet. US government advice suggests that idling for more than 10 seconds uses more fuel and produces more emissions than restarting your engine.


Boston has taken steps to curb idling engines. Image: City of Boston
Vehicle emissions contain gases including carbon dioxide, which contributes to climate change, as well as harmful pollutants nitrogen dioxide, carbon monoxide and hydrocarbons.

Around 7 million people die each year as a result of exposure to air pollution, according to the World Health Organization. This is equivalent to 13 early deaths every minute.

The US Department of Energy estimates that eliminating the idling of car engines would be the same as taking 5 million vehicles off the roads.

Advocates of these policies say eliminating drive-throughs will also help lower obesity rates and cut down on litter thrown from car windows. Opponents say there's little evidence to show that the policy will be effective in improving air quality or health.

Idling is becoming a focus for policy makers around the world as they look for ways to improve air quality. In the UK, motorists who won't turn off their engines can be fined. Even so, the BBC reported that the UK's National Institute for Health and Care Excellence could not find strong evidence that linked changes in driving style to cleaner air.

Still, with air pollution cited as one of our biggest killers, finding solutions and trying new legislation will probably continue.https://www.weforum.org/agenda/2019/10/fast-food-cities-ban-drive-throughs-restaurants-climate-change-air-pollution/

## Why U.S. Cities Are Banning New Fast-Food Drive-Throughs

October 10, 20198:20 AM ET
JODI HELMER


More cities are passing legislation to ban the construction of drive-through windows in an attempt to curb emissions, reduce litter and improve pedestrian safety. The bans are also sometimes touted as a way to help fight obesity, but past studies suggest they don't have that effect.
Tim Boyle/Getty Images
Pulling into the drive-through lane to order a burger and fries is getting harder in some U.S. cities.
In August, Minneapolis became the latest city to pass an ordinance banning the construction of new drive-through windows. Similar legislation restricting or banning the ubiquitous windows has also passed in Creve Coeur, Mo.; Long Beach, Calif.; and Fair Haven, N.J. Most bans focus on curbing emissions, reducing litter, improving pedestrian safety and enhancing walkability. In Minneapolis, City Council President Lisa Bender notes that the ordinance fits in with Minneapolis 2040, a plan for growth and development that includes achieving an $80 \%$ reduction in greenhouse gas emissions by 2050 .

But such legislation is also sometimes promoted as an opportunity to create healthier food environments and curb obesity. In a study analyzing drive-through bans in 27 Canadian cities, researchers noted, "health promotion and chronic disease prevention are public health gains from the implementation of fast food drive-through service bylaws."
In South Los Angeles, where an estimated $45 \%$ of the 900 restaurants in the area served fast food and almost $37 \%$ of adults and $30 \%$ of children were obese, a 2008 regulation that prohibited opening or expanding stand-alone fast-food restaurants and drive-through windows was aimed at curbing that health epidemic.

In the report "The City Planner's Guide to the Obesity Epidemic: Zoning and Fast Food," researchers support the idea that zoning could help protect residents from high-calorie, high-fat foods, saying that
the purported public health benefits provide "a logical and compelling justification for the regulation of fast food outlets by zoning laws to protect the public's health from the devastating obesity epidemic." Roland Sturm, a senior economist at Rand Corp., a nonprofit research firm, calls the notion ridiculous. Proponents of the bans often tout potential health benefits, he explains, but there is no evidence to back up those claims.

Obesity rates went up, not down, after South Los Angeles banned new stand-alone fast-food restaurants and drive-through windows, according to research published in the journal Social Science \& Medicine in 2015. Sturm, the lead author, notes that the rates of overweight and obesity continued climbing in the three years following the ban.
"We need to be careful not to overstate what these bans can do," says Sturm. "If we want to lower obesity and want people to be healthier, [drive-through bans] are not going to achieve that."

Indeed, the move appears to be less successful than other legislation aimed at controlling calories and reducing obesity. Soda taxes were linked to a $52 \%$ decrease in the consumption of sugar-sweetened beverages among low-income residents in Berkeley, Calif. Evidence about the impact of menu labeling is less clear, but some studies have found that it affects the number of calories in meals purchased at fastfood restaurants.

Hank Cardello, director of the Hudson Institute's Food Policy Center and author of Stuffed: An Insider's Look at Who's (Really) Making America Fat and How the Food Industry Can Fix It, warns that attempting to address obesity with legislation is a supersize task.
The bans are not meant to abolish fast food. Existing drive-through windows are often exempt from bans, and customers can still get out of their cars and venture inside for grab-and-go tacos, burgers, chicken tenders and milkshakes. In the absence of a drive-through option, famished customers might order their dinner through an app like Uber Eats or Grubhub, which Cardello says he believes might be worse for the environment.

Change, he argues, needs to start with the industry, not local legislators. New research published in the Lancet medical journal implicates the food industry for fueling obesity and climate change and suggests restricting global brands such as McDonald's and Coca-Cola from participating in policy-related discussions.
"Instead of banning drive-throughs, we need to put pressure on the restaurant chains," Cardello says. "As an industry, they haven't stepped up to make a commitment to cutting calories and improving nutrition ... to make eating healthy more of a default choice."
https://www.npr.org/sections/thesalt/2019/10/10/765789694/why-u-s-cities-are-banning-new-fast-food-drive-throughs

## How Green Is It... To Pick Up From a Drive-Through?

by The Green Living Detective August 16. 2019 2:38 pm 1.911 views

Since McDonalds opened its first drive-through in the 1970s, our way of seeing food as a convenience has changed the world.

No matter your food preferences, allergies, snobberies or tastes, there's probably not a person in America that hasn't, at least once, whipped into a drive-through and benefited from getting food without stepping out of the car.

Fast-food restaurants aren't the only businesses to take advantage of our laziness.
Banks, coffee shops, ATMs, pharmacies and dry cleaners have long recognized that customers value convenience over the immense effort of getting out of our cars.

But the truth is, while super convenient for our busy lives, drive-throughs come with a price.
Regardless of whether drive-throughs are good for your health (they're not), they have a negative impact on the nearby communities. There's increased litter, light pollution, noise pollution, increased traffic congestion and accidents.

But the biggest impact of drive-throughs are idling cars (read my Investigation on idling, inspired by the school pickup line).

The fast-food industry average wait time is three minutes per car, about the same as driving a mile and a half. This adds up to wasting about 50 million gallons of gas a year nationwide, just waiting for our food to be delivered to our laps. And that number doesn't include the time spent idling before ordering, which is harder to measure.

While in a drive-through, our cars pump out carbon dioxide (a significant greenhouse gas), carbon monoxide, oxides of nitrogen and Volatile Organic Compounds (all toxic gases for humans and contributors to acid rain).

Chick-fil-A isn't the first to get backlash over a drive-through. It's a California tradition


Santa Barbara is on the verge of declaring its Chick-fil-A on State Street a public nuisance because of the long lines of cars that queue at the popular fast-food location.
(Google)
BY TIMES STAFF
MARCH 15, 2022 10:48 AM PT

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Drive-through fast food has been part of Southern California life since the 1960s.

But it's not always been a smooth ride. For decades, critics have complained the drive-through lanes create traffic woes, litter, noise and bad air quality.

The latest flare-up is in Santa Barbara, where officials are threatening to declare the Chick-fil-A on State Street a public nuisance because of traffic issues.


Santa Barbara could declare Chick-fil-A drive-through a public nuisance
March 14, 2022

Officials and the restaurant say they hope to resolve the issues. And history would suggest it's hard to bet against the drive-through. The businesses have grown dramatically over the years, successfully pushed back against calls for restrictions and regulations and gained even more cachet during the pandemic.

Here's a look at the drive-through wars from the pages of The Times:

## Coolibar UPF 50+ Women's Heyday Side Split Shirt White

By Coolibar
Turn heads with this relaxed fit sun protective top designed for travel or everyday wear. This Heyday Side Split Shirt is comfortable and sporty right down to the scoop neckline. Nothing beats comfortable lightweight shirts to wear that include th...


Cars drive through a line at the Donut Hole in La Puente. (Carolina A. Miranda / Los Angeles Times)

## Beginnings

Fast food was not invented in Southern California, but it has strong roots here. Especially the hamburger.

As Times food writer Charles Perry reported in 2004, "It's no accident that so many national burger chains began here. Bob's Big Boy started in Glendale in 1936, McDonald's in San Bernardino in 1948, Carl's Jr. in Anaheim in 1956 and Johnny

Rockets on Melrose Avenue in 1986. Fatburger ... was founded on the corner of San Vicente and South La Cienega boulevards in 1952."

Many started as stands, then were drive-ins (where you waited in your car for service; A\&W ended its last Southern California car-hop service in 2006), then eat-in restaurants and then drive-throughs, which saw a burst of popularity beginning in the 1970s and '80s.

In 1991, McDonald's opened the country's first drive-through fast-food restaurant in a high-rise building on Central Avenue in Glendale.


The drive-through line at the In-N-Out in Alhambra snakes through the parking lot.
(Carolina A. Miranda / Los Angeles Times)

## Backlash lbegins

The backlash against drive-throughs began in the $1990 \mathrm{~s}_{2}$, when complaints about traffic and noise prompted some cities to impose moratoriums on the lanes.
"From the 1960 s, they defined the regional landscape, spreading nationwide. Now drive-through fast-food restaurants are joining strip malls and landfills in being cast as the land use pariahs of the 1990s," The Times reported in 1996.
"The city of Sierra Madre this year banned drive-through restaurants. Last year, Burbank banned fast-food restaurants from operating drive-through windows 24 hours a day. Officials in South Pasadena and Newport Beach have imposed temporary bans while they draft tougher drive-through restrictions. And Los Angeles is starting to charge higher permit fees to new outlets to pay for traffic improvements."

The complaints focused on more than traffic. Environmentalists and regulators said cars idling in long lines contributed to air pollution. Some residents at the time said the drive-throughs "could be a magnet for gangs, graffiti and panhandlers, a concern that restaurant representatives reject."

One Seal Beach resident said he'd had enough. After listening to hundreds of drivethrough orders from the nearby Jack in the Box, Jim Cook took action, The Times reported in 1996. When remodeling his house, Cook installed double-pane windows, 6 -inch-thick walls and noise-blocking blinds on the side that faces the restaurant. The changes helped but did not eliminate the problem.

## The cars keep rolling

Despite the backlash, drive-throughs have proved immensely popular. Some restaurants have added traffic mitigation measures and landscaping. Others have tried to improve traffic flow with multiple lanes, more workers and pickup stalls.

In 1998, Starbucks opened its first L.A. County drive-through in Hermosa Beach.
"I'm too lazy to park my car, take the keys out of the ignition and walk inside," said one patron at the time.
"I'm on the phone a lot. I don't want to get out of the car. I can just do that much more business while I'm in line," said another. "Hey, it's Southern California. Everyone needs an edge."

Drive-throughs were a hit during the pandemic, and that has led more companies to seek additional locations, such as Sweetgreen and Shake Shack.
"The efforts run counter to recent urban planning thinking in which some cities seek to limit new drive-throughs to reduce auto emissions and litter, bring down obesity and improve pedestrian safety," The Times reported last year.

Still, "drive-throughs and outdoor dining patios are rare bright spots in the restaurant industry, which has seen many businesses fold or endure a sustained battering from COVID-19 restrictions on communal dining and the reluctance of many diners to venture far from the safety of home."

One Times critic reflected on the way drive-throughs have became a big part of the pandemic: "A trip to the In-N-Out on Lankershim Boulevard in North Hollywood revealed a drive-through line that not only went down the block but that also wrapped around it," Carolina Miranda wrote in an essay in 2020. "The pandemic may have reduced drive times, but not the wait for a Double-Double (which seems to have doubled)."

## Santa Barbara vs. Chick-fil-A

Chick-fil-A has operated a location in Santa Barbara since 2013 and draws a steady stream of customers whose vehicles block driveway entrances to nearby businesses, jam up the bicycle lane, block the sidewalk and force city buses and emergency vehicles to detour around the area, according to public planning reports. The city has been in talks with the store's operators for years and in 2020, the city recommended Chick-fil-A hire a security firm to manage traffic at the location.

City officials say the drive-through line increases the risk for traffic collisions and injuries to pedestrians. A city traffic report said that, at its peak, the drive-through line can block one lane of State Street for as long as 90 minutes on the weekdays and as long as 155 minutes on Saturdays.

On March 1, the Santa Barbara City Council weighed traffic reports and complaints from residents and a response from Chick-fil-A's representatives.

The owner said he was committed to solutions. Past fixes have included adding extra drive-through lines, pushing online food orders and, in recent months, hiring a thirdparty firm to control the flow of traffic during peak hours. Chick-fil-A has also hired more employees inside its restaurant, posted signs to tell customers where to drive with a hotline number for customers to give their feedback. The restaurant is also looking into using a nearby parking lot for its employees' cars, according to Chick-filA.

Drive-throughs are rare in Santa Barbara because the city banned the construction of new drive-through businesses more than 40 years ago. Chick-fil-A is grandfathered into its site, which was previously a Burger King drive-through that had nowhere near the same volume of traffic.

'SPAGHETTI IS BACK': The story of Rick's Drive In \& Out's viral sign and 2021's great unifier
Dec. 31, 2021

## Brea vs. Raising Cane's

In February, the Brea City Council reversed course on what was to be the first Raising Cane's restaurant in town. Council members voted to rescind prior resolutions passed a year ago that paved the way for construction of a 22-car capacity drive-through restaurant at Gaslight Square, a shopping plaza along Imperial Highway but also 20 feet across the street from Laurel Elementary School.

Before the vote, the chain stated in a Feb. 7 letter to Brea City Manager Bill Gallardo that it "has determined not to proceed with the development of a Raising Cane's restaurant on a portion of the shopping center known as Gaslight Square."

The move and the vote came as part of a settlement between Raising Cane's, the city and a community group known as Safer Avenues for Everyone, which challenged the planned location in court. The prospects of increased traffic and long lines so close to an elementary school and pedestrian traffic spurred residents into action.
"I'm relieved and thankful that Raising Cane's has withdrawn," said Diane Stites, a longtime Laurel Elementary volunteer and plaintiff in the suit. "We've said since the beginning that we're not against development or Raising Cane's."

The resolution came more than a year after Brea residents started raising concerns about the proposed Raising Cane's.

Times staff writer Nathan Solis and Times Community News writer Gabriel San Román contributed to this report.
https://www.latimes.com/california/story/2022-03-15/chick-fil-a-drive-through-backlash-isnt-a-first-in-california

## Land of the drive-thru

Drive-thurs first appeared in California in the 1950s, according to the Smithsonian. An early Jack in the Box was a hit with kids, who could order their meal through the head of a clown.

The eat-in-your-car model expanded on American roads during the following decades as highways were built, suburbs spread, and new fast-food chains like McDonald's and Wendy's popped up.

Drive-thrus became a lifeline for chains during the Covid-19 pandemic, as restaurants shut down indoor seating areas. Drive-thru sales hit $\$ 133$ billion in 2022, an increase of $30 \%$ from 2019 pre-pandemic levels, according to Technomic, a restaurant industry consulting firm.

Shake Shack and Sweetgreen opened their first drive-thru locations during the pandemic, while Taco Bell, Chipotle and other chains opened stores that serve drive-thru customers exclusively.

Companies switched to drive-thru models because they are more profitable: smaller than sit-down restaurants, requiring less staff and maintenance.

They make the most sense in car-centric areas, and there are many drive-thrus positioned far from pedestrian or bicycle traffic. But drive-thrus are often located in the "exact worse place for them to be" for road safety, said Eric Dumbaugh, a professor in the department of urban and regional planning at Florida Atlantic University who studies traffic safety.

They are often intentionally placed along higher-speed arterial roads - busy roads that carry cars from around a region at high speeds - to grab drivers' attention.

This means that if there's a pedestrian or biker in an intersection or sidewalk, drivers have less time to brake, increasing the chances of an accident. Drivers moving along arterial roads also typically focus on the road and the cars around them, and less likely to be on the lookout for pedestrians.

Drive-thrus can also be hot spots for rear-end collisions and t-bone accidents from cars turning left out of driveways.

Companies "aren't paying any attention to the safety considerations of their design decisions," said Dumbaugh. And local governments pay lip service to pedestrian safety but still permit these uses in arterial roads, he said.

More lanes, more congestion
Companies say they are changing their drive-thrus by adding more car lanes and technology such as AI to speed up orders and reduce potential problems.

Starbucks told CNN that it is conscious of the communities its stores are in and "introducing the right type of store for the needs of that community." Starbucks is testing different store models in different areas such as pickup-only stores, curbside pickup from cars and drive-thrus.


But chains trying to address congestion by adding more lanes just encourage more cars to come. Accidents are so common that personal injury lawyers around the country specifically advertise to people injured at drive-thrus. Experts say pedestrian safety can be improved by tightly managing access along arterial roads and locating drivethrus away from them.

Drive-thrus also do not support neighboring businesses, Dixon of Stantec said, as people typically just grab their food and drive off.

A better, safer fast-food model in these areas are restaurants and bars with sit-down options that contribute to walkable neighborhoods, he said, or on the first floor of multifloor buildings.

Cities push back
Atlanta City Councilman Jason Dozier proposed a bill this year to block new drivethrus around the Atlanta Beltline, a pedestrian trail along a 22 -mile railroad corridor. Atlanta's City Council is expected to vote on the bill in August.

Dozier's bill was in response to pedestrian fatalities in the area.
Since 2015, 14 pedestrians have died and 47 have been seriously injured in car accidents around the Beltline area, he said. More than half those deaths occurred in last two years.
"It's a very scary time for pedestrians in the city," Dozier said. "We need to make sure we can design communities around pedestrian safety."

In Sugar House, a neighborhood in Salt Lake City, the planning commission proposed a ban on new drive-thru development in business districts after residents complained drivethrus were blocking sidewalks, bike paths and driving lanes on streets.
"It puts the vehicle front and center. It goes against the master plan of Sugar House to promote a walkable, mixed-use town center," said Levi Thatcher, chair of the Sugar House Transportation Committee.

Charlotte has struggled with clogged roads from cars spilling out into the streets from Chick-fil-A and other fast-food drive-thru lanes during peak hours in recent years.
"Our love of waffle fries is leading to even bigger traffic woes on busy Charlotte roads," said one TV report from WCNC in 2019.

Charlotte has a long-term plan to become a less car-oriented city through investments in rail and other public transit. Building drive-thru restaurants in densifying areas clash with these goals, said Keba Samuel, chair of the Charlotte Planning Commission.
"The more drive-thrus you build, the more car-centric you become -as opposed to something that has more mobility options," she said. "It doesn't make sense to have this multi-billion investment in light rail and still encourage an auto-centric environment. It's contradictory."

However, the Charlotte City Council recently approved new Chick-fil-A and Bojangles
drive-thrus near public transit stations.

Our hope is to show you that there's much for us to learn from these natural experiments, as doctors and patients alike. We can expose the hidden forces in our health care that send two otherwise-similar people down very different paths of care, by chance alone. By examining those forces, we can identify their implications in the broader context of medicine and our daily lives.

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https://news.harvard.edu/gazette/story/2023/07/book-excerpt-from-random-acts-ofmedicine/?utm source=SilverpopMailing\&utm medium=email\&utm campaign=Daily\%20Gazett e\%2020230712\%20(1)

## Why cities want to ban new drive-thrus

By Nathaniel Meyersohn, CNN
Published 9:47 AM EDT, Sat June 24, 2023
New YorkCNN -
America is a land of drive-thrus.
An estimated $\underline{200,000}$ drive-thrus are spread across this country. Americans visit drivethru lanes approximately 6 billion times a year. At leading chains like McDonald's, drivethrus account for $70 \%$ of sales or more.

Drive-thrus promise hungry drivers ease, convenience and a juicy burger. But long lines of cars waiting for orders spill out into US roads in every state from chains like Chick-filA, McDonald's, Starbucks and Dunkin. And city officials, urban planners and critics say the model is failing modern cities.

Magnets of traffic and congestion, drive-thrus discourage walking, public transit use and visits to neighboring businesses. They also lead to accidents with pedestrians, cyclists and other cars, and contradict the environmental and livability goals of many communities.

A host of cities and regions want the sprawl to stop: Atlanta lawmakers will vote this summer on whether to ban new drive-thrus in the popular Beltline area. Minneapolis; Fair Haven, New Jersey; Creve Coeur, Missouri; Orchard Park, New York, and other cities have banned new drive-thrus in recent years. Some cities in Southern California, such as Long Beach in 2019, have passed temporary moratoriums blocking new developments. Restrictions have also been considered in Pittsburgh and Mesa, Arizona.

Drive-thrus don't "support any of the life and vitality and amenities that suggest people might want to come live, work or play in a neighborhood," said David Dixon, an urban places fellow at design and planning firm Stantec. "Drive-thrus belonged to a much more auto-centric world."

## Prohibit or Limit the Use of Drive-Through Services

## Daniel Chapple, Bradley Adams (authors), Charlie Cowell \& Jonathan Rosenbloom (editors)

INTRODUCTION
Public safety concerns arise from the prevalence of drive-through establishments. Local governments address safety issues by passing ordinances designed to ban or limit the development of drive-throughs. Communities may prohibit or limit the use of drive-throughs in all zones, or only in areas recognized as problematic.
Ordinances restricting or banning drive-throughs limit where drive-throughs may be placed by district, placement of the drive-through in relation to the adjacent building, requirements for pedestrian safety, and minimum distances from nearby roadways. These codes often call for developers to submit an application for a special use permit in zones where drive-throughs are allowed on a conditional basis.

To withstand legal challenges, communities should develop a record that includes data showing the connections between drive-throughs and their negative impacts described below (i.e. pedestrian danger, public health, obesity, and traffic congestion).[1]

## EFFECTS

A common concern surrounding drive-throughs is how they negatively affect pedestrian safety. Drivers are less likely to be alert at drive-throughs, which is dangerous for bicyclists and pedestrians in urban areas.[2] The Minnesota Department of Transportation observed alarming associations between the density of "urban driveways" (such as drive-throughs) and pedestrian crash rates.[3] Another study notes an increase of pedestrian accidents in low-income areas with a higher density of fast food restaurants.[4] Research also suggests children are at greater risk of being involved in a vehicle collision because of proximity to drive-throughs. [5]

Studies centered around drive-throughs show that idling vehicles waiting in queue lines waste fuel, lessen the quality of air, and contribute to greenhouse emissions.[6] Idling vehicles produce carbon dioxide at rates higher than those in motion.[7] Volatile organic compounds (VOCs) and nitrogen oxides (NOx) are another byproduct of still vehicles, both of which are toxic to humans.[8] VOCs and NOx combine with heat and sunlight to form ground-level ozone, a byproduct of the
burning of fossil fuels which can lead to respiratory disorders.[9] The National Weather Service recommends that individuals should avoid using drive-throughs to reduce the effects of ground-level ozone.[10]

Restaurants associated with drive-throughs almost exclusively serve fast food. Fast food is characterized as "inexpensive food that is prepared and served quickly, often by drive-through service, and tends to be high in fat and low in nutritional value."[11] Analysis of fast food consumption shows that it is related to fast food availability for certain demographics, with the highest correlation among lowincome men, strengthening the need for zoning restrictions on fast food restaurants near low-income residents.[12] There is sparse research demonstrating how zoning regulations which prohibit drive throughs impact the health of residents. However, in the mid-1980s, cities in California passed zoning regulations restricting the density and location of alcohol retailers, thus limiting its availability.[13] There is support showing that zoning regulations which reduce the availability of alcohol give rise to a reduction in alcohol-related health problems.[14] Researchers suggest that similar zoning regulations limiting where and how fast food outlets operate can be used to address the public health issues caused by fast food.[15]

Drive-throughs may also cause traffic problems on roadways in densely populated areas. Some problems arise in the short term, such as when a new establishment opens, causing many vehicles to converge on a road not designed to cope with the volume.[16] When businesses maintain a high level of popularity, the problem is long term, requiring local authorities to take more drastic action such as revoking business permits.[17] Conflicts can also arise on private property by disturbing the traffic flow of parking lots in shopping centers or outlets.[18]

## EXAMPLES

Carrboro, NC
Restaurant drive-throughs are permitted in only one of 22 local districts.[19] Drivethroughs associated with banks are permitted in only three of the 22 districts.[20] In districts where use is allowed, both banks and restaurants must receive a conditional use permit in order to operate drive-throughs.[21] Conditional use applications must be submitted to the board of alderman and will not be approved if the development endangers public health, injures the value of adjacent property, is not "in harmony" with its location, or does not conform with official plans adopted by the board.[22]

Where permitted, drive-throughs must be placed so that pedestrians entering and exiting the building are not required to cross the driving lane.[23] When it is necessary for individuals to have to cross drive-through lanes, crosswalks have to be
clearly demarcated from the parking area to the building entrance.[24] Lanes must be situated so that other vehicles leaving or entering the parking lot won't be hindered by others using the drive-through.[25] Entrances and exits to drivethroughs must be placed so they do not come within 300 feet of the centerlines of intersecting streets.[26] Buildings of businesses that use drive-throughs to serve food primarily for off site consumption may not be located within 1,000 feet of one another.[27]

To view the provision, see Town of Carrboro, NC, Land Use Ordinance §§ 15-146 3.230, $8.300-8.4000,15-54(c)(4), 15-176.1(1-6)$ (2019).

## Ridgefield, CT

Ridgefield passed an ordinance banning the use of drive-throughs for food services in its Commercial Business, Business B-1, and Business B-2 districts.[28] The code states that the Central Business District's purpose is to enhance Ridgefield's historic character, preserve Ridgefield Center as a focal point of the community, promote a pedestrian friendly environment, and restore and maintain its architectural assets. 29] Though the regulations do not allow drive-throughs for food services, developers may apply for a special use permit if they desire to include a drivethrough for another purpose.[30] Issuance of a special permit is at the discretion of the zoning commission. [31] The commission grants or denies a permit after giving consideration to a list of criteria, such as: public health and safety, civic design, property values, and Ridgefield's natural, historic, and scenic qualities.[32] An application for a special permit must also further a goal, policy, or objective as set forth in the Town's Plan of Conservation and Development.[33]

To view the provision, see Ridgefield, CT, Zoning Regulations $\$ \S 5.1(A), 5.1(D)(5)$, $5.2(D)(3), 5.3(D)(8)(2007)$, Ridgefield, CT, Zoning Regulations § $9.02(A)(5)(a-j)$. (2007).

## ADDITIONAL EXAMPLES

Concord, MA, Zoning Bylaw § 4.7.1 (2018) (banning the establishment of drive-in and fast food restaurants. The Town defines these entities as "as any establishment whose principal business is the sale of foods or beverages in a ready-to-consume state, for consumption within the building or off-premises, and whose principal method of operation includes: (1) sale of foods and beverages in paper, plastic or other disposable containers; or (2) service of food and beverages directly to a customer in a motor vehicle").

Toronto, ON, Zoning By-Law No. 569-2013 § 150.80.20.1 (2019) (prohibiting or limiting the use of drive-throughs in some residential and mixed use zones).

San Luis Obispo, CA, Municipal Code $\$ \S 17.10 .20$ (F), 17.156.010 (2018) (banning the use of drive throughs in all zones).

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https://sustainablecitycode.org/brief/prohibit-or-limit-the-use-of-drive-through-services-2/

# Drive-thrus are ruining cities and helping kill the planet By Joe Cortright <br> 7.12.2021 

Your 12 ounce latte comes with a pound of carbon emissions, just from the drive-thru.

How convenience for cars makes cities less livable for everyone, and contributes to climate change.

Last week, twitter user Maris Zivarts posted this telling image of 20 car queue wrapping around the block of a Starbucks, all lined up to go through the store's drive-thru. It shows how the store's driveway and parking lot taking up vastly more space than the store itself, and how the backup from the drive-thru window spills out onto adjacent streets, creating congestion and a safety hazard for others.
@ Maris Zivarts @emveezee•17h
20 people showing up at a coffee shop by foot, bike, or transit, and it's good business and place you might want to hang out. 20 people showing up by car and it's a disaster, not a place you want to be, and will probably incite some road rage/frappuccino incident.


As Zivarts observes, 20 people showing up at a coffee shop on foot, by bike or transit is no problem. The same 20 headed for the drive-thru window is a disaster. It's clearly a blight on the neighborhood as well.

And more than that, it's bad for the environment. Those cars idling while they wait in line are burning gasoline and creating pollution, including greenhouse gases. How much, you might ask? Well, we've studied queueing and service at coffee shops before (to create our Cappuccino Congestion Index), so we have a pretty good handle on this. We would estimate that the average wait would an average of and ten minutes to handle all the cars in a queue like this. (This assumes that the store can produce an order about every 30 seconds).

The US Department of Energy tells us that a typical large US car burns about a third of a gallon per hour at idle. A gallon of gas produces about 20 pounds of carbon when burned. So that means that in ten minutes of idling would produce about a pound of carbon $(10 / 60 * 20 * .33=1.1)$. So, in addition to their twelve-ounce latte, each customer is producing another 16 ounces or so of carbon to be added to the global total, just from the time spent idling in their car, waiting to be served their coffee. And, of course, this doesn't count any of the emissions from driving to and from the coffee shop to get served, which by the same math works out to about another pound per mile.
https://cityobservatory.org/drive-thrus-are-ruining-cities-and-helping-kill-the-planet/

## The Environment and Drive-Thrus: Not an Idle Concern Anymore <br> As the drive-thru surges again, so does the need to consider climate ramifications.

DRIVE THRU SEPTEMBER 15, 2021 DANNY KLEIN
The U.S. Department of Energy estimated that eliminating idling would be the same as taking 5 million vehicles off the roads.

Customers are waiting longer in the drive-thru these days, and that's OK by them it seems. In QSR magazine's 2021 Drive-Thru Study, guests showed a willingness to spend slightly more time going through the line than last year, with Gen $Z$ and millennial consumers offering even more flexibility. Overall, guests said they were OK sitting a maximum of 13 minutes (Gen $Z$ and millennials were at 17 minutes). Last year, it was 12 minutes. Customers also said they spent, on average, about 11 minutes in the drive-thru this past year versus 9 the year before. Ideally, they'd like to get in and out in 9 minutes-a number, again, up a bit from the previous calendar, when it was 7 minutes.
Why this is happening likely owes to a couple of factors. Smart phones, for one, which is a point supported by the younger consumer figures. Also, the straightforward reality people pull into more crowded drive-thrus of late, given the safety concerns of a COVID-19 climate.
But a less-talked about fallout from more cars in the drive-thru and longer wait times is what role it's playing in the conversation surrounding environmental responsibility and climate change. The health of the planet is an ever-present topic following the United Nations' landmark report released in August. Authored by nearly 200 climate scientists, it revealed carbon dioxide in the atmosphere had reached the highest level in at least the past 2 million years, which is resulting in quickly warming temperatures. Since 1970, global temperatures increased faster than in any other 50 -year period in the last 2,000 years.
Drive-thrus have been under this microscope before. Minneapolis in 2019 passed an ordinance to ban the building of drive-thrus. Towns in California, Missouri, and New Jersey have taken similar measures.
Idling engines contribute to emissions and increased fuel consumption, with government officials suggesting idling for more than 10 seconds uses more fuel and produces more emissions than restarting your car's engine. The U.S. Department of Energy estimated that eliminating idling would be the same as taking 5 million vehicles off the roads.
As visible as this issue is, however, it's not a simple one to address for quick-service chains, says Michael Oshman, the CEO of the Green Restaurant Association. But it needs to start somewhere. And with that, you can look to electric vehicles and how officials and markets have incentivized adoption to date.
"You had people who literally didn't care too much about the environment who were buying electric cars because it could save them 50 percent on their commute," he says. "So that really changed behavior. Now, obviously going through the drive-
thru is not as much of an incentive. But if you think about a society that shifts in the way that incentivizes right behavior, then enough of them together starts hastening the pace."
How can this mix into the drive-thru landscape, though?
Oshman says restaurants should consider offering an incentive for electric vehicles just like government officials do. "It will be one piece in a much larger pie that helps us move in the right direction as a society," he says. It could mean different things. Perhaps restaurants dangle a discount. Down the line, if electric vehicles gain prevalence nationwide, when multiple lanes are factored into restaurant designs of the future, chains can create an "express" lane for "x, y, or $z$," customer, Oshman says. That could include loyalty members cashing in on a rewards perk. Or maybe it's someone helping the climate cause in an electric car.
Oshman admits these options fall into the large, macro conversation. "But they're helpful in the long-term," he says, "because if the [quick-service restaurant industry] does that, and the high-occupancy lane ... all of sudden, for somebody in an electric vehicle there's a great incentive in terms of time and money."
Think this sounds fanciful? McDonald's, according to Design Boom, became Sweden's largest restaurant chain for electric car charging in 2019, with upward of 55 stations. The chain started installing posts as early as 2009. It also created unique parking signs to lead electric cars to the stations. These displays showed the current price of charging plus that of a Big Mac and Happy Meal.

## Restaurants can own and operate chargers on site, which offers an additional revenue stream at minimal cost.

Arcady Sosinov, CEO of FreeWire Technologies, a company that enables brands to offer charging without relying heavily on the utility grid (it created what it claims is the only battery-integrated fast-charging solution in the U.S.], says a big barrier for electric vehicles remains the concern of places to plug in. "Despite this challenge, EV adoption is accelerating, and there is a massive opportunity for [quick-service restaurants] to adopt and integrate EV charging into their business model," he says. "This benefits both the restaurant from a brand awareness and revenue driving standpoint while promoting sustainability initiatives and retaining customer loyalty in this changing mobility landscape."
Sosinov believes quick-serves are positioned to capitalize, if they think ahead. On average, people spend 25-30 minutes charging their car, he says. That's far longer than the typical gas-station stop of 7 minutes, and, thus, a good chance for people to wrap the experience around lunch or dinner windows.

Restaurants can own and operate chargers on site, he adds, which offers an additional revenue stream at minimal cost. They'll have the option to offer free charging to increase store visits, or collect additional revenue on the charging device itself.

To the McDonald's example, it's a chance to boost awareness with branded stations, and restaurants can encourage return visits with loyalty programs on both car charging and menu items. Imagine, while drivers are charging, screens on chargers that showcase special food promotions available inside.
Domestically, in a lot of respects, the drive-thru dilemma remains at the mercy of the automobile industry, consumer education, and even the further development of "stop-start" systems that shut off engines when the vehicle is at rest, which cuts fuel use and eliminates idle emissions.
Oshman says brands could promote order-ahead capabilities at the drive-thru or pickup window (think Chipotle) as ways to help the current environmental concern. Generally speaking, it's a far quicker experience and, thus, produces less idling moments. Oshman says restaurants might pass along some of those savings gained via digital ordering or pickup windows (less labor, real estate in the restaurant) to guests in an active way.
"They can also make the argument we're incentivizing people to do this because a, it makes business sense and $b$, we can reduce idling by 90 percent because to come and pick something up, how long does that take?" he says.
Fifty-seven percent of consumers in QSR magazine's Drive-Thru Study said they were "very likely" to tap app/mobile ordering in the drive-thru over the next 12 months. That figure was 50 percent last year.
"I would say that's kind of a low-tech way, probably the best thing [restaurants] can do right now," Oshman adds. "I think the other idea of incentivizing electric vehicles and rewarding them is great, but again, that's a longer-term play. Whereas this one can be a few-months play of really giving great incentives. And in this day and age, almost everybody has smart phones and it's accessible." https://www.qsrmagazine.com/drive-thru/environment-and-drive-thrus-not-idle-concern-anymore

## Roberts, Lisa

| From: | NELSON, VICKI [VICKI.NELSON@cbexchange.com](mailto:VICKI.NELSON@cbexchange.com) |
| :--- | :--- |
| Sent: | Monday, November 20, 2023 2:08 AM |
| To: | Roberts, Lisa |
| Subject: | McDonald's |

From: NELSON, VICKI [VICKI.NELSON@cbexchange.com](mailto:VICKI.NELSON@cbexchange.com)
To:
Roberts, Lisa
McDonald's

This message originated from an external source. Please use caution in handling it.
Lisa....

I have lived in Wilmette for 35 plus years and am concerned about the possibility of a Drive-Through McDonald's going into the previous Baker's Square location on Skokie Boulevard.

What is the Village thinking by putting this unhealthy, eye sore (even though you think the renditions are "okay") in this quaint, wonderful village of Wilmette? No matter how the physical exterior curb appeal is, it will be a detrimate to Wilmette's physical and economic safety, lifestyle, real estate and reputation.

The entire Village has grown so responsibly with incredible charming and economic growth over the past years. Kudos! It is a Village to be proud of, where people are drawn to moving into because of its different shopping areas, parks, park district facilities, lake front, awesome restaurants, safety, proximity to highway access to Chicago / $\mathrm{O}^{\prime}$ Hare / Wisconsin (and more), a reputation of schools and education, responsible and a healthy lifestyle all around. Isn't that what Wilmette wants to continue to represent and be proud of?

By putting an UNHEALTHY fast food restaurant in Wilmette, we will have the day and night traffic congestion, night time drive-through car lights going into neighborhood home windows, HUGE disturbance to the local residents and their peace, cars getting off Eden's all hours (due to close proximate, to highway) bringing the possibility of unsafe crime to area neighborhoods and homes and the decrease in real estate value to nearby Wilmette homeowners.

Think of elderly homeowners who have put their life savings into their home and counted on their real estate investment equity to live on when they sell in retirement years. This McDonalds reduces dollars they have counted on for retirement living when they need other aging living alternatives. This restaurant choice takes this from them.

Think of the baseball fields and park facilities - literally a block away - that could be negatively impacted from a safety perspective, by the added traffic when children are walking and riding bikes to utilize the activities there.

Think of all we do in Wilmette to create a healthy and clean living environment - ie volunteer efforts for cleaning up beach front areas and parks (via Go Green Wilmette), healthy environmental living awareness education, the list is endless.... We are ALL proud of living in Wilmette! This McDonalds reverses all our efforts and creates Wilmette going backwards.

Do you think having an unhealthy nutritional living food and lifestyle choice is going to make Wilmette residents proud? Will make Wilmette residents healthy? PLEASE PLEASE think about it and make the RIGHT choice for all of Wilmette, its citizens, our health, the safety of the surrounding real estate homes and neighborhoods.

I invite you to really look at the RESPONSIBLE CHOICE FOR THE BRIGHT, ALL AROUND, FUTURE OF WILMETTE without being swayed by false monetary or business promises and presentations. Please be responsibly aware. It really is an easy decision....

We all want to CONTINUE to love Wilmette and be PROUD to live and raise our families in a healthy and safe Wilmette.... Don't you?

Wishing you a great day!

## Vicki Nelson

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568 Lincoln Ave Winnetka, IL 60093

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## Roberts, Lisa

| From: | Robin Smulson [rsmulson@yahoo.com](mailto:rsmulson@yahoo.com) |
| :--- | :--- |
| Sent: | Tuesday, November 21, 2023 12:06 PM |
| To: | Roberts, Lisa |
| Subject: | reject proposal for McDonalds |

This message originated from an external source. Please use caution in handling it.
To Lisa Roberts:
Petition opposing McDonald's drive thru
My wife and I have been residents of Wilmette for almost 40 years. We live at 205 Sunset Dr, directly adjacent to the proposed property and business of the fast food McDonald's restaurant. We object to the proposed zoning change for many obvious reasons. The traffic will create a safety hazard to this congested corner with already adjacent properties that include residential-homes, parks, elderly assisted living and a funeral home.

Our backyard overlooks the proposed fast food drive-thru and would contribute to poor air quality and pollution. Constructing a higher fence is not a fix for this problem.

Property values will also decrease. We are impressed with the petition, opposing McDonald's drive-thru by Vicki Nelson, a successful realtor for over 35 years in our town of Wilmette, she has the same opinion regarding reduction of our property values and increase in crime.

I trust the zoning board who represents the residents of Wilmette will make the right decision and emphatically reject the McDonald's proposed drive-thru.

Thank you,
Dr. Paul Smulson

Oral and Maxillofacial Surgeon
205 Sunset Dr.
Wilmette, IL 60091
Cell: 8475252729

### 2.53

Roberts, Lisa

| From: | Arnold Leib [aeleib1@hotmail.com](mailto:aeleib1@hotmail.com) |
| :--- | :--- |
| Sent: | Wednesday, November 22, 2023 8:49 AM |
| To: | Roberts, Lisa |
| Subject: | McDonald's |

This message originated from an external source. Please use caution in handling it.

My husband, Arnie, and I have lived in Wilmette for almost 60 years.
We plan to remain for the rest of our lives.
We appreciate the way our formerly village has grown. Every additional store, restaurant, yoga studio etc. has increased the value of our city both financially and
and in keeping with the character of our community,
The whole idea of a drive-thru McDonalds is abhorrent.
We worry about the safety of the kids on bikes and the smells emanating from the kitchen, as well as exhaust pollution from idling cars.
We also have a huge parking problem. Mather visitors are parking in front of our homes for lack of parking spaces.
Don't spoil our wonderful neighborhood by a fast food drive-thru, please.
Ellie Leib

Sent from my iPad

| From: | Carla Lieberman [carjaz@aol.com](mailto:carjaz@aol.com) |
| :--- | :--- |
| Sent: | Friday, November 24, 2023 5:38 PM |
| To: | Roberts, Lisa |
| Subject: | MC Donalds Public hearing |

This message originated from an external source. Please use caution in handling it.

## Lisa,

Hi again, Carla Lieberman here, received the latest notice of Public Hearing today.
Mc Donalds is looking for several variances that are very disturbing to Marty and I.
The hours of operation are especially devastating, to all of us in the surrounding area of this property.
The ventilation units are a huge concern if they are asking for a variation for larger units, and a variation for the drive thru based on the size of the property.

I will share with you, if this drive thru is approved, the surrounding many neighbors will leave Wilmette. My husband and I have been here 34 years, this is our home, but we will not stay here in this community.

Many people say that is better to have something then an empty property, I will say this is NOT the right choice for the space for 200 Skokie Blvd, on so many levels.

With the change of the Public hearing date from the November date (which was great) to this Dec. 6 th, several of us can not participate with having prior commitments, another disappointment

Please add this letter to share with the zoning board about our concerns,
Thank You,
Carla and Marty Lieberman
204 Sunset Drive

| From: | Leon Khoja-eynatyan [musleon@aol.com](mailto:musleon@aol.com) |
| :--- | :--- |
| Sent: | Friday, November 24, 2023 9:43 PM |
| To: | Roberts, Lisa |
| Subject: | McDonald proposal (DON'T ALLOW IT!) |

This message originated from an external source. Please use caution in handling it.
Dear Lisa,
I hope this message finds you well. I am a resident of Wilmette for over 35 years, and I am writing to express my concerns about the potential establishment of a Drive-Through McDonald's at the former Baker's Square location on Skokie Boulevard.

It's disheartening to think about introducing an unhealthy and visually unappealing establishment to our quaint and wonderful village. Despite any efforts to enhance the physical exterior, the introduction of such a fast-food chain could detrimentally impact Wilmette's physical and economic safety, lifestyle, real estate, and reputation.

Wilmette has shown responsible growth over the years, earning praise for its charming atmosphere and economic development. Our village is a source of pride, attracting residents with its diverse shopping areas, parks, park district facilities, lakefront, outstanding restaurants, safety, and accessibility to major highways leading to Chicago, O'Hare, Wisconsin, and beyond. Isn't it crucial for Wilmette to continue embodying these qualities?

Introducing an unhealthy fast-food restaurant could lead to increased traffic congestion, disruptive drive-through lights at night, and potential safety issues related to late-night traffic from the nearby highway. This could not only disturb the peace of local residents but also decrease real estate values for homeowners, especially those who have invested their life savings into their homes for retirement.

Consider the impact on nearby baseball fields and park facilities, just a block away, where added traffic could pose safety risks for children walking and biking to these activities.

Our community has worked tirelessly to create a healthy and clean living environment, with volunteer efforts dedicated to beachfront and park clean-ups through initiatives like Go Green Wilmette. Introducing a McDonald's goes against our collective efforts, signaling a step backward for Wilmette.

Ask yourself, will an unhealthy nutritional choice align with Wilmette residents' values? Will it contribute to the health and pride of our community? I implore you to carefully weigh the responsible choice for the bright future of Wilmette, avoiding the influence of false promises and business presentations.

Let's continue to love Wilmette and take pride in raising our families in a healthy and safe environment. I believe in making the right choice for all of Wilmette, its citizens, our health, and the safety of our neighborhoods.

Wishing you a great day!
Leon

## Roberts, Lisa

From:
Robin Smulson [rsmulson@yahoo.com](mailto:rsmulson@yahoo.com)
Sent:
Saturday, November 25, 2023 3:16 PM
To:
Subject:
Roberts, Lisa
McDonalds proposal

This message originated from an external source. Please use caution in handling it.
11/25/23
Lisa:

Even though my husband, Dr. Paul Smulson, residing at 205 Sunset Drive in Wilmette, directly behind the proposed McDonald's drive-thru wrote a letter to you stating our opposition to the McDonald's proposal, I felt compelled to write one myself after receiving the Notice of Public hearing. I was shocked and angered by this letter for many reasons which I will present in the order it was written.

1. The area of the property is less than a drive-thru facility should be; thus causing more congestion than the average drive-thru.
2. The added mechanical units will be located on the roof making it more undesirable in appearance.
3. The hours suggested are preposterous. We are in a residential area. Where in our suburban Wilmette are other restaurants open from 5:30am to 1:00am? We had to complain to change the old Baker's Square from having deliveries before 7 am because it would wake us up. Traffic congestion, noise, hang outs, and potential for criminal behavior in the extended hours would definitely affect our sleep and concern for our safety. Remember, we are right off of 94 , making it easy for non-residents to congregate or cause trouble.
4. Quantity of signs proposed would also affect the beauty and the suburban feel of our neighborhood.

I want every one of you to put yourselves in our place. How would you feel if this proposal was presented in your neighborhood? I am confident that you would reject it. PLEASE do the same for your fellow Wilmette residents.

Thank you,
Robin Smulson and Dr. Paul A. Smulson

Roberts, Lisa

| From: | Marilyn Steinborn [steinbo7@aol.com](mailto:steinbo7@aol.com) |
| :--- | :--- |
| Sent: | Saturday, November 25, 2023 3:48 PM |
| To: | Roberts, Lisa |
| Subject: | Re:McDonald's |

## This message originated from an external source. Please use caution in handling it.

I live across the street on Skokie blvd. And my husband is very ill. We do not want a McDonald's in our neighborhood bringing (unknown danger) to a nice walkable area at all hours.
This is a terrible idea.
The early and late hours are horrible.
Please reconsider.
Marilyn Steinborn
Sent from my iPad
From: Maria Greydinger [koftochka@hotmail.com](mailto:koftochka@hotmail.com)
Sent: Sunday, November 26, 2023 2:09 PM
To: Roberts, Lisa
Subject: McDonald's restaurant.

This message originated from an external source. Please use caution in handling it.
Good afternoon,

I am writing in regards to the McDonald's restaurant proposal for the former Baker's Square location across the street from my house.
That restaurant would literally reduce the quality of my own, and my daughter's, life. Not to mention the affect it makes on the entire neighborhood, and the whole village of Wilmette.
Despite the fact that Skokie Blvd is one of the major streets in the entire city of Chicago, our part of Skokie Blvd is pretty quiet and safe. Having that traffic from the fast-food restaurant kitty corner from us will tremendously increase the danger of driving. There are no traffic regulating circles or turning sections for the cars entering and leaving the parking lot, not to mention the drive-through. It is tough enough for our townhouse as it is now, waiting for our turn to exit from our service driveway.
Also, even from my past experience with relatively less busy Baker's Square, having those unloading refrigerator trucks at nighttime practically UNDER MY BEDROOM WINDOW, makes me very concerned about having the way busier fast-food neighbor. That means very loud noise all night long, I can't personally imagine being able to sleep. All year round those refrigerators don't turn off their engines for hours while unloading due to the food temperature safety requirements. I don't think we deserve all that.
Please also take under consideration that the majority of Baker's Square patrons were the elderly, and their driving styles and behavior at the parking lots were not that disturbing to us, immediate neighbors.
As sad as it is seeing that abandoned building from our bedroom windows, having McDonald's that attracts the crowds and all the potential hazards associated with that is the way worth.

I urge you to please consider how that fast-food restaurant will affect the lives of the people who put their life savings into their properties. We moved here for the district 39 schools, not for the noise and traffic that will make it bad for the district too, and will potentially chase the families with school children away from this neighborhood.

Thank you,
Maria Greydinger,
223 Skokie Blvd, Wilmette.

I am writing to you to express my strong opposition to the proposal to approve a McDonalds Restaurant on the former Bakers Square Restaurant property located in the 200 block of Skokie Blvd. I am the owner of a townhouse directly across the street from the proposed restaurant. Thus, my kitchen and bedroom windows directly face the property and I shudder to consider that Golden Arches and a steady stream of car lights will shine into my home day and night.

Our family moved to Wilmette in 1997. Like many families, we were drawn from the city by the strong schools, beautiful natural offerings, vibrant community culture, safety, and strong sense of community in Wilmette. When we first moved to Wilmette, my recollection is that chain restaurants were not permitted in the village. Understandably, over the years, this stance yielded as chains such as Starbucks, Panera, Jimmy Johns, Subway and others were permitted to operate in the village. However, the village has always strived to consider the coexistence of businesses and residents and the importance of maintaining a sense of ambience throughout the village. We hope this sentiment will continue to be the case and will guide decision making with respect to the former Bakers Square property.

Those of us who reside in this neighborhood have lived adjacent to a neglected unsightly empty building with boarded up windows, tall weeds, and debris since Bakers Square abruptly closed in March 2019. Thus, we keenly share your interest in having a new business in this space, but feel strongly that it should be a business that will add to the quality of life of our neighborhood and village, not detract from it. Allowing a Mc Donalds restaurant to occupy this space is a bridge too far! It would dramatically change the character of the village, create considerable noise and debris, significantly increase traffic, serve as an endorsement of food known to be unhealthy, and perhaps most importantly, contribute to considerable air pollution through the emissions generated by a high volume drive through restaurant.

This property is fairly unique in Wilmette in that the four corners of Skokie Blvd and Old Glenview Road are occupied by commercial tenants, but the areas immediately east, north, and west of the property are residential, with homes on Sunset Blvd immediately adjacent to the back of the property, Charles Place townhouse residents' homes located immediately north of the north parking area of the property, and Wilmette Point Town House Association, located directly across the street. In the proposal submitted by McDonalds, they noted the commercial corridor along Skokie Blvd, but did not address that they would be located immediately adjacent to residential homeowners. The proposal submitted calls for hours of operation from 5:30AM to 1:00AM. These hours of operation do not match other commercial properties in Wilmette, will attract truckers on the nearby Edens expressway, and will create excessive early morning and late night noise and car lights for those of us adjacent to the property and up and down Skokie Blvd. Furthermore, while I have seen a considerable increase in recent years in the number of trucks driving on Skokie Blvd, this will certainly increase significantly with a Mc Donalds located here, as trucks will pull off of the Edens Highway to utilize the drive through restaurant. The highway was repaved a few years ago and is already showing signs of cracking;

### 2.60

this will be further exacerbated by the significant increase in truckers pulling in and out of a McDonalds.

This neighborhood also sees a number of children and families walking, biking, and skateboarding to/from the Community Recreation Center just north of this intersection and Roemer Park, a few blocks east of this intersection, as well as many teens walking and biking in the summer months to summer jobs at the Community Recreation Center, Centennial Park, and Westmoreland Country Club. Senior walkers are also commonly seen in this area, both from the adjacent townhomes and from the Mather Homes immediately south of the Bakers Square property. Adding significant traffic pulling in and out of a McDonalds will increase risk of accidents to the many walkers, mothers with carriages, bike riders, and skateboarders who traverse this corridor. This is of particular concern because this property is located on a block that is both commercial and residential; thus, drive-thru restaurant patrons may not be attentive to pedestrians who are walking or riding in this area. Pedestrian and bike deaths caused by drivers have risen significantly in recent years, in part due to distracted drivers. According to the Insurance Institute for Highway Safety (IIHS), pedestrian deaths have risen $80 \%$ nationally since 2009 and bicyclist deaths have increased $55 \%$ nationally since 2010. ************. iihs.org/topics/pedestrians-and-bicyclists\#by-the-numbers. It is important that Wilmette prioritize the safety of its citizens in considering the potential dangers of approving a high volume drive through fast food restaurant to operate in a corridor with many walkers and bikers.

Most importantly, a drive through restaurant will significantly increase air pollution throughout the village. According to the U.S. Department of Energy, idling engines contribute to emissions and increased fuel consumption. Vehicle emissions contain gases including carbon dioxide, which contributes to climate change, as well as toxic pollutants nitrogen dioxide, carbon monoxide, and hydrocarbons. For this reason, cities across America are banning the construction of fast-food drive-thru restaurants to reduce air pollution and combat climate change. Approving a drive-thru at this location is in direct opposition to Wilmette's Greenest Region Compact (GRC2) Sustainability Plan 2021, which was adopted by the Village Board of Trustees on Sept. 28, 2021. As stated in the strategic plan, "Clean air is a key to a healthy environment. This is an area where regionally coordinated standards and activities are necessary. Reduction in fossil fuel emissions, volatile organic compound (VOC) emissions and proper indoor air treatments are actions which Wilmette and its residents can undertake locally."

I have lived in my current home for many years and have carefully invested in its upkeep and appearance. Having a McDonalds restaurant located immediately across the street with its bright lighting, noise, a heavy flow of traffic pulling in and out of the restaurant, emissions from idling cars, debris, and 19.5 hours per day of operation will contribute to poor air quality, diminished quality of life, and will lower the value of the homes in our area and the character and attractiveness of our village as a whole. In closing, I pose a question for you to ponder: Would you like to continually see Golden Arches outside of your kitchen window, hear noise,
and see car lights shining daily into your windows early mornings and late at night? This is what my neighbors and I will face if this project is approved. I urge you to vote against approval of a McDonalds for this location and for the village of Wilmette. Thank you for your consideration. Sincerely,

Dr. Susan S. Zoline
207 Skokie Blvd.
Wilmette

Wilmette Village
Attn: Zoning Board Members and Board of Trustees,
Thank you for giving me the opportunity to express my concerns and opposition of having a McDonald's at 200 Skokie Boulevard. I bought my home in Wilmette 10 years ago and I'm proud to say I live in the Wilmette Community for many reasons that have attracted many of us to this beautiful Village. However, I'm now concerned as a Wilmette resident for our safety, health, quality of living and financial impact this will have to our Wilmette neighborhood and my home.

I ask you to not approve this McDonald's establishment since $50 \%$ of the lot it shared with neighboring homes/backyards only separating the property with a shared fence where now they would like to put a drive-thru literally in backyards that will have 3 lanes ( 2 idling lanes and the 3rd lane for traffic). The overall area is also residential as well as walkable neighborhood and community which would change our neighborhood. I would no longer be able to enjoy my quaint and quiet neighborhood or my backyard. I would ask each member if they would sit in their backyard with family (kids) and friends where it could impact their health or safety?

I'm concerned with the:
-Quality of life: This will be reduced by the number of increased car/truck traffic from l-94 truckers at all hours of the day. Waking up to noise such as trucks deliveries all hours of the day and night and not being able to sleep because of speaker noise from car/trucks placing orders all hours of the day. This noise will be heard in our quiet, quaint neighborhood and houses.

Putting one of the largest Food Chain restaurants as well as a drive thru with all hours of the day and night (5:30am -1 am) would increase hang outs/gatherings which could bring trouble as well as criminal activity. We are near I-94 and feel we would be asking for it which is very concerning for our residential neighborhood. I wouldn't want to see this happen to our neighborhood and community.
> - Home Values: McDonald's petition states our property values would increase (McDonald's response e). How can putting one of the largest, busiest fast -food chains in our backyard and surrounding neighborhood increase our property value? This will decrease the value is what I have been informed by realtors (noise, safety, environmentally unhealthy pollution and light). I've invested a significant amount and remodeled my home inside and out. I've also had a Bank as well as real estate agency appraise my home should my value go down. Many of us can't afford to have a critical investment like our homes go down in value. We didn't buy our homes with a drive-thru in our backyards or neighborhood. I would not have bought if this were the case. Would you purchase a home with a McDonald's in your backyard?
> -Safety/Traffic/Congestion: The corner of Old Glenview Road and Skokie Boulevard would create traffic and congestion. Most recently we had an accident in October as I was walking in the neighborhood. Grateful that I wasn't crossing the street. This happened without putting one of the largest chain restaurants including a drive thru that is not in a 1 Acre lot. Do we want the same congestion/traffic that we currently have a few roads down on Lake and Skokie Blvd? McDonald's included a traffic report by preeminent traffic engineering consulting firms in the area, that had been designed with traffic flow management and safety measures in mind which is what McDonald's states in their petition response (response to standards for special use b). However, can they mitigate congestion when the McDonald's is not even there yet to know how this will impact our neighborhood?

> Below is a link from CNN who wrote on why cities have and want to ban new drive-thrus like McDonald's and why drive-thrus are creating problems for cities and towns (addressing the safety/traffic/congestion in neighborhoods/communities.
> ***********.cnn.com/2023/06/24/business/drive-thru-fast-food-chick-fil-a-urban-planning

At leading chains like McDonald, Magnets of traffic and congestion, drive-thrus discourage walking, public transit use and visits to neighboring businesses. They also lead to accidents with pedestrians, cyclists and other cars, and contradict the environmental and livability goals of many
communities. At leading chains like McDonald's, drive-thrus account for $70 \%$ of sales or more. They do not support neighboring businesses.

Drive-thrus don't "support any of the life and vitality and amenities that suggest people might want to come live, work or play in a neighborhood,"

Companies say they are changing their drive-thrus by adding more car lanes and technology such as Al to speed up orders and reduce potential problems (similar to this McDonald's petition 2 idling lane). But trying to address congestion by adding more lanes just encourages more cars to come.

A better, safer fast-food model would be to keep the current zoning for a family restaurant with sitdown options that contribute to walkable neighborhoods and quaint neighborhood like our Wilmette neighborhood.

## - Sustainability:

I'm thankful to live in a community that has a sustainability commitment to its residents as I'm a member of the National Wild Life Federation and my yard is certified. I've also agreed to be part of the new program to switch as recommended by the village to a different electric company which offers sustainability options which is in line with Wilmette's sustainability. Having a McDonald's with idling cars, congestion and noise does not meet Wilmette's sustainability commitment.

See below link from Green Living: How Green is it to pick up from a drive-thru?
***********.greenlivingdetective.com/how-green-is-it-to-pick-up-from-a-drive-through/
Industry average wait time is 3 minutes per car, from order to pick up. That translates to nearly 20 grams of pollutants emitted per car, on average, per visit - about the same as driving for a mile and a half. Note that this figure doesn't include time spent idling before ordering, which actually does happen a lot. Having a McDonald's is not meeting our commitment to sustainability.

I would like members to have the Sustainability team members review our letters, referenced articles/documents and concerns to get their feedback/expertise on the impacts a McDonald's will have to Wilmette's Greenest Region Compact (GRC2 Sustainability Plan 2021 and our community.

While I know the Wilmette Zoning Board and Board of Trustees do need to review petitions, I believe you would also agree and oppose the McDonald's petition. Please vote for a better, safer food model that would be a family restaurant, no drive thru, that continues to contribute to a walkable neighborhood and quaint neighborhood like what we have today.

I want to thank you for reading my letter and concerns on safety, health, quality of living, sustainability, and financial impact that this would have on our neighborhood and Wilmette residents. Prior to voting, please ask yourself if would like to share a backyard or a neighborhood with McDonald's and/or a drive thru. Thank you again for your time and attention to this important matter.

Best regards,
Enid Irizarry Richard
201 Sunset Drive,
Markets $\rightarrow$

| DOW | $35,333.47$ | $0.16 \% ~ \nabla$ |
| :--- | ---: | :--- |
| S\&P 500 | $4,550.43$ | $0.20 \%$ |
| NASDAQ | $14,241.02$ | $0.07 \%$ |

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## Drive-thrus are creating problems for cities and towns

By Nathaniel Meyersohn, CNN
(C) 5 minute read • Updated 4:29 PM EDT, Sun June 25, 2023


Daniel Acker/Bloomberg/Getty Images
Customers wait in the drive-thru at a McDonald's restaurant in Peru, Illinois, in April 2020.

New York (CNN) - America is a land of drive-thrus.
thru lanes approximately 6 billion times a year. At leading chains like McDonald's, drivethrus account for $70 \%$ of sales or more.

Drive-thrus promise hungry drivers ease, convenience and a juicy burger. But long lines of cars waiting for orders spill out into US roads in every state from chains like Chick-fil-A, McDonald's, Starbucks and Dunkin. And city officials, urban planners and critics say the model is failing modern cities.

Magnets of traffic and congestion, drive-thrus discourage walking, public transit use and visits to neighboring businesses. They also lead to accidents with pedestrians, cyclists and other cars, and contradict the environmental and livability goals of many communities.

A host of cities and regions want the sprawl to stop: Atlanta lawmakers will vote this summer on whether to ban new drive-thrus in the popular Beltline area. Minneapolis; Fair Haven, New Jersey; Creve Coeur, Missouri; Orchard Park, New York, and other cities have
 Beach in 2019, have passed temporary moratoriumis blocking new developments. Restrictions have also been considered in Pittsburgh and Mesa, Arizona.

Drive-thrus don't "support any of the life and vitality and amenities that suggest people might want to come live, work or play in a neighborhood," said David Dixon, an urban places fellow at design and planning firm Stantec. "Drive-thrus belonged to a much more auto-centric world."

## Land of the drive-thru

Drive-thurs first appeared in California in the 1950s, according to the Smithsonian. An early Jack in the Box was a hit with kids, who could order their meal through the head of a clown.

The eat-in-your-car model expanded on American roads during the following decades as highways were built, suburbs spread, and new fast-food chains like McDonald's and Wendy's popped up.

Drive-thrus became a lifeline for chains during the Covid-19 pandemic, as restaurants shut down indoor seating areas. Drive-thru sales hit \$133 billion in 2022, an increase of 30\% from 2019 pre-pandemic levels, according to Technomic, a restaurant industry consulting firm.

Shake Shack and Sweetgreen opened their first drive-thru locations during the pandemic, while Taco Bell, Chipotle and other chains opened stores that serve drive-thru customers exclusively.

Companies switched to drive-thru models because they are more profitable: smaller than sit-down restaurants, requiring less staff and maintenance.


Leonard Ortiz/MediaNews Group/Orange County Register/Getty Images
A backed up In-N-Out Burger in Santa Ana, California. The original structure was rebuilt to add double drive-thru lines to try to alleviate congestion.
 place for them to be" for road safety, said Eric Dumbaugh, a professor in the department of urban and regional planning at Florida Atlantic University who studies traffic safety.

They are often intentionally placed along higher-speed arterial roads - busy roads that carry cars from around a region at high speeds - to grab drivers' attention.

This means that if there's a pedestrian or biker in an intersection or sidewalk, drivers have less time to brake, increasing the chances of an accident. Drivers moving along arterial roads also typically focus on the road and the cars around them, and less likely to be on the lookout for pedestrians.

Drive-thrus can also be hot spots for rear-end collisions and t-bone accidents from cars turning left out of driveways.

Companies "aren't paying any attention to the safety considerations of their design decisions," said Dumbaugh. And local governments pay lip service to pedestrian safety but still permit these uses in arterial roads, he said.

## More lanes, more congestion

Companies say they are changing their drive-thrus by adding more car lanes and technology such as AI to speed up orders and reduce potential problems.

Starbucks told CNN that it is conscious of the communities its stores are in and "introducing the right type of store for the needs of that community." Starbucks is testing different store models in different areas such as pickup-only stores, curbside pickup from cars and drive-thrus.



David Paul Morris/Bloomberg/Getty Images
Around 40\% of Starbucks' locations are drive-thrus.

But chains trying to address congestion by adding more lanes just encourage more cars to come. Accidents are so common that personal injury lawyers around the country specifically advertise to people injured at drive-thrus. Experts say pedestrian safety can be improved by tightly managing access along arterial roads and locating drive-thrus away from them.

Drive-thrus also do not support neighboring businesses, Dixon of Stantec said, as people typically just grab their food and drive off.

A better, safer fast-food model in these areas are restaurants and bars with sit-down options that contribute to walkable neighborhoods, he said, or on the first floor of multifloor buildings.

## Cities push back

Atlanta City Councilman Jason Dozier proposed a bill this year to block new drive-thrus around the Atlanta Beltline, a pedestrian trail along a 22 -mile railroad corridor. Atlanta's City Council is expected to vote on the bill in August.

Dozier's bill was in response to pedestrian fatalities in the area.
Since 2015, 14 pedestrians have died and 47 have been seriously injured in car accidents around the Beltine area, he said. More than half those deaths occurred in last two years.
"It's a very scary time for pedestrians in the city," Dozier said. "We need to make sure we can design communities around pedestrian safety."



Marilyn Nieves/iStockphoto/Getty Images
The Atlanta Beltline. Atlanta City Councilman Jason Dozier has proposed legislation restricting new drive-thru development in the area.

In Sugar House, a neighborhood in Salt Lake City, the planning commission proposed a ban on new drive-thru development in business districts after residents complained drivethrus were blocking sidewalks, bike paths and driving lanes on streets.
"It puts the vehicle front and center. It goes against the master plan of Sugar House to promote a walkable, mixed-use town center," said Levi Thatcher, chair of the Sugar House Transportation Committee.

Charlotte has struggled with clogged roads from cars spilling out into the streets from Chick-fil-A and other fast-food drive-thru lanes during peak hours in recent years.
"Our love of waffle fries is leading to even bigger traffic woes on busy Charlotte roads," said one TV report from WCNC in 2019.

Charlotte has a long-term plan to become a less car-oriented city through investments in rail and other public transit. Building drive-thru restaurants in densifying areas clash with these goals, said Keba Samuel, chair of the Charlotte Planning Commission.
sometning tnat nas more modilty options, sne said. it doesn m make sense to nave this multi-billion investment in light rail and still encourage an auto-centric environment. It's contradictory."

However, the Charlotte City Council recently approved new Chick-fil-A and Bojangles drivethrus near public transit stations.

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How Green Is It... To Pick Up From a Drive-Through?
by The Green Living Detective (https://www.greenlivingdetective.com/author/danielle-vick/) (1) July 31, 2023 6:07 am (-) 2,592 views

ince McDonalds opened its first drive-through (http://www.history.com/news/hungry-history/fries-
with-that-a-brief-history-of-drive-thru-dining) in the 1970s, our way of seeing food as a
$\checkmark$ convenience has changed the world.


## Come Back \& Claim Your Order

Fast-food restaurants aren't the only businesses to take advantage of our laziness.

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$$

## Come Back \& Claim Your Order

Banks, coffee shops, ATMs, pharmacies and dry cleaners have long recognized that customers value convenience over the immense effort of getting out of our cars.

But the truth is, while super convenient for our busy lives, drive-throughs come with a price.
Regardless of whether drive-throughs are good for your health (they're not), they have a negative impact on the nearby communities. There's increased litter, light pollution, noise pollution, increased traffic congestion and accidents.

But the biggest impact (https://blogs.sierraclub.org/mrgreen/2009/02/advice-about-recreational-eating-htmlhttps://blogs.sierraclub.org/mrgreen/2009/02/advice-about-recreational-eating-html)of drive-throughs are idling cars (https://www.greenlivingdetective.com/how-green-is-it-to-let-your-caridle/) (read my Investigation on idling (https://www.greenlivingdetective.com/how-green-is-it-to-let-your-car-idle/), inspired by the school pickup line).

The fast-food industry average wait time is three minutes per car (http://www.qsrmagazine.com/content/drive-thru-performance-study-average-service-time), about the same as driving a mile and a half (http://ecowatch.com/2013/12/12/stop-idling-car-cut-emissions/). This

## Come Back \& Claim Your Order

While in a drive-through, our cars pump out (https://www.omicsonline.org/open-access/an-evaluation-of-the-effects-of-drivethrough-configurations-on-airquality-at-fast-food-restaurants-2165-784X1000235.php?aid=74917)carbon dioxide (a significant greenhouse gas), carbon monoxide, oxides of nitrogen and Volatile Organic Compounds (all toxic gases for humans and contributors to acid rain).

## So... How Green Is It To Pick Up From a Drive-Through?

## Not-So-Green

Best Green Solution: If you absolutely can't get inside a store to make your purchase, be smart in the drive-through. The U.S. Federal Highway Administration tells us we should turn off our cars while in the drive-through. Try it. It just might make a difference.

Don't be tempted: Don't be fooled by marketing slogans. If a fast-food restaurant gets their building LEED certified, it doesn't (http://www.earthisland.org/journal/index.php/articles/entry/can_a_drivethru_really_be_green/)cancel out the line of idling cars waiting for their food in the drive-through.

## Never Miss a Chance to Live a Little Greener...

Looking for a little inspiration without the guilt, scientific jargon, or political agenda? Signup for the Green Living Detective Newsletter and start living Your Greenest Life.

YOUR GREENEST LIFE STARTS HERE
(https://www.greenlivingdetective.com/newsletter-signup/)

(httos://www.areenlivinadetective.com/author/danielle-vick/)

| From: | Martin Lieberman [martinlieberman1@aol.com](mailto:martinlieberman1@aol.com) |
| :--- | :--- |
| Sent: | Monday, November 27, 2023 9:13 AM |
| To: | Roberts, Lisa |
| Subject: | Opposition to Mc Donalds proposal for a fast food restaurant revised |

This message originated from an external source. Please use caution in handling it.
Lisa, hope you have a great thanksgiving and thank you for keeping everyone involved.
I am diametrically opposed to the Mc Donalds proposal to put in a drive in and hope that the board of Wilmette does not to consider this proposal after review. The ramifications it would cause in my opinion definitely would have devastating effects upon the neighborhoods well being. My wife and I have been living in Wilmette for 34 years and have enjoyed its peace and serenity. The latest amendments for the drive thru to be open 19 hours a day shows how inconsiderate this would be to residents. The drive thru would subject the neighborhood to major disruptions.

This latest variance letter is very disturbing to me and will be also to the 120 petitions signed by neighbors opposing the fast food chain coming in and disrupting the serenity of peace and quiet the neighborhood has enjoyed for many long years.
In my opinion the ramifications of the drive thru will create are the following:

1. Not enough space for parking employee cars and people that want to go into the establishment. As an example look at what ramifications took effect when Wilmette approved Mather expanding their facility is a prime example. The study was done by Mather to make sure their was adequate parking. There was neve due diligence done in implementing additional parking for residents of Mather, food workers, caregivers and support staff. The effect was my block on Sunset drive adjacent to Mather was flooded with cars. There was no parking for people like landscapers, construction workers or guests to use the block. It created a traffic jam on Old Glenview road with parking spilling over to Sunset drive where the city of Wilmette had to change the parking spaces on both streets as it was creating the possibility of accidents as Sunset drive could only accommodate one car turning down the block going south. Also when you look at the commons shopping center west of Mather parking space had to be leased by Mather in addition to Room and Board to accommodate the overflow. When I pointed this out to the staff on the board they admitted by making the changes the Mather group did not adequately due their homework.
2. Pollution is a major concern. The neighborhood would have a lot of pollution to contend with. Air pollutants from burning raw meat, pollution from exhaust fumes from cars idling, garbage from people throwing food wrappers and cups out of their cars. Lighting concerns with bright lights since the hours of operations are very long at 19 hours a day. Also the sound pollution from people shouting their orders into a microphone day and night will be heard from a block away. Cars idling with bad mufflers, and excessive noise coming and going into the facility. This would include semi tractor trailer trucks supplying materials and garbage trucks collecting trash all all hours OF THE DAY. How would you like to live next to a drive thru members of the board if the roles were reversed.
3. Safety concerns. Car traffic will increase on Old Glenview road and also Skokie blvd. There is a jewish school right adjacent across the street. Many cars go down sunset drive and since it has a
pitch of around 30 degrees down hill going north people speed and also tend to back up into driveways to reverse the direction they are going. Studies have proven that drive thru facilities have more accidents. It is the boards responsibility to insure safety to all residents.
4. Income from loss of revenue. The idea of putting a fast food drive thru would not be appealing for anyone wanting to move into the neighborhood. I will personally having my property evaluated and if this drive thru is approved and my property values comes in lower because of that I will hold the village of Wilmette and Mc Donalds financially responsible for any loss that is incurred. In other communities such as Northbrook, Illinois, there was a proposal to put in a Walmart along the expressway and a few people objected and it was turned down by the city. Wilmette should have the common sense not to put something in of that magnitude a residential neighborhood. I would say to the village of Wilmette and the board "how would you feel to have a drive-through in downtown Wilmette or your neighborhood".
5. Sustainability Corporations and villages across America are looking at what they can do to help the environment. and contribute to a zero footprint. Wilmette has a person leading this move and I ask you to consider the ramifications and how this will affect our environment. Mc Donalds does not care for anything but more profits. They have raised their fees for meals, and there are two other Mc Donalds one in Skokie a double drive thru and one in Winnetka which is not a drive thru but a sit down facility. Wilmette if they choose to go along with this proposal would show they are driven by the revenue the funds would generate regardless of the neighbors wishes. This year we had a cyclone wind burst that tore off roofs throughout the neighborhood. Ask yourself what can I do to minimize pollution and add to a zero carbon footprint. What does Mc Donald do to achieve this?

Thank you for your consideration in reading this letter. I have lost sleep worrying about the drive thru coming in and destroying the serenity we have enjoyed over 3 decades. I am considering seriously consideration selling my home if this is approved. Many of my neighbors feel the same way when we meet to discuss this move. Please turn down this prosed drive thru.

| From: | DMJB4@aol.com |
| :--- | :--- |
| Sent: | Monday, November 27, 2023 2:03 PM |
| To: | Roberts, Lisa |
| Subject: | McDonalds drive through |

## This message originated from an external source. Please use caution in handling it.

As home owners at 251 Locust Road for 43 years, we are well acquainted with this property.. We are in agreement with those who oppose a drive through. The smell, noise, and traffic will be terrible for the nearby residents. We feel the 40 MPH speed limit makes it unsafe to pull onto Skokie Blvd. Say no to the variance. Thank you for your consideration.

Best,
Martin and Debra Schwartz

Appeal to Deny Proposed McDonald's Drive Thru at 200 Skokie Blvd, Wilmette from: Jacob Wallach 208 Charles Place, Wilmette
To: Wilmette Zoning Board of Appeals; Reinhard Schneider, Karl Camillucci, Bradley Falkof, Didier Glattard, Christine Norrick, Ryrie Pellaton

November 28, 2003
Dear Members of the Zoning Board:
I hope this letter finds you all well. My wife and I have been residing at 208 Charles Place for 38 years. We raised our son and daughter in the wonderful village of Wilmette and our neighborhood holds dear sentimental value for us. I am writing to express my strong opposition to the proposed McDonald's drive-thru at 200 Skokie Boulevard, adjacent to our home.

The prospect of a McDonald's drive-thru, practically in our backyard raises several concerns for our well-being and the quality of life we have enjoyed here for almost 4 decades:

1) after building equity in our home for 38 years we are certain to experience a substantial drop in the monitory value of our home. There are very few buyers who would be inclined to buy a home next to a MacDonald's drive thru. Noise and commotion in the drive thru would make our backyard all but unusable. Studies have shown that the introduction of fast-food establishments in residential areas adversely affect property values. This is a worry shared by many of our neighbors.
2) Ours is predominantly a residential community, made up of family homes on the north, west, and east sides of the proposed drive thru. Our neighborhood stands to lose its serene residential character in favor of a hustle bustle commercial establishment. Our quality of life and well-being will be hampered severely by noise and air pollution caused by delivery trucks, idling cars and loud speaker announcements for food orders at all hours of day and night. Our Village President, Senta Plunkett presented Wilmette's opposition to the Ryan Field project before the Evanston City Council. She argued that the proposal is "a gross infringement upon the quiet enjoyment of Wilmette residents' property and it will change forever the character of this residential neighborhood." In the same spirit it is crucial for the Zoning Board to preserve the existing fabric of our community surrounding the proposed MacDonald's site.
3) The exit out of the proposed drive thru is about twenty feet south of our property line and the heavy traffic flowing out will make it very difficult to exit our complex. Not to mention an increased risk of car accidents as the entrance and exit to the drive thru are both on Skokie Boulevard in close proximity to each other.

Excerpts from article in $* * * * * * * *$ evanstonnow.com/new-mcdonalds-evanstons-not-lovin-it/ In 2012 Evanston rejected a Macdonald's application for a drive thru at 2500 Gross Point Road, Citing concerns about traffic and drive-thru noise. The city's head planner, Dennis Marino, said the 24-hour drive-thru operating just a few feet from the property line of homes on Princeton Avenue would have a negative impact on the neighborhood.
4) Illinois Constitution Article XI states that each person has a right to a healthy environment. The Village of Wilmette adopted in 2018 a Sustainability Strategic Plan with the goal of reducing the village environmental footprint. It states: "...Clean air is a key to a healthy environment ...reduction in fossil fuel emissions ... are actions which Wilmette and its residents can undertake. Given that idling cars emitting carbon dioxide and other harmful chemicals next door to our home is endangering our health, it behooves the conclusion that a drive thru at the proposed location would be in violation of the Illinois Constitution as well as the Village Sustainability plan.

There is growing awareness throughout the USA of the State's responsibility to combat air pollution: Aug. 15, 2023, NY Times; Montana Judge Rules for Youth in Climate Case
.... The decision in the suit, Held v. Montana means that Montana, must consider climate change when deciding whether to approve or renew fossil fuel projects. The state constitution guarantees residents "the right to a clean and healthful environment," and stipulates that the state and individuals are responsible for maintaining and improving the environment "for present and future generations."

Individuals in Hawaii, Oregon, Utah and Virginia are suing state and federal governments, claiming that they have enabled the fossil fuel industry and failed to protect their citizenry

In conclusion I want to thank you for your attention to this matter. As you are not only board members but also our neighbors in Wilmette, you can understand that no one would want a MacDonald's drive thru to be the first thing they see in the morning and last at night.

I trust that the Zoning Board will consider the adverse effect of this proposal on many long-term residents who have called this community home for decades and deny MacDonald's application for a variance.

## Jacob Wallach

Jacob Wallach<br>208 Charles Place<br>Wilmette Illinois<br>847-256-6194<br>Mojomax421@comcast.net

## 或 Evanston Now

## New McDonald's: Evanston's not 'lovin' it'

by Bill Smith

August 2, 2012


Citing concerns about traffic and drive-thru noise, an Evanston city panel Wednesday recommended against city approval of a McDonald's restaurant proposed for 2500 Gross Point Road.


View Larger Map

Top: A rendering of a McDonald's restaurant presented at Wednesday's meeting. Above, a Google map showing the site's relationship to the neighborhood. Below: A site plan for the project.

The city's head planner, Dennis Marino, said the 24-hour drive-thru operating just a few feet from the property line of homes on Princeton Avenue would have a negative impact on the neighborhood.

Marino, and City Engineer Sat Nagar, also objected to the proposed traffic flow to and from the site.

They suggested that the right-turn only exit onto Harrison Street would lead many patrons arriving from the east to use Princeton Avenue as a shortcut to Central Street for their return trip.

Attorney Bridget O'Keefe and other representatives from McDonald's argued instead that the exit would be a convenience for commuters who, instead of returning home after stopping at the restaurant for breakfast or lunch, would continue on westward to the Edens Expressway.


Nagar also suggested that, given the way traffic backs up at the intersection, the planned left turn exit onto Gross Point Road probably wouldn't work.

A handful of neighbors turned out at the afternoon meeting of the city's Site Plan and Appearance Review Committee to oppose the project.

Craig McClure of 2507 Princeton Ave. said, "This is everything I feared and more."

He said he and his partner knew they were buying next to commercially zoned property when they bought their home in 2004, but they never would have purchased it if there' $d$ been a McDonald's on the site.


Craig McClure, of 2507 Princeton Ave., points toward the restaurant plans while speaking at the SPARC meeting.
"Frankly I don't want to see your building. I don't want to see a McDonald's behind my house. I'm very probusiness for Evanston, but I think this is the wrong business for the site."

In the face of strong neighborhood opposition, aldermen last week rejected plans for a Chase Bank branch two blocks away from the proposed McDonald's site.
"If it were a Chase Bank proposed for this lot," McClure said, "I'd be welcoming it with open arms," but McDonald's, he said, would result in a serious decline in home values.

The proposal also drew fire for less site-specific concerns.


Kids fidget as mom tries to protect them from fast food.

Dana Gerstein of 2708 Simpson St. brought her three young children to the meeting, and as they fidgeted in their seats, she told the committee that fast food meals are higher in calories, fat and sodium than food consumed elsewhere.

Gerstein said approving the McDonald's would go against the mission of the Evanston Food Council to create a healthy food environment in the city.

The project needs city approval for a special use permit for the carry-out style restaurant and for the drivethru. O'Keefe indicated that McDonald's would likely try to revise its plans and seek another review by SPARC before moving on to a hearing before the Zoning Board of Appeals.

A ZBA recommendation would then go to the City Council for a final decision.

Roberts, Lisa

| From: | Sybil Virshbo [sybilv225@att.net](mailto:sybilv225@att.net) |
| :--- | :--- |
| Sent: | Tuesday, November 28, 2023 8:13 PM |
| To: | Roberts, Lisa |
| Subject: | McDonalds |

This message originated from an external source. Please use caution in handling it.

I live across the street from Bakers Square and know the area very well. I have always enjoyed living here the past 38 years because I like living in Wilmette. If McDonalds moves in across the street. this will no longer feel like the Village of Wilmette that I have known.

On top of that, the almost 24 hour day traffic, the noise, the pollution, THE REDUCED VALUE OF MY HOME, will cause me to consider leaving Wilmette.

I am writing a brief note, but I believe the meaning is far from brief. It would be a devastating occurrence for far too many of us in West Wilmette.

Sybil Virshbo

## Roberts, Lisa

| From: | Lucy Kaplan [lukaplan1024@gmail.com](mailto:lukaplan1024@gmail.com) |
| :--- | :--- |
| Sent: | Wednesday, November 29,2023 9:02 AM |
| To: | Roberts, Lisa |
| Subject: | Letter to the Zoning Board re McDonald's Drive-thru |

This message originated from an external source. Please use caution in handling it.

Good morning Ms.Roberts

I want to add my voice to the opposition to the proposed construction of the McDonald's restaurant and drive-thru. As a long time resident of the Charles Place townhomes, I am absolutely opposed to this. This is a residential block and the notion of a casual drive-thru operating until 1am daily is alarming. The steady stream of traffic, the signage and lights will all create problems at this already busy corner. The former restaurant Bakers Square attracted families and older patrons. There was no drive-thru and people sat in the restaurant for a meal. I would not oppose another restaurant of this type but I am vehemently opposed to McDonald's and any other fast food establishment. McDonald's needs to find a different location.

Thank you for your time.
Lucy Kaplan
224 Charles Place Wilmette

# Letter of Appeal to Deny Proposed McDonald's Drive Thru at 200 Skokie Blvd, Wilmette 

From: Anna Jaszczyk, resident: 210 Charles Place, Wilmette via anjaszczyk@gmail.com
To: Wilmette Zoning Board of Appeals; Reinhard Schneider, Karl Camillucci, Bradley Falkof, Didier
Glattard, Christine Norrick, Ryrie Pellaton via robertsl@wilmette.com

November $30^{\text {th }}, 2003$

## Dear Members of the Zoning Board:

I trust this letter finds you all well.

I am writing to express my opposition to the proposed McDonald's drive-thru at 200 Skokie Boulevard, adjacent to my home.

The potential of a drive-thru fast food, essentially in my backyard raises several concerns for my families well-being and the quality of life for my 8-month-old daughter that is being raised at 210 Charles Place.

I believe that the proposed drive-thru would be incompatible with the character of our neighborhood that stands to lose its serene residential character in favor of a hustle bustle commercial establishment. Our neighborhood is a residential area with a number of families and young children. A drive-thru would be a major intrusion on the peace and quiet of our neighborhood.

Overarchingly, McDonald's drive thru would be a detriment to Wilmette's reputation, lifestyle as well as physical and economic safety.

The quality of my families as well as neighbors life and well-being will be hampered severely by noise and air pollution caused by delivery trucks, idling cars and loud speaker announcements for orders at all hours of day and night. This is beyond disruptive and makes it difficult to sleep or relax.

Illinois Constitution Article XI states that each person has a right to a healthy environment. In 2018 the Village of Wilmette adopted a Sustainability Strategic Plan with the goal of reducing the village environmental footprint. It states: "[...] Clean air is a key to a healthy environment [...] reduction in fossil fuel emissions[...] are actions which Wilmette and its residents can undertake." Given that idling cars emitting carbon dioxide and other harmful chemicals next door to our home is endangering our health, it behooves the conclusion that a drive thru at the proposed location would be in violation of the Illinois Constitution as well as the Village Sustainability plan. There is growing awareness throughout the USA of the State's responsibility to combat air pollution. Source: Aug. 15, 2023, NY Times; Montana Judge Rules for Youth in Climate Case

I decided to relocated to Wilmette allured by its reputation, great community, school system and the fact that the village values and cultivates its resident's wellbeing and upkeeps its reputation as one of the best places to raise a family. I was also drawn to Wilmette as a place to raise my daughter because of village's emphasis on healthy lifestyle - its parks, park district facilities, access to lake front and safety.


Raising my daughter with a drive thru fast food chain, and - in my opinion - one of the worst of its kind, literally in my back yard is a frightening thought and one that keeps me up at night.

I would like to remind everyone that our own Village President, Senta Plunkett presented Wilmette’s strong opposition to the Ryan Field project before the Evanston City Council noting: "Through this resolution, we are sending a clear message to Northwestern University and the Evanston City Council that commercializing an educational facility's athletic campus in this manner - in a residential neighborhood to drive profits - is wholly unacceptable" Source: https://evanstonroundtable.com/2023/08/08/wilmette-village-board-adopts-objection-to-ryan-fieldconcerts/

This is the current view from my daughter's bedroom*, she would be looking out directly at lines of traffic formed by McDonald's diners, disturbed with the noise and hustle and bustle of the operation. Most McDonald drive thrus are open early in the morning and do not close until midnight or later. (* ALL but one (kitchen) windows of our home face the currently vacant Baker's Square building).


This proposed drive-thru would have a number of negative impacts on our community, including increased noise pollution, traffic congestion, litter, and light pollution to name a few.

- Air pollution: cars idling in line at drive-thrus emit exhaust fumes, which contributes to air pollution. This is a health concern for all nearby residents.
- Litter: drive-thrus are a major source of litter, as customers often dispose of their trash improperly. This makes the area look unsightly and attract pests. Litter can also clog drainage ditches and pollute waterways.
- Traffic congestion: this is especially problematic since the proposed drive-thru is located on a busy street. The exit out of the proposed drive thru is about twenty feet south of our property line and the heavy traffic flowing out will make it very difficult to exit our complex. Not to mention an increased risk of car accidents as the entrance and exit to the drive thru are both on Skokie Boulevard in close proximity to each other.
- Reduced privacy: we would have less privacy because the diners waiting in line for their orders would see into our home from the drive-thru line
- Safety concerns: studies shown that drive-thru attract crime. 2016 study by the University of Texas at San Antonio found that crime rates were higher in areas with more drive-thrus. The study also found that the presence of a drive-thru was associated with an increased risk of robbery, aggravated assault, and property crime. Drive-thrus are also seen as easy targets for criminals, as they are often open late at night and have limited security. Source: The Association between FastFood Restaurants and Crime Rates in San Antonio, Texas by Dr. Michael J. Smith and Dr. Eric P. Jensen
- Studies have shown that the introduction of fast-food establishments in residential areas adversely affect property values: "Fast food and convenience store access are associated with lower housing values." Source: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3765120/ If this gets approved, I am certain to experience a substantial drop in the monitory value of my home. There are very few buyers who would be inclined to buy a home next to a McDonald's drive thru. Noise and commotion in the drive thru would make my backyard all but unusable.

Finally, I want to thank you for your attention to this matter. As you are not only board members but also my neighbors in Wilmette, you can understand that no one would want a (McDonald's) fast food drive thru to be the first thing they see (and hear) in the morning and last at night.

I trust that the Zoning Board will consider the adverse effect of this proposal and urge you to deny the proposed McDonald's drive-thru.

Thank you for your time and consideration,

Anna Jaszczyk
210 Charles Place

# Wilmette Village Board unanimously adopts objection to Ryan Field concerts 

Village president will present objection at future Evanston meetings on project
by Duncan Agnew
August 8th, 2023

Editor's note: This story has been updated with a more recent concert sound impact graphic showing estimated noise levels in neighborhoods surrounding Ryan Field.

Wilmette Village President Senta Plunkett called it the largest crowd she had ever seen in the board chambers for a regular meeting. Well over 100 people squeezed into the room, anxious to hear Plunkett and the village trustees vote on a resolution objecting to Evanston rezoning that would allow public-facing concerts at the proposed new Ryan Field stadium.

Plunkett and her fellow Village Board representatives received hundreds of emails, texts and calls from residents over the last nine months outlining concerns about Northwestern University's rezoning proposal, which, if approved by the Evanston City Council, would allow up to 10 concerts per year with a capacity of 28,500 at a rebuilt Ryan Field.

The north end of Ryan Field is just a block from Isabella Street, the border between Evanston and Wilmette. Plunkett said she heard more from residents on this project than any other in her time on the board, which goes back to 2015 .


A rendering of the proposed new Ryan Field, looking northeast from Central Street and Ashland Avenue.
"Through this resolution, we are sending a clear message to Northwestern University and the Evanston City Council that commercializing an educational facility's athletic campus in this manner - in a residential neighborhood to drive profits - is wholly unacceptable," Plunkett said in an opening statement Tuesday night.
"This position is consistent with both the Village of Wilmette and the City of Evanston's objections to the commercialization of the athletic campus dating back to the 1970s. The noise, traffic, parking and public safety concerns associated with large-scale, for-profit concerts at Ryan Field are too numerous to list now, but needless to say, they cannot in any way be sufficiently remedied."

After 13 people spoke in favor of the resolution and three spoke against it during a public comment period, the Village Board voted unanimously to adopt it (the document is viewable starting on page 406 of Tuesday night's Village Board meeting.packet). Plunkett said she will formally present the objection at the tentatively scheduled Aug. 23 Evanston Land Use Commission meeting on the Ryan Field planned development and rezoning applications, and again at any subsequent Evanston City Council meetings on the project.

The resolution itself calls the concerts and rezoning efforts of Northwestern a "gross infringement" on the village. At an Evanston Seventh Ward meeting in June featuring researchers hired by Northwestern, sound consultants acknowledged that the estimated primary noise impact of concerts, shown in the graph below, would be directed toward Wilmette. The resolution adopted Tuesday says that Northwestern's design "intentionally and offensively directs noise into Wilmette."


Expected sound levels produced by a potential concert at the new Ryan Field, without any additional mitigations or sound barriers put in place. Credit:
Wrightson, Johnson, Haddon \& Williams, Inc.
"Evanston and Northwestern University officials should be aware that Wilmette intends to limit vehicular access and street parking within its Corporate Boundaries during concerts (including set-up and take-down) to the greatest extent possible," the resolution states.

During public comment, Wilmette residents like Steven Harper, an adjunct law professor at Northwestern, raised concerns about Evanston's sudden decision last month to use a firm called Interwest, a division of SAFEbuilt, instead of acoustics consultant Arup, to review Northwestern's own sound and traffic impact studies. Harper said he reviewed the Interwest acoustics and transportation reviews last week, describing them as a combined four pages that were "useless."

Those Interwest reviews can be viewed on pages 17 through 21 of this Evanston city staff memo.

In fact, according to Harper, a group of Wilmette residents have collectively hired Arup on their own to complete a sound study.

Meanwhile, others lobbed accusations that Evanston and Mayor Daniel Biss have been "bought" by Northwestern. Biss has remained mum on his opinions about the Ryan Field proposals despite the RoundTable sending him several requests for comment in recent months.
"I had a chance to talk with Dan Biss for a long time at a concert, and his sense was that these are inconveniences," said Monica Rosa Rodríguez, a Wilmette resident. "But I think that they are more than that, and it will change dramatically the quality of our life, particularly in that part of Wilmette."

Biss declined to comment on the allegedly "useless" Interwest studies, the claims that Evanston had been "bought" and Rosa Rodríguez' statement, though he did say he was "glad that people with a stake in this are weighing in so that we can have as much input in hand as possible before any decisions are made."

Among the few who spoke in support of the proposed rezoning for concerts, Wilmette-Kenilworth Chamber of Commerce President Charles Hutchinson said Northwestern is an economic engine for the northern suburbs and that "when events happen at Ryan Field, it's good for our businesses."


Yard signs for and against Ryan Field rezoning. Credit: Les Jacobson

Finally, when it comes to traffic - according to statements made by consulting firm Kimley-Horn's transportation engineers, who have conducted studies for Northwestern, and Seventh Ward Council Member Eleanor Revelle's own calculations - the city would need more than 200 shuttle runs after every concert to funnel thousands of people to parking garages in downtown Evanston. Getting all of that done would require a shuttle departing the stadium at least once every 30 seconds.

Kimley-Horn and Northwestern also estimated that $35 \%$ of concert attendees would take public transit to and from Ryan Field, amounting to just under 10,000 people. Nearly 25 Purple Line trains would have to depart the Central Street station to clear that many people in an hour, one Wilmette resident commented Tuesday night.
"Should the Evanston City Council find the concerts to be acceptable at Ryan Field, the Village of Wilmette insists any approval be provisional to appropriately understand the impacts of such concerts on the surrounding community, including Wilmette residential neighborhoods," the resolution concludes, "and that a full menu of sound, traffic, and parking mitigation strategies be identified by an independent third-party consultant and be required to be implemented as part of any zoning approval."

## Mike O'Connor

## Roberts, Lisa

From:
Sandy Greiner [sandygreiner@gmail.com](mailto:sandygreiner@gmail.com)
Sent:
Thursday, November 30, 2023 5:37 PM
To:
Roberts, Lisa
Subject:
No McDonalds!

This message originated from an external source. Please use caution in handling it.

Hello,

I vehemently object to a McDonalds on Skokie Boulevard for these reasons:

1) contrary to Wilmette's commitment to environmental sustainability (al the exhaust from cars idling)
2) reduction of property values in the surrounding area
3)) traffic concerns for local residents, and headlights directly hitting the residences at Charles Place and on Sunset Drive
3) the noise - especially with hours from 5:30 am through 1 am
4) terrible impression of our suburb with garish signage and fast food reputation; we are a village, not a city.
5) the likelihood it will attract rats and other rodents, again impacting the surrounding neighborhood
6) the smell - making it impossible for residents to enjoy their own back yards

Sandy Greiner
1725 Highland
Wilmette

| From: | Martin Lieberman [martinlieberman1@aol.com](mailto:martinlieberman1@aol.com) |
| :--- | :--- |
| Sent: | Thursday, November 30, 2023 7:56 PM |
| To: | Roberts, Lisa |
| Cc: | Mustafa Sheriff; Abby Speck; Alex Shepel; Blinda and Philip; George Gabriella; George |
|  | Lori; Ham Kyoungman; Enid Irizarry; Robin Smulson; Kay Jolivette; LucyKaplan; Wallach |
|  | Jacob; Vladimir Kolev; Wallach Andrea; Sybil Virshbo; SUSAN ZOLINE; Arnie Leib; Mitch |
|  | Speck |
| Subject: | Opposition to Mc Donalds parking considerations under stress |
| Attachments: | IMG_6755.jpeg; IMG_6759.jpeg |

Lisa please send this to the board before the meeting.
Lisa I would like to elaborate about the parking considerations if McDonald's was allowed to put a drive-through establishment in. As I mentioned in my email below when Mather added on an addition, they failed to be truthful in regards to the actual amount of parking they would need for employees, caregivers and residents with autos. The amount of parking needed to accommodate these personnel has spilled onto Old Glenview Road and Sunset Drive. The City of Wilmette had to get involved and change the configuration of parking on Oak Glenview Road in addition to Sunset Drive. Wilmette had force Marther after threatening phone calls from residents about the probabilities of accidents as parking inhibited visually being able to make turns into Old Glenview road from sunset drive. Today this situation still exists when people from Mather still park on Sunset drive facing north.

I wanted to highlight the pictures attached. The first picture is cars parked on our block from Mather place. This still goes on even though Mather has signs in their lobby asking people not to park on Sunset drive residence not to and be respectful to the neighborhood.

Also in the Commons shopping center at 10 o'clock this morning take a look at the full parking lot, which is a norm because Mather had to buy or lease significant parking spaces from the Commons. When Baker Square had their parking lot open before they chained it there was at least a half a dozen cars there every day in addition to what you see in the picture at the Commons. Ask yourself where are the employees going to park from Mc Donalds and possible customers too. In the 147 page outline that McDonald's has proposed they're asking for a variance for s[ace as their proposal does not conform to the acreage needed for this establishment. This should not be allowed because they don't have enough space to accommodate parking and neither did Murrays proposal.

Please do not make the same mistakes that were made when Mather or added on the addition and spilled over parking into the neighborhood in addition to the Commons mall. I understand Mather approached the funeral home Pizer in addition to room and board for spacing. When the board was considering Bill Murray's restaurant they actually went over to these same establishments as mentioned in this email to look for space and we're considering doing a valet parking parking to accommodate the number of cars that they would need at that space.

This proposal is a direct violation of our rights to serenity, and the space that is needed for people who would like to visit our houses, contractors, like landscapers who don't have room. We're also talking about operating hours of 19 hours a day! where cars are gonna be coming in and out. Today I
witnessed an accident of a woman falling down on old Glenview Road crossing the street and they're at least there were 20 cars backed up while she picked herself up off the street. She fell right in front of Mather and they were called by a pedestrian. This woman was going to old Glenview Road just crossing the street.

I understand if you study the traffic even from Glenview Road and Skokie Boulevard there's been many accidents where cars have veered into fences residing of backrads from homeowners. Safety should be number one for the board of Wilmette making sure that the lives of the residence are not compromised for the safety of a fast food restaurant for the tax dollars. There are old people that walk around the neighborhood from Mather constantly with walkers, wheelchairs, and from the religious side of things are the synagogue people on the religious days walk to the temple as it is against their religion to drive. I can see accidents happening with the addition of this drive-through restaurant. Not including all the traffic, that's going to come from the new addition of Wayfair. I want to make this very clear to you. Looking at the current pictures now what it is gonna be like when you have a drive-through restaurant. I know I saw trucks out measuring the amount of traffic that was coming off of old Glenview Road for about an hour and I don't believe you're going to get an accurate summation as to what the manifestations are going to be by putting in this fast food restaurant in a neighborhood setting. We deserve as a taxpayer and you also as a resident to have serenity. There's got to be some other establishment that could be put in that doesn't infringe on the neighborhood. McDonald's has a lot of funds to expropriate and come up with all these studies and there's other studies that have been done to show that fast food drive-through establishments are nothing but negative connotations to neighborhoods and economics of home values. They violate safety issues, pollution, and a disruption of the peace and serenity that neighborhoods give people like ourselves that have been in the neighborhood for over three- four decades. Please take the time to consider us before you make any decisions. Again, ask yourself and put yourself in our place what it's gonna be like. There's no doubt in my mind the valuations of the property are going to go down. As I mentioned in my previous email if that happens, I'm gonna hold the village of Wilmette and McDonald's responsible for financial considerations, even if it has to go to higher power. I also believe if there's a serious accident, the village is going to be responsible as there's enough written, documentation warning of the perils, and will make the village liable for bodily harm. It's interesting as one of the residents wrote Jacob that when there was a boat to not have the Ryan Stadium expanded, you could actually substitute and put in McDonald's as the village fought Evanston and lost. This is the same situation just substitute the name. Think about how you felt for the 500 residence that were affected by, the noise, the cars everything that we're talking about. I believe the board is intelligent enough to make the right decision and not go with the drive-through. I also want you to think if you were driving from Skokie to Wilmette the first thing you would see is a welcome to Wilmette sign, and then a lit up drive-through McDonald's to show what Wilmette is really all about. Think about it.

1. Not enough space for parking employee cars and people that want to go into the establishment. As an example look at what ramifications took effect when Wilmette approved Mather expanding their facility is a prime example. The study was done by Mather to make sure their was adequate parking. There was neve due diligence done in implementing additional parking for residents of Mather, food workers, caregivers and support staff. The effect was my block on Sunset drive adjacent to Mather was flooded with cars. There was no parking for people like landscapers, construction workers or guests to use the block. It created a traffic jam on Old Glenview road with parking spilling over to Sunset drive where the city of Wilmette had to change the parking spaces on
both streets as it was creating the possibility of accidents as Sunset drive could only accommodate one car turning down the block going south. Also when you look at the commons shopping center west of Mather parking space had to be leased by Mather in addition to Room and Board to accommodate the overflow. When I pointed this out to the staff on the board they admitted by making the changes the Mather group did not adequately due their homework.

Martin Lieberman President
Direct Recycling Incorporated
Mecca LLC.
204 sunset drive
Wilmette Illinois 60091-3027
Cell 8479227781
Office 8472561841
Email martinlieberman@directrecyclinginc.com
martinlieberman1@aol.com
www.directrecyclinginc.com
www.meccallc.com



Roberts, Lisa

| From: | Nancy Eisenberg [nleslp@aol.com](mailto:nleslp@aol.com) |
| :--- | :--- |
| Sent: | Thursday, November 30, 2023 8:10 PM |
| To: | Roberts, Lisa |
| Subject: | McDonald's |

This message originated from an external source. Please use caution in handling it.
To whom it may concern,
I would like to express my opposition to the proposed development of McDonald's on Skokie Blvd. in Wilmette. I am a Wilmette resident and though this proposed development is not in my neighborhood, I stand in support of those neighbors who oppose it.
Among the many objections to point out are the air pollution caused by idling vehicles, light pollution resulting from the increased traffic and garish signage, likely challenges with rodents. I can go on and on, but there's no need.
This is Wilmette.... We can do better!
Nancy Lawton Eisenberg
2448 Pomona Lane
Sent from my iPhone

## Roberts, Lisa

| From: | msheridanboyd@gmail.com |
| :--- | :--- |
| Sent: | Friday, December 1, 2023 11:51 AM |
| To: | Roberts, Lisa |
| Subject: | Objection to McDonalds coming to Wilmette |

## This message originated from an external source. Please use caution in handling it.

My name is Margaret Boyd. I live at 701 Washington Ave. in Wilmette. I wish to register my objections to a McDonald's for the following reasons:

1) contrary to Wilmette's commitment to environmental sustainability (al the exhaust from cars idling)
2) reduction of property values in the surrounding area
3)) traffic concerns for local residents, and headlights directly hitting the residences at Charles Place and on Sunset Drive
3) the noise - especially with hours from 5:30 am through 1 am
4) terrible impression of our suburb with garish signage and fast food reputation; we are a village, not a city.
5) the likelihood it will attract rats and other rodents, again impacting the surrounding neighborhood
6) the smell - making it impossible for residents to enjoy their own back yards

Thank you for reviewing resident opinions.

Sent from my iPhone

## Roberts, Lisa

| From: | Beth DeWall [bdewall@comcast.net](mailto:bdewall@comcast.net) |
| :--- | :--- |
| Sent: | Friday, December 1, 2023 3:32 PM |
| To: | Roberts, Lisa |
| Subject: | Proposed McDonald's in Wilmette |

This message originated from an external source. Please use caution in handling it.
Hi Lisa,

As a long time Wilmette resident, here my thoughts on the proposed McDonald's in Wilmette:

- to maintain the character of Wilmette, I oppose freestanding McDonald's M arches. Further, we don't want to set a precent in allowing freestanding neon signs. Winnetka achieved this very nicely . . . that is, they do not have freestanding arches.
- reduce the hours so the noise and traffice do not adversely affect the surrounding neighbors.
- remove the "drive through" feature so auto emissions will not adversely affect the neighbors and the environment.

Wilmette does so much to protect our environment, thus a drive through would totally counteract the care and effort our
community puts forth to create a clean and healthy environment.
Thank you,
Sincerely,
Beth DeWall
cell: 847.226 .9318

Roberts, Lisa

| From: | Susan Gottlieb [susangottlieb@comcast.net](mailto:susangottlieb@comcast.net) |
| :--- | :--- |
| Sent: | Friday, December 1, 2023 5:32 PM |
| To: | Roberts, Lisa |
| Subject: | Zoning Board re McDonalds |

This message originated from an external source. Please use caution in handling it.
Dear Zoning Board members:
We are opposed to a drive thru McDonalds on Skokie Blvd. The members of the various Wilmette boards have had a wonderful vision of how to enhance the downtown area of Wilmette ... we are grateful for that vision and are delighted that Wilmette has become a "hot" spot on the North Shore. Friends from the city travel to Wilmette to enjoy the wonderful new restaurants. We are also grateful to see the vision of Edens Plaza with the development of Wayfair.

Wilmette can do better than allow a drive thru McDonalds! Please do not allow the variance.
Thank you ...
Sincerely,
Susan and Sheldon Gottlieb
717 Chilton Lane
susangottlieb@comcast.net

# Kathryn M. Bauer <br> 215 Sunset Drive <br> Wimette IL 60091 <br> (847) 644-7267 



Dear Members of the Zoning Board,

As a resident of Sunset Drive in Wilmette I am vehemently opposed to the building of a McDonald's drive through at 200 Skokie Blvd. for the following reasons:

1) The traffic - especially at peak hours. If the two drive thru lanes are full, customers will not want to cause a back-up on Skokie Blvd. and are likely to drive around the block down Sunset Drive. Even if speed bumps are built, the Increased traffic makes it unsafe for children and pedestrians.
2) The pollution - allowing cars to idle as they place an order and then wait while their food is being prepared at a drive through establishment will create emissions that are harmful to the health of local residents. I am proud to live in a community that values protecting the environment, and in the Sustainability Strategic Plan adopted in 2018, the village committed to reducing fossil fuel emissions. Allowing McDonald's to build a drive through is in direct conflict with our commitment to respect and protect our air quality.
3) The noise - apart from the noise of people shouting their food orders, and employees using loudspeakers to reply, there is also the noise of cars and trucks coming and going for $191 / 2$ hours per day, as well as the noise created by the extra-large mechanical units for heating, cooling and ventilation that are to be located on the roof of the establishment. The village has ordinances about sound restrictions in residential neighborhoods. Will those restrictions be enforced? Because if the consequence is simply a fine, McDonald's will surely pay it rather than limit the noise it makes.
4) The smell - imaging having to deal with the constant smell of french fries and hamburgers from a restaurant that operates $191 / 2$ hours a day, every day of the week. Residents won't even be able to open their windows without smelling the grease, let alone enjoy their own back yards. And the garbage created by a fast-food chain restaurant is considerable. They cannot sell food after it has been out for a limited amount of time, so they are constantly throwing away provisions. The trash enclosure is to be located facing west - straight into the back yards of residents on Sunset Drive.
5) The rodents - as stated, the amount of trash created by McDonald's is almost certainly going to attract rats and other rodents. In addition to the garbage they create, how do they plan to dispose of the all the grease they use from commercial fryers?
6) The signage - Wilmette has a reputation for being a charming, quiet, upscale suburb, which is completely at odds with a fast-food drive through. People travelling north on Skokie Blvd would be welcomed to Wilmette with the bright yellow arches of McDonald's. Not the first impression we want for our community.
7) The impact on property values. Given all the issues listed above, no one wants to live in direct proximity to a McDonald's drive through. I have spoken to many of my neighbors, and we have been told by a variety of local realtors that the value of our properties will almost certainly go down if the fast-food drive through is built at 200 Skokie Blvd.

The village of Wilmette has recently been very vocal in its opposition to the rezoning of Ryan Field, stating that concerts would be a "gross infringement upon the quiet enjoyment of Wilmette residents' property and will forever change the character of the residential neighborhood." The same can be said for the building of a McDonald's drive though.

McDonald's is requesting variances for almost every element of their proposed restaurant. The lot is smaller than the 1 acre required for a drive through, so they need a zoning variance. The mechanical units necessary for heating, cooling and ventilation require a sound variance. The canopy trees needed to create a buffer between the restaurant and neighboring homes cannot be located as required, so another zoning variance is required. The proposed signage also requires a variance.

Our zoning requirements have been created to protect the village and its residents. If the proposed McDonald's requires that many special accommodations - it does not belong in Wilmette.

I sincerely hope that the Zoning Bord will deny McDonald's application.

## Kathryn Bauer

## Roberts, Lisa

| From: | lynne [lbushsalazar@aol.com](mailto:lbushsalazar@aol.com) |
| :--- | :--- |
| Sent: | Monday, December 4, 2023 7:56 AM |
| To: | Roberts, Lisa |
| Subject: | McDonald's Proposal |

## This message originated from an external source. Please use caution in handling it.

My name is Lynn Bush Salazar I live at 219 Skokie boulevard which would be right across the street from the McDonald's. I have also lived in the area since 2004, I do not think having McDonald's across the street has no benefit to the community. The amount of traffic and probably accidents it will cause Is a safety concern for the community.
The late hours that it will be open we'll leave the community and the immediate area susceptible to robberies. The amount of litter will be all over the sidewalk and on other people's property. With the uptake and crime in general this will lead to an unsafe environment that we do not want. We pay a lot of taxes to live in the room at area and expect nothing but the best from the business owners and proprietors in the area. I can almost guarantee that no one in this immediate area even eats at McDonald's or ever would eat at McDonald's. So who are they catering to who are they trying to attract. This is the wrong type restaurant for the area I'm not opposed to a restaurant but this is not the appropriate one. I am sure the residents who live in the townhouses right across from where this proposed restaurant would be would have to deal with bright lights always shining into their homes and hearing traffic constantly. This is an unacceptable proposal and a eyesore for the community.

Lynne Bush-salazar
219 Skokie Blvd
Wilmette,IL.
8477077513

Sent from AOL on Android
$2.7{ }^{1}$

| From: | David Levy (Critical Mass) [dlevy@criticalmass.com](mailto:dlevy@criticalmass.com) |
| :--- | :--- |
| Sent: | Monday, December 4, 2023 8:17 AM |
| To: | Roberts, Lisa |
| Subject: | Objection to McDonald's Request for Drive Through Variations |

This message originated from an external source. Please use caution in handling it.

Dear Ms. Roberts,
I recently learned about the McDonald's drive through application, and I would like to register my objections with the Board. Thank you for your time and assistance, and please do not hesitate to contact me with any questions or concerns.

Dear Wilmette Zoning Board of Appeals:
I am writing as a Wilmette resident and neighbor of the potential McDonald's at 200 Skokie Boulevard to object to the application for variations to allow a drive through operating with absurd hours. I am greatly concerned that the proposal, if it goes ahead, will have significant detrimental effects on the property values, traffic, safety, environment, and the local community.
(1) Property Values - Residents of the immediate area, including elderly residents who have invested their savings in their homes, will face a severe depreciation in their investments. According to one study out of the UK, living near a McDonald's devalues nearby home prices by nearly $25 \%$ (see https://www.fastsaletoday.co.uk/blog/living-near-mcdonalds-devalue-house-price24/\#:~:text=Living\ near\ a\ McDonalds\ lowers\ your\ house\ price\ by\ 24\%
25). Surely the Village of Wilmette does not want to impose such a drastic financial penalty on its residents for more burgers and fries. If they do devalue the residential properties nearby, you can rest assured that there will be an exodus of residents, no investment made in those properties, which will them impact other properties near those, and a shift in the makeup of the residents of the area. If Wilmette would like to allow affordable housing on the plot, I will not object, but turning the residential properties near the proposed McDonald's with a drive through into affordable housing on the backs of residents who have made significant investments in Wilmette for more burgers defies logic. However, even if McDonald's was willing to pay all of its potential neighbors that $25 \%$ in property value we will all lose, I would also have other objections.
(2) Litter - McDonald's reliance on disposable packaging causes litter. Please visit any McDonald's and then also walk the surrounding area to see the impacts. It is estimated that every take-away purchase (drive through or not) from a McDonald's averages seven (7) items of potential litter per person. This will inevitably create a significant local litter problem. I am sure McDonald's may make empty promises about how it will police and control such litter, but unless they are the first overstaffed McDonald's I have been to in the past fifteen years, and start offsite litter patrols offsite as the litter ends up being tossed in the parking lot, our yards, the adjacent road, etc., Wilmette is just signing itself, and particularly residents in the vicinity, for a little problem.
(3) Pests - That same litter above will attract more rats, mice, and insects. The families nearby should not have to bear the burden of the disease, filth, and cost of controlling these pests for McDonald's.
(4) Traffic and Safety - The Village of Wilmette does not need to go backwards to the twentieth century and a failing model, but should embrace the twenty-first century. As noted in a recent news article, "But long lines of cars waiting for orders spill out into US roads in every state from chains like Chick-filA, McDonald's, Starbucks and Dunkin. And city officials, urban planners and critics say the model is failing modern cities. Magnets of traffic and congestion, drive-thrus discourage walking, public transit use and visits to neighboring businesses. They also lead to accidents with pedestrians, cyclists and other cars, and contradict the environmental and livability goals of many communities." (see https://www.cnn.com/2023/06/24/business/drive-thru-fast-food-chick-fil-a-urban-
planning/index.html). In that same article, it is noted that "Accidents are so common that personal injury lawyers around the country specifically advertise to people injured at drive-thrus." In our case, there with be an exit from the drive through onto an already busy Skokie Road from the drive through approximately 20 feet from our community's driveway, making our own ingress and egress harder and more dangerous. As noted in the CNN story mentioned above, more Cities and municipalities are banning drive throughs as a result of these and related issues, including in parts of cities such as New York, Salt Lake City, and Atlanta and Wilmette should not move backwards in approving this variation request (see also https://www.deseret.com/utah/2023/7/25/23775488/drive-thrus-traffic-salt-lake-city-sugar-house-study-walkability;
(5) Air Pollution - Drive throughs create air pollution that is dangerous to fast food workers and nearby neighbors, as well as contributing to the general air quality issues that exist in the greater Chicago area. My wife, my 8-month-old daughter, my neighbors and should not have to live with lower air quality and the attendant health impacts in our residential neighborhood for more fast food. Within a five (5) to ten (10) minute drive of the proposed drive through, there are innumerable fast food and drive through options in the commercial areas of Skokie around Old Orchard Mall and Northshore Skokie Hospital. Keep the drive throughs and air quality issues there as much as possible-I am certain McDonald's can find a spot in that area-there is no need to import them into a residential community in Wilmette. For more on the pollution issues, see the Deseret News article link above, or as well as https://airqualitynews.com/fuels/drive-throughs-are-hotspots-for-air-pollution/.
(6) Noise and Light Pollution - McDonald's proposed drive through would bring unwanted and unhealth noise and light pollution to our residential neighborhood, at almost all hours of the day AND NIGHT. Under the requested variation, drive through patrons, their lights, their music, their conversations, and the entire ordering and service process will be seen and heard by the neighbors in the immediate vicinity. In our case, even with an eight-foot fence, our second and third floor rooms would be exposed day AND NIGHT to this light and noise pollution. My 8-month-old daughter would get a 4hour break maximum each night to sleep, mostly undisturbed-I say mostly as I am sure that there will be employees working on cleaning up and then setting up during that 4.5 hour break (same for my wife and $I$, but we will always worry more about her). Frankly, the 5:30am to 1am request is just absurd, and there is no defense to allowing such hours immediately adjacent to residential areas. The negative health impacts of light and noise pollution are real and documented (see https://committees.parliament.uk/publications/40937/documents/199438/default/; https://www.victorchang.edu.au/blog/noise-light-pollution-heart-disease), and again, Wilmette residents should not have to shoulder the burden and negative health impacts so McDonalds can sell a few more burgers with a drive through. My eight-month-old daughter should be able to sleep more than 4 hours a night that isn't interrupted by inappropriate neighbors who are incompatible with a residential area.

In summary, for all the reasons presented above, I urge the Zoning Board of Appeals to recommend against the variations McDonald's has requested. A McDonalds drive through simply is not a fit of the residential area the plot is immediately adjacent to-and including it being half a block to a block from several parks as well as Wilmette Chabad's day care and preschool. Wilmette need not embrace the past-why force Wilmette residents to endure the attendant litter \& pest issues, traffic and safety issues, air, noise, and light pollution problems, for the benefit of McDonalds selling more unhealth food and their bottom line? As noted, there are options for the company in nearby commercial corridors of Skokie if they feel a drive through is a business requirement. Our area is a residential area which does not need more fast, processed food outlets. It would be better for the plot to have other kinds of shops, for example local family businesses, bakeries and those selling fresh products-or, rather than force those of us who have invested in the area to become owners of affordable housing by dramatically devaluing our property, rezone it and allow the construction of affordable housing on the lot. Thank you for your time and consideration.

Best regards,

## David Levy

M 713-503-7500
210 Charles Place
Wilmette, IL 60091

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## Roberts, Lisa

From: bodabag [bodabag@aol.com](mailto:bodabag@aol.com)
Sent: Wednesday, December 6, 2023 3:56 PM
To: Roberts, Lisa
Subject:
Support McDonalds at Bakers Square space

This message originated from an external source. Please use caution in handling it.

Sorry, just seeing notice of this council item. We support McDonald's in this space and any remediation needed to block intrusions to neighbors.

Respectfully,

Gina Speckman and John Boex
2215 Washington Ave.

```
From: gary@stitchmine.com
Sent: Wednesday, December 6, 2023 4:37 PM
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To:
Subject:

```
gary@stitchmine.com
Wednesday, December 6, 2023 4:37 PM
Roberts, Lisa
McDonald's Proposal for 200 Skokie Boulevard
```

This message originated from an external source. Please use caution in handling it.
I can't make the meeting but this is long overdue. I support this and live very near the area. Let them open it

## McDonald's Proposal for 200 Skokie Boulevard

The Wilmette Zoning Board of Appeals will be holding a public hearing on Wednesday, December 6 at 7:00 p.m. regarding the application for a McDonald's restaurant with drive-through at 200 Skokie Boulevard (former site of Baker's Square). The meeting will be held in the second floor council chambers of Village Hall, 1200 Wilmette Avenue. If you are not able to attend in person, the meeting will be streamed live (and later) on the village's website and shown live and re-broadcast on local cable Channel 6. Click the links below for the meeting agenda and report to the ZBA.

2023-Z-60 200 Skokie Boulevard Case Packet (Agenda and Report)
To view the entire agenda packet for the December 6, 2023 ZBA meeting, click here.
To submit public comment in advance of the Zoning Board meeting, please email Lisa Roberts at robertsl@wilmette.com For questions about the request or the zoning process, contact Lisa Roberts by email or by phone at (847) 853-7529.

The Zoning Board of Appeals is a recommending body only. Their recommendation on this request is currently scheduled to be on the Village Board agenda for January 9, 2024. Check this webpage for any updates.

Gary Glenn

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Senta Plunkett, 'President
Village of Wilmette
1200 Wilmette Avenue
Wilmette, Illinois 60091

Cc: Gina Kennedy, Board Trustee
Michael Braiman, Village Manager

## RE: McDonald's License application to build a drive-thru restaurant at the intersection of Skokie Blvd. and Old Glenview Road

Dear Ladies and Gentlemen:
As a resident of Mather Place in Wilmette, at 2801 Old Glenview Road, I am opposed to the proposal to build a McDonald's at the site across the street in what was Baker's Square. It is a bad idea and goes against all that we value as a community.

1. Our neighborhood of well-kept homes with a country-side ambience will be interrupted by increased traffic and transient individuals.
2. We enjoy the peace and quiet enjoyment of our patios and adjacent paths; a McDonald's will bring an increase in noise level.
3. We are able to enjoy a relatively pollution-free quality of air which will be displaced by the pollutant fumes from large vehicles and cars driving in and out and idling.
4. Our residents enjoy walking within the neighborhood with little traffic, making it very navigable. With increased traffic, the opportunity for hazards increases and walking for exercise and enjoyment will be too high a risk to take.
5. The cleanliness of our surrounding streets is a valuable asset and most probably will be displaced with the potential accumulation of trash typical to a drive-thru eatery.

THEREFORE, I, $\qquad$ , the undersigned do hereby request that the Village of Wilmette deny a license to McDonald Corporation for building and operating a restaurant at the site of Skokie Boulevard and Old Glenview Road.

[^14]DATE:

## Google Maps 2801 Old Glenview Rd



## Home

Building


Directions


Save


Nearby


Send to phone


Share

You visited today

- 2801 Old Glenview Rd, Wilmette, IL 60091




## ORDINANCE NO. 2024-O-7

## AN ORDINANCE AUTHORIZING A SPECIAL USE AND VARIATIONS PURSUANT TO THE WILMETTE ZONING ORDINANCE (200 Skokie Boulevard)

WHEREAS, Olguin Law LLC, representing McDonald's USA, LLC ("Applicant") has submitted a request for a special use under Section 5.3 and variations under Section 9.2, Section 12.3.G, Section 12.3.X, Section 13.7.A. 3 and Section 13.7.A.4.e of the Village of Wilmette Zoning Ordinance. Specifically, Applicant requests a special use for a limited service restaurant and a special use for a drive-through facility ("Special Use"), and a variation for a drive-through facility on a lot less than 1 acre ("Requested Variations") to permit the construction of a new building with drive-through facility and operation of McDonald's, a limited service restaurant with drivethrough upon the subject property commonly known as 200 Skokie Boulevard, Wilmette, Cook County, Illinois, and legally described as:

Lot 1 and the south 100 feet (as measured along east line thereof) of Lot 2 in Mangel's Subdivision of part of Lot 31 in County Clerks Division of Section 32, Township 42 North, Range 13, East of the Third Principal Meridian, according to the plat thereof recorded as Document 21067238, in the Village of Wilmette, in Cook County, Illinois.

WHEREAS, the Zoning Board of Appeals, after giving due and proper notice as required by law, held a public hearing on December 6, 2023, on the foregoing application for a Special Use and Requested Variations, and thereafter filed with the President and Board of Trustees of the Village a report accompanied by findings of fact specifying the reasons for the report and recommending granting the requested relief, in accordance with the plans as submitted, and on the condition that all other requirements of the Zoning and Building Ordinances be complied with and that the Special Use shall run with the use; and

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Wilmette, Cook County, Illinois:

SECTION 1: The foregoing findings and recitals are hereby made a part of this Ordinance and are incorporated by reference as if set forth verbatim herein.

SECTION 2: The aforementioned report and recommendation of the Zoning Board of Appeals of this Village are concurred with and approved, and the Special Use and Requested Variations are hereby granted. The Special Use shall run with the use and not run with the land.

SECTION 3: The Director of Community Development of the Village of Wilmette, Illinois, hereby is authorized and directed to issue the necessary permits to allow the Special Use and the proposed construction, in accordance with the plans submitted at the public hearing, and on the condition that all other requirements of the Zoning and Building Ordinances be complied with.

SECTION 4: The following special condition shall be complied with:
The hours of operation shall cease at 10:00 p.m.
SECTION 5: This Ordinance shall be in full force and effect from and after its passage and approval as required by law.

PASSED by the President and Board of Trustees of the Village of Wilmette, Illinois, on the $9^{\text {th }}$ day of January 2024, according to the following roll call vote:

## AYES:

NAYS:

ABSTAIN:

## ABSENT:

Clerk of the Village of Wilmette, IL
APPROVED by the President of the Village of Wilmette, Illinois, this $\mathbf{9}^{\text {th }}$ day of January 2024.

President of the Village of Wilmette, IL

## ATTEST:

Clerk of the Village of Wilmette, IL


[^0]:    2 BULLDNG INFORMATION PLAN

[^1]:    Lumen values are from photometric test performed in accordance with IESNA LM-79-08. Data is considered to be representative of the

[^2]:    1 Scott R. Loss, Sara S. Loss, Peter P. Marra and Tom Will, Bird-building Collisions in the United States: Estimates of Annual Mortality and Species Vulnerability, The Condor: Ornithological Applications in January 2014.

[^3]:    ${ }^{1}$ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

[^4]:    Kenig Lindgren O'Hara Aboona, Inc.
    9575 W. Higgins Rd., Suite 400 Rosemont, Illinois, United States 60018
    (847)518-9990 sainkeshavarzi@kloainc.com

[^5]:    AMEX 22-338 McDonald's - Wilmette 8:37 am 11/18/2022 Existing Weekday Morning Peak Hour Conditions

[^6]:    AMEX 22-338 McDonald's - Wilmette 8:37 am 11/18/2022 Existing Weekday Morning Peak Hour Conditions

[^7]:    AMEX 22-338 McDonald's - Wilmette 8:37 am 11/18/2022 Existing Weekday Morning Peak Hour Conditions

[^8]:    SATNB 22-338 McDonald's - Wilmette 9:24 am 11/22/2022 No-Build Saturday Midday Peak Hour Conditions

[^9]:    SATNB 22-338 McDonald's - Wilmette 9:24 am 11/22/2022 No-Build Saturday Midday Peak Hour Conditions

[^10]:    AMPR 22-338 McDonald`s - Wilmette 9:23 am 11/22/2022 Projected Weekday Morning Peak Hour Conditions

[^11]:    SATPR 22-338 McDonald`s - Wilmette 9:24 am 11/22/2022 Projected Saturday Midday Peak Hour Conditions

[^12]:    2801 Old Glenview Road APT. 262
    Wilmette, IL 60091
    DATE:
    $8 / 2.3 / 23$

[^13]:    2801 Old Glenview Road APT. $\qquad$

[^14]:    2801 Old Glenview Road APT.
    Wilmette, IL 60091

