

Public participation is invited. When called upon, please approach the microphone and state your name. Kindly limit your remarks to 3 minutes.

VILLAGE OF VILLA PARK
Village Hall, Board Chambers
20 South Ardmore Avenue
Villa Park, IL 60181

Zoning Board Of Appeals (ZBA)

August 12, 2026

6:00 PM

Chair Person: Rodney Pate

Commissioners: Wanda Ackermann, Vicki Flaskamp, Troy Clampit, Richard Gonzales, Jason Jarrett, Deborah Cain

Board Liaison: President Kevin Patrick

Staff Liaison: Director of Community and Economic Development Brandon Nolin, AICP, Planner Rachel Leedom

- 1. Call to Order - Roll Call**
- 2. Approval of Minutes**
 - a. Minutes from July 8, 2026
- 3. Public Hearing - Old Business**
- 4. Public Hearing- New Business**
 - a. **ZBA-26-12** - 105 W. Saint Charles Rd. - Special Use - **Petitioner:** Irshad Khanlodhi
 - b. **ZBA-26-16** - 53 W. Roosevelt Rd. - Variation - **Petitioner:** David Voss
 - c. **ZBA-26-19** - 138 W. Roosevelt Rd. - Variation - **Petitioner:** Atlas Khan
- 5. Public Comments on Non-Agenda Items**
- 6. Adjournment**

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.

**Village of Villa Park
Zoning Board of Appeals
July 8, 2026**

CALL TO ORDER BY THE CHAIRMAN

Chairperson Pate called the meeting of the Zoning Board of Appeals to order at 6:02 p.m.

I. ROLL CALL AND DECLARATION OF A QUORUM

Commissioners Present Ackermann, Flaskamp, Jarrett, Clampit, Cain,
Chairperson Pate (6)

Commissioners Absent: Gonzales

Staff/Liaison Present: Community and Economic Director Brandon Nolin, Planner Rachel Leedom

A Quorum was present.

II. APPROVAL OF MINUTES

Commissioner Jarrett moved to approve the minutes from June 10, 2026

The Motion was seconded by Commissioner Ackermann

Voice Vote:

AYES: (5)

NAYS: None (0)

The motion carried.

III. Public Hearing – Old Business

a. **WITHDRAWN** ZBA – 26 - 01 - Text Amendment – 7.7.7 Parking

IV. Public Hearing - New Business

a. **ZBA-26-10 -1144 N. Yale Ave. – Variation Petitioner:** Jesus Diaz

Rachel Leedom presented - The Petitioner is seeking a Variation from Section 6.10.2- Residential Accessory Structures, Table 6-2 Accessory Structure Regulations, to permit a gazebo with a maximum size of 280 square feet where 200 square feet is permitted and to permit a setback distance of 2.5 feet from the primary structure where 5.0 feet is required.

Background -The petitioner applied for a permit for this gazebo in late 2024. In January of 2025 a review letter was issued stating that the gazebo was too large and too close to the residence. The petitioner never updated the permit application and moved forward with constructing the gazebo. A Work Without a Permit Violation was issued March 18, 2026. The petitioner again applied for a building permit and was issued the same comments as before. It was at this point that the petitioner applied for a variation. The petitioner is seeking a variation to permit a 280 sq foot gazebo on an existing deck, setback 2.5 feet from the single-family home.

Commissioners wanted to clarify the exact timeline of the construction of the gazebo and violation notice. Staff could not confirm the exact dates because the Village started using a new permitting software in winter 2025. Commissioner Cain expressed that it is very reasonable to assume that a prefabricated gazebo that can be purchased online would not require a permit. Chairperson Pate expressed that since an exact timeline cannot be clarified by staff, he encourages Commissioners to disregard the violation in their decision making process. Commissioner Jarrett expressed that the gazebo is incredibly large.

Public Comment from Michelle- She lives across the street from the petitioner in Addison and can directly view the gazebo. She is in favor of the gazebo and thinks it adds beauty to the neighborhood.

Motion was made by Commissioner Flaskamp *to approve Case ZBA 26-10, a request for variations from Section 6.10.2 to permit a 280 ft gazebo, 2.5 ft from the residence, subject to the following conditions:*

- 1) *The proposed gazebo shall be installed in accordance with the plans submitted by the applicant in the Variation Application received 3/31/2026.*
- 2) *The applicant shall file all necessary plans and applications, for review and approval, and secure all necessary building permits prior to the commencement of installation.*

Seconded by Commissioner Ackermann.

Roll Call Vote

AYES: Ackermann, Flaskamp, Cain (3)

NAYS: Jarrett, Clampit (2)

ABSTAIN: None (0)

Motion carried

b. ZBA-26-14 - 9 E. Park Blvd. - Variation- Petitioner: Tammy Hensley

Rachel Leedom reported The Petitioner is seeking a Variation from Section 6.10.3 - Nonresidential Accessory Structures, to permit a deck with a side setback of four (4) ft. where ten (10) ft. is required.

Background- The petitioner is seeking a variation to build a 100-square-foot deck in the rear of the property. The subject property is a two-story mixed-use building with commercial use on the first floor and residential use on the second floor. The deck will be used by the residential tenant to give them usable space to enjoy the outdoors. Nonresidential accessory structures require a setback of 10 ft. from all property lines. The deck setbacks are in compliance on the west and south sides, only the east interior side setback requires a variation. The entire width of the lot is twenty-five (25) ft. If the petitioner were to follow the existing regulations, they would only be able to build a deck that was five (5) ft. wide. The stairs and landing are immediately adjacent to the property line. Per section 14.1.9 - Setbacks, stairways have no required setback, and the existing steps are needed to enter and exit the apartment.

Commissioner Cain expressed that many other buildings on the alley are setback much farther than 9 E. Park Blvd. and that adding a deck may be beneficial to creating a more uniform rear setback along the alley.

Public Comment from Ruby- She is the tenant and lives in the apartment that would use the proposed deck. Her family would like to be able to have a space to enjoy the outdoors, especially because there is not any space for them to relax on Park Blvd. or in the adjacent alleyway.

Motion was made by Commissioner Flaskamp *to approve Case ZBA 26-14, a request for variations from Section 6.10.3 to allow a deck with a four-foot interior side setback, subject to the following conditions:*

- 1) *The proposed deck shall be installed in accordance with the plans submitted by the applicant in the Variation Application received 4/30/2026.*
- 2) *The applicant shall file all necessary plans and applications, for review and approval, and secure all necessary building permits prior to the commencement of installation.*
- 3) *The applicant shall provide drawings stamped by a licensed architect for building permit approval.*

Seconded by Commissioner Cain

Roll Call Vote

AYES: Ackermann, Flaskamp, Cain, Jarrett, Clampit (5)

NAYS: (0)

ABSTAIN: None (0)

c. Petition ZBA-26-18 | 187 E. North Ave. | Variation - Petitioner: Midland Plumbing Inc.

Rachel Leedom presented- The Petitioner is seeking a Variation from Section 8.2- Prohibited Signs and Sign Characteristics, to permit a pole sign. The Petitioner is also seeking a Variation from Section 8.6.2- Freestanding Signs, to request a waiver from the required setback of ten (10) ft.

Background- The petitioner is seeking a variation to build a pole sign on a nonresidential property. The sign would be twenty-one (21) ft. tall with a sign face area of 81.9 sq. ft. The existing sign was damaged in a storm, and the petitioner is looking to refinish the pole and sign. Two (2) waivers are required because the pole sign is a prohibited sign type and is located within the IDOT right-of-way. A new 126 sq. ft. landscaping bed would also be installed as part of this project. The petitioner would change the sign face and refinish the existing pole in the same location.

Commissioner Ackerman asked if the sign would be replaced in the same location and asked the petitioner to confirm if the sign face had already been removed. The petitioner confirmed the sign face was removed due to storm damage.

Motion was made by Commissioner Flaskamp to approve *Motion to approve Case ZBA 26-18, a request for variations from Section 8.2 and Section 8.6.2 to permit a pole sign, subject to the following conditions:*

- 1) *The proposed sign shall be installed in accordance with the plans submitted by the applicant in the Variation Application received 6/30/2026.*
- 2) *The applicant shall file all necessary plans and applications, for review and approval, and secure all necessary building permits prior to the commencement of installation.*
- 3) *The applicant shall sign an agreement with the Village that indemnifies and holds harmless the Village harmless of any claims, damages from any and all claims, damages, injuries, lawsuits, costs or expenses incurred due to changes required by the Illinois Department of Transportation.*

Seconded by Commissioner Ackermann.

Roll Call Vote

AYES: Ackermann, Flaskamp, Cain, Jarrett, Clampit (5)

NAYS: (0)

ABSTAIN: None (0)

Motion carried

V. Public Comments on Non-Agenda Items

None

VI. Adjournment

Motion to Adjourn was made by Commissioner Jarett

Seconded by Commissioner Flaskamp

Meeting ended at 7:10 PM



Village of Villa Park

Community & Economic Development

11 W Home Avenue, Villa Park, IL 60181

TO: Zoning Board of Appeals
FROM: Community & Economic Development Department
DATE: August 5, 2026
RE: **Petition ZBA-26-12 | 105 W. St. Charles Rd. | Special Use**

PETITIONER	OWNER
Irshad Khanlodhi 624 Robinwood Ct. Wheaton, IL 60189	105 Villa Park LLC 105 W. Saint Charles Rd. Villa Park, IL, 60181

Request Summary

The Petitioner is seeking a Special Use to permit a drive-through window for the restaurant at 105 W. Saint Charles Rd. Section 6.1, Table 6-1: Use Table, permits a drive-through facility in the MX-3 Zoning District with a Special Use permit.

Background

The Petitioner is seeking a Special Use permit to create a drive-through window for the restaurant (coffee shop) use located at the subject property. The drive-through window would be placed on the rear of the property with waiting vehicles queuing along the east side of the building. The parking lot would have one way entry/exit onto St. Charles Rd. and have an additional two-way drive aisle on Yale Ave.

Site Information

Present Zoning: MX-3- Mixed-Use Corridor District
Present Land Use: Commercial
Property Size: 15,246 sq ft./ 0.35 acres
PIN: 06-09-202-029, 06-09-202-030, 06-09-202-031

Surrounding Zoning

North: Mixed-Use Corridor District – MX-3
West: Mixed-Use Corridor District – MX-3
East: Mixed-Use Corridor District – MX-3
South: Light Industrial – M-1

Surrounding Land Use

Commercial
Commercial
Commercial
Industrial

Comprehensive Plan Designation – Corridor Commercial

Corridor commercial areas refer to commercial developments located along highways and major roadways. These developments are intended to serve the local population and those moving throughout the Village. These areas typically include retail and services that support nearby residential areas and big-box retailers. The Village should look to concentrate this use along Roosevelt Road and North Avenue.

Zoning Request

The Petitioner is seeking a Special Use to permit a drive through window for the coffee shop at 105 W. Saint Charles Rd. Section 6.1, Table 6-1: Use Table, permits a drive-through facility in the MX-3 Zoning District with a Special Use permit.

Internal Staff Review

Special Use

The Zoning Ordinance specifically allows for the right to request a Special Use. The Commission should consider whether the proposed use is appropriate and whether any conditions of operation may be necessary to mitigate any otherwise potential negative impacts. Section 11.4.11. of the Zoning Ordinance requires that any expansion of uses or facilities that qualifies as a major amendment must be reviewed through the Special Use process.

The Petitioner is seeking a Special Use to permit a drive-through window for the restaurant at 105 W. Saint Charles Rd. Section 6.1, Table 6-1: Use Table, permits a drive-through facility in the MX-3 Zoning District with a Special Use permit. The drive-through window would be located on the rear of the building. One way traffic will flow inward on the west entrance on St. Charles Rd., allowing drivers to enter the drive-through lane or continue along to the parking stalls on the rear and east sides of the property. Drivers will exit from the east drive aisle onto St. Charles Rd. An additional entrance/exit is provided on Yale Ave. for the parking stalls. Drive-through traffic could also exit onto Yale Ave., but drivers could not enter the drive-through lane from Yale Ave. Wall mounted lights and a new trash enclosure will also be added as part of this project. KLOA reports on July 24, 2026, "The results of the capacity analyses indicated that the existing roadway system will generally have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development" (p. 24). The majority of capacity projections received a Level of Service grade "A" with a few intersections and times receiving a rating of "B" or "C" as shown in the table below.

Table 5
CAPACITY ANALYSIS RESULTS
YEAR 2032 TOTAL PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
St. Charles Road with S. Yale Avenue				
• Northbound Approach	B	12.4	C	16.9
• Westbound Left Turn	A	9.8	B	10.5
S. Yale Avenue with Access Drives				
• Eastbound Approach	A	8.7	A	8.6
• Westbound Approach	A	--	A	8.3
• Northbound Left Turn	A	7.2	--	--
• Southbound Left Turn	A	7.7	A	7.2
S. Yale Avenue with Public Alley				
• Northbound Approach	A	9.2	A	--
• Southbound Approach	A	8.8	A	8.5
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.2	A	--
St. Charles Road with West Access Drive				
• Westbound Left Turn	B	10.1	B	10.7
St. Charles Road with East Access Drive				
• Northbound Approach	C	16.9	C	18.9
LOS = Level of Service Delay is measured in seconds.				
Note: All intersections under two-way stop control				

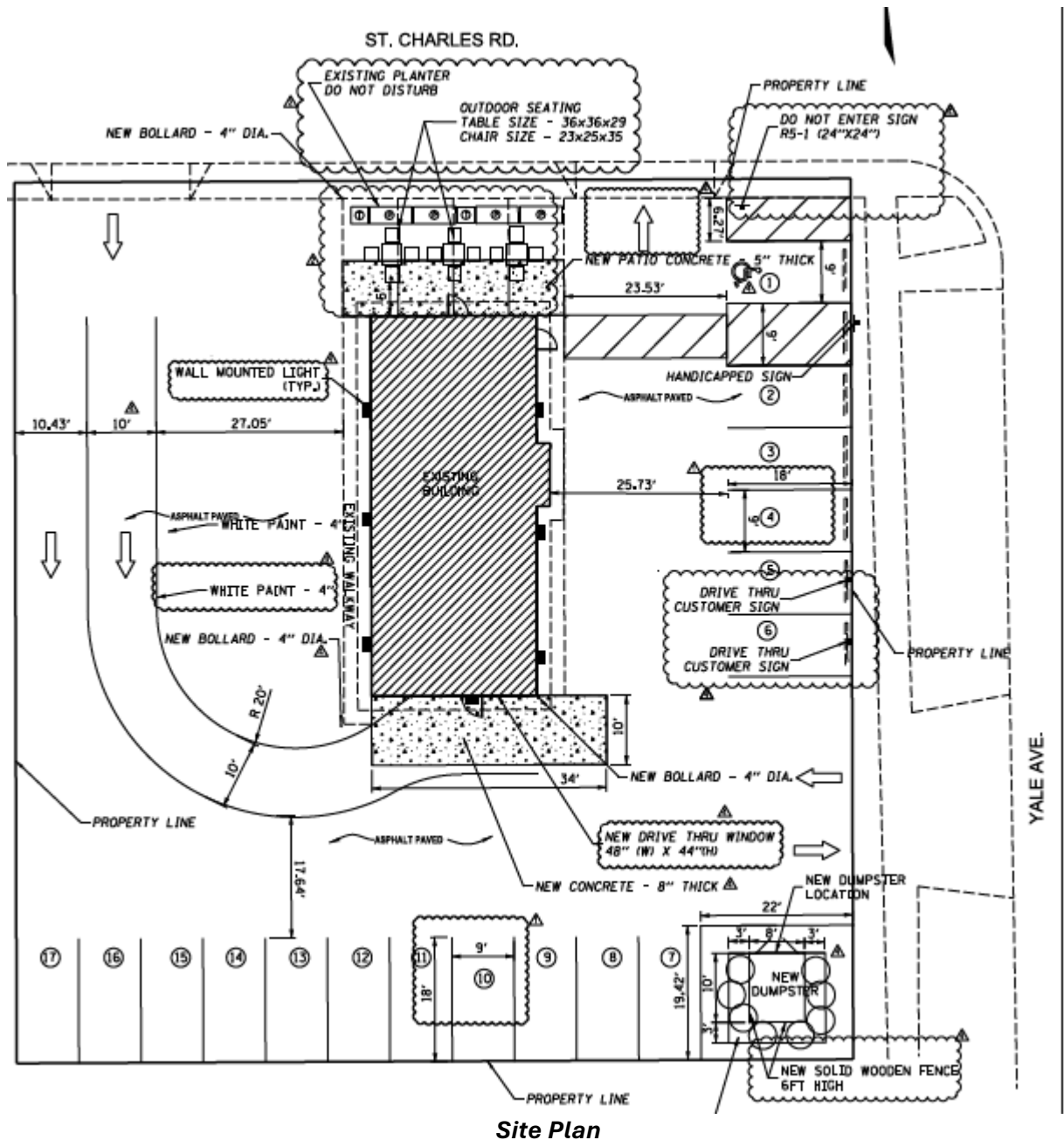
KLOA Traffic Impact Study, July 24, 2026

Site Plan Review

The following comments summarize aspects of the proposed development plans in relation to various Zoning Ordinance requirements:

1. Building and Structure Location:
 - a. A permit was issued for an interior remodel of the building in March 2026. Additional building permits will need to be obtained for the construction of the drive-through window and re-striping of the parking lot.
2. Building Scale:
 - a. No changes are proposed to the building scale.
3. Building Architecture:
 - a. No changes to the façade are proposed as part of the Special Use application.
4. Lot Coverage:
 - a. No changes are proposed to the lot coverage as part of this application.
5. Site Circulation: A Traffic Impact Study was completed by KLOA for the site. Their conclusions are as follows:
 - a. The total amount of new traffic that will be generated by the proposed Saffron coffee shop will be reduced due to the volume of pass-by traffic.
 - b. The results of the capacity analyses indicated that the existing roadway system will generally have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development.
 - c. With the access modifications, the west access drive operating as an inbound only access drive and the east access drive operating as an outbound only access drive, the access system will be adequate in accommodating the traffic estimated to be generated by the proposed coffee shop and will ensure efficient and flexible access is provided.
 - d. The drive-through lane that will serve the proposed Saffron coffee shop will provide stacking for approximately six to seven vehicles.
6. Parking Lots:
 - a. The site currently has 17 parking stalls. One ADA parking stall is provided and two parking stalls are designated as a waiting area for drive-through order fulfillment.
 - b. Per section 7.2 Minimum Parking Ratios, a restaurant requires 0.33 parking stalls per seat. With 36 seats, the site requires 12 parking stalls.
 - c. The Village Engineer has concerns regarding potential parking demand at the restaurant given the success of another location owned by the petitioner in Glendale Heights. A condition has been created to allow for mitigation strategies if the resulting traffic is higher than the volume anticipated by the KLOA traffic study.
7. Landscaping:
 - a. Planter beds will be installed around the trash enclosure and along the north property line separating the outdoor seating area from the public sidewalk.
8. Signage:
 - a. One 22 sq. ft. wall sign will be installed for the drive-through. Ordering will take place face-to-face through the window so no additional electrical components will be built for the drive-through.
9. Site Illumination:
 - a. Wall lighting will be installed on the outside of the building to illuminate the parking lot.
 - b. The applicant must submit a compliant lighting plan before permit issuance. No waiver is being sought for site lighting, and this has been included as a condition of approval to ensure compliance.

10. Completeness - If the Zoning Board of Appeals requires additional information to determine whether the applicant's development requests comply with the applicable standards of the Code, they may direct the applicant to furnish additional information and evidence that may provide clarity regarding their concerns.



Findings

Per Section 11.4.8. – Review and Approval Criteria: No Special Use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed Special Use is consistent with and in substantial compliance with all village board policies and plans and that the applicant has presented evidence to support each of the following conclusions for both Special Uses that they are requesting:

- A. That the proposed use or activity is expressly authorized as a Special Use;
Petitioner's Response: Yes
- B. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community;
Petitioner's Response: Yes
- C. That the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.
Petitioner's Response: No
- D. That approval of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
Petitioner's Response: No
- E. That the proposed Special Use will be served by adequate utilities, access roads, parking, drainage and other important and necessary facilities, infrastructure, and community services; and
Petitioner's Response: Yes
- F. That the proposed Special Use complies with all applicable regulations of this zoning ordinance except as expressly approved in accordance with the procedures of this zoning ordinance.
Petitioner's Response: Yes

Notification

Legal Notice was published in the Daily Herald on July 27th, 2026, a sign placed on the subject property, and notifications sent to property owners within a 250.0 foot radius of the subject property in advance of the Public Hearing.

Sample Motion

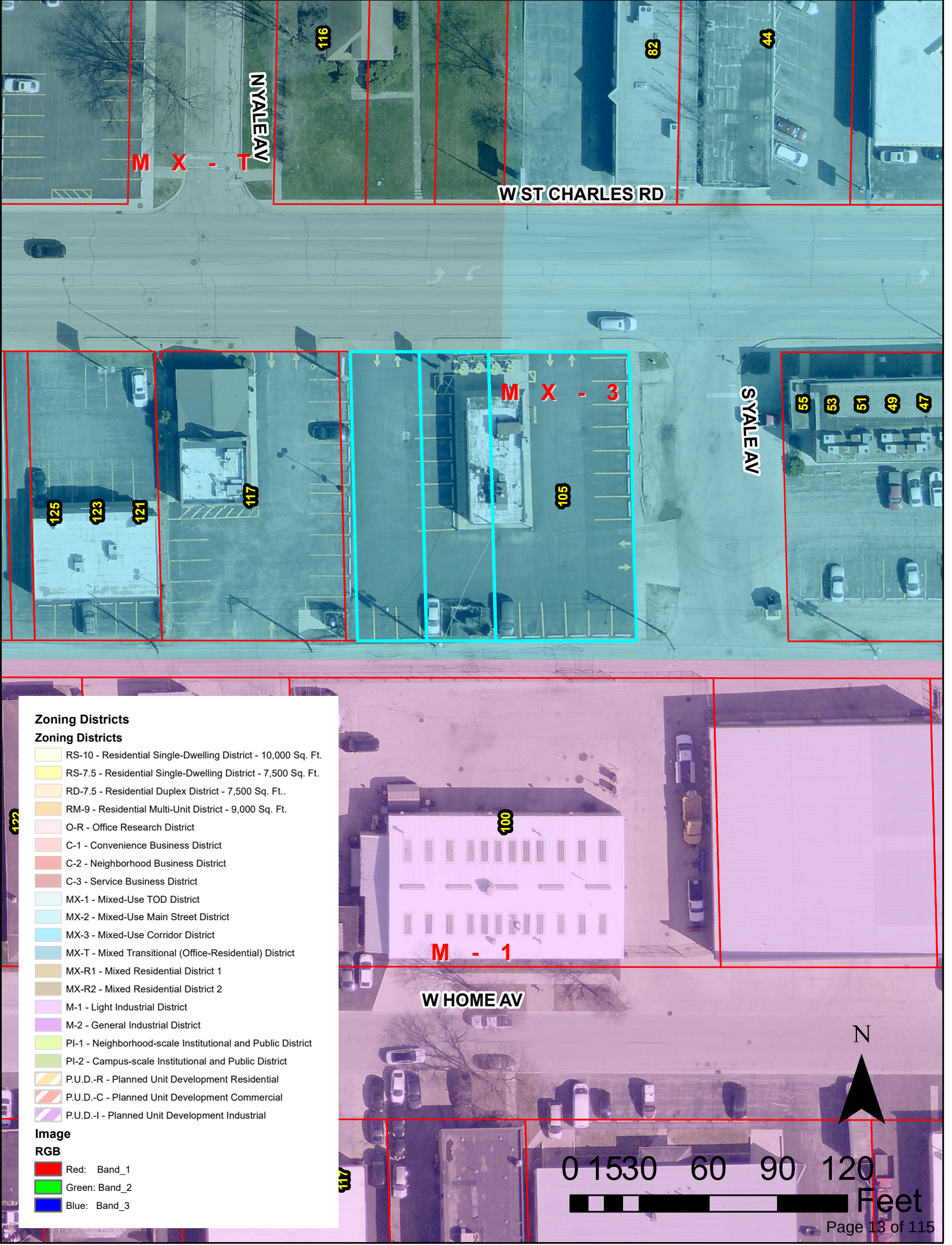
Should the Board approve Case ZBA 26-12, staff recommends the following motion and conditions:

Motion to approve Case ZBA 26-12, a request for a Special Use for a Drive-Through Facility per Section 6.1, subject to the following conditions:

- 1) *The proposed drive-through facility shall be in accordance with the plans submitted by the applicant in the Special Use Application received 4/3/2026.*
- 2) *The Petitioner shall file all necessary plans and applications, for review and approval, and secure all necessary building permits prior to the commencement of installation.*
- 3) *The Petitioner shall obtain a building permit for a compliant lighting plan, subject to review and approval by CED director.*
- 4) *Should traffic volumes appear to exceed the volumes attested to in the applicant's Traffic Impact Study (TIS), per the direction of the Village Engineer and the Director of Public Works, the Village may require a new traffic count study to be performed at the Petitioner's expense. The Village will then have the authority to revoke the Special Use Permit if the traffic count study indicates traffic volumes in excess of proposed operations per the TIS included in the Special Use Application, pending review and rejection of any mitigation strategies proposed by the Petitioner.*

Exhibit List

- A. Exhibit A - Site Plan
- B. Exhibit B - Plat of Survey
- C. Exhibit C - KLOA Traffic Study
- D. Exhibit D - Engineering Memo
- E. Exhibit E - Lighting Exhibit



Zoning Districts

Zoning Districts

- RS-10 - Residential Single-Dwelling District - 10,000 Sq. Ft.
- RS-7.5 - Residential Single-Dwelling District - 7,500 Sq. Ft.
- RD-7.5 - Residential Duplex District - 7,500 Sq. Ft.
- RM-9 - Residential Multi-Unit District - 9,000 Sq. Ft.
- O-R - Office Research District
- C-1 - Convenience Business District
- C-2 - Neighborhood Business District
- C-3 - Service Business District
- MX-1 - Mixed-Use TOD District
- MX-2 - Mixed-Use Main Street District
- MX-3 - Mixed-Use Corridor District
- MX-T - Mixed Transitional (Office-Residential) District
- MX-R1 - Mixed Residential District 1
- MX-R2 - Mixed Residential District 2
- M-1 - Light Industrial District
- M-2 - General Industrial District
- PI-1 - Neighborhood-scale Institutional and Public District
- PI-2 - Campus-scale Institutional and Public District
- P.U.D.-R - Planned Unit Development Residential
- P.U.D.-C - Planned Unit Development Commercial
- P.U.D.-I - Planned Unit Development Industrial

Image

RGB

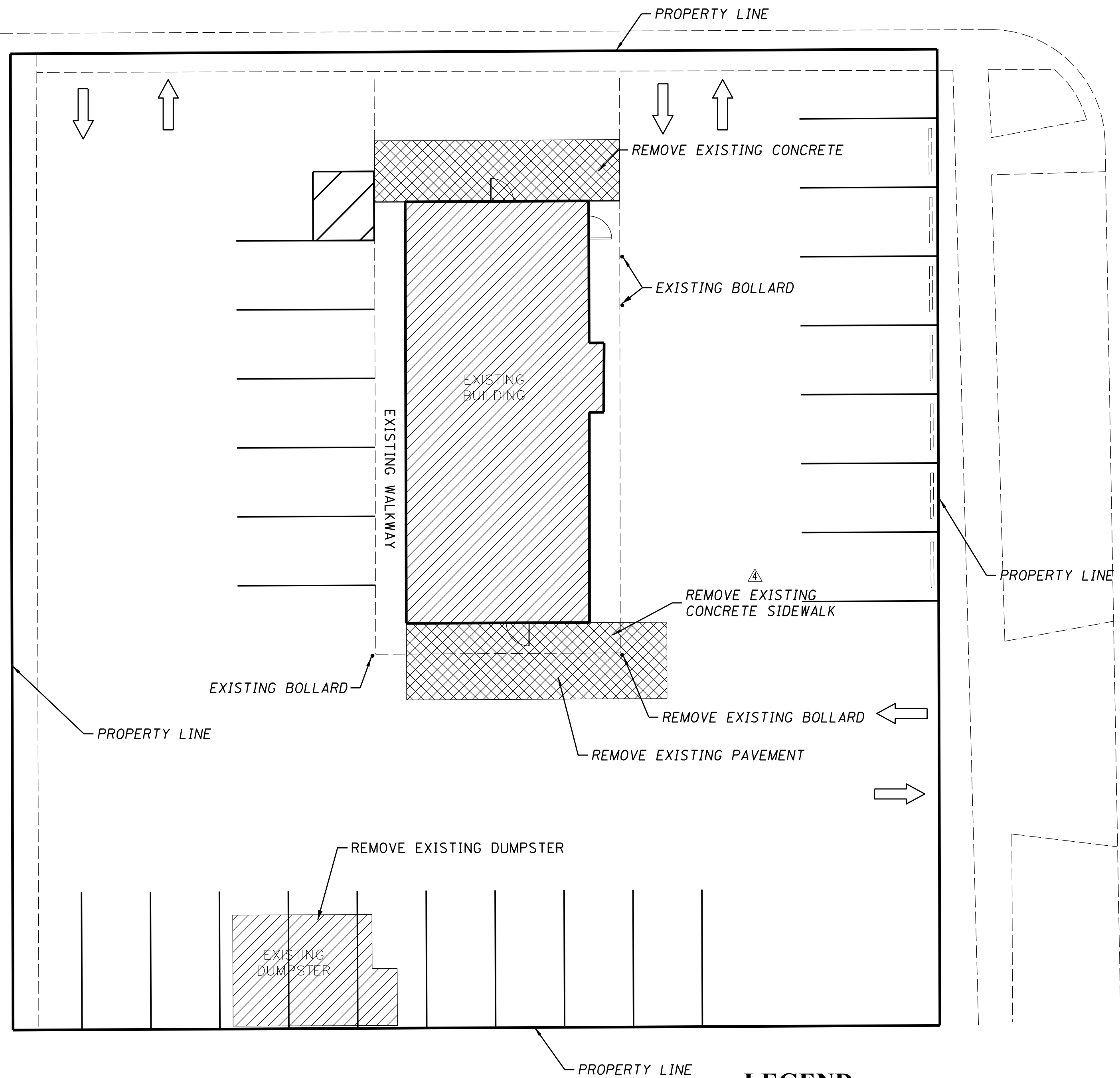
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- Green: Band_2
- Blue: Band_3



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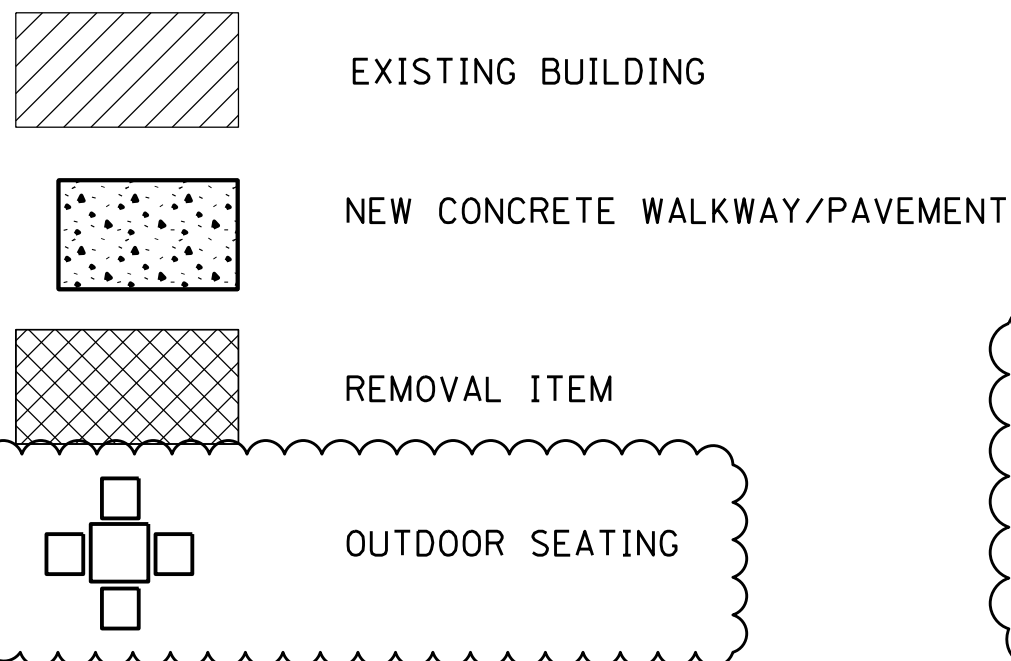
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ST. CHARLES RD.

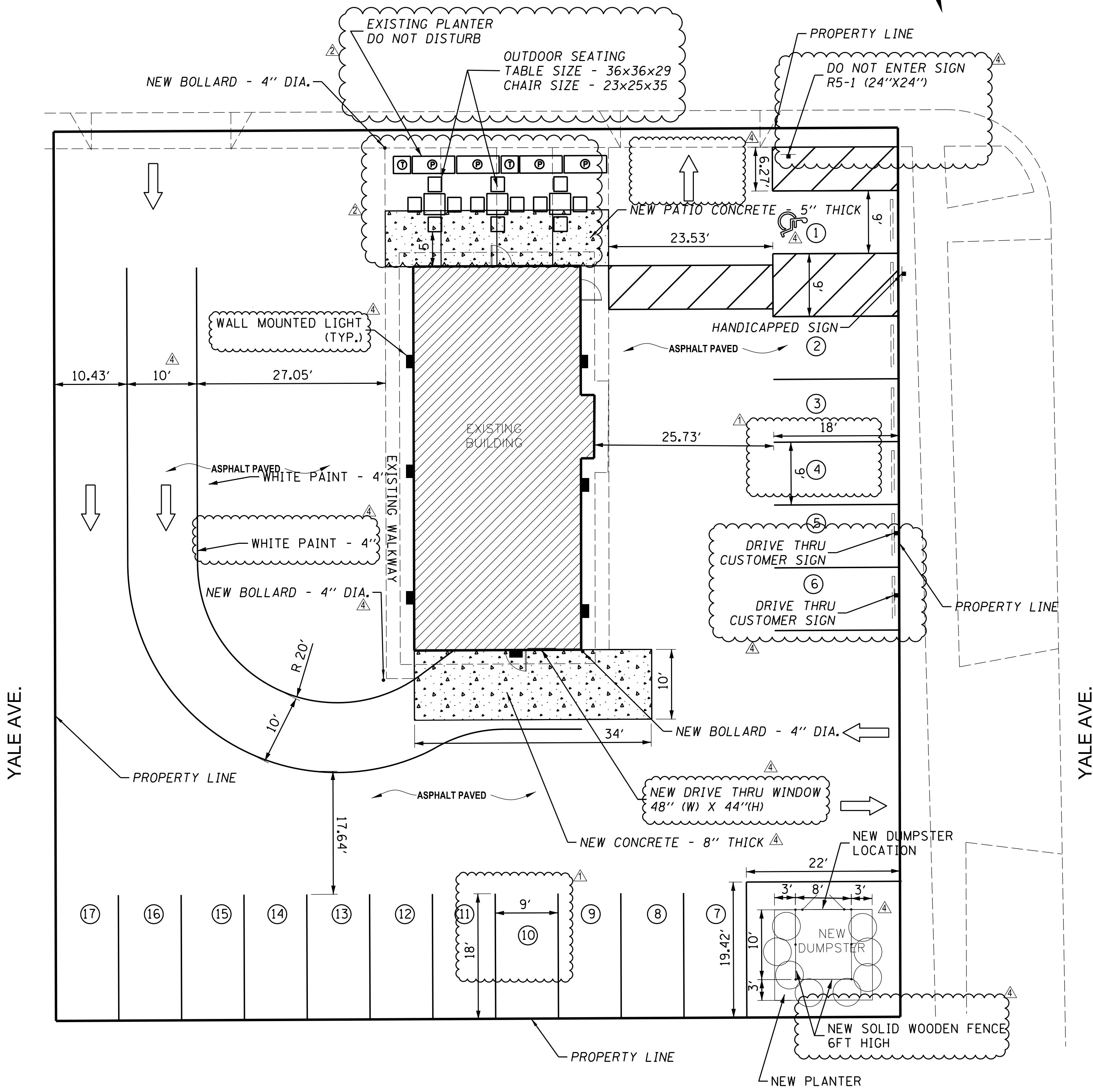


EXISTING CONDITION & REMOVAL PLAN
SCALE- 1:10

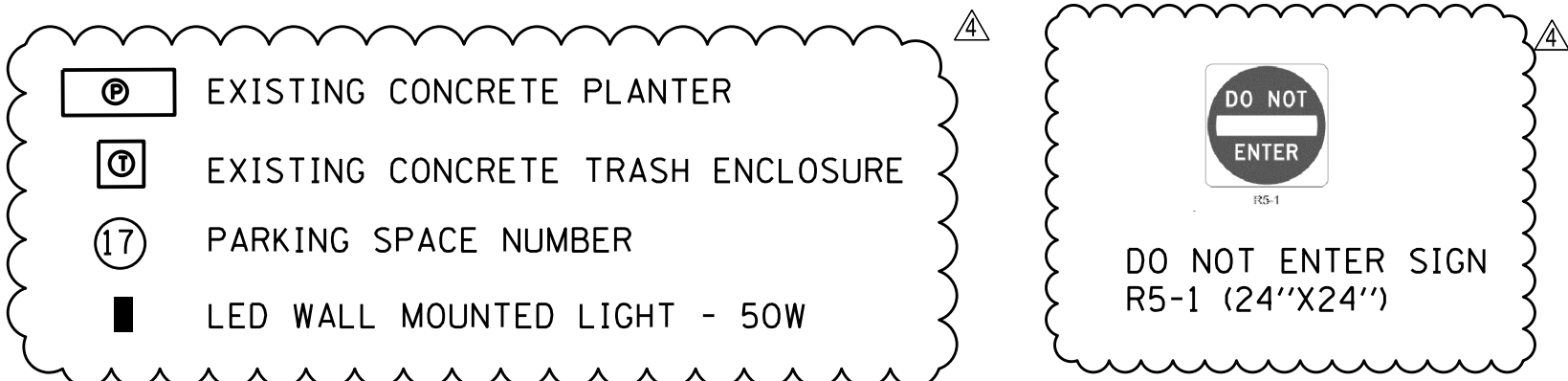
LEGEND



ST. CHARLES RD.



SITE PLAN
SCALE- 1:10



BEFORE YOU DIG CALL JULIE
AT 1-800-892-0123 OR 811
(48 HOURS IN ADVANCE)

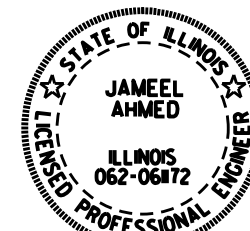
DRAWING TITLE
SITE PLAN

PROJECT TITLE
SAFFRON COFFEE SHOP
105 ST. CHARLES RD
VILLA PARK, IL 60181

DRAWN BY: JA
CHECKED BY: KB
SCALE: 1:10
PROJECT #: 2026.02
FILE NAME:

SHEET #
C-2

2026.06.30 DRIVETHRU ADDITION
2026.03.30 DRIVETHRU ADDITION
2026.03.12 PERMIT COMMENTS
2026.02.13 PERMIT COMMENTS
2026.01.26 PERMIT REVIEW
DATE ISSUED FOR

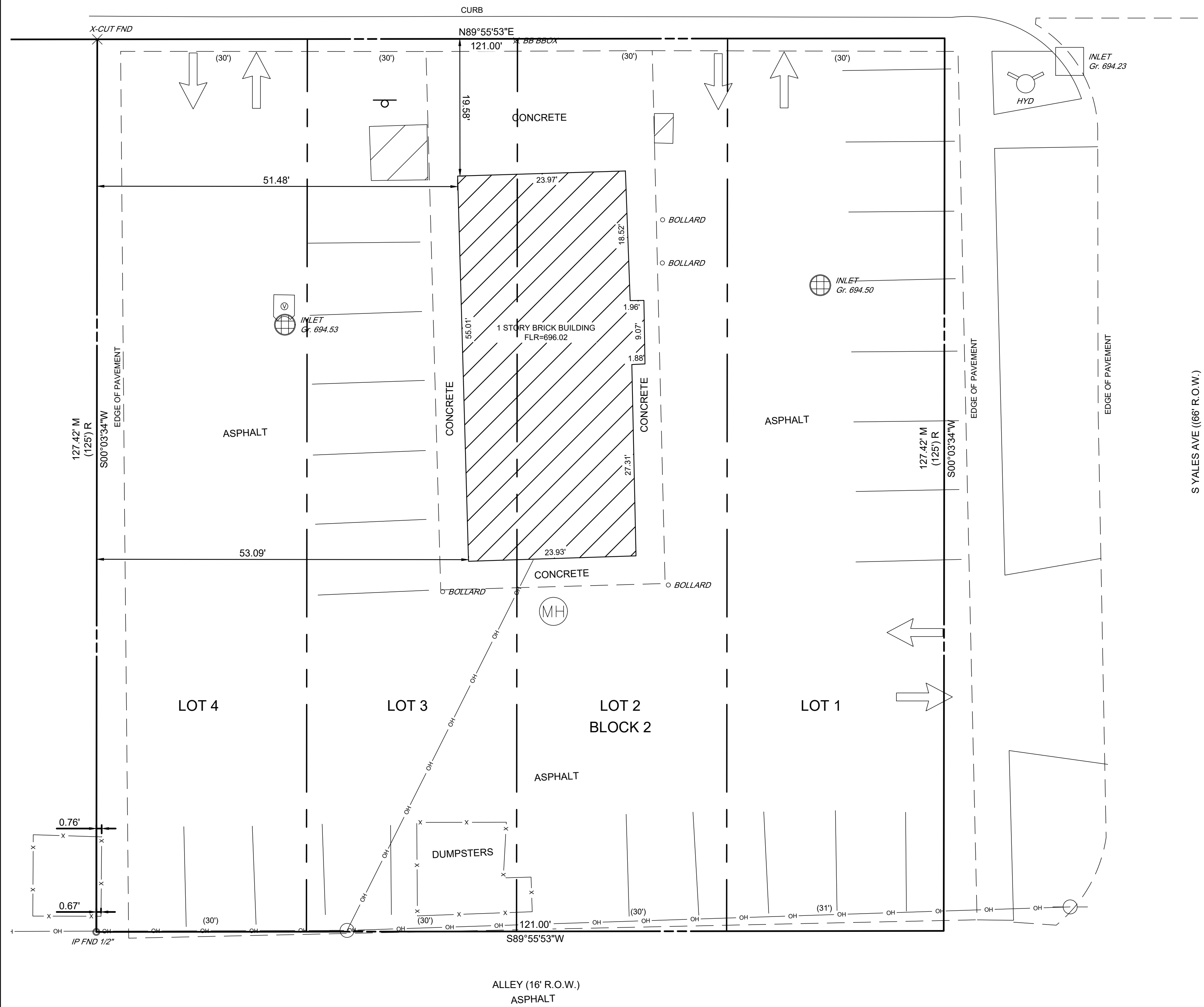


Jameel Ahmed
IL. LICENSED PROFESSIONAL
LICENSE EXPIRES ON 11/30/2027

ALTA/NSPS LAND TITLE SURVEY

LOTS 1, 2, 3 AND 4 IN BLOCK 2 IN FIRST ADDITION TO ARDVILLA HIGHLANDS, A RESUBDIVISION OF PART OF ARDMORE, A SUBDIVISION IN SECTIONS 9 AND 10, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THERE RECORDED OCTOBER 10, 1922 AS DOCUMENT 159690, IN DUPAGE COUNTY, ILLINOIS

W. ST CHARLES ROAD (66' R.O.W.)



LEGEND

- Water Manhole
- Electric Meter
- Inlet Round Grate
- Handi Cap
- Hydrant
- Bollard
- Light Pole
- Sant. Sewer Manhole
- Signs
- Utility Pole
- Traffic Arrow
- Traffic Arrow

TITLE COMMITMENT NUMBER DW2501772 :
FIDELITY NATIONAL TITLE INSURANCE COMPANY
09/19/2025

MIDWEST BANK AND TRUST COMPANY, A BANKING CORPORATION, AS TRUSTEE UNDER THE PROVISIONS OF A CERTAIN TRUST AGREEMENT DATED THE 12TH DAY OF JUNE 1979 AND KNOWN AS TRUST NUMBER 79-06-3007

TITLE LEGAL DESCRIPTION

LOTS 1, 2, 3 AND 4 IN BLOCK 2 IN FIRST ADDITION TO ARDVILLA HIGHLANDS, A RESUBDIVISION OF PART OF ARDMORE, A SUBDIVISION IN SECTIONS 9 AND 10, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THERE RECORDED OCTOBER 10, 1922 AS DOCUMENT 159690, IN DUPAGE COUNTY, ILLINOIS.

SCHEDULE B, PART II - EXCEPTIONS:

GENERAL EXCEPTIONS

- RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY PUBLIC RECORDS.
(REMARK; NOT A SURVEY MATTER)
- ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.
(REMARK; A PORTION OF THE PARKING LOT IS EAST OF THE EAST PROPERTY LINE, FENCE FOR ADJACENT DUMPSTERS AT SOUTHWEST CORNER)
- EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.
(REMARK; SEE G-12)
- ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
(REMARK; NOT A SURVEY MATTER)
- TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.
(REMARK; NOT A SURVEY MATTER)
- ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET.
(REMARK; NOT A SURVEY MATTER)
- TAXES FOR THE YEAR(S) 2025 AND THEREAFTER, NOT YET DUE AND PAYABLE PERMANENT INDEX NUMBER(S): 06-09-202-029-0000
NOTE: 2024 TAXES IN THE AMOUNT OF \$1,003.72 HAVE BEEN PAID.
(REMARK; NOT A SURVEY MATTER)
- TAXES FOR THE YEAR(S) 2025 AND THEREAFTER, NOT YET DUE AND PAYABLE PERMANENT INDEX NUMBER(S): 06-09-202-030-0000
NOTE: 2024 TAXES IN THE AMOUNT OF \$1,003.72 HAVE BEEN PAID.

BEEN PAID.

(REMARK; NOT A SURVEY MATTER)

- E9. TAXES FOR THE YEAR(S) 2025 AND THEREAFTER, NOT YET DUE AND PAYABLE PERMANENT INDEX NUMBER(S): 06-09-202-031-0000

NOTE: 2024 TAXES IN THE AMOUNT OF \$8,040.10 HAVE BEEN PAID.

(REMARK; NOT A SURVEY MATTER)

- I10. THE LAND LIES WITHIN THE BOUNDARIES OF SALT CREEK SANITARY DISTRICT AND IS SUBJECT TO ASSESSMENTS THEREUNDER.

(REMARK; NOT A SURVEY MATTER)

- F11. TERMS, POWERS, PROVISIONS, AND LIMITATIONS OF HE TRUST UNDER WHICH TITLE TO THE LAND IS HELD.

(REMARK; NOT A SURVEY MATTER)

- G12. POSSIBLE EASEMENT OF ANY PUBLIC SERVICE CORPORATION AS DISCLOSED BY SERVICE POLES ON THE REAR OF THE PREMISES IN QUESTION.

(AFFECTS LOT 4)

(REMARK; OVERHEAD WIRES ALONG SOUTH PROPERTY LINE, NO EASEMENT FOUND)

- H13. ORDINANCE NO. 188 RECORDED JUNE 30, 1981 AS DOCUMENT R81-34807, AN ORDINANCE PROVIDING FOR THE IMPOSITION OF WASTEWATER TREATMENT SERVICE CHARGES AND PROVIDING PENALTIES FOR THE VIOLATION THEREOF WITHIN THE SALT CREEK DRAINAGE BASIN SANITARY DISTRICT, VILLA PARK, DUPAGE COUNTY, ILLINOIS.

(REMARK; NOT A SURVEY MATTER)

- J14. THE FOLLOWING ENDORSEMENTS HAVE BEEN APPROVED FOR THE LOAN POLICY

ALTA ENDORSEMENT 9-06

ALTA ENDORSEMENT 8.1 (ENVIRONMENTAL)

(REMARK; NOT A SURVEY MATTER)

- K15. THE FEE FOR THE INFLATION ENHANCEMENT ENDORSEMENT FOR THE OWNER'S POLICY HAS BEEN PRE-BILLED. THE ENDORSEMENT WILL BE ISSUED AND THE FEE WILL BE COLLECTED AT SETTLEMENT UNLESS THE PURCHASER(S) OR THEIR ATTORNEY REQUEST THAT THE ENDORSEMENT NOT BE ISSUED.

(REMARK; NOT A SURVEY MATTER)

- L16. NOTE: THE ONLY CONVEYANCE(S) AFFECTING SAID LAND RECORDED WITHIN 24 MONTHS OF THE DATE OF THIS COMMITMENT ARE AS FOLLOWS:

GRANTOR: HENRY A. MARTENS AND MARIE A. MARTENS, HIS WIFE

GRANTEE: MIDWEST BANK AND TRUST COMPANY, A BANKING CORPORATION, AS TRUSTEE UNDER THE PROVISIONS OF A CERTAIN TRUST AGREEMENT DATED THE 12TH DAY OF JUNE 1979 AND KNOWN AS TRUST NUMBER 79-06-3007

RECORDING DATE: JUNE 25, 1979

RECORDING NO: R79-53158

(REMARK; NOT A SURVEY MATTER)

TABLE "A" ITEMS

- SHOWN HEREON
- 105 W. CHARLES ROAD, VILLA PARK, ILLINOIS
- THIS PROPERTY IS LOCATED WITHIN ZONE X, AREA OF MINIMAL FLOOD HAZARD, AS DELINEATED ON ON FEMA MAP PANEL NO. 17043C0088J WITH AN EFFECTIVE DATE OF 8/1/2019
- AREA: 15,418 S.F. 0.354 A.C.
- SHOWN HEREON
- SHOWN HEREON
- HANDICAP PARKING SPACES = 0
REGULAR PARKING SPACES= 22
- UTILITIES SHOWN HEREON

BASIS OF BEARINGS:

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS EAST STATE PLANE COORDINATE GRID SYSTEM (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS

- BOUNDARY INFORMATION AS SHOWN HEREON IS COMPILED FROM EXISTING LAND RECORDS OF CUMBERLAND COUNTY AND A FIELD SURVEY PERFORMED BY BOWMAN DURING APRIL AND MAY, 2024.
- THE HORIZONTAL DATUM AS REFERENCED HEREON WAS ESTABLISHED BY GPS CONTROL METHODS. THE HORIZONTAL DATUM IS REFERENCED TO AS ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), AND IS REFERENCED IN U.S. SURVEY FEET.
- THE SURVEYED PROPERTY AS SHOWN HEREON IS SUBJECT TO ALL COVENANTS AND RESTRICTIONS OF RECORD AND THOSE RECORDED HERewith. BOWMAN WAS PROVIDED A COMMITMENT FOR TITLE INSURANCE FROM FIDELITY NATIONAL TITLE INSURANCE COMPANY, AND SCHEDULE B - PART II IS ADDRESSED IN THE TITLE COMMITMENT REVIEW.
- THE SURVEYED PROPERTY AS SHOWN HEREON APPEARS TO LIE WITHIN "ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN) AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP FOR COOK COUNTY, ILLINOIS, FIRM PANELS: 17043C0088J WITH AN EFFECTIVE DATE OF 8/1/2019
- THE PLANIMETRIC FEATURES AS SHOWN HEREON WERE COMPILED FROM GPS AND CONVENTIONAL SURVEY METHODS BY BOWMAN COMPLETED OCTOBER, 2025.
- THE LOCATION OF ALL VISIBLE BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE SURVEYED PROPERTY, WHICH HAS BEEN CAREFULLY ESTABLISHED BY THE CLASSIFICATION AND SPECIFICATIONS FOR CADASTRAL SURVEYS ARE CORRECTLY SHOWN.
- ALL EASEMENTS AND RIGHTS-OF-WAY APPARENT FROM A CAREFUL PHYSICAL INSPECTION OF THE SURVEYED PROPERTY, OR AS IDENTIFIED IN THE REPORT OF TITLE ARE CORRECTLY SHOWN UNLESS OTHERWISE NOTED.

SURVEYOR'S CERTIFICATION:
STATE OF ILLINOIS)
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDED ITEMS 1-4, 7A, 8, 9, 11A, OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON OCTOBER 20, 2025.
GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS, THIS 22TH DAY OF OCTOBER A.D., 2025.

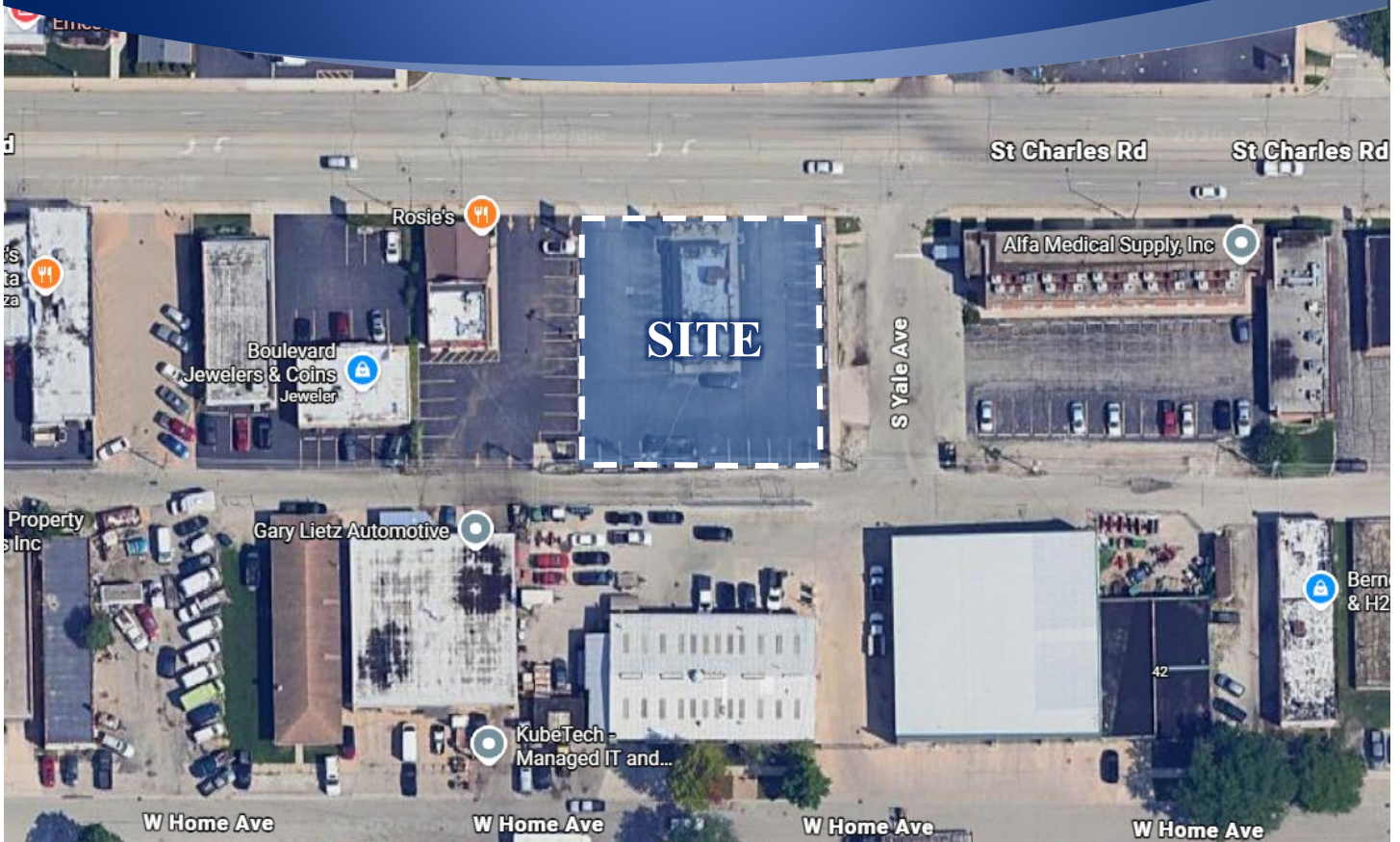
BY: *Thomas E. Hagensee*
THOMAS E. HAGENSEE
ILLINOIS PROFESSIONAL LAND SURVEYOR NO 2419
LICENSE EXPIRES NOVEMBER 30, 2026
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



SHEET No. 1 OF	ALTA/NSPS LAND TITLE SURVEY MICKEY'S 105 W ST CHARLES RD VILLA PARK, ILLINOIS	Bowman Consulting Group Ltd 311 S. Wacker Drive, Suite 1950 Chicago, IL 60606 www.bowman.com Phone: 312-614-0360 FAX: 877-433-0797 Illinois Professional Design Firm License Expiration: --/--	PROJ.: 032489 DATE: 10/22/25 CHKD: TEH THIS DRAWING AND ALL INFORMATION CONTAINED HEREIN IS AUTHORIZED FOR USE ONLY BY THE PARTY FOR WHOM THE WORK WAS CONTRACTED OR TO WHOM IT IS CERTIFIED. THIS DRAWING MAY NOT BE COPIED, REPRODUCED, DISCLOSED, DISTRIBUTED OR RELIED UPON FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF BOWMAN CONSULTING GROUP, LTD. © 2025 BOWMAN CONSULTING GROUP, LTD. ALL RIGHTS RESERVED.	6 5 4 3 2 1 REVISION DATE CHKD
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Traffic Impact Study Proposed Saffron Coffee Shop

Villa Park, Illinois



Prepared For:

SAFFRON COFFEE SHOP



July 24, 2026

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 proposed drive-through coffee shop be located in Villa Park, Illinois. The site, which is occupied by a vacant restaurant, is located in the southwest quadrant of the intersection of St. Charles Road and Yale Avenue. As proposed, the existing building will be repurposed to provide a coffee shop and the building will be modified to provide a drive-through lane along the south and east sides of the building. Access will continue to be provided via the existing access system off St. Charles Road and Yale Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any additional roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **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 proposed development
- Vehicle trip generation for the proposed development
- Future traffic conditions including access to the proposed development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Evaluation and recommendations with respect to adequacy of the site access and on-site circulation
- Evaluation of stacking and drive-through lane usage

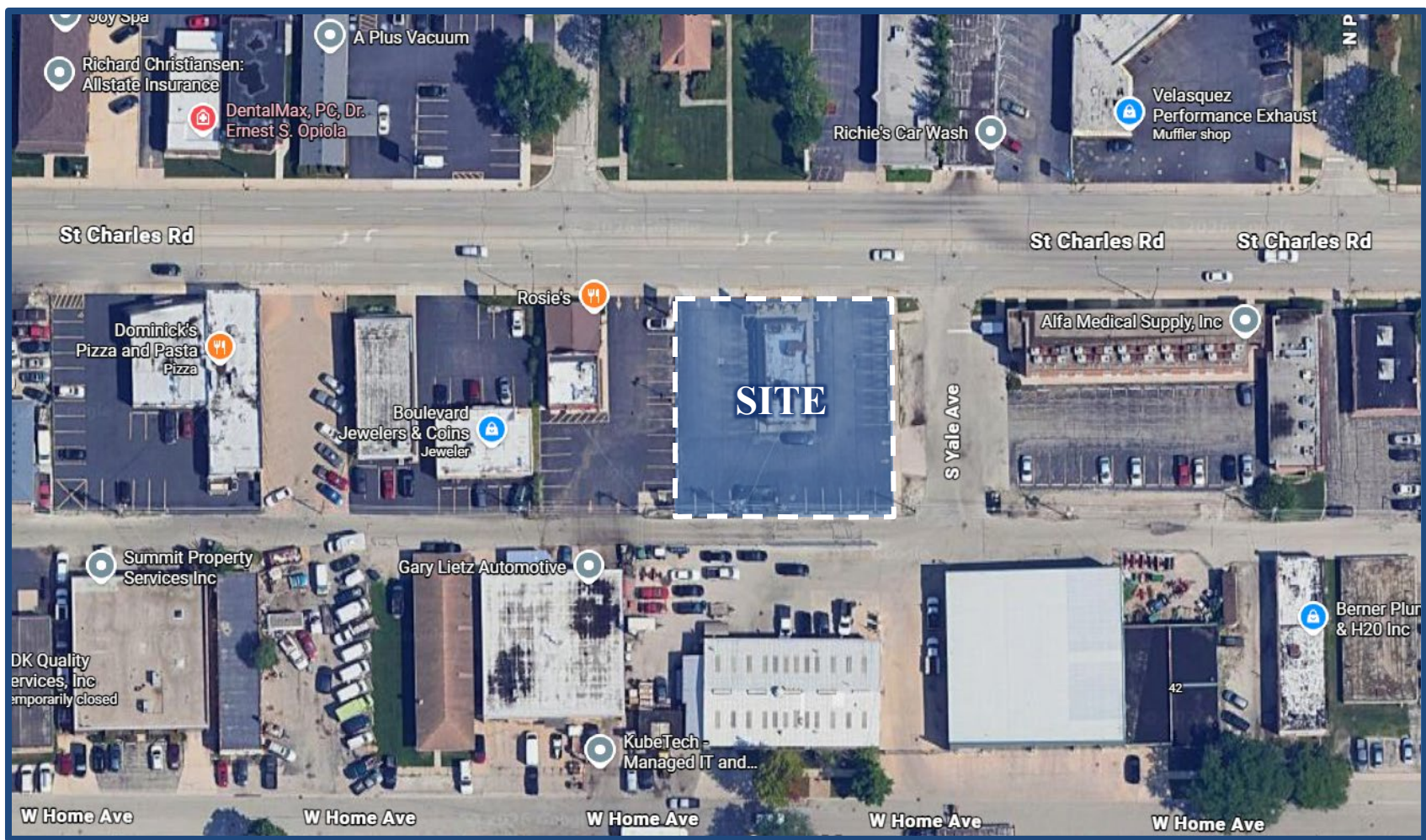
Capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Year 2032 No-Build Conditions – Analyzes the capacity of the existing roadway system using existing traffic volumes increased by an ambient area growth factor not attributable to any particular development.
3. Year 2032 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2032 no-build traffic volumes and the traffic estimated to be generated by the proposed development



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site, which is currently occupied by a vacant restaurant building, is located in the southwest quadrant of the intersection of St. Charles Road and Yale Avenue in Villa Park, Illinois. Land uses in the vicinity of the site are primarily commercial along the St. Charles Road corridor.

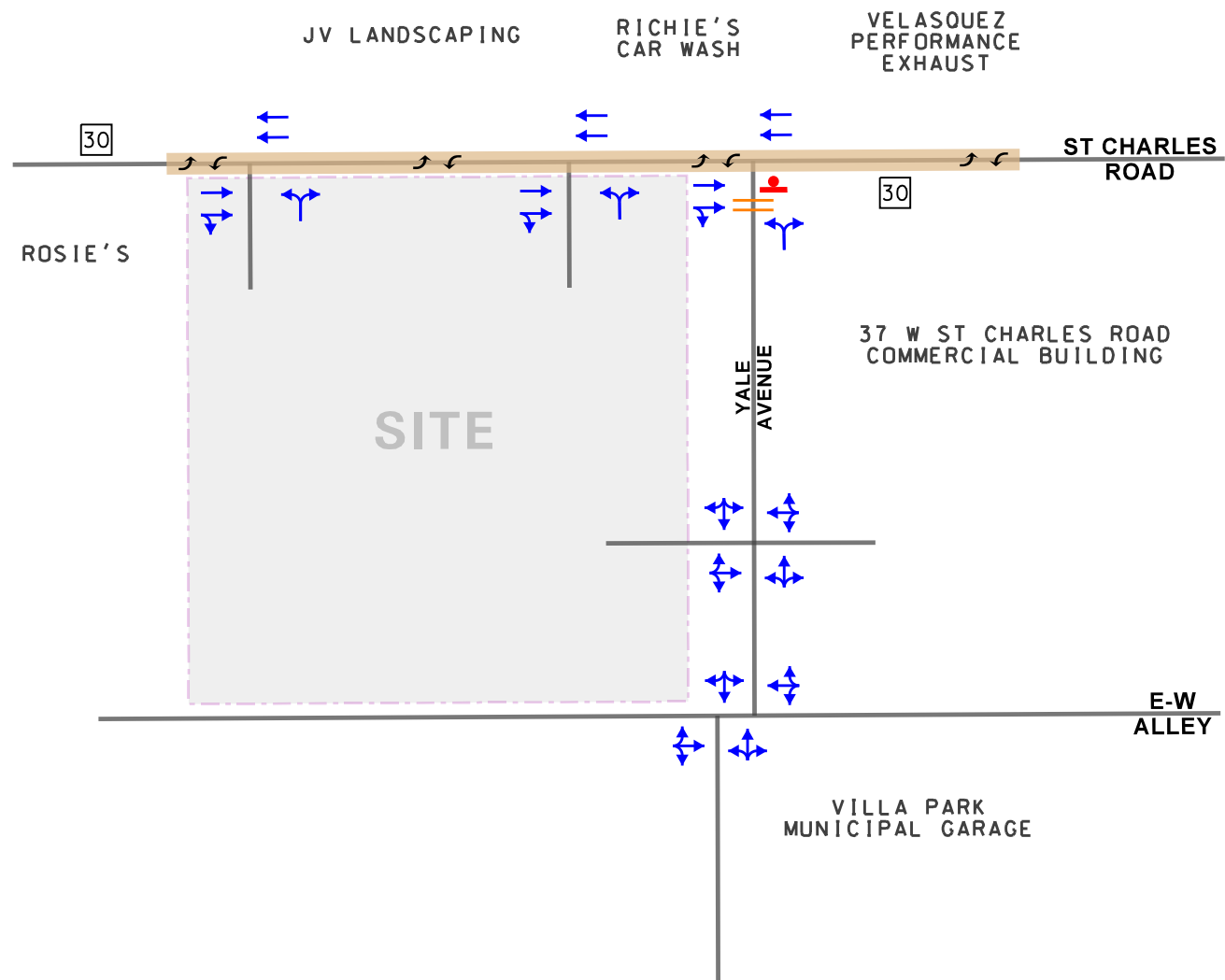
Existing Roadway System Characteristics

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

St. Charles Road is an east-west minor arterial roadway that provides two travel lanes in each direction, separated by a center two-way left-turn lane. At its unsignalized intersection with S. Yale Avenue, St. Charles Road provides a through lane and a shared through/right-turn lane on the eastbound approach and two through lanes on the westbound approach. Left-turn movements are accommodated by the center two-way left-turn lane. St. Charles Road is under the jurisdiction of the Village of Villa Park, carries an Annual Average Daily Traffic (AADT) volume of 19,300 vehicles (IDOT 2024), and has a posted speed limit of 30 miles per hour.

S. Yale Avenue is a north-south local roadway that provides one travel lane and extends between St. Charles Road and an east-west public alley located approximately 160 feet south (centerline-to-centerline) of St. Charles Road. At its unsignalized intersection with St. Charles Road, S. Yale Avenue provides a shared left-turn/right-turn lane under stop-sign control. S. Yale Avenue is under the jurisdiction of the Village of Villa Park..

As previously indicated, located approximately 160 feet south of St. Charles Road and bordering the south side of the site is an east-west public alley that extends between Harvard Avenue and Ardmore Avenue and primarily serves the commercial properties fronting St. Charles Road and Home Avenue, as well as the Village Hall and Municipal Garage. It should be noted that the Municipal Garage is located on the south side of the public alley at the S. Yale Avenue terminus.



LEGEND

-  - TRAVEL LANE
-  - STOP SIGN
-  - SPEED LIMIT SIGN
-  - STANDARD CROSSWALK
-  - TWO-WAY LEFT TURN LANE

Saffron
Coffee Shop
Villa Park, Illinois

Existing Roadway Characteristics



Job No: 26-196

Figure: 3

Existing Traffic Volumes

To determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods on Tuesday, June 9th, 2026, at the following intersections:

- St. Charles Road with S. Yale Avenue
- S. Yale Avenue with the east-west public alley
- S. Yale Avenue with the commercial access drives

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

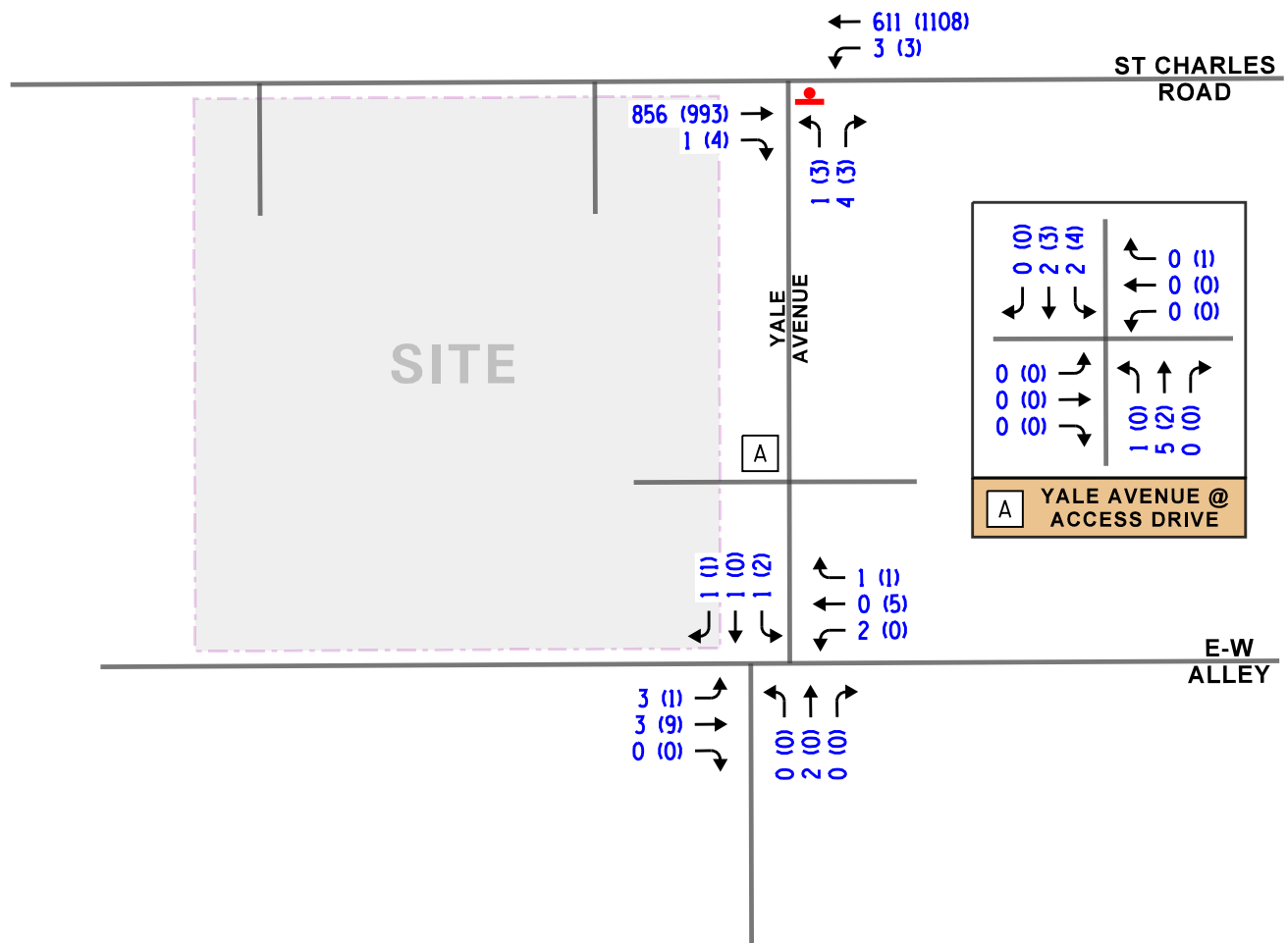
Crash Data Summary

KLOA, Inc. obtained crash data¹ from IDOT for the most recent available five years available (2020 to 2024) for the intersection St. Charles Road with S. Yale Avenue. The crash data consisted of a radius of 250 feet which would include the turning movements to/from the existing site access drives. A review of the crash data indicated that the intersection experienced one rear end crash in 2024.

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).



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

Saffron
Coffee Shop
Villa Park, Illinois

Existing Traffic Volumes

KLOA
Kentig, Lindgren, O'Hara, Aboona, Inc.
Job No: 26-196 Figure: 4

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the existing (approximately 1,400 square foot) building will be repurposed to provide a coffee shop. The building will be modified to provide a drive-through window located on the southeast corner of the building with vehicle queues wrapping along the south and west sides of the building. The site will provide 21 parking spaces. Access to the development will be provided via the following:

- The existing access drive on St. Charles Road, located approximately 135 feet west of S. Yale Avenue. Under existing conditions this access drive provides one inbound lane and one outbound lane. With the proposed coffee shop and provision of drive-through window, this access drive will be restriped to allow for inbound movements only. This restriction should be reinforced with signage
- The existing access drive on St. Charles Road, located approximately 65 feet west of S. Yale Avenue. Under existing conditions this access drive provides one inbound lane and one outbound lane. With the proposed coffee shop and provision of a drive-through window and given that the west access drive will be restricted to inbound movements only, this access drive will be restriped and signed to allow for outbound movements only. Outbound movements from the site onto St. Charles Road should be under stop sign control.
- The existing access drive on S. Yale Avenue, located approximately 120 feet south of St. Charles Road. Under existing conditions this access drive provides one inbound lane and one outbound lane which can be maintained under future conditions.

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

On-Site Circulation and Drive-Through Lane

As proposed, the drive-through window for the coffee shop will be located in the southeast corner of the building. With the access configuration, the site will function with one-way counterclockwise circulation around the building and vehicles will access the drive-through via the inbound only access drive on St. Charles Road and can exit via the outbound only access drive on St. Charles Road or the Yale Avenue access drive. The parking lot will be restriped to provide a drive-through lane and a by-pass lane on the west and south sides of the building. A review of the site plan indicates that, approximately six to seven vehicles can stack within the site without extending onto St. Charles Road. No ordering board will be provided on site and customers will place and accept an order at the proposed drive-through window.

Directional Distribution

The directions from which employees and customers will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts and the proposed access system of the site. **Figure 5** illustrates the directional distribution of traffic.

Site Traffic Generation

The number of peak hour trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). To provide a conservative evaluation of the proposed coffee shop, the trip estimates were compared for three land-uses as follows:

- Land-Use Code 932 – High-Turnover Sit Down Restaurant
- Land-Use Code 936 – Coffee/Donut Shop without Drive-Through Window
- Land-Use Code 937 – Coffee/Donut Shop with Drive-Through Window

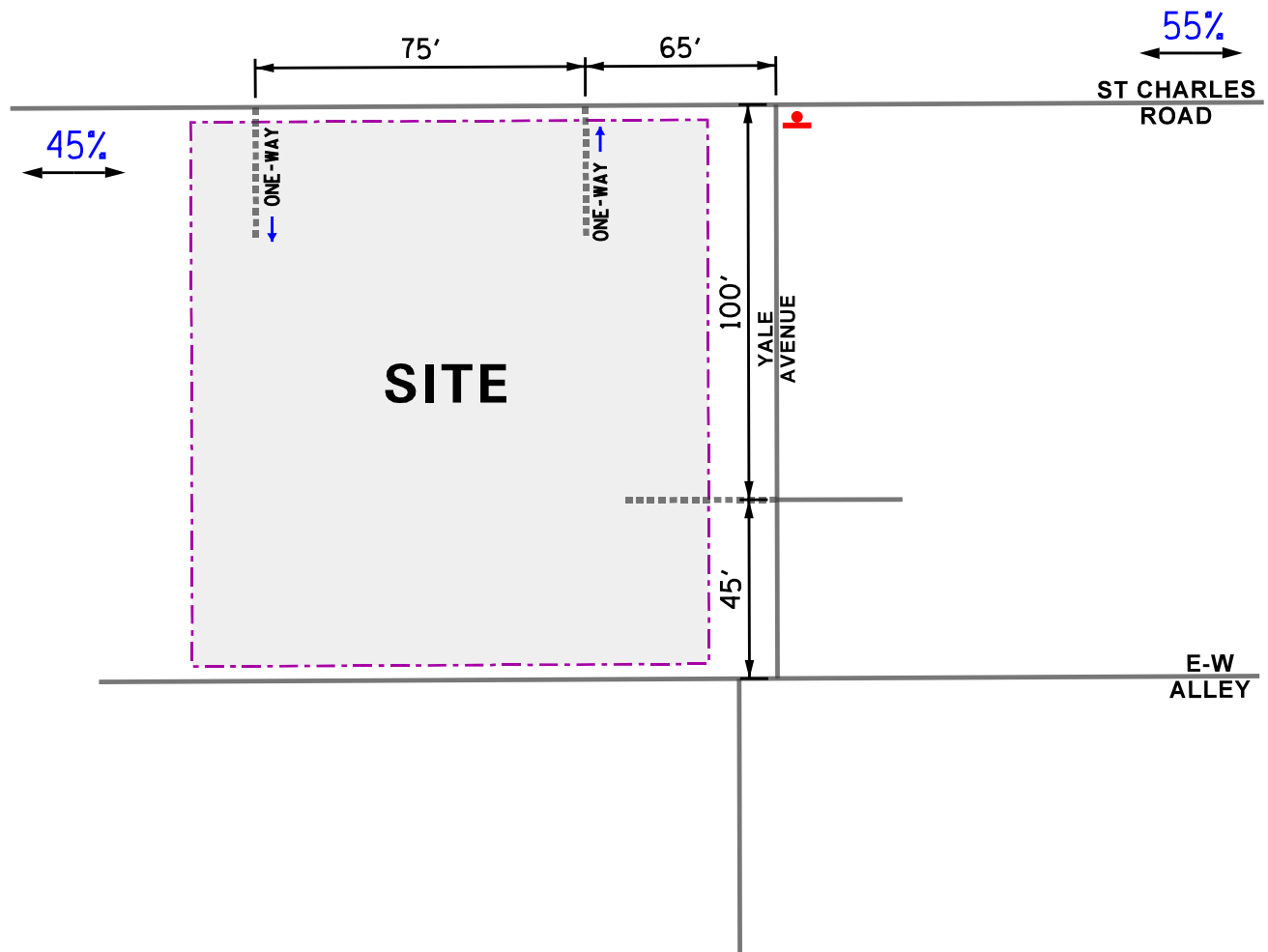
Table 1 summarizes the estimated trips projected to be generated by the proposed development during the peak hours based on each land-use code. As can be seen from Table 1, the trips generated by Land-Use Code 936 is highest during the weekday morning peak hour and the trips generated by Land-Use Code 937 is highest during the weekday evening peak hour. As such, these respective trip generations were utilized for the purposes of this evaluation.

Surveys conducted by ITE have shown that a significant number of trips made to coffee shops are diverted from the existing traffic on the area roadways. This is particularly true during the weekday morning 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. For coffee shops the surveys indicate that, on average, 89 percent of the peak hour trips generated by a coffee shop are diverted from existing traffic on the adjacent roadways. However, in order to provide a conservative (worst-case) analysis, a pass-by reduction of only 70 percent was applied to the site-generated traffic volumes.

Table 2 summarizes the estimated trips projected to be generated by the proposed development during the peak hours, taking into consideration pass-by traffic.



NOT TO SCALE



LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

Saffron
Coffee Shop
Villa Park, Illinois

Directional Distribution



Job No: 26-196

Figure: 5

Table 1

PROJECTED SITE-GENERATED TRAFFIC VOLUMES – BY LAND USE

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
932	High-Turnover Sit-Down Restaurant (1,400 s.f.)	7	6	13	8	5	13
936	Coffee/Donut Shop without Drive- Through Window (1,400 s.f.)	65	62	127	22	22	44
937	Coffee/Donut Shop with Drive- Through Window (1,400 s.f.)	61	59	120	27	28	55

Table 2

PROJECTED SITE-GENERATED TRAFFIC VOLUMES – BY LAND USE

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
937	Coffee/Donut Shop with Drive- Through Window (1,400 s.f.)	65	62	127	27	28	55
	<i>70% Pass-By for Coffee Shop</i>	<i>-44</i>	<i>-44</i>	<i>-88</i>	<i>-19</i>	<i>-19</i>	<i>-38</i>
	Total New Trips	21	18	39	8	9	17

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 subject development.

Site Traffic Assignment

The traffic that is projected to be generated by the proposed development was assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle traffic and **Figure 7** illustrates the pass-by traffic.

Background Traffic Conditions

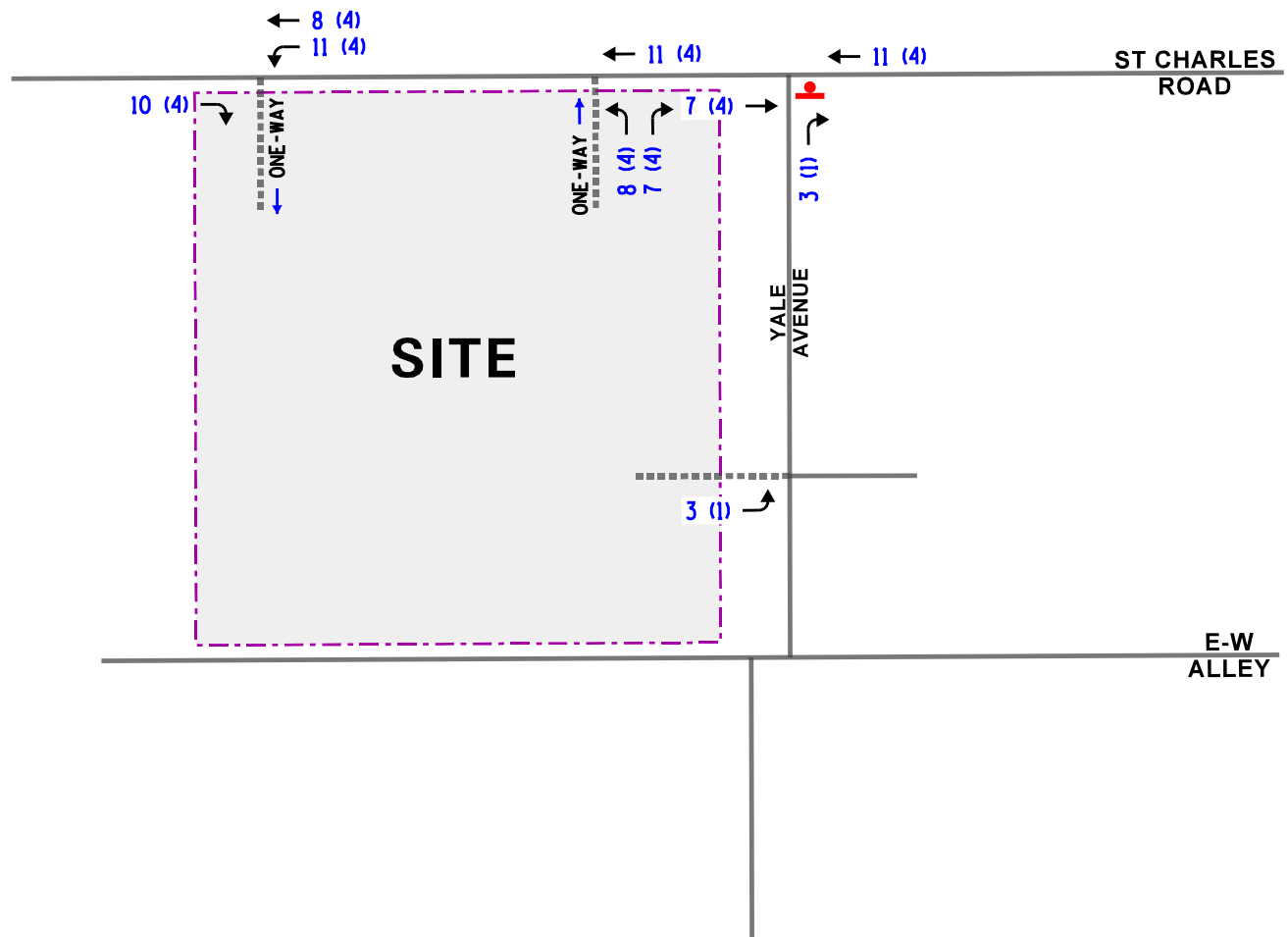
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections prepared by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.5 percent for six years (one-year buildout plus five years) totaling three percent to represent Year 2032 no-build conditions. The Year 2032 no-build traffic volumes are illustrated in **Figure 8**. A copy of the CMAP 2050 projections is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic (Figures 6 and 7) was added to the Year 2032 no-build traffic volumes (Figure 8) to determine the Year 2032 total projected traffic volumes, as shown in **Figure 9**.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

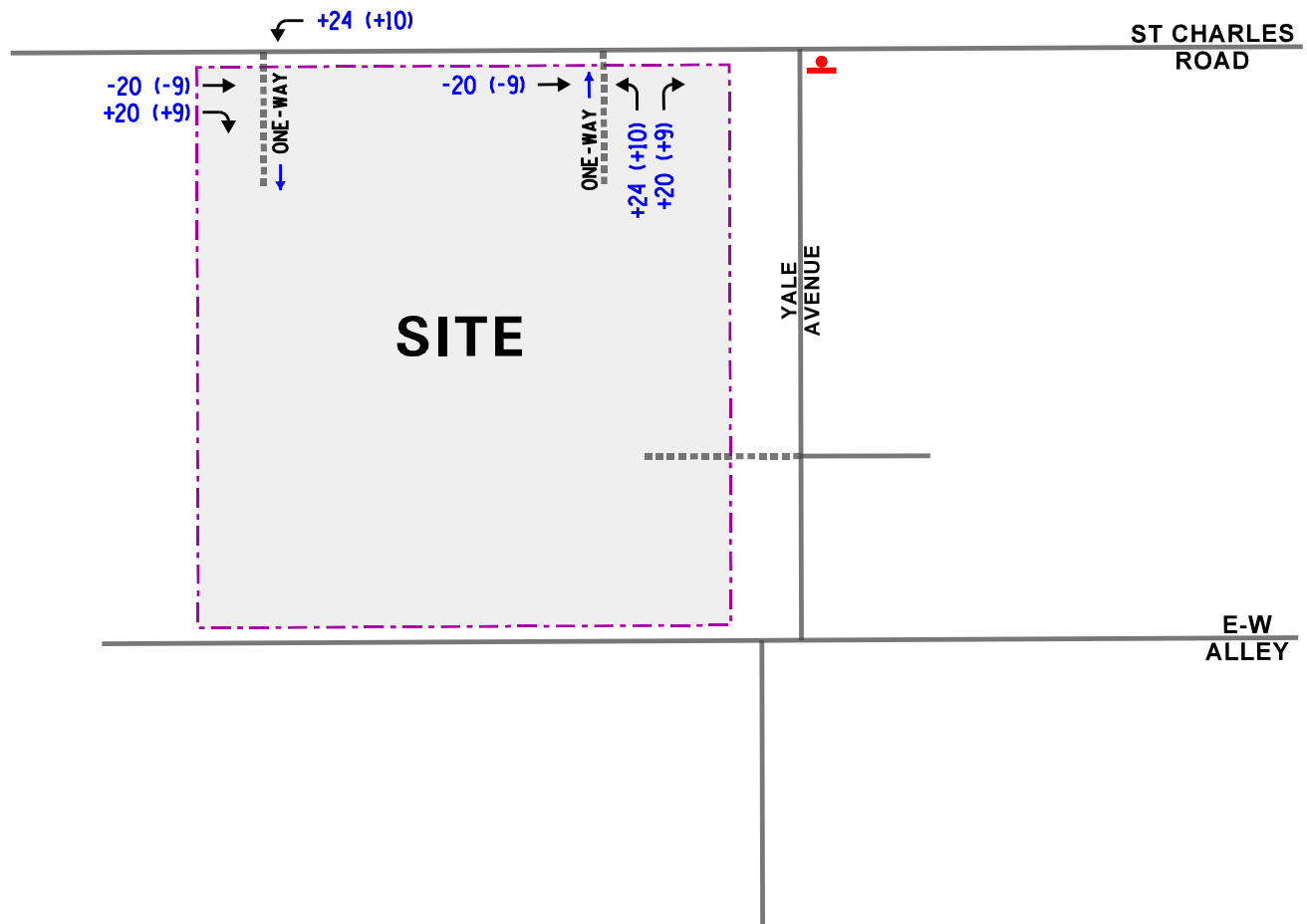
Saffron
Coffee Shop
Villa Park, Illinois

Site-Generated Traffic Volumes

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Job No: 26-196 Figure: 6



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
(00) - PM PEAK HOUR (4:30-5:30 PM)

Saffron
Coffee Shop
Villa Park, Illinois

Pass-By Traffic Volumes

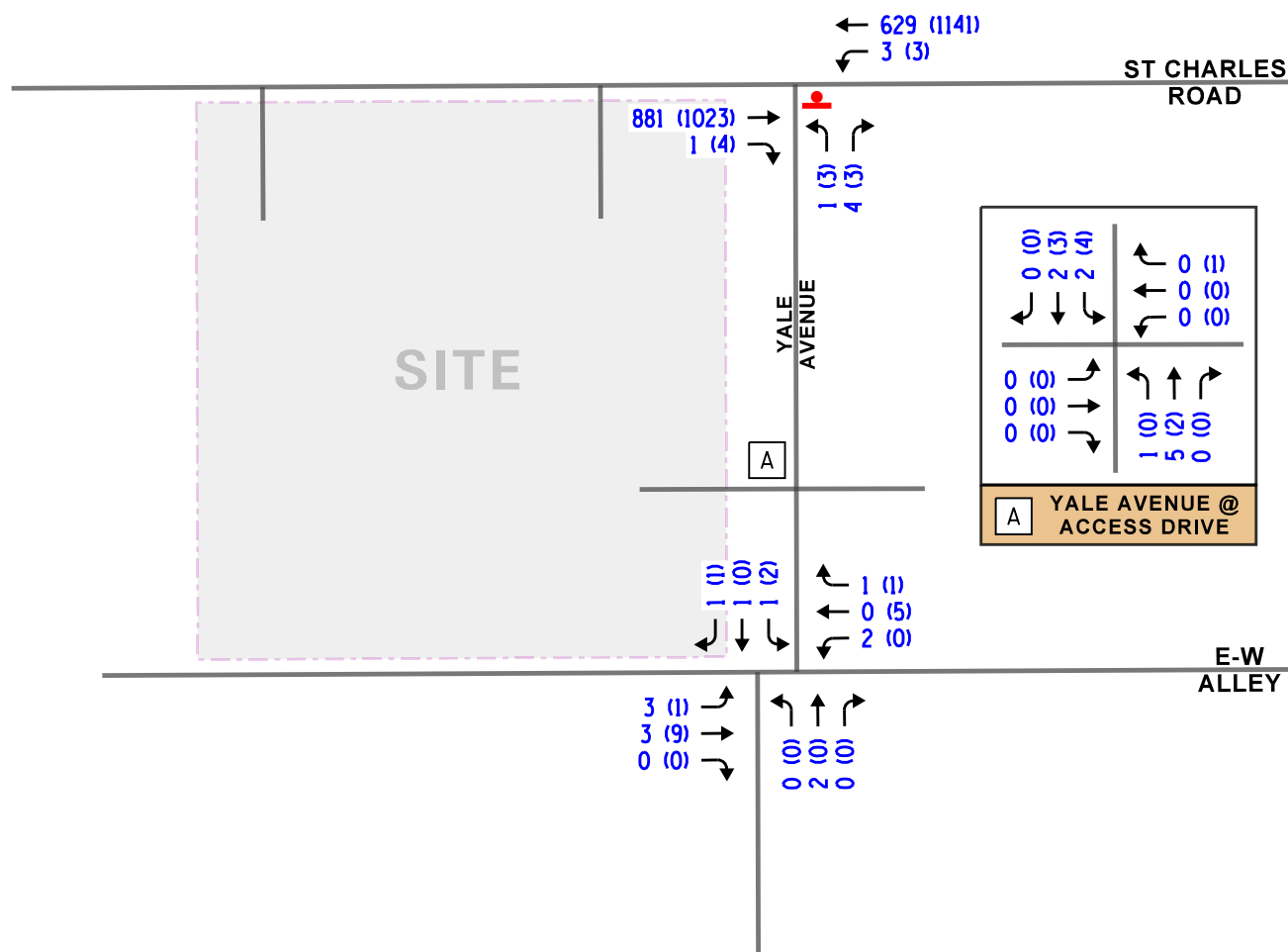


Job No: 26-196

Figure: 7



NOT TO SCALE



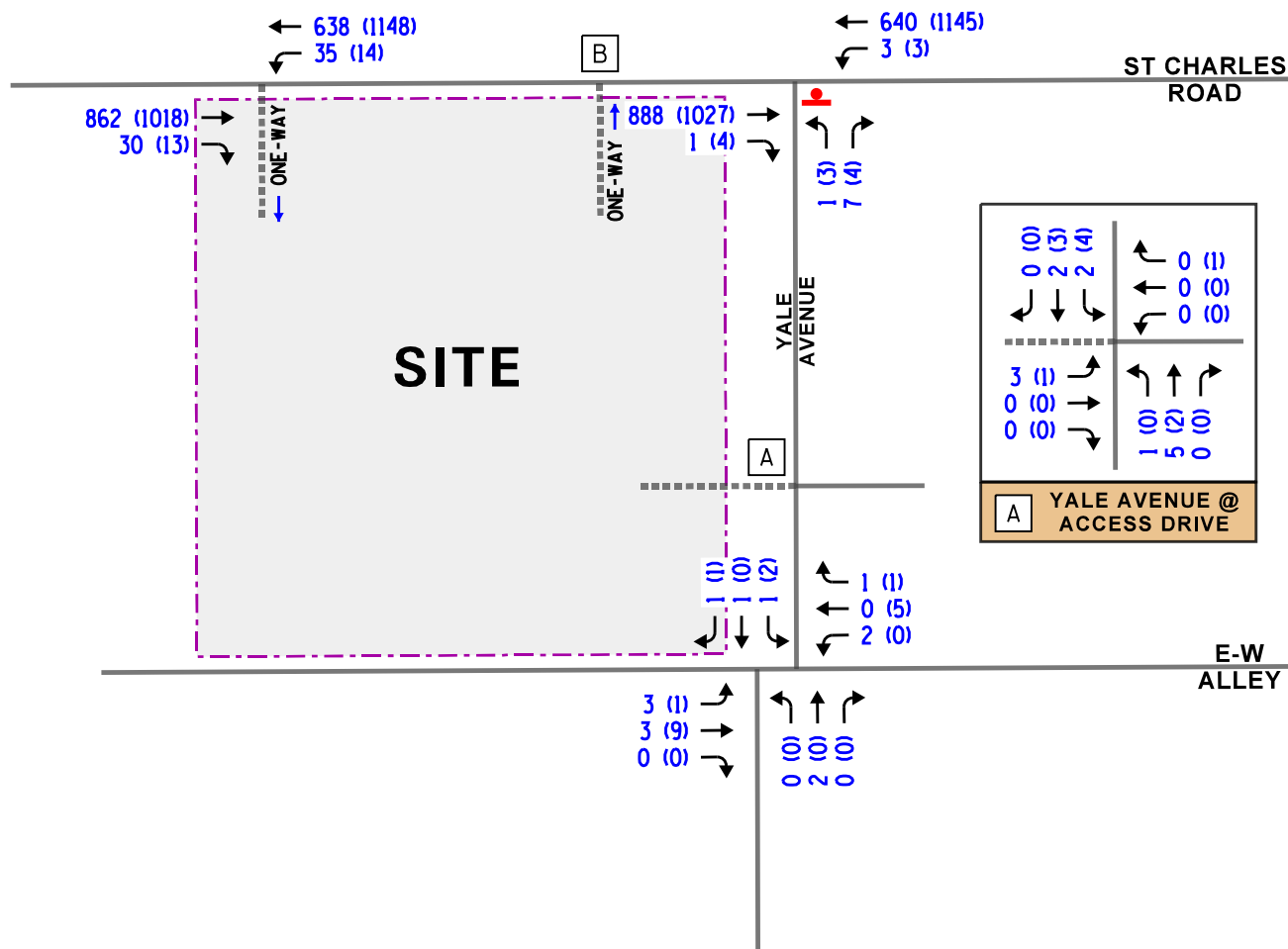
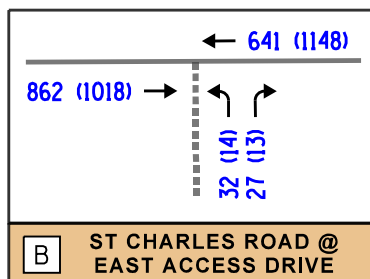
Saffron
Coffee Shop
Villa Park, Illinois

Year 2032 No-Build Traffic Volumes

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Job No: 26-196 Figure: 8



NOT TO SCALE



LEGEND

- 00** - AM PEAK HOUR (7:30-8:30 AM)
- (00)** - PM PEAK HOUR (4:30-5:30 PM)

Saffron
Coffee Shop
Villa Park, Illinois

Year 2032 Total Traffic Volumes

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Kentig, Lindgren, O'Hara, Aboona, Inc.
Job No: 26-196 Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening 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 and weekday evening peak hours for the existing, Year 2032 no-build conditions, and Year 2032 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using Synchro/SimTraffic 12 software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build conditions, and Year 2032 total projected conditions are presented in **Tables 3** through **5**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
St. Charles Road with S. Yale Avenue				
• Northbound Approach	B	12.6	C	17.1
• Westbound Left Turn	A	9.7	B	10.3
S. Yale Avenue with Access Drives				
• Eastbound Approach	--	--	--	--
• Westbound Approach	--	--	A	8.3
• Northbound Left Turn	A	7.2	--	--
• Southbound Left Turn	A	7.7	A	7.2
S. Yale Avenue with Public Alley/Municipal Garage Access				
• Northbound Approach	A	9.2	--	--
• Southbound Approach	A	8.8	A	8.5
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.2	--	--
LOS = Level of Service Delay is measured in seconds.		Note: All intersections under two-way stop control 1 – Combined for analytical purposes		

Table 4
CAPACITY ANALYSIS RESULTS
YEAR 2032 NO-BUILD CONDITIONS–UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
St. Charles Road with S. Yale Avenue				
• Northbound Approach	B	12.8	C	17.6
• Westbound Left Turn	A	9.8	B	10.5
S. Yale Avenue with Access Drives				
• Eastbound Approach	--	--	--	--
• Westbound Approach	A	--	A	8.3
• Northbound Left Turn	A	7.2	--	--
• Southbound Left Turn	A	7.7	A	7.2
S. Yale Avenue with Public Alley				
• Northbound Approach	A	9.2	--	--
• Southbound Approach	A	8.8	A	8.5
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.2	--	--
LOS = Level of Service Delay is measured in seconds.		Note: All intersections under two-way stop control 1 – Combined for analytical purposes		

Table 5
CAPACITY ANALYSIS RESULTS
YEAR 2032 TOTAL PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
St. Charles Road with S. Yale Avenue				
• Northbound Approach	B	12.4	C	16.9
• Westbound Left Turn	A	9.8	B	10.5
S. Yale Avenue with Access Drives				
• Eastbound Approach	A	8.7	A	8.6
• Westbound Approach	A	--	A	8.3
• Northbound Left Turn	A	7.2	--	--
• Southbound Left Turn	A	7.7	A	7.2
S. Yale Avenue with Public Alley				
• Northbound Approach	A	9.2	A	--
• Southbound Approach	A	8.8	A	8.5
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.2	A	--
St. Charles Road with West Access Drive				
• Westbound Left Turn	B	10.1	B	10.7
St. Charles Road with East Access Drive				
• Northbound Approach	C	16.9	C	18.9
LOS = Level of Service		Note: All intersections under two-way stop control		
Delay is measured in seconds.				

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.

St. Charles Road with S. Yale Avenue

The results of the capacity analyses indicate that the northbound approach currently operates at level of service (LOS) B during the weekday morning peak hour and LOS C during the weekday evening peak hour. The westbound left-turn movement currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. Under Year 2032 no-build conditions, the northbound approach is projected to continue operating at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. The westbound left-turn movement is projected to continue operating at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour.

Under Year 2032 total projected conditions, the northbound approach is projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. The westbound left-turn movement is projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

S. Yale Avenue with Access Drives

The results of the capacity analyses indicate that the eastbound and westbound approaches and the northbound and southbound left-turn movements currently operate at level of service (LOS) A during the peak hours. Under Year 2032 no-build conditions, all of the approaches and movements are projected to continue operating at existing levels of service.

Under Year 2032 total projected conditions, the eastbound and westbound approaches and the northbound and southbound left-turn movements are projected to continue operating at LOS A during the peak hours.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

S. Yale Avenue with Public Alley

The results of the capacity analyses indicate that the northbound and southbound approaches and the eastbound and westbound left-turn movements currently operate at level of service (LOS) A during the peak hours. Under Year 2032 no-build conditions, all of the approaches and movements are projected to continue operating at existing levels of service.

Under Year 2032 total projected conditions, the northbound and southbound approaches and the eastbound and westbound left-turn movements are projected to continue operating at LOS A during the peak hours.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

Overall Access Evaluation

As previously indicated, as part of the proposed coffee shop, particularly given the provision of a drive-through window, the west access drive will be striped and signed for inbound movements only and the east access drive will be striped and signed for outbound movements only. This configuration will promote one-way counterclockwise on-site circulation. With the existing access drive off S. Yale Avenue, inbound vehicles to the parking spaces located on the east side of the site can utilize S. Yale Avenue or the inbound only access drive on St. Charles Road.

Under Year 2032 total projected conditions, the northbound approach is projected to operate at LOS C during both peak hours with 95th percentile queues of one to two vehicles. Westbound left-turn movements are projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour with 95th percentile queues of one to two vehicles, which can be accommodated within the center two-way left-turn lane.

As previously indicated outbound movements from the S. Yale Avenue access drive are projected to operate at LOS A during the peak hours. Given the location of this access drive, one-way circulation of the site and location of parking, this access drive will provide sufficient supplemental access.

Drive-Through Evaluation

As previously indicated, the proposed drive-through window will be located in the southeast corner of the building and the parking lot will be restriped to provide a drive-through lane and a by-pass lane on the south and west sides of the building. No ordering board will be provided and customers will both place and accept orders via the drive-through window. A review of the site plan indicates that approximately six to seven vehicles can stack on-site within the single drive-through lane before queues extend to St. Charles Road.

In order to ensure efficient drive-through operations and to minimize vehicle queues, it is recommended that for large or orders taking long to fulfill, vehicles should be prompted to pull forward into either (1) a dedicate parking spaces for drive-through orders or (2) a temporary staging area located on the east side of the building. This will allow for the continuous flow of drive-through vehicles.

The number of parking spaces/temporary staging spaces required should continually be monitored to be increased/decreased as necessary to accommodate the drive-through demand. Overall, the provision of a by-pass lane will allow for inbound vehicles to access the site from St. Charles Road. In the event drive-through queues extend to St. Charles Road, vehicles are also able to access the site and parking spaces via the access drive on S. Yale Avenue.

6. Conclusion

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

- The total amount of new traffic that will be generated by the proposed Saffron coffee shop will be reduced due to the volume of pass-by traffic.
- The results of the capacity analyses indicated that the existing roadway system will generally have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development.
- With the access modifications, with the west access drive operating as an inbound only access drive and the east access drive operating as an outbound only access drive, the access system will be adequate in accommodating the traffic estimated to be generated by the proposed coffee shop and will ensure efficient and flexible access is provided.
- The drive-through lane that will serve the proposed Saffron coffee shop will provide stacking for approximately six to seven vehicles.
- In order to ensure efficient drive-through operations and to minimize vehicle queues, it is recommended that for large orders or orders taking long to fulfill, vehicles should be prompted to pull forward into either (1) a dedicated parking spaces for drive-through orders or (2) a temporary staging area located on the east side of the building.

Appendix

Traffic Count Summary Sheets

Site Plan

ITE Trip Generation Sheets

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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

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

Count Name: St Charles Road with S. Yale
Avenue TMC
Site Code:
Start Date: 06/09/2026
Page No: 1

Turning Movement Data

Start Time	St. Charles Road Eastbound					St. Charles Road Westbound					S. Yale Avenue Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	183	0	0	183	0	1	113	0	114	0	2	0	0	2	299
7:15 AM	0	183	1	0	184	0	0	104	0	104	0	0	1	0	1	289
7:30 AM	0	232	1	0	233	0	0	113	0	113	0	0	2	0	2	348
7:45 AM	0	222	0	0	222	0	0	150	0	150	0	1	3	0	4	376
Hourly Total	0	820	2	0	822	0	1	480	0	481	0	3	6	0	9	1312
8:00 AM	0	219	0	0	219	0	2	158	0	160	0	0	0	1	0	379
8:15 AM	0	209	0	0	209	0	1	155	0	156	0	0	1	0	1	366
8:30 AM	0	206	1	0	207	0	0	148	0	148	0	0	0	0	0	355
8:45 AM	0	208	3	0	211	0	1	146	0	147	0	1	1	0	2	360
Hourly Total	0	842	4	0	846	0	4	607	0	611	0	1	2	1	3	1460
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	270	0	0	270	0	2	230	1	232	0	0	2	0	2	504
4:15 PM	0	219	0	0	219	0	1	247	0	248	0	2	1	1	3	470
4:30 PM	0	212	2	0	214	0	0	287	1	287	0	0	0	1	0	501
4:45 PM	0	259	2	0	261	0	0	288	0	288	0	0	0	0	0	549
Hourly Total	0	960	4	0	964	0	3	1052	2	1055	0	2	3	2	5	2024
5:00 PM	0	286	0	0	286	0	2	258	1	260	0	1	2	1	3	549
5:15 PM	0	236	0	0	236	0	1	275	1	276	0	2	1	0	3	515
5:30 PM	0	243	1	0	244	0	1	243	0	244	0	1	1	1	2	490
5:45 PM	0	177	0	0	177	0	0	285	0	285	0	1	0	2	1	463
Hourly Total	0	942	1	0	943	0	4	1061	2	1065	0	5	4	4	9	2017
Grand Total	0	3564	11	0	3575	0	12	3200	4	3212	0	11	15	7	26	6813
Approach %	0.0	99.7	0.3	-	-	0.0	0.4	99.6	-	-	0.0	42.3	57.7	-	-	-
Total %	0.0	52.3	0.2	-	52.5	0.0	0.2	47.0	-	47.1	0.0	0.2	0.2	-	0.4	-
Lights	0	3504	10	-	3514	0	12	3143	-	3155	0	10	15	-	25	6694
% Lights	-	98.3	90.9	-	98.3	-	100.0	98.2	-	98.2	-	90.9	100.0	-	96.2	98.3
Buses	0	14	0	-	14	0	0	16	-	16	0	0	0	-	0	30
% Buses	-	0.4	0.0	-	0.4	-	0.0	0.5	-	0.5	-	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	34	1	-	35	0	0	33	-	33	0	1	0	-	1	69
% Single-Unit Trucks	-	1.0	9.1	-	1.0	-	0.0	1.0	-	1.0	-	9.1	0.0	-	3.8	1.0
Articulated Trucks	0	12	0	-	12	0	0	8	-	8	0	0	0	-	0	20
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.3	-	0.2	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Start Date: 06/09/2026
Page No: 2

Turning Movement Peak Hour Data (7:45 AM)

Start Time	St. Charles Road Eastbound					St. Charles Road Westbound					S. Yale Avenue Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	222	0	0	222	0	0	150	0	150	0	1	3	0	4	376
8:00 AM	0	219	0	0	219	0	2	158	0	160	0	0	0	1	0	379
8:15 AM	0	209	0	0	209	0	1	155	0	156	0	0	1	0	1	366
8:30 AM	0	206	1	0	207	0	0	148	0	148	0	0	0	0	0	355
Total	0	856	1	0	857	0	3	611	0	614	0	1	4	1	5	1476
Approach %	0.0	99.9	0.1	-	-	0.0	0.5	99.5	-	-	0.0	20.0	80.0	-	-	-
Total %	0.0	58.0	0.1	-	58.1	0.0	0.2	41.4	-	41.6	0.0	0.1	0.3	-	0.3	-
PHF	0.000	0.964	0.250	-	0.965	0.000	0.375	0.967	-	0.959	0.000	0.250	0.333	-	0.313	0.974
Lights	0	833	0	-	833	0	3	579	-	582	0	1	4	-	5	1420
% Lights	-	97.3	0.0	-	97.2	-	100.0	94.8	-	94.8	-	100.0	100.0	-	100.0	96.2
Buses	0	2	0	-	2	0	0	13	-	13	0	0	0	-	0	15
% Buses	-	0.2	0.0	-	0.2	-	0.0	2.1	-	2.1	-	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	16	1	-	17	0	0	16	-	16	0	0	0	-	0	33
% Single-Unit Trucks	-	1.9	100.0	-	2.0	-	0.0	2.6	-	2.6	-	0.0	0.0	-	0.0	2.2
Articulated Trucks	0	5	0	-	5	0	0	3	-	3	0	0	0	-	0	8
% Articulated Trucks	-	0.6	0.0	-	0.6	-	0.0	0.5	-	0.5	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Avenue TMC
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Start Date: 06/09/2026
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	St. Charles Road Eastbound					St. Charles Road Westbound					S. Yale Avenue Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:30 PM	0	212	2	0	214	0	0	287	1	287	0	0	0	1	0	501
4:45 PM	0	259	2	0	261	0	0	288	0	288	0	0	0	0	0	549
5:00 PM	0	286	0	0	286	0	2	258	1	260	0	1	2	1	3	549
5:15 PM	0	236	0	0	236	0	1	275	1	276	0	2	1	0	3	515
Total	0	993	4	0	997	0	3	1108	3	1111	0	3	3	2	6	2114
Approach %	0.0	99.6	0.4	-	-	0.0	0.3	99.7	-	-	0.0	50.0	50.0	-	-	-
Total %	0.0	47.0	0.2	-	47.2	0.0	0.1	52.4	-	52.6	0.0	0.1	0.1	-	0.3	-
PHF	0.000	0.868	0.500	-	0.872	0.000	0.375	0.962	-	0.964	0.000	0.375	0.375	-	0.500	0.963
Lights	0	984	4	-	988	0	3	1099	-	1102	0	3	3	-	6	2096
% Lights	-	99.1	100.0	-	99.1	-	100.0	99.2	-	99.2	-	100.0	100.0	-	100.0	99.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	6	0	-	6	0	0	7	-	7	0	0	0	-	0	13
% Single-Unit Trucks	-	0.6	0.0	-	0.6	-	0.0	0.6	-	0.6	-	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	3	0	-	3	0	0	2	-	2	0	0	0	-	0	5
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	3	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: S. Yale Avenue with Access
Drives
Site Code:
Start Date: 06/09/2026
Page No: 1

Turning Movement Data

Start Time	Site Access Drive Eastbound						Commercial Access Drive Westbound						S. Yale Avenue Northbound						S. Yale Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	5	0	0	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	2	1	2	1	0	7	0	0	8	0	0	3	0	0	3	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	3	0	0	3	5
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	2	0	2	5	0	0	7	10
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	0	2	0	0	2	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	2	1	2	0	0	4	1	0	5	1	1	5	0	0	7	14
5:00 PM	0	0	0	0	0	0	0	0	0	1	2	1	0	0	1	0	0	1	1	1	0	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	2	0	1	1	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	1	3	1	0	0	5	0	0	5	1	2	2	0	0	5	11
Grand Total	0	0	0	0	0	0	0	0	0	6	5	6	1	0	18	1	0	20	2	5	15	0	0	22	48
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	5.0	0.0	90.0	5.0	-	-	9.1	22.7	68.2	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	12.5	-	12.5	2.1	0.0	37.5	2.1	-	41.7	4.2	10.4	31.3	0.0	-	45.8	-
Lights	0	0	0	0	-	0	0	0	0	5	-	5	1	0	18	1	-	20	2	4	14	0	-	20	45
% Lights	-	-	-	-	-	-	-	-	-	83.3	-	83.3	100.0	-	100.0	100.0	-	100.0	100.0	80.0	93.3	-	-	90.9	93.8
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
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	1	1	0	-	2	3
% Single-Unit Trucks	-	-	-	-	-	-	-	-	-	16.7	-	16.7	0.0	-	0.0	0.0	-	0.0	0.0	20.0	6.7	-	-	9.1	6.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
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 Road	-	-	-	-	-	-	-	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-



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Start Time	Site Access Drive Eastbound						Commercial Access Drive Westbound						S. Yale Avenue Northbound						S. Yale Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	5	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	6	0	2	2	0	0	4	10
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	16.7	0.0	83.3	0.0	-	-	0.0	50.0	50.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	10.0	0.0	50.0	0.0	-	60.0	0.0	20.0	20.0	0.0	-	40.0	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.250	0.000	0.313	0.000	-	0.300	0.000	0.500	0.250	0.000	-	0.500	0.500
Lights	0	0	0	0	-	0	0	0	0	0	-	0	1	0	5	0	-	6	0	1	1	0	-	2	8
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	-	-	100.0	-	50.0	50.0	-	-	50.0	80.0
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
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	2
% Single-Unit Trucks	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	50.0	50.0	-	-	50.0	20.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
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 Road	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: S. Yale Avenue with Access
Drives
Site Code:
Start Date: 06/09/2026
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Site Access Drive Eastbound						Commercial Access Drive Westbound						S. Yale Avenue Northbound						S. Yale Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	2	1	0	0	1	0	0	1	1	1	0	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	1	3	1	0	0	2	0	0	2	2	2	3	0	0	7	10
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	0.0	0.0	100.0	0.0	-	-	28.6	28.6	42.9	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	10.0	-	10.0	0.0	0.0	20.0	0.0	-	20.0	20.0	20.0	30.0	0.0	-	70.0	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.250	-	0.250	0.000	0.000	0.500	0.000	-	0.500	0.500	0.500	0.375	0.000	-	0.875	0.625
Lights	0	0	0	0	-	0	0	0	0	1	-	1	0	0	2	0	-	2	2	2	3	0	-	7	10
% Lights	-	-	-	-	-	-	-	-	-	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
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
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 Road	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: S. Yale Avenue with Public Alley
Site Code:
Start Date: 06/09/2026
Page No: 1

Turning Movement Data

Start Time	Public Alley Eastbound						Public Alley Westbound						Municipal Garage Access Drive Northbound						S. Yale Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	1	0	0	0	1	5
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	1	0	0	1	0	0	1	1	0	1	2	0	4	0	0	2	0	0	2	8
7:45 AM	0	3	1	0	0	4	0	2	0	1	0	3	0	0	1	0	0	1	0	1	0	0	0	1	9
Hourly Total	0	4	1	0	0	5	0	4	1	1	0	6	1	0	3	5	0	9	0	2	2	0	0	4	24
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
8:30 AM	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
8:45 AM	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	3	4
Hourly Total	0	0	2	0	0	2	0	0	1	0	1	1	0	0	1	0	0	1	0	3	1	1	0	5	9
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	1	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	7
4:15 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	2	4
4:30 PM	0	0	4	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	5
4:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	4
Hourly Total	0	4	6	0	0	10	0	0	4	1	0	5	0	0	0	0	0	0	0	3	0	2	1	5	20
5:00 PM	0	0	2	0	0	2	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	1	2	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	5
5:30 PM	0	2	2	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	6
5:45 PM	0	1	2	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	4	8	0	0	12	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	2	0	2	20
Grand Total	0	12	17	0	0	29	0	4	11	3	1	18	1	0	4	5	0	10	0	8	3	5	1	16	73
Approach %	0.0	41.4	58.6	0.0	-	-	0.0	22.2	61.1	16.7	-	-	10.0	0.0	40.0	50.0	-	-	0.0	50.0	18.8	31.3	-	-	-
Total %	0.0	16.4	23.3	0.0	-	39.7	0.0	5.5	15.1	4.1	-	24.7	1.4	0.0	5.5	6.8	-	13.7	0.0	11.0	4.1	6.8	-	21.9	-
Lights	0	12	16	0	-	28	0	3	11	3	-	17	0	0	4	4	-	8	0	8	3	5	-	16	69
% Lights	-	100.0	94.1	-	-	96.6	-	75.0	100.0	100.0	-	94.4	0.0	-	100.0	80.0	-	80.0	-	100.0	100.0	100.0	-	100.0	94.5
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	0.0
Single-Unit Trucks	0	0	1	0	-	1	0	1	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	5.9	-	-	3.4	-	25.0	0.0	0.0	-	5.6	100.0	-	0.0	0.0	-	10.0	-	0.0	0.0	0.0	-	0.0	4.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	-	0.0	20.0	-	10.0	-	0.0	0.0	0.0	-	0.0	1.4
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 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	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: S. Yale Avenue with Public Alley
Site Code:
Start Date: 06/09/2026
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Public Alley Eastbound						Public Alley Westbound						Municipal Garage Access Drive Northbound						S. Yale Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	3	1	0	0	4	0	2	0	1	0	3	0	0	1	0	0	1	0	1	0	0	0	1	9
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
8:30 AM	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
Total	0	3	3	0	0	6	0	2	0	1	0	3	0	0	2	0	0	2	0	1	1	1	0	3	14
Approach %	0.0	50.0	50.0	0.0	-	-	0.0	66.7	0.0	33.3	-	-	0.0	0.0	100.0	0.0	-	-	0.0	33.3	33.3	33.3	-	-	-
Total %	0.0	21.4	21.4	0.0	-	42.9	0.0	14.3	0.0	7.1	-	21.4	0.0	0.0	14.3	0.0	-	14.3	0.0	7.1	7.1	7.1	-	21.4	-
PHF	0.000	0.250	0.750	0.000	-	0.375	0.000	0.250	0.000	0.250	-	0.250	0.000	0.000	0.500	0.000	-	0.500	0.000	0.250	0.250	0.250	-	0.375	0.389
Lights	0	3	2	0	-	5	0	2	0	1	-	3	0	0	2	0	-	2	0	1	1	1	-	3	13
% Lights	-	100.0	66.7	-	-	83.3	-	100.0	-	100.0	-	100.0	-	-	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	92.9
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
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	33.3	-	-	16.7	-	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	7.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
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 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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: S. Yale Avenue with Public Alley
Site Code:
Start Date: 06/09/2026
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Public Alley Eastbound						Public Alley Westbound						Municipal Garage Access Drive Northbound						S. Yale Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
4:30 PM	0	0	4	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	5	
4:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	4
5:00 PM	0	0	2	0	0	2	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	1	2	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total	0	1	9	0	0	10	0	0	5	1	0	6	0	0	0	0	0	0	0	0	2	0	1	1	3	19
Approach %	0.0	10.0	90.0	0.0	-	-	0.0	0.0	83.3	16.7	-	-	0.0	0.0	0.0	0.0	-	-	0.0	66.7	0.0	33.3	-	-	-	
Total %	0.0	5.3	47.4	0.0	-	52.6	0.0	0.0	26.3	5.3	-	31.6	0.0	0.0	0.0	0.0	-	0.0	0.0	10.5	0.0	5.3	-	15.8	-	
PHF	0.000	0.250	0.563	0.000	-	0.625	0.000	0.000	0.625	0.250	-	0.500	0.000	0.000	0.000	0.000	-	0.000	0.000	0.250	0.000	0.250	-	0.375	0.950	
Lights	0	1	9	0	-	10	0	0	5	1	-	6	0	0	0	0	-	0	0	2	0	1	-	3	19	
% Lights	-	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	
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0	
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 Road	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	

Site Plan

ITE Trip Generation Sheets

High-Turnover (Sit-Down) Restaurant (932)

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: 32

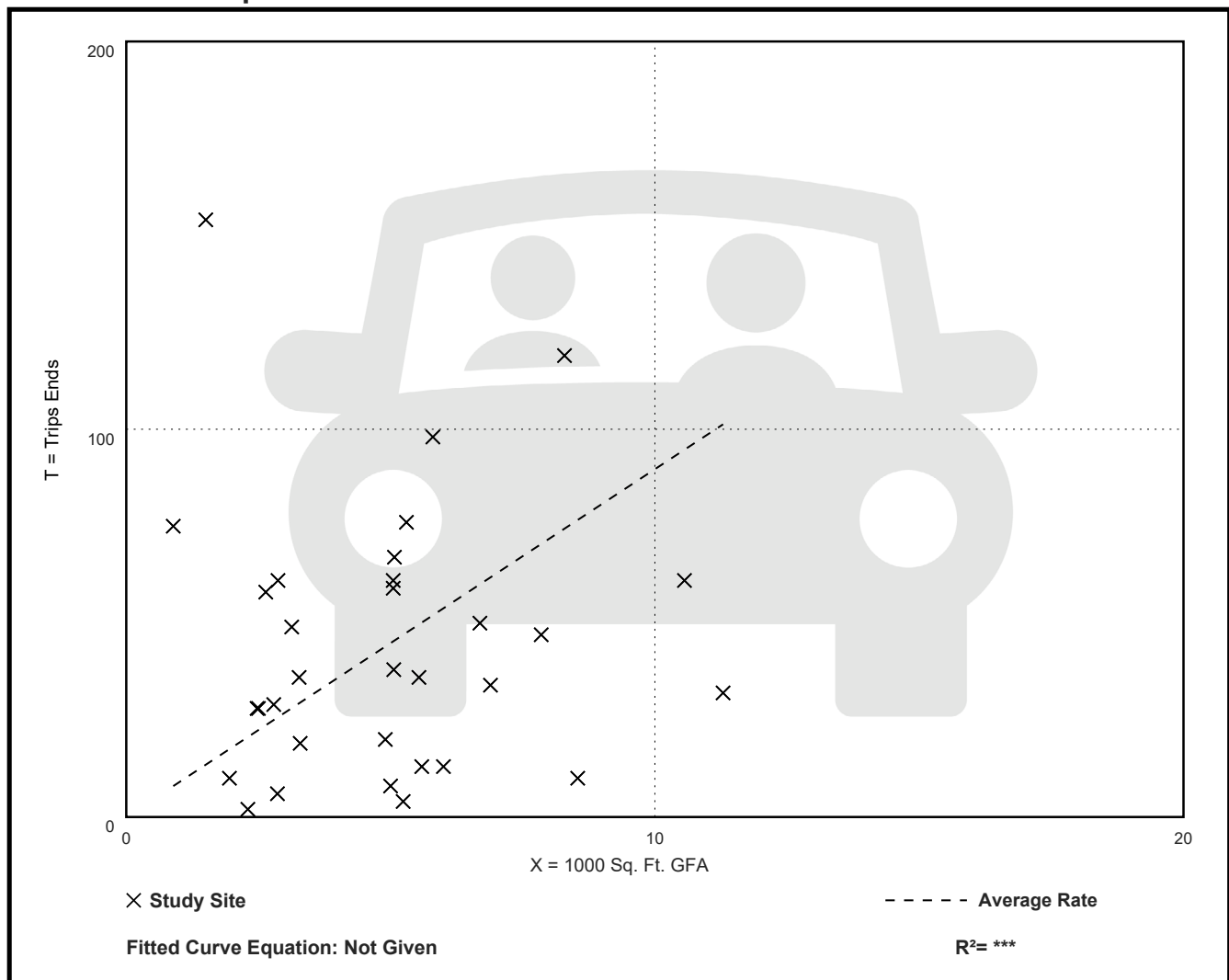
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.97	0.76 - 102.39	12.35

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

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: 100

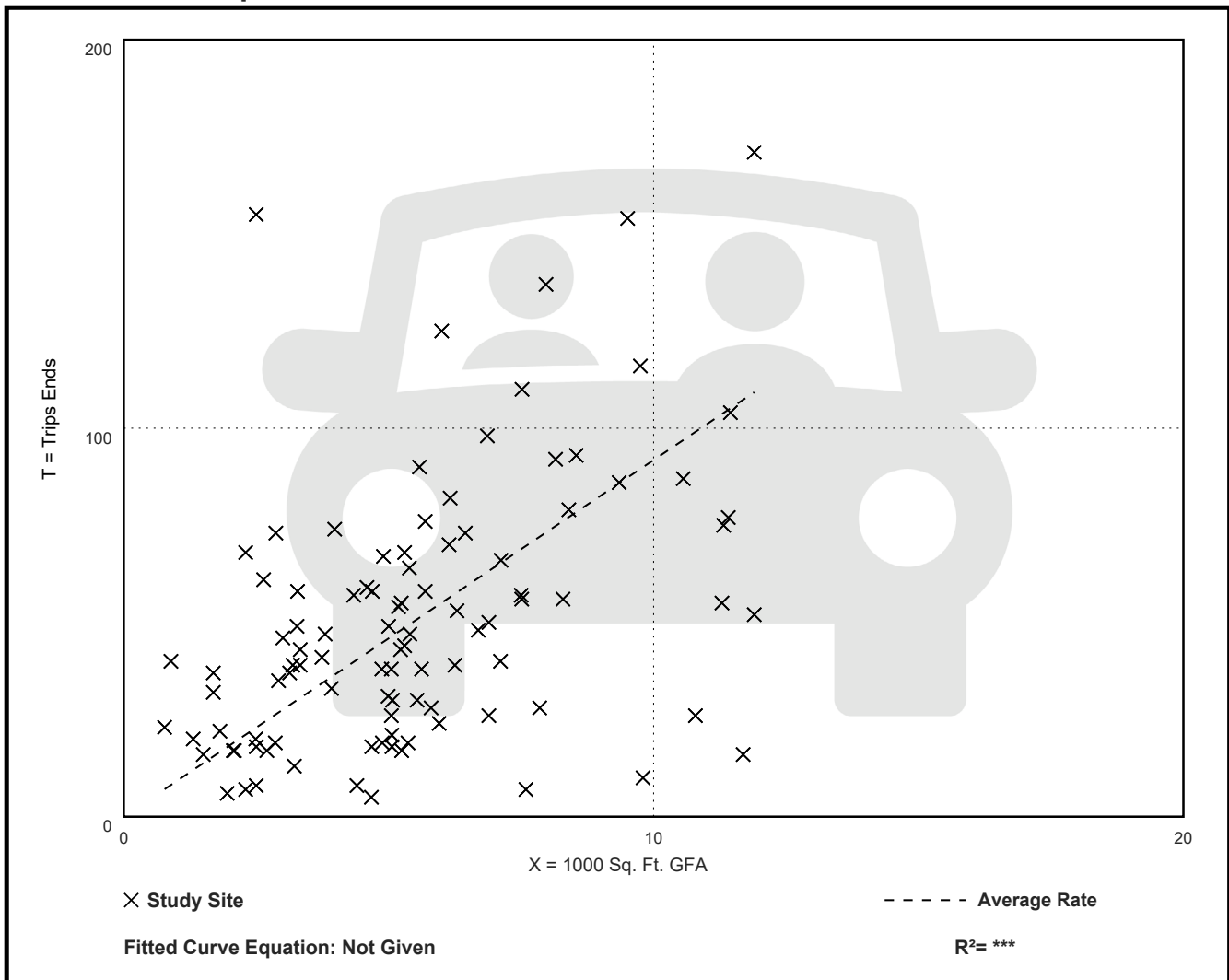
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.18	0.92 - 62.00	6.36

Data Plot and Equation



Coffee/Donut Shop without Drive-Through Window (936)

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: 26

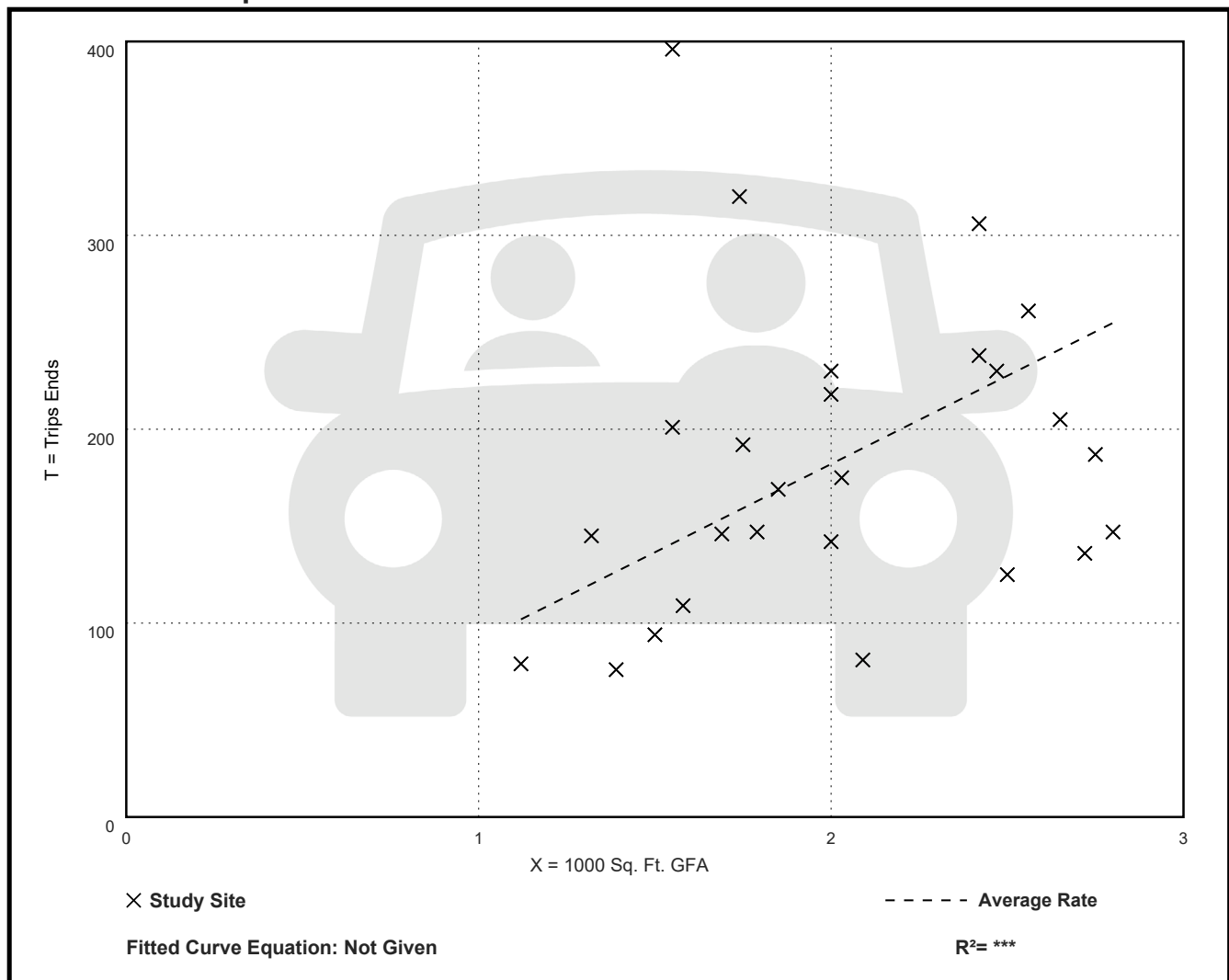
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
91.02	38.76 - 255.48	42.68

Data Plot and Equation



Coffee/Donut Shop without Drive-Through Window (936)

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: 17

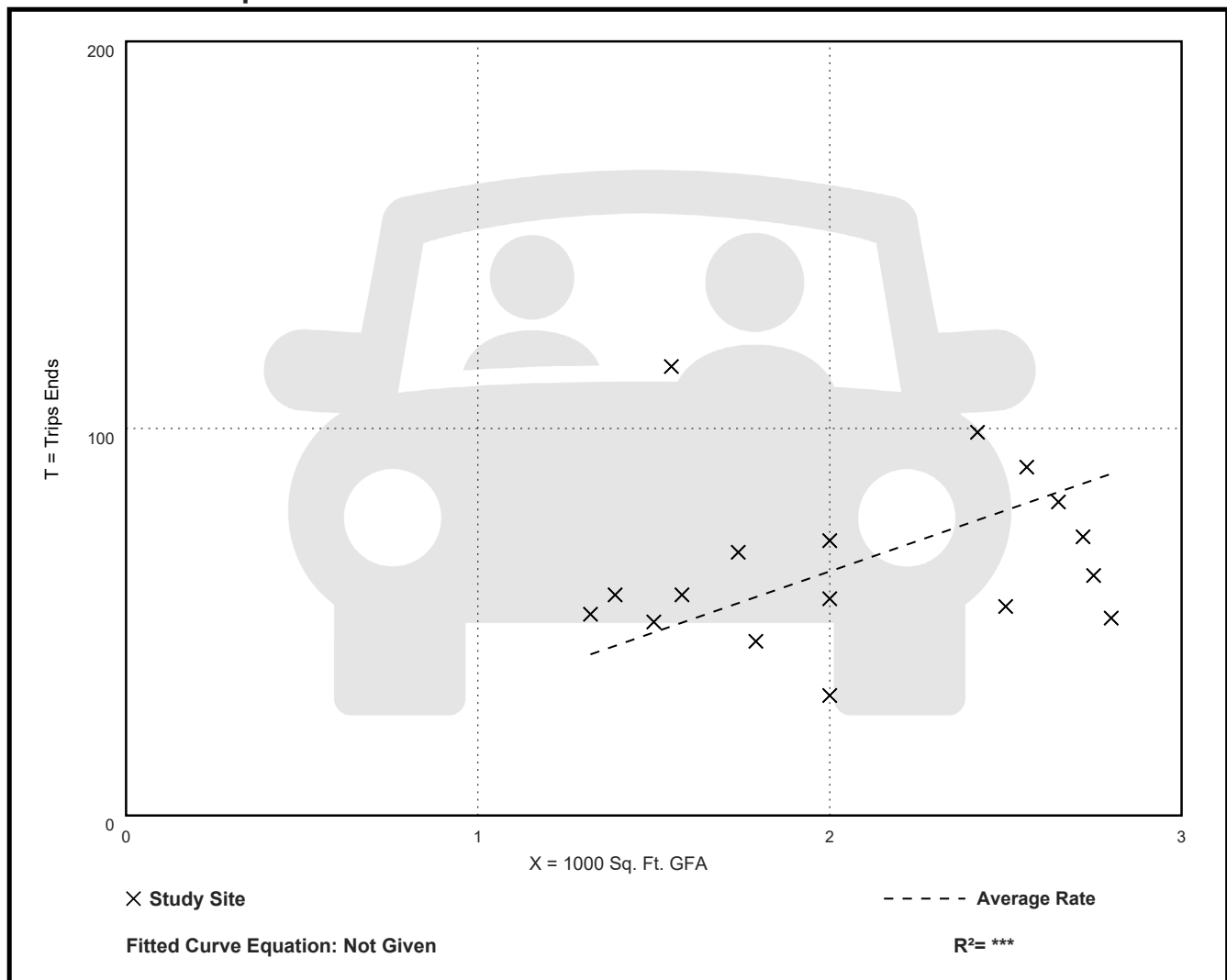
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
31.53	15.50 - 74.84	12.49

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

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: 84

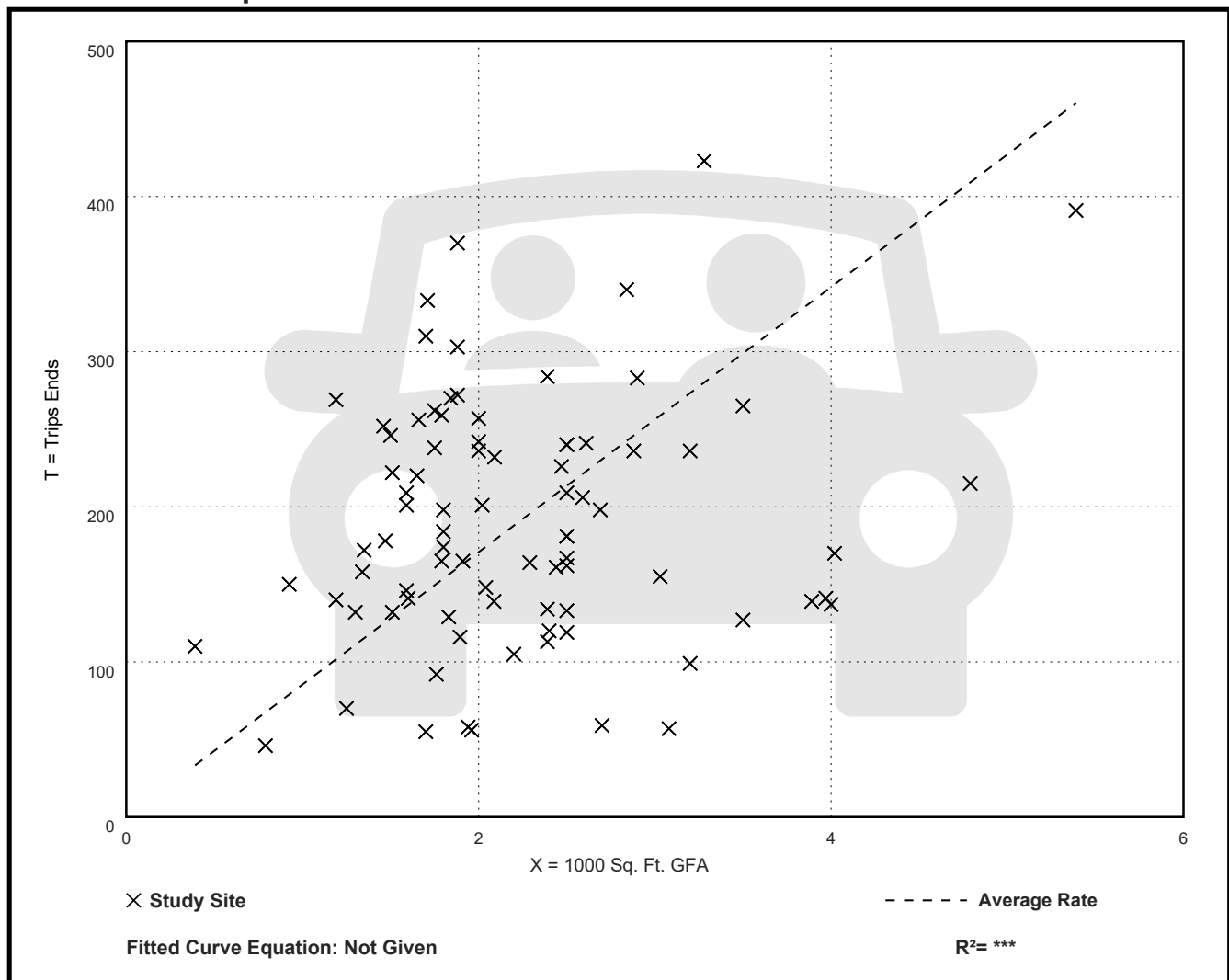
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.41	18.51 - 282.05	44.24

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

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: 41

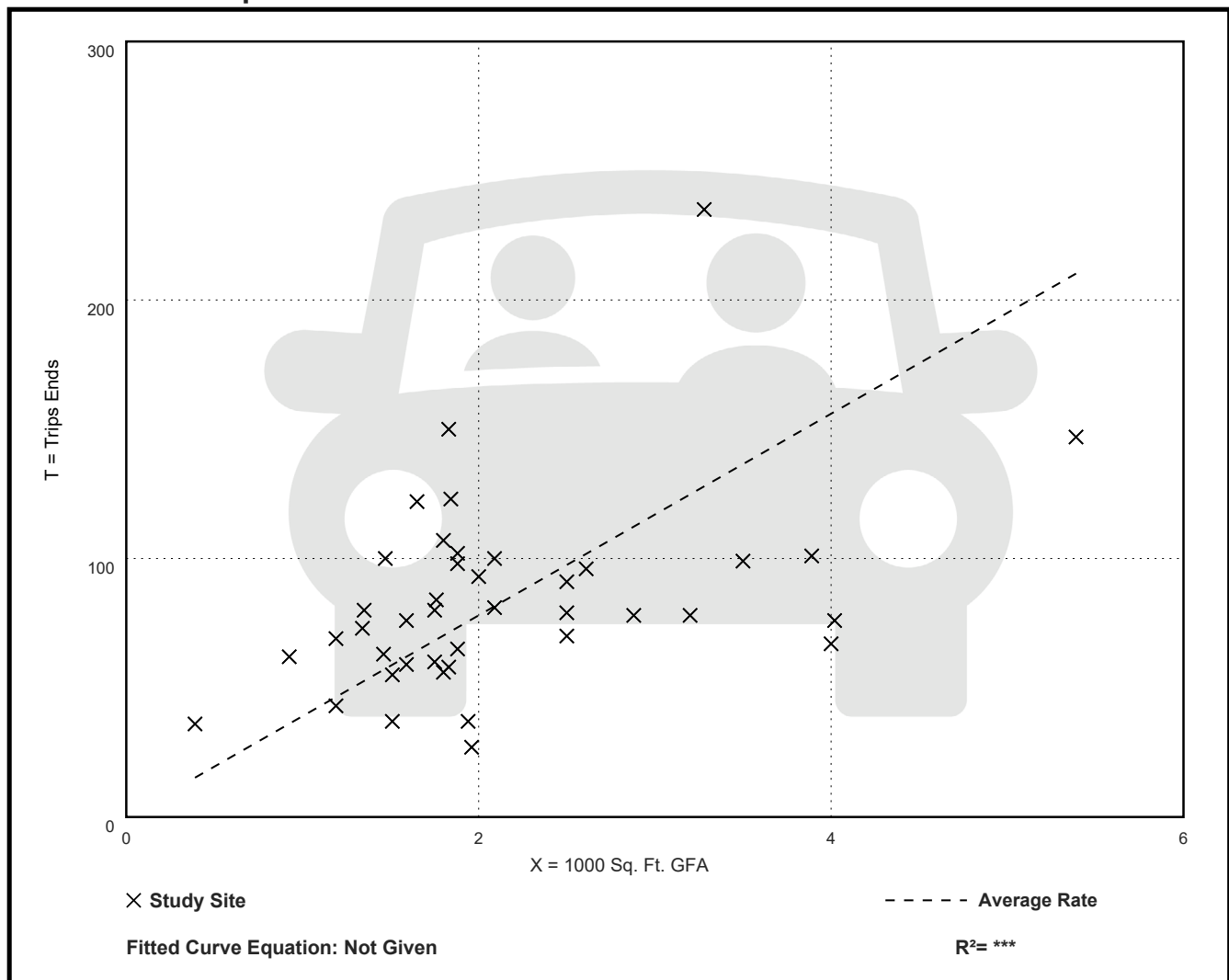
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
39.00	13.78 - 92.31	17.60

Data Plot and Equation



CMAP 2050 Projections Letter



June 9, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: St. Charles Road at Yale Avenue
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated 06/04/2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
St. Charles Road at Yale Avenue	19,300	21,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 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 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2026_TrafficForecasts\Forecastletters_2026_c25q4.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80
Unsignalized Intersections		
Level of Service		Average Total Delay (sec/veh)
A		0 - 10
B		$> 10 - 15$
C		$> 15 - 25$
D		$> 25 - 35$
E		$> 35 - 50$
F		> 50
Source: <i>Highway Capacity Manual</i> , 7 th Edition.		

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	856	1	3	611	1	4
Future Vol, veh/h	856	1	3	611	1	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	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	882	1	3	630	1	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	884
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	774
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	774
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	12.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	478	-	-	774	-
HCM Lane V/C Ratio	0.011	-	-	0.004	-
HCM Ctrl Dly (s/v)	12.6	-	-	9.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	1	5	0	2	2	0
Future Vol, veh/h	0	0	0	0	0	0	1	5	0	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	50	50	0
Mvmt Flow	0	0	0	0	0	0	2	10	0	4	4	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	26	4	26	26	10	4	0	0	10	0	0
Stage 1	12	12	-	14	14	-	-	-	-	-	-	-
Stage 2	14	14	-	12	12	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	990	871	1085	990	871	1077	1631	-	-	1346	-	-
Stage 1	1014	890	-	1011	888	-	-	-	-	-	-	-
Stage 2	1011	888	-	1014	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	985	868	1085	985	868	1077	1631	-	-	1346	-	-
Mov Cap-2 Maneuver	985	868	-	985	868	-	-	-	-	-	-	-
Stage 1	1011	887	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	1011	887	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	1.2	3.84
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	300	-	-	-	900	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	0	7.7	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	0	2	0	1	0	2	0	1	1	1
Future Vol, veh/h	3	3	0	2	0	1	0	2	0	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	33	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	8	0	5	0	3	0	5	0	3	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	8	0	0	35	36	8	37	35	1
Stage 1	-	-	-	-	-	-	23	23	-	12	12	-
Stage 2	-	-	-	-	-	-	12	13	-	26	23	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1633	-	-	1626	-	-	977	860	1080	973	862	1089
Stage 1	-	-	-	-	-	-	1000	880	-	1014	890	-
Stage 2	-	-	-	-	-	-	1014	889	-	997	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1633	-	-	1626	-	-	964	854	1080	960	855	1089
Mov Cap-2 Maneuver	-	-	-	-	-	-	964	854	-	960	855	-
Stage 1	-	-	-	-	-	-	996	876	-	1011	887	-
Stage 2	-	-	-	-	-	-	1006	886	-	987	876	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.61	4.81	9.24	8.79
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	900	-	-	1000	-	-	959
HCM Lane V/C Ratio	0.006	0.005	-	-	0.003	-	-	0.008
HCM Ctrl Dly (s/v)	9.2	7.2	0	-	7.2	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	993	4	3	1108	3	3
Future Vol, veh/h	993	4	3	1108	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1034	4	3	1154	3	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1039
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	677
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	677
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	17.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	303	-	-	677	-
HCM Lane V/C Ratio	0.021	-	-	0.005	-
HCM Ctrl Dly (s/v)	17.1	-	-	10.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	0	2	0	4	3	0
Future Vol, veh/h	0	0	0	0	0	1	0	2	0	4	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	2	0	3	0	6	5	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	21	21	5	21	21	3	5	0	0	3	0	0
Stage 1	18	18	-	3	3	-	-	-	-	-	-	-
Stage 2	3	3	-	18	18	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	997	877	1084	997	877	1086	1630	-	-	1632	-	-
Stage 1	1007	885	-	1025	897	-	-	-	-	-	-	-
Stage 2	1025	897	-	1007	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	992	873	1084	993	873	1086	1630	-	-	1632	-	-
Mov Cap-2 Maneuver	992	873	-	993	873	-	-	-	-	-	-	-
Stage 1	1003	881	-	1025	897	-	-	-	-	-	-	-
Stage 2	1023	897	-	1003	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	8.32	0	4.12
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	- 1086	1029	-	-
HCM Lane V/C Ratio	-	-	-	- 0.001	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	-	0 8.3	7.2	0	-
HCM Lane LOS	A	-	-	A A	A A	A	-
HCM 95th %tile Q(veh)	0	-	-	- 0	0	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	9	0	0	5	1	0	0	0	2	0	1
Future Vol, veh/h	1	9	0	0	5	1	0	0	0	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	9	0	0	5	1	0	0	0	2	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	6	0	0	9	0	0	17	18	9	17	17	6
Stage 1	-	-	-	-	-	-	12	12	-	6	6	-
Stage 2	-	-	-	-	-	-	5	6	-	12	12	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1628	-	-	1623	-	-	1003	880	1078	1002	881	1083
Stage 1	-	-	-	-	-	-	1014	890	-	1021	895	-
Stage 2	-	-	-	-	-	-	1022	894	-	1014	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1628	-	-	1623	-	-	1002	880	1078	1002	880	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1002	880	-	1002	880	-
Stage 1	-	-	-	-	-	-	1014	889	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	894	-	1014	889	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.72			0			0			8.51		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	180	-	-	1623	-	-	1027				
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.003				
HCM Ctrl Dly (s/v)	0	7.2	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Morning Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	881	1	3	629	1	4
Future Vol, veh/h	881	1	3	629	1	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	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	908	1	3	648	1	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	909
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	757
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	757
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	757	-
HCM Lane V/C Ratio	0.011	-	-	0.004	-
HCM Ctrl Dly (s/v)	12.8	-	-	9.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	1	5	0	2	2	0
Future Vol, veh/h	0	0	0	0	0	0	1	5	0	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	50	50	0
Mvmt Flow	0	0	0	0	0	0	2	10	0	4	4	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	26	4	26	26	10	4	0	0	10	0	0
Stage 1	12	12	-	14	14	-	-	-	-	-	-	-
Stage 2	14	14	-	12	12	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	990	871	1085	990	871	1077	1631	-	-	1346	-	-
Stage 1	1014	890	-	1011	888	-	-	-	-	-	-	-
Stage 2	1011	888	-	1014	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	985	868	1085	985	868	1077	1631	-	-	1346	-	-
Mov Cap-2 Maneuver	985	868	-	985	868	-	-	-	-	-	-	-
Stage 1	1011	887	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	1011	887	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	1.2	3.84
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	300	-	-	-	900	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	0	7.7	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	0	2	0	1	0	2	0	1	1	1
Future Vol, veh/h	3	3	0	2	0	1	0	2	0	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	33	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	8	0	5	0	3	0	5	0	3	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	8	0	0	35	36	8	37	35	1
Stage 1	-	-	-	-	-	-	23	23	-	12	12	-
Stage 2	-	-	-	-	-	-	12	13	-	26	23	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1633	-	-	1626	-	-	977	860	1080	973	862	1089
Stage 1	-	-	-	-	-	-	1000	880	-	1014	890	-
Stage 2	-	-	-	-	-	-	1014	889	-	997	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1633	-	-	1626	-	-	964	854	1080	960	855	1089
Mov Cap-2 Maneuver	-	-	-	-	-	-	964	854	-	960	855	-
Stage 1	-	-	-	-	-	-	996	876	-	1011	887	-
Stage 2	-	-	-	-	-	-	1006	886	-	987	876	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.61	4.81	9.24	8.79
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	900	-	-	1000	-	-	959
HCM Lane V/C Ratio	0.006	0.005	-	-	0.003	-	-	0.008
HCM Ctrl Dly (s/v)	9.2	7.2	0	-	7.2	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Evening Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1023	4	3	1141	3	3
Future Vol, veh/h	1023	4	3	1141	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1066	4	3	1189	3	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1070
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	659
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	659
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	17.55
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	293	-	-	659	-
HCM Lane V/C Ratio	0.021	-	-	0.005	-
HCM Ctrl Dly (s/v)	17.6	-	-	10.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	0	2	0	4	3	0
Future Vol, veh/h	0	0	0	0	0	1	0	2	0	4	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	2	0	3	0	6	5	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	21	21	5	21	21	3	5	0	0	3	0	0
Stage 1	18	18	-	3	3	-	-	-	-	-	-	-
Stage 2	3	3	-	18	18	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	997	877	1084	997	877	1086	1630	-	-	1632	-	-
Stage 1	1007	885	-	1025	897	-	-	-	-	-	-	-
Stage 2	1025	897	-	1007	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	992	873	1084	993	873	1086	1630	-	-	1632	-	-
Mov Cap-2 Maneuver	992	873	-	993	873	-	-	-	-	-	-	-
Stage 1	1003	881	-	1025	897	-	-	-	-	-	-	-
Stage 2	1023	897	-	1003	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	8.32	0	4.12
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	-	1086	1029	-
HCM Lane V/C Ratio	-	-	-	-	0.001	0.004	-
HCM Ctrl Dly (s/v)	0	-	-	0	8.3	7.2	0
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	9	0	0	5	1	0	0	0	2	0	1
Future Vol, veh/h	1	9	0	0	5	1	0	0	0	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	9	0	0	5	1	0	0	0	2	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	6	0	0	9	0	0	17	18	9	17	17	6
Stage 1	-	-	-	-	-	-	12	12	-	6	6	-
Stage 2	-	-	-	-	-	-	5	6	-	12	12	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1628	-	-	1623	-	-	1003	880	1078	1002	881	1083
Stage 1	-	-	-	-	-	-	1014	890	-	1021	895	-
Stage 2	-	-	-	-	-	-	1022	894	-	1014	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1628	-	-	1623	-	-	1002	880	1078	1002	880	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1002	880	-	1002	880	-
Stage 1	-	-	-	-	-	-	1014	889	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	894	-	1014	889	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.72			0			0			8.51		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	180	-	-	1623	-	-	1027				
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.003				
HCM Ctrl Dly (s/v)	0	7.2	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Morning Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	888	1	3	640	1	7
Future Vol, veh/h	888	1	3	640	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	5	0	0
Mvmt Flow	915	1	3	660	1	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	916
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	753
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	753
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	12.41
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	753	-
HCM Lane V/C Ratio	0.017	-	-	0.004	-
HCM Ctrl Dly (s/v)	12.4	-	-	9.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	0	0	0	0	1	5	0	2	2	0
Future Vol, veh/h	3	0	0	0	0	0	1	5	0	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	50	50	0
Mvmt Flow	6	0	0	0	0	0	2	10	0	4	4	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	26	4	26	26	10	4	0	0	10	0	0
Stage 1	12	12	-	14	14	-	-	-	-	-	-	-
Stage 2	14	14	-	12	12	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	990	871	1085	990	871	1077	1631	-	-	1346	-	-
Stage 1	1014	890	-	1011	888	-	-	-	-	-	-	-
Stage 2	1011	888	-	1014	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	985	868	1085	985	868	1077	1631	-	-	1346	-	-
Mov Cap-2 Maneuver	985	868	-	985	868	-	-	-	-	-	-	-
Stage 1	1011	887	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	1011	887	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.68	0	1.2	3.84
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	300	-	-	985	-	900	-
HCM Lane V/C Ratio	0.001	-	-	0.006	-	0.003	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	0	7.7	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	0	2	0	1	0	2	0	1	1	1
Future Vol, veh/h	3	3	0	2	0	1	0	2	0	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	33	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	8	0	5	0	3	0	5	0	3	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	8	0	0	35	36	8	37	35	1
Stage 1	-	-	-	-	-	-	23	23	-	12	12	-
Stage 2	-	-	-	-	-	-	12	13	-	26	23	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1633	-	-	1626	-	-	977	860	1080	973	862	1089
Stage 1	-	-	-	-	-	-	1000	880	-	1014	890	-
Stage 2	-	-	-	-	-	-	1014	889	-	997	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1633	-	-	1626	-	-	964	854	1080	960	855	1089
Mov Cap-2 Maneuver	-	-	-	-	-	-	964	854	-	960	855	-
Stage 1	-	-	-	-	-	-	996	876	-	1011	887	-
Stage 2	-	-	-	-	-	-	1006	886	-	987	876	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.61	4.81	9.24	8.79
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	900	-	-	1000	-	-	959
HCM Lane V/C Ratio	0.006	0.005	-	-	0.003	-	-	0.008
HCM Ctrl Dly (s/v)	9.2	7.2	0	-	7.2	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 0.6

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations ↑↑ ↑↑ ↓↓

Traffic Vol, veh/h 862 0 0 641 32 27

Future Vol, veh/h 862 0 0 641 32 27

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 95 95 95 95 95 95

Heavy Vehicles, % 3 0 0 5 0 0

Mvmt Flow 907 0 0 675 34 28

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 - - - 1245 454

Stage 1 - - - - 907 -

Stage 2 - - - - 337 -

Critical Hdwy - - - - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - - - 3.5 3.3

Pot Cap-1 Maneuver - 0 0 - 169 559

Stage 1 - 0 0 - 359 -

Stage 2 - 0 0 - 701 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - - - 169 559

Mov Cap-2 Maneuver - - - - 282 -

Stage 1 - - - - 359 -

Stage 2 - - - - 701 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0 16.89

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT WBT

Capacity (veh/h) 365 - -

HCM Lane V/C Ratio 0.17 - -

HCM Ctrl Dly (s/v) 16.9 - -

HCM Lane LOS C - -

HCM 95th %tile Q(veh) 0.6 - -

HCM Unsignalized Intersection Capacity Analysis

5: West Access Drive & St. Charles Road

07/23/2026

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑		
Traffic Volume (veh/h)	862	30	35	638	0	0
Future Volume (Veh/h)	862	30	35	638	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	907	32	37	672	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT		TWLT			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			939	1333	470	
vC1, stage 1 conf vol				923		
vC2, stage 2 conf vol				410		
vCu, unblocked vol			939	1333	470	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)				5.8		
tF (s)			2.2	3.5	3.3	
p0 queue free %			95	100	100	
cM capacity (veh/h)			738	319	546	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	605	334	37	336	336	
Volume Left	0	0	37	0	0	
Volume Right	0	32	0	0	0	
cSH	1700	1700	738	1700	1700	
Volume to Capacity	0.36	0.20	0.05	0.20	0.20	
Queue Length 95th (ft)	0	0	4	0	0	
Control Delay (s/veh)	0.0	0.0	10.1	0.0	0.0	
Lane LOS			B			
Approach Delay (s/veh)	0.0		0.5			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			34.8%	ICU Level of Service		A
Analysis Period (min)			15			

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Evening Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1027	4	3	1145	3	4
Future Vol, veh/h	1027	4	3	1145	3	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	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1070	4	3	1193	3	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1074
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	657
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	657
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	310	-	-	657	-
HCM Lane V/C Ratio	0.024	-	-	0.005	-
HCM Ctrl Dly (s/v)	16.9	-	-	10.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	1	0	2	0	4	3	0
Future Vol, veh/h	1	0	0	0	0	1	0	2	0	4	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	0	0	2	0	3	0	6	5	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	21	21	5	21	21	3	5	0	0	3	0	0
Stage 1	18	18	-	3	3	-	-	-	-	-	-	-
Stage 2	3	3	-	18	18	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	997	877	1084	997	877	1086	1630	-	-	1632	-	-
Stage 1	1007	885	-	1025	897	-	-	-	-	-	-	-
Stage 2	1025	897	-	1007	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	992	873	1084	993	873	1086	1630	-	-	1632	-	-
Mov Cap-2 Maneuver	992	873	-	993	873	-	-	-	-	-	-	-
Stage 1	1003	881	-	1025	897	-	-	-	-	-	-	-
Stage 2	1023	897	-	1003	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.64	8.32	0	4.12
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	992 1086	1029	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.001 0.004	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.6 8.3 7.2	0	-	-
HCM Lane LOS	A	-	-	A A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0 0	-	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	9	0	0	5	1	0	0	0	2	0	1
Future Vol, veh/h	1	9	0	0	5	1	0	0	0	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	9	0	0	5	1	0	0	0	2	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	6	0	0	9	0	0	17	18	9	17	17	6
Stage 1	-	-	-	-	-	-	12	12	-	6	6	-
Stage 2	-	-	-	-	-	-	5	6	-	12	12	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1628	-	-	1623	-	-	1003	880	1078	1002	881	1083
Stage 1	-	-	-	-	-	-	1014	890	-	1021	895	-
Stage 2	-	-	-	-	-	-	1022	894	-	1014	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1628	-	-	1623	-	-	1002	880	1078	1002	880	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1002	880	-	1002	880	-
Stage 1	-	-	-	-	-	-	1014	889	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	894	-	1014	889	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.72			0			0			8.51		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	180	-	-	1623	-	-	1027				
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.003				
HCM Ctrl Dly (s/v)	0	7.2	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations ↑↑ ↑↑ ↓↓

Traffic Vol, veh/h 1018 0 0 1148 14 13

Future Vol, veh/h 1018 0 0 1148 14 13

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 2 0 0 2 0 0

Mvmt Flow 1072 0 0 1208 15 14

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 - - - 1676 536

Stage 1 - - - - 1072 -

Stage 2 - - - - 604 -

Critical Hdwy - - - - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - - - 3.5 3.3

Pot Cap-1 Maneuver - 0 0 - 88 494

Stage 1 - 0 0 - 295 -

Stage 2 - 0 0 - 514 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - - - 88 494

Mov Cap-2 Maneuver - - - - 207 -

Stage 1 - - - - 295 -

Stage 2 - - - - 514 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0 18.88

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT WBT

Capacity (veh/h) 288 - -

HCM Lane V/C Ratio 0.099 - -

HCM Ctrl Dly (s/v) 18.9 - -

HCM Lane LOS C - -

HCM 95th %tile Q(veh) 0.3 - -

HCM Unsignalized Intersection Capacity Analysis

5: West Access Drive & St. Charles Road

07/01/2026

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑		
Traffic Volume (veh/h)	1018	13	14	1148	0	0
Future Volume (Veh/h)	1018	13	14	1148	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1072	14	15	1208	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage veh	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1086	1713	543	
vC1, stage 1 conf vol				1079		
vC2, stage 2 conf vol				634		
vCu, unblocked vol			1086	1713	543	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)				5.8		
tF (s)			2.2	3.5	3.3	
p0 queue free %			98	100	100	
cM capacity (veh/h)			650	254	489	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	
Volume Total	715	371	15	604	604	
Volume Left	0	0	15	0	0	
Volume Right	0	14	0	0	0	
cSH	1700	1700	650	1700	1700	
Volume to Capacity	0.42	0.22	0.02	0.36	0.36	
Queue Length 95th (ft)	0	0	2	0	0	
Control Delay (s/veh)	0.0	0.0	10.7	0.0	0.0	
Lane LOS			B			
Approach Delay (s/veh)	0.0		0.1			
Approach LOS						
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			41.7%	ICU Level of Service		A
Analysis Period (min)			15			

Memo



To: Brandon Nolin, AICP, Director of Community and Economic Development

From: Kevin L. Mantels, P.E., Village Engineer

A handwritten signature in blue ink, appearing to read "Kevin L. Mantels", is placed below the "From:" line.

Date: August 4, 2026

Re: ZBA-26-12 - 105 West St. Charles Road - Special Use

Villa Park Engineering staff has reviewed the most recent Traffic Impact Study (TIS) for the subject ZBA case, revised July 24, 2026. The revised TIS, prepared by KLOA, Inc., concludes that the existing roadway and traffic control conditions are sufficient to accommodate the development-generated traffic, and that no roadway or traffic control improvements will be required. Engineering staff has concerns that the actual impacts of the development, when fully operational, may not align with the conclusions reached in the TIS.

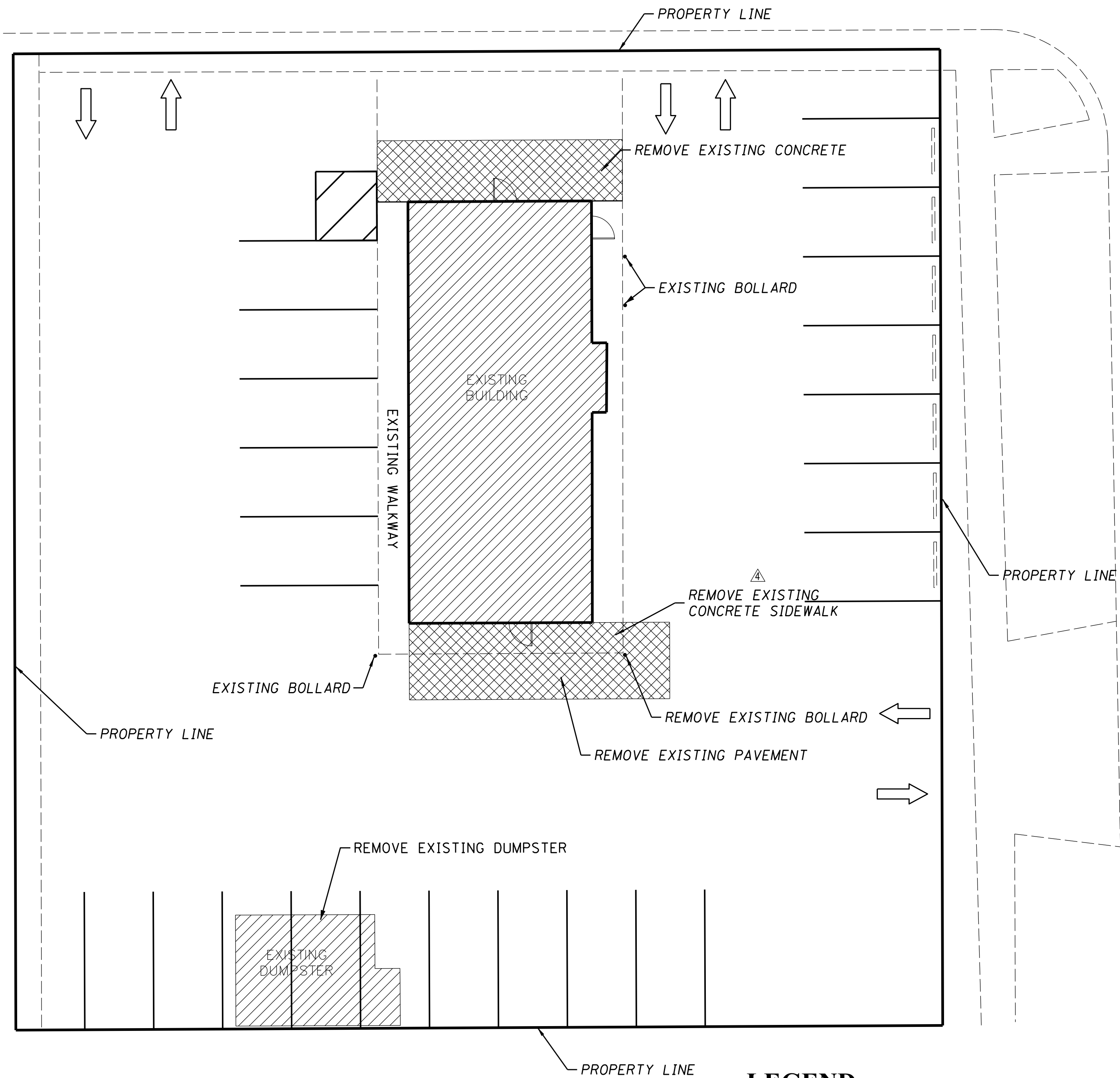
The previous version of the TIS, dated July 2, 2026, considered one land use type: "Coffee/Donut Shop with Drive-Through Window". Based on conversations that Villa Park staff had with the applicant, it is staff's understanding that the applicant's existing business location has a significantly higher number of visits and a much longer visit duration than a typical coffee/donut shop. In response, staff suggested that the Coffee/Donut Shop with Drive-Through Window may not be the appropriate use type for this study, and commented that the study should be expanded to consider the typical use characteristics of the applicant's existing location and to apply those characteristics to this location.

The revised version of the TIS added two additional land use types for consideration: "High-Turnover Sit-Down Restaurant" and "Coffee/Donut Shop without Drive-Through Window". After expanding the TIS to include analysis of all three land use types, KLOA still reached the conclusion that existing conditions are sufficient to accommodate the development-generated traffic. Staff is reassured by KLOA's conclusions, but concerns remain that the volume of traffic generated by the development at peak operation may exceed the volume of traffic assumed in the study. If these concerns are realized, the capacity of the existing roadway, parking, and traffic control facilities may be insufficient to accommodate the additional traffic.

In response, Engineering staff recommends that any approval of this requested special use be conditional upon the following:

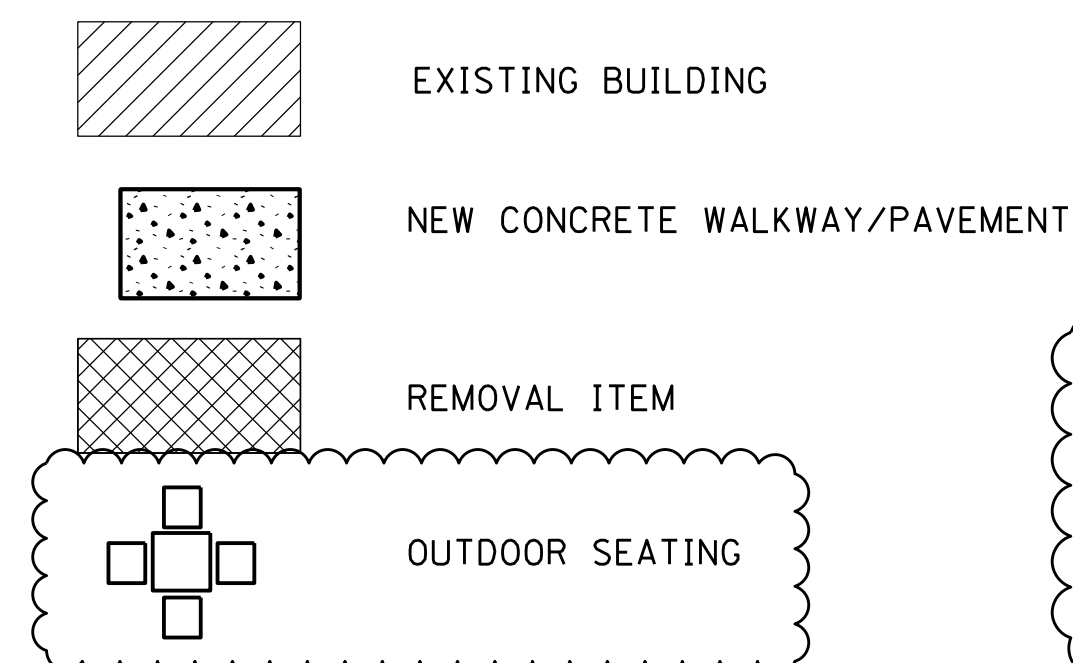
The Village may require a new traffic count study to be performed, at the applicant's expense, should traffic volumes appear to exceed the volumes attested to in the applicant's Traffic Impact Study, per the direction of the Village Engineer and the Director of Public Works. The Village will then have the authority to revoke the Special Use Permit if the traffic count study indicates traffic volumes in excess of proposed operations per the TIS, pending review and rejection of any mitigation strategies proposed by the applicant.

ST. CHARLES RD.

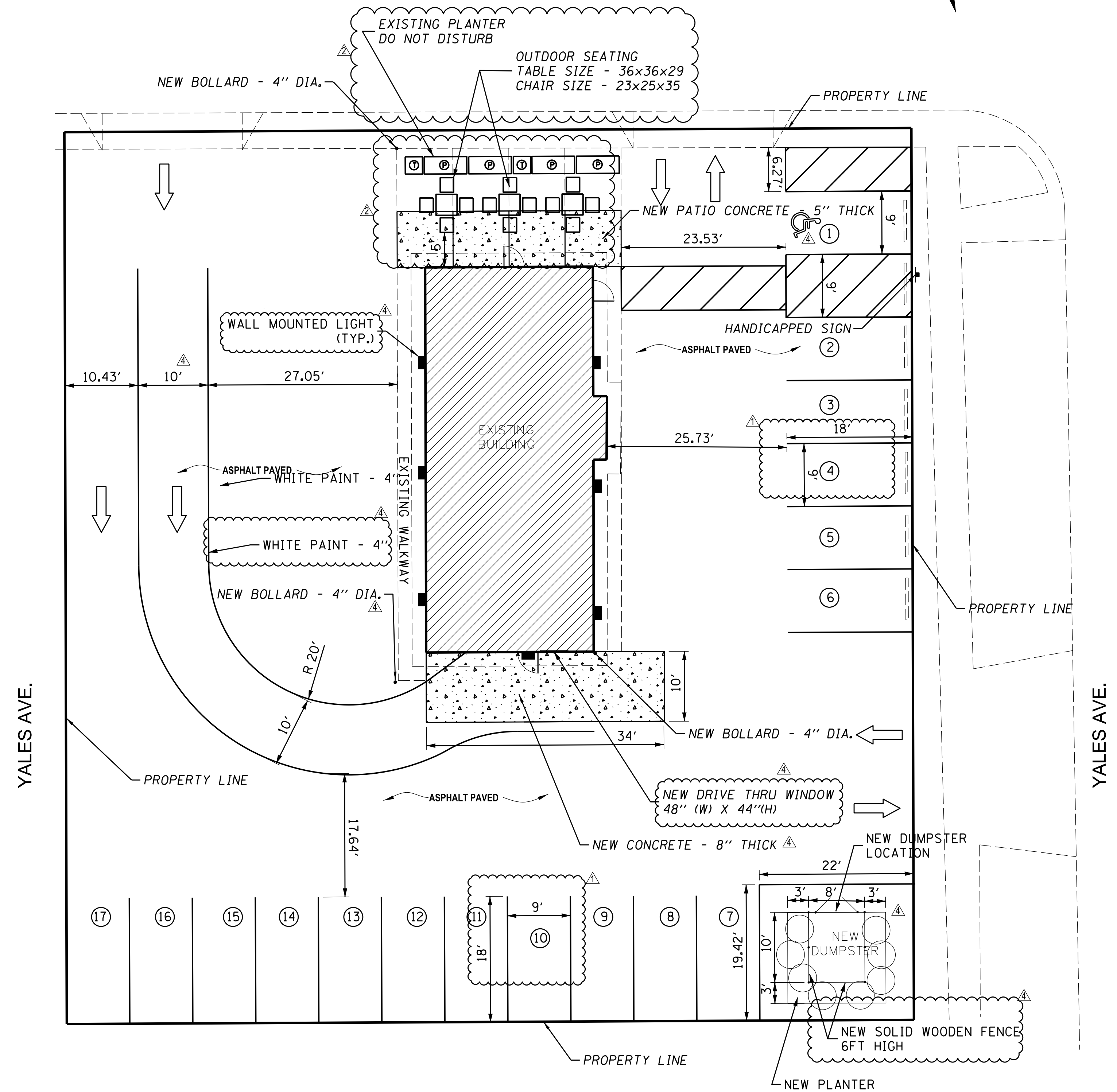


EXISTING CONDITION & REMOVAL PLAN
SCALE- 1:10

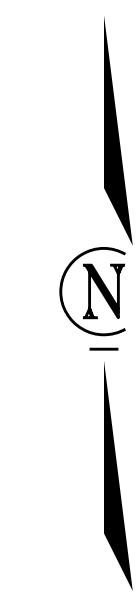
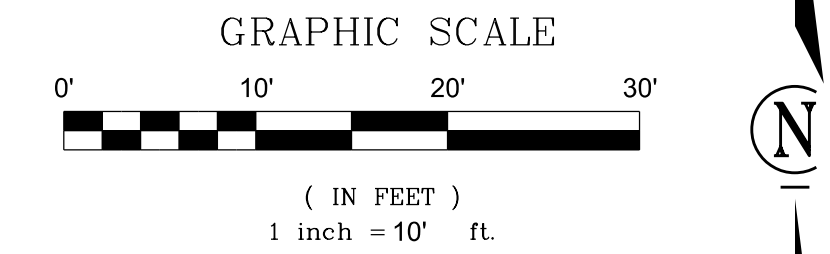
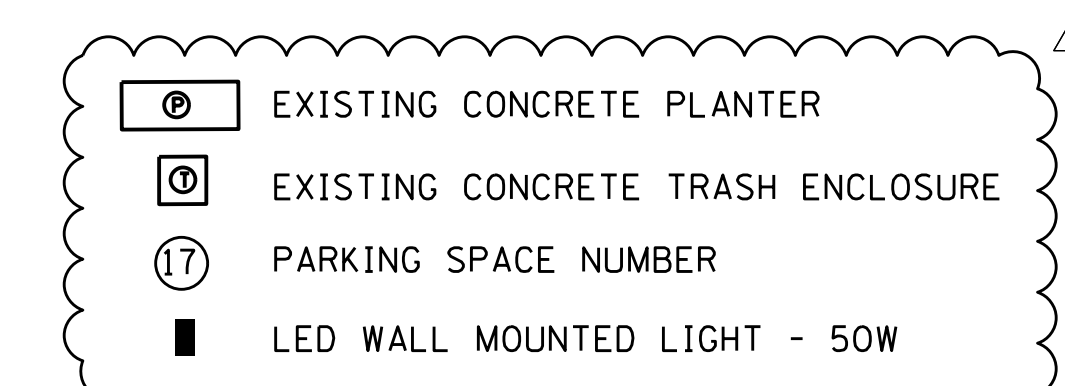
LEGEND



ST. CHARLES RD.



SITE PLAN
SCALE- 1:10

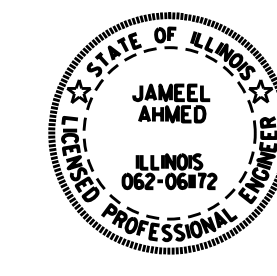


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2026.03.30	DRIVETHRU ADDITION	Δ
2026.03.12	PERMIT COMMENTS	Δ
2026.02.13	PERMIT COMMENTS	Δ
2026.01.26	PERMIT REVIEW	Δ
DATE	ISSUED FOR	



IL. LICENSED PROFESSIONAL
LICENSE EXPIRES ON 11/30/2027

DRAWING TITLE
SITE PLAN

PROJECT TITLE
SAFFRON COFFEE SHOP
105 ST. CHARLES RD
VILLA PARK, IL 60181

DRAWN BY: JA	SHEET #
CHECKED BY: KB	C-2
SCALE: 1:10	
PROJECT #: 2026.02	
FILE NAME:	

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When it comes to testing our products, we don't hold back. Ever. In that spirit, the Noctura Series was put through the wringer—subjected to a battery of tests focusing on optics, mechanics, electronics, reliability and compliance. We didn't hold back. And they didn't disappoint. **The result?** You get luminaires you can count on for performance and durability.

Wall-to-Wall Performance and Convenience

With Noctura™ Wall Mount luminaires, quality performance is one of many things you can count on. You can also expect installation that's made simple with integrated bubble level; retaining hardware designed to stay in the luminaire; hinged door or aircraft cables for hands-free wiring; and the convenience of top, bottom (large), sides or rear mounting orientations. And, with multiple lumen packages, you can also expect to find the wall mount luminaire that's the right fit. There's a lot you can count on with Noctura™ Wall Mount luminaires.

CREE  **LIGHTING**

NOCTURA: THE PERFECT FIT.

A lighting solution that delivers performance and aesthetics. A family of luminaires that surpassed every test of every component—from its finish to its optics. Simple installation and low maintenance. A five-year warranty. This is the Noctura Series. And it's built to fit any lighting need you have anywhere it might be.

PERFORMANCE SUMMARY
Initial Delivered Lumens: Up to 22,600 lumens
Efficacy: Minimum 70 CRI
CRI: Minimum 70 CRI
CCT: 3000K*, 4000K, 5000K, 5700K*
Limited Warranty†: 5 years on luminaire and finish

* Limited availability, consult factory
† For complete details on the Cree 5-year limited warranty go to creelighting.com/warranty
Product specifications subject to change at any time. Visit creelighting.com to find the most up-to-date information.

ACCESSORY

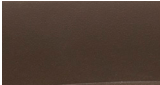


Coming Soon! Bird Spikes
Designed to prevent birds from landing or setting up a nest on the luminaire.

NTW-BRDSPK-11L
NTW-BRDSPK-17L
NTW-BRDSPK-23L

FINISHES

Bronze (BZ)



APPLICATIONS



Corporate Campus
Put your brand on display and invite customers and/or employees inside by creating a safe, comfortable, and visually appealing environment.



Education
Walking along building facades with the ability to see fosters a sense of well-being and confidence. The Noctura™ LED Wall Mount creates a significant resource for safety and security for school grounds and campuses.

TRADITIONAL LIGHTING REPLACEMENTS	
HID Lamps	Noctura Series
50W MH	1L
100W PSMH	3L
150W PSMH	7L
250W PSMH	11L
400W MH	17L
400W PSMH	23L

LUMEN PACKAGES



1L



3L



7L



11L



17L



23L

Visit creelighting.com or contact a Cree Lighting representative to learn more

info@creelighting.com | 800.236.6800

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CAT/SSHT-C127 Rev. Date: 06/05/19





Village of Villa Park

Community & Economic Development

11 W Home Avenue, Villa Park, IL 60181

TO: Zoning Board of Appeals
FROM: Community & Economic Development Department
DATE: August 5, 2026
RE: **Petition ZBA-26-16 | 53 W. Roosevelt Rd. | Variation**

PETITIONER	OWNER
David Voss 53 W Roosevelt Rd Villa Park, IL, 60181	David Voss 53 W Roosevelt Rd Villa Park, IL, 60181

Request Summary

The Petitioner is seeking a Variation from Section 8.2- Prohibited Signs and Sign Characteristics, to permit a pole sign. The Petitioner is also seeking a Variation from Section 8.6.2- Freestanding Signs, to request a waiver from the required setback of ten (10) ft.

Background

The petitioner is seeking a variation to build a pole sign on a nonresidential property. The sign would be fifteen (15) ft. tall with a sign face area of 50 sq. ft. The petitioner is looking to refinish the existing pole and sign. Two (2) waivers are required because the pole sign is a prohibited sign type and is located within the required ten-foot setback. Per Section 8.6.2, a freestanding sign must be setback at least 10 feet from the right of way. The sign replacement would be located in the same location as the existing sign, 0.75 ft from the property line. The petitioner would change the sign face and refinish the existing pole in the same location. A landscaping bed of 36 square feet would be added as part of this project. Section 8.6.2. E. requires three (3) ft. of landscaping around the entire base of the sign. The proposed landscaping plan complies with these regulations.

Site Information

Present Zoning: Neighborhood Business District- C-2
Present Land Use: Commercial
Property Size: 20,475 sq ft./ 0.47 acres
PIN: 06-21-207-037

Surrounding Zoning

North: Service Business District- C-3
West: Service Business District- C-3
East: Service Business District- C-3
South: Residential Multi-Unit District RM-9

Surrounding Land Use

Commercial
Commercial
Commercial
Residential

Comprehensive Plan Designation – Corridor Commercial

Corridor commercial areas refer to commercial developments located along highways and major roadways. These developments are intended to serve the local population and those moving throughout the Village. These areas typically include retail and services that support nearby residential areas and big-box retailers. The Village should look to concentrate this use along Roosevelt Road and North Avenue.

Zoning Request

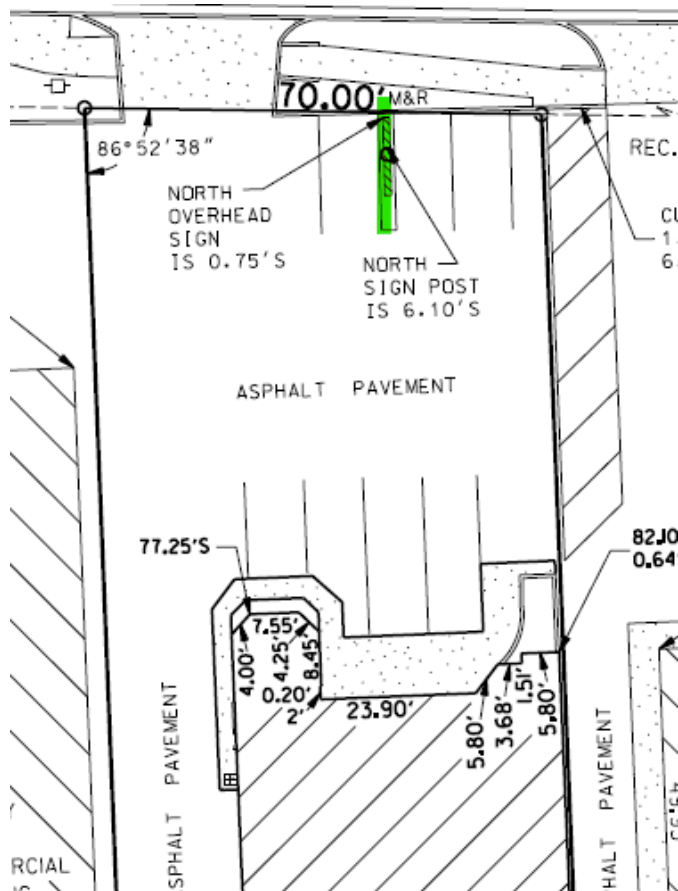
The Petitioner is seeking a Variation from Section 8.2 - Prohibited Signs and Sign Characteristics, to permit a pole sign. The Petitioner is also seeking a Variation from Section 8.6.2 - Freestanding Signs, to request a waiver from the required ten-foot setback.

Internal Staff Review

Variation

The Zoning Ordinance specifically allows for Variation petitions to grant relief to a property owner from strict compliance with the regulations of the Zoning Ordinance. Variations are intended to help alleviate a practical difficulty or particular hardship that would be caused by the literal enforcement of the subject ordinance requirements and are site specific.

The petitioner is seeking a variation to build a pole sign on a nonresidential property. The sign would be fifteen (15) ft. tall with a sign face area of 50 sq. ft. The petitioner is looking to refinish the existing pole and sign. Two (2) waivers are required because the pole sign is a prohibited sign type and is located within the required ten-foot setback. Per Section 8.6.2, a freestanding sign must be setback at least 10 feet from the right of way. The sign replacement would be in the same location as the existing sign, 0.75 ft from the property line. The petitioner would change the sign face and refinish the existing pole in the same location. A landscaping bed of 36 square feet would be added as part of this project. Section 8.6.2. E. requires three (3) ft. of landscaping around the entire base of the sign. The proposed landscaping plan complies with these regulations.



Sign is setback 0.75 ft from the property line.

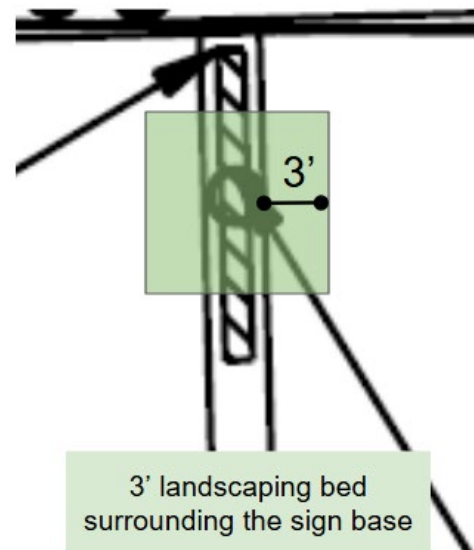
Site Plan Review

The following comments summarize aspects of the proposed development plans in relation to various Zoning Ordinance requirements:

1. Building and Structure Location:
 - a. Setbacks: The sign is setback 0.75 ft from the north property line, adjacent to Roosevelt Rd. The sign is being replaced in the original location.
 - b. Two parking stalls would be impacted by the installation of the landscaping bed. Per Section 7.2- Minimum Parking Ratios, thirteen (13) parking stalls would be required for a Building Supplies and Equipment use. Seven (7) parking stalls will be available in the front of the site. In reviewing the plat of survey, Staff believe six (6) additional parking stalls can be striped in the rear of the building to comply with the required number of parking stalls. If required parking cannot be provided, then Staff recommend requiring a revised sign permit application for a new monument sign to be located in a new location that minimizes impacts to available parking.
2. Project Scale:
 - a. Area of sign: 50 sq. ft.
 - b. Height: 15 ft. total, 10 ft. aluminum pole cover, 5 ft. sign face.
3. Lot Coverage:
 - a. A landscaping bed of 36 square feet would be added as part of this project.
 - b. Section 8.6.2. E requires three (3) ft. of landscaping around the entire base of the sign. The proposed landscaping plan complies with these regulations.
4. Completeness: If the Zoning Board of Appeals requires additional information to determine whether the applicant's development requests comply with the applicable standards of the Code, they may direct the Petitioner to furnish additional information and evidence that may provide clarity regarding their concerns.



Proposed Sign Elevation



Proposed Landscaping

Findings

Per Sec. 11.5.6.8, the Zoning Board of Appeals' recommendation must be accompanied by specific findings of fact regarding whether practical difficulties or particular hardships would result if a Variation is not granted. *The Petitioner has submitted the following justification for a Variation from Article 2, Section 2.3, Table 2-3 of the Zoning Ordinance:*

A. State the particular hardship and/or practical difficulty created for you in carrying out the strict letter of the zoning regulations to wit:

Petitioner: *The proposed sign variance request is limited in scope and does not increase the size, height, or overall square footage of the existing pylon sign. The applicant is simply updating the branding and modernizing the existing sign structure while maintaining the current location. Relocating the sign to meet the 10-foot setback requirement would create a practical hardship due to the small size and layout constraints of the site. Moving the sign would result in the loss of approximately two parking spaces, which is significant for a property with only seven existing spaces. In addition, relocating the sign would require substantial additional site and construction costs without providing a corresponding public benefit. The existing sign location has functioned without known safety or traffic visibility issues, and maintaining the current placement preserves the existing site configuration while avoiding unnecessary disruption. The variance therefore represents the minimum relief necessary to allow reasonable reinvestment in the property while maintaining consistency with the intent of the ordinance.*

B. A reasonable return or use of your property is not possible under the existing regulations because:

Petitioner: *The property currently contains an existing legally established sign structure serving the site. Due to the rebranding of the business, updated signage is necessary for continued identification and operation. Strict application of the current sign regulations would prevent reasonable use of the existing sign structure and would require unnecessary removal and replacement despite no substantial increase in sign area, height, or impact. Granting the variance allows continued reasonable use of the property while maintaining consistency with the existing site conditions.*

C. Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:

Petitioner: *The subject property has unique site constraints due to its limited frontage, existing site layout, and small parking field containing only seven parking spaces. Unlike many other commercially zoned properties in the area, relocating the existing pylon sign to fully comply with the current setback requirement would significantly impact on-site functionality by eliminating approximately two parking spaces. The existing development pattern and placement of improvements on the property leave limited feasible alternatives for sign relocation without creating disproportionate impacts to parking, circulation, and redevelopment costs. The request is therefore based on the unique physical characteristics and constraints of this specific property and is not broadly applicable to other properties within the zoning district.*

D. The variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion in the streets, or otherwise impair public safety; health and convenience because:

Petitioner: *The requested variance will not alter the essential character of the area because the proposal does not increase the size, height, or intensity of the existing pylon sign and is limited to updating the branding and appearance of the existing sign structure. The sign has historically existed in this location and has operated without known impacts to neighboring properties, traffic*

circulation, or public safety. The updated sign will improve the appearance of the property while maintaining compatibility with surrounding commercial development and will not negatively impact neighboring property values or increase street congestion.

Notification

Legal Notice was published in the Daily Herald on July 27th, 2026, a sign placed on the subject property, and notifications sent to property owners within a 250.0-foot radius of the subject property in advance of the Public Hearing.

Sample Motion

Should the Board approve Case ZBA 26-16, staff recommends the following motion and conditions:

Motion to approve Case ZBA 26-16, a request for variations from Section 8.2 and Section 8.6.2 to permit a pole sign, subject to the following conditions:

- 1) The proposed sign shall be installed in accordance with the plans submitted by the Petitioner in the Variation Application received 5/21/2026.*
- 2) The Petitioner shall file all necessary plans and applications, for review and approval, and secure all necessary building permits prior to the commencement of installation.*
- 3) Prior to obtaining a sign permit, the Petitioner shall obtain a building permit to stripe a minimum of 13 parking stalls compliant with Section 7.2 - Minimum Parking Ratios and Section 7.9 – Parking Area Design. Should the Petitioner fail to obtain the required building permit for parking lot striping, the Petitioner shall not be granted the sign permit related to ZBA 26-16, and may submit a revised sign permit for a monument sign in a location that minimizes impacts to required parking including applying for additional variation(s) as appropriate and required by Article 8 – Signs.*

Exhibit List

- Exhibit A – Plat of Survey
- Exhibit B- Sign Exhibits

102

W ROOSEVELT RD

C - 3

103

53

43

41



C - 2

1630

S HOLYOKE LN

1647

N

0 20 40 80 120 160 Feet

Zoning Districts

Zoning Districts

- RS-10 - Residential Single-Dwelling District - 10,000 Sq. Ft.
- RS-7.5 - Residential Single-Dwelling District - 7,500 Sq. Ft.
- RD-7.5 - Residential Duplex District - 7,500 Sq. Ft.
- RM-9 - Residential Multi-Unit District - 9,000 Sq. Ft.
- O-R - Office Research District
- C-1 - Convenience Business District
- C-2 - Neighborhood Business District
- C-3 - Service Business District
- MX-1 - Mixed-Use TOD District
- MX-2 - Mixed-Use Main Street District
- MX-3 - Mixed-Use Corridor District
- MX-T - Mixed Transitional (Office-Residential) District
- MX-R1 - Mixed Residential District 1
- MX-R2 - Mixed Residential District 2
- M-1 - Light Industrial District
- M-2 - General Industrial District
- PI-1 - Neighborhood-scale Institutional and Public District
- PI-2 - Campus-scale Institutional and Public District
- P.U.D.-R - Planned Unit Development Residential
- P.U.D.-C - Planned Unit Development Commercial
- P.U.D.-I - Planned Unit Development Industrial

Image

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

PLAT OF SURVEY
OF

LOT 13 IN FINITZO'S RESUBDIVISION OF LOT 3, BEING A SUBDIVISION OF LOT 3 IN FINITZO BROTHERS SUBDIVISION, BEING A SUBDIVISION OF THE NORTH 797.82 FEET OF THE EAST THREE-QUARTERS OF THE NORTHEAST 1/4 OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCPAL MERIDIAN, EXCEPT THAT PART TAKEN FOR ARDMORE AVENUE, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED APRIL 8, 1970 AS DOCUMENT R70-10454, IN DUPAGE COUNTY, ILLINOIS.

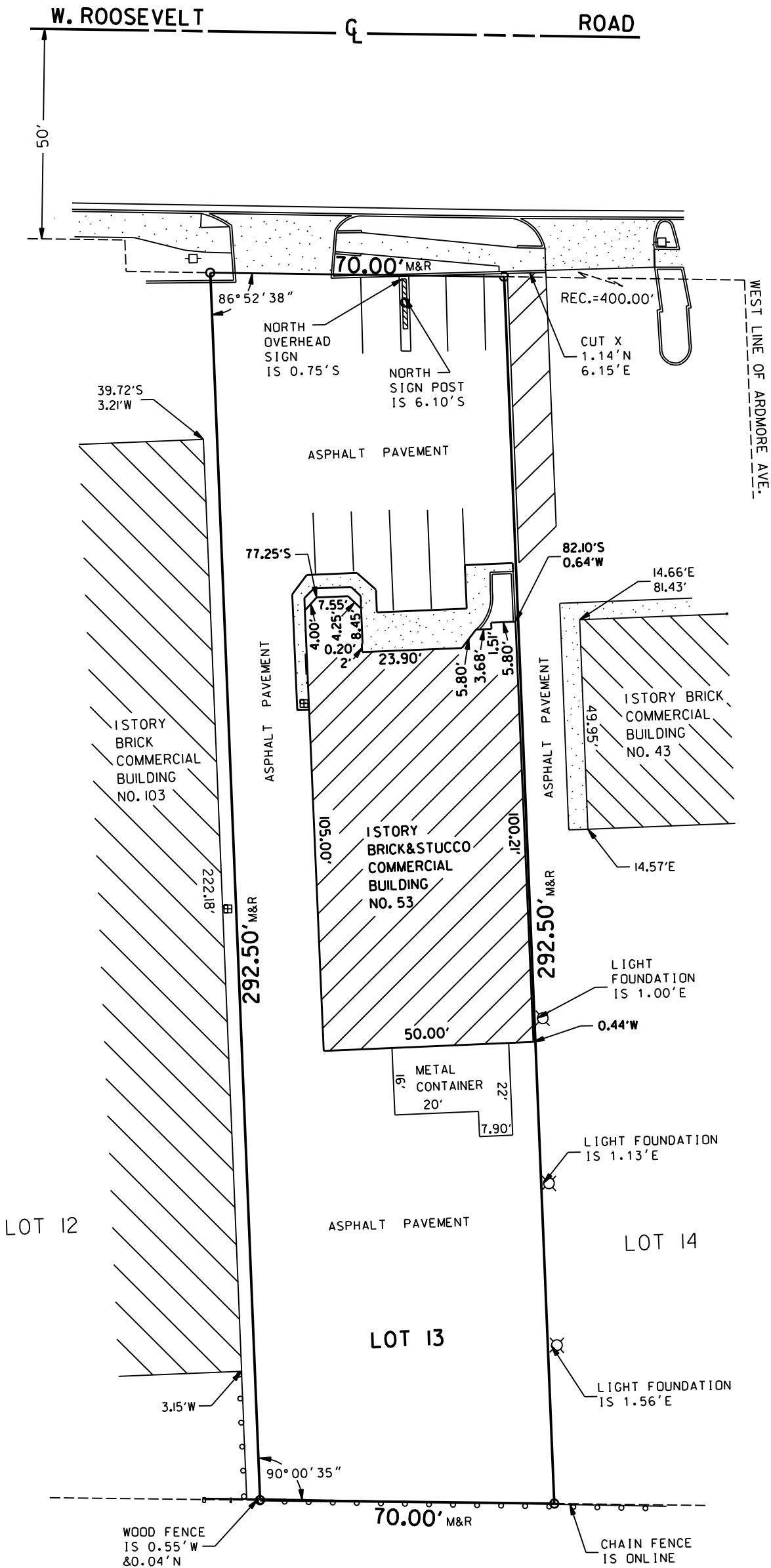
PIN NO.: 06-21-207-037
COMMONLY KNOWN AS: 53 W. Roosevelt Road, Villa Park, IL 60181



Scale: 1 Inch = 30 Feet
Distances are marked in feet and decimals.
KANTHAPHIXAY LAND SURVEYING
RICHARD R. KANTHAPHIXAY
17 N. Ridge Court
Streamwood, IL 60107
Phone: (630)736-5633
Cell: (630)973-7491
Email: kanthaphixay@comcast.net

LEGEND

- FOUND IRON ROD
- FOUND IRON PIPE
- SET IRON PIPE
- IRON PIPE OR ROD NOT FOUND
- ○ ○ CHAIN LINK FENCE
- x — x — WIRE FENCE
- CONCRETE
- BRICK PAVER
- STREET LIGHT POLE
- ELECTRIC METER
- POWER POLE



NOTES:

a.) Utility data other than physical evidence visible on the ground is shown as per records obtained from private and public sources as indicated and should be assumed to be approximate.

b.) Compare all points before building by same and at once report any difference. For building and easement lines and other restrictions not shown hereon, refer to your abstract, deed contract or zoning ordinance.

Ordered By: Jon
Field work done: 6/20/2026
Drawn by: RK



STATE OF ILLINOIS) s.s.
COUNTY OF COOK)
I, RICHARD R. KANTHAPHIXAY, a Illinois Professional land Surveyor, hereby certify that a survey has been made, at and under my direction, of the property described above, and that the survey hereon drawn is a correct representation of said survey and conforms to the current Illinois minimum standards for a boundary survey.

Streamwood, Illinois, June 25, A.D. 2026

By
Illinois Professional Land Surveyor
Certificate No. 3807
Expiration date: 11-30-2026



1 Existing D/F Pylon



2 Proposed Layout
OPPOSITE FACE IS IDENTICAL

elevated identity® Brand Forward. Experience Driven.	© Copyright Elevated Identity, Inc. 2025 These plans are the exclusive property of Elevated Identity, Inc. the original work of its design team. They are submitted to your company for the sole purpose of your consideration of whether to purchase these plans or to purchase from Elevated Identity, Inc. a sign manufactured according to these plans. Distribution or exhibition of these plans to anyone other than employees of your company, or use of these plans to construct a sign similar to the one embodied herein, is expressly forbidden. In the event that such exhibition occurs, Elevated Identity, Inc. expects to be reimbursed 15% of total project value in compensation for time and effort entailed in creating these plans. This document represents an approximation of material colors specified. Actual product colors may vary from this print or digital image.	CLIENT: The Door Store ADDRESS: 53 Roosevelt Road CITY/STATE: Villa Park, IL 60181	PROJECT #: 6138 DATE: 09.11.25 SCALE: NTS	Client Approval: X SIGNATURE DATE APPROVAL STAMP	REV 01: fonts REV 02: colors REV 03: copy REV 04: sign type REV 05: color REV 06: REV 07: REV 08:	DATE: 01.19.26 DATE: 04.17.26 DATE: 04.20.26 DATE: 04.22.26 DATE: 04.27.26 DATE: DATE: DATE:	REP: Mike Kinsella PH: 262.422.9339 DESIGNER: MH	SIGN TYPE: RW.1b SHEET: 1.00
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PYLON REWORK

1 - LIT CABINET

Illumination: Internal White LEDs
Material: Fabricated Aluminum

Color: Paint to Match PMS 548c Blue,
Satin Finish – 

2 - GRAPHICS

Color: Paint White, Satin Finish – ☐

3 - GRAPHICS

Color: Clear, 2nd Surface Diffuser, 1st Surface Translucent Viscous Material PMG

Surface Translucent Vinyl to Match PMS
548c Blue –

4 - GRAPHICS

Color: Clear, 2nd Surface Diffuser, 1st

Surface Translucent White Vinyl - ☐

5 - POLE COVER & REVEAL

Material: Fabricated Aluminum
Color: Paint to Match PMS 548c Blue.

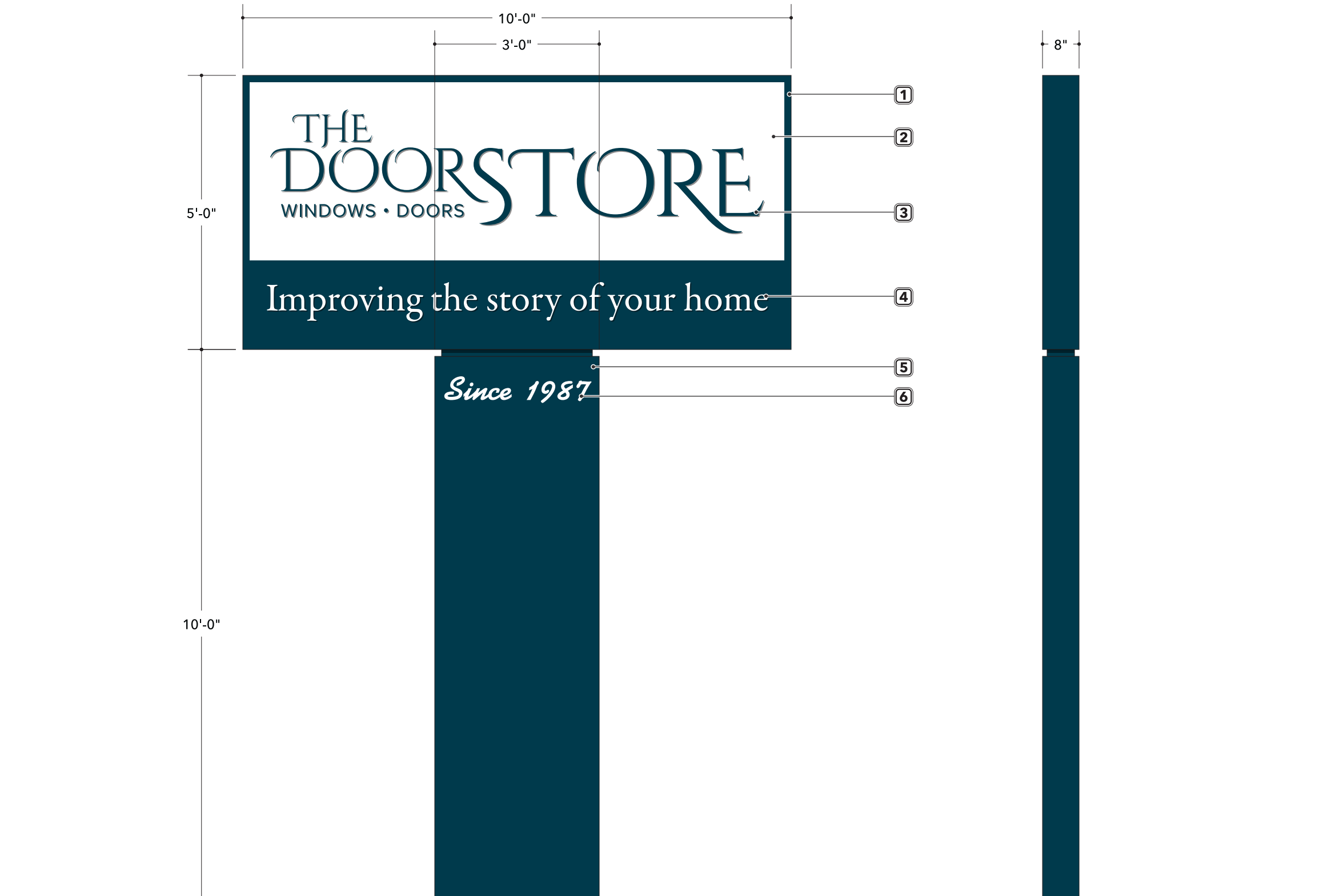
Color: Paint to Match PMS 548c Blue,
Satin Finish – 

Satin Finish –

6 - GRAPHICS

Color: Matte White – ☐

NOTE: SURVEY REQUIRED, ALL DIMENSIONS TBV



3 Sign Detail

elevated identity®

Brand Forward. Experience Driven.

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These plans are the exclusive property of Elevated Identity, Inc. the original work of its design team. They are submitted to your company for the sole purpose of your consideration of whether to purchase the plans and to purchase from Elevated Identity, Inc. a sign manufactured according to these plans. Distribution or exhibition of these plans to anyone other than employees of your company, or use of these plans to construct a sign similar to the one embodied herein, is expressly forbidden. In the event that such exhibition occurs, Elevated Identity, Inc. expects to be reimbursed 15% of total project value in compensation for time and effort entailed in creating these plans. This document and related materials are approximately 100% recycled material colors specified. Actual product colors may vary from this print or digital image.

CLIENT: **The Door Store**

ADDRESS: 53 Roosevelt Road

CITY/STATE: Villa Park, IL 60181

PROJECT #: **6138**

DATE: 09.11.25

SCALE: 1/2"=1'

Client Approval:

X SIGNATURE _____ DATE _____

APPROVAL STAMP

REV 01: fonts
REV 02: colors
REV 03: copy
REV 04: sign type
REV 05: color
REV 06:
REV 07:
REV 08:

DATE: 01.19.26
DATE: 04.17.26
DATE: 04.20.26
DATE: 04.22.26
DATE: 04.27.26
DATE:
DATE:
DATE:

REP: Mike Kinsella

PH: 262.422.9339

DESIGNER: MH

SIGN TYPE:

RW.1b

SHEET: 1.01



Village of Villa Park

Community & Economic Development

11 W Home Avenue, Villa Park, IL 60181

TO: Zoning Board of Appeals
FROM: Community & Economic Development Department
DATE: August 5, 2026
RE: **Petition ZBA-26-19 | 138 W. Roosevelt Rd. | Variation**

PETITIONER	OWNER
Atlas Khan 355 Flagg Ct. Hinsdale, IL 60521	Villa Oaks LLC 205 Hidden Ridge Ln. Highland Park, IL 60035

Request Summary

The Petitioner is seeking a Variation from Section 8.6.3 - Wall Signs, to permit a wall sign that exceeds the maximum signage allowance for the property.

Background

The Petitioner is seeking a Variation from Section 8.6.3 - Wall Signs, to permit a wall sign that exceeds the maximum signage allowance for the property. Per Section 8.6.3, the permitted signage allowance for the property is 91.5 sq. ft. and the proposed sign is 261.8 sq. ft. The petitioner is requesting a waiver of 186% the permitted sign size. The sign was installed without a permit, but due to a clerical error wherein payment was accepted for the permit, the petitioner believed they had received a permit.

The sign permit was applied for on May 11, 2026. On May 26, 2026, the Petitioner's sign contractor came into the permitting office to pick up and pay for the permit, thinking it was approved. The contractor paid for and received a permit which listed the PIN number for the larger Villa Oaks shopping center. The owner of the property signed both sign permit applications but also failed to observe the same address being used for both permits. The permit that was approved and issued was for a different restaurant in Villa Oaks Shopping Center. On May 13, a review letter was issued to the contractor for the Rosae Café sign permit, as staff were missing building measurements. On June 9, staff noticed the sign had been constructed, contacted the owner, and discovered the clerical issue.

Site Information

Present Zoning: Service Business District- C-3
Present Land Use: Commercial
Property Size: 894,690 sq ft./ 20.5 acres
PIN: 06-16-401-063

Surrounding Zoning

North: Residential Single Dwelling District- RS-7.5
West: Service Business District- C-3
East: Residential Multi-Unit District- RM-9
South: Service Business District- C-3

Surrounding Land Use

School
Commercial
Residential
Commercial

Comprehensive Plan Designation – Corridor Commercial

Corridor commercial areas refer to commercial developments located along highways and major roadways. These developments are intended to serve the local population and those moving throughout the Village. These areas typically include retail and services that support nearby residential areas and big-box retailers. The Village should look to concentrate this use along Roosevelt Road and North Avenue.

Zoning Request

The Petitioner is seeking a Variation from Section 8.6.3 - Wall Signs to permit a wall sign that 170.3 sq. ft. larger in area than the 91.5 sq. ft. permitted. The large sign area calculation is the result of taking the overall height of all sign letters taken together (100 in.) as required by the Zoning Ordinance and multiplying by the total width (377 in.). If the characters within the sign are measured individually, Staff estimate the combined area is 177.4 sq. ft., which is 85.9 sq. ft. larger in area than the 91.5 sq. ft. permitted.

Internal Staff Review

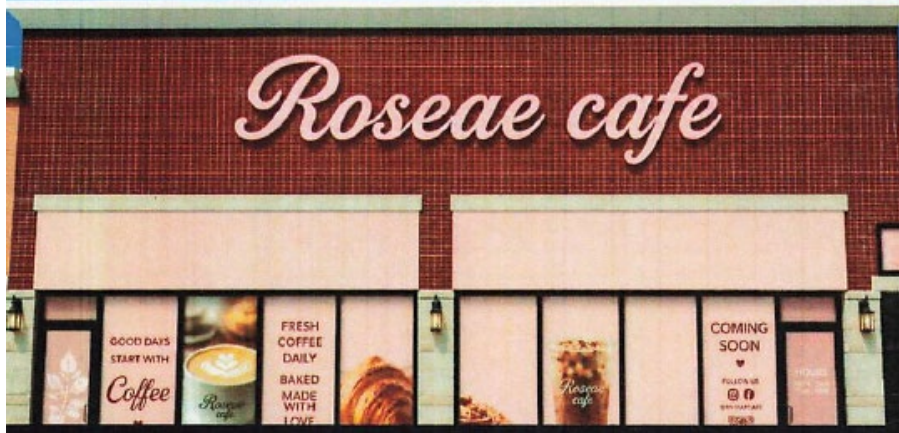
Variation

The Zoning Ordinance specifically allows for Variation petitions to grant relief to a property owner from strict compliance with the regulations of the Zoning Ordinance. Variations are intended to help alleviate a practical difficulty or particular hardship that would be caused by the literal enforcement of the subject ordinance requirements and are site specific.

The Petitioner is seeking a Variation from Section 8.6.3 - Wall Signs, to permit a wall sign that exceeds the maximum signage allowance for the property. Per Section 8.6.3, the permitted signage allowance for the property is 91.5 sq. ft. and the proposed sign is 261.8 sq. ft. The petitioner is requesting a waiver of 186% the permitted sign size. The sign was installed without a permit, but due to a clerical error wherein payment was accepted for the permit, the petitioner believed they had received a permit.

The sign permit was applied for on May 11, 2026. On May 26, 2026, the Petitioner's sign contractor came into the permitting office to pick up and pay for the permit, thinking it was approved. The contractor paid for and received a permit which listed the PIN number for the larger Villa Oaks shopping center. The owner of the property signed both sign permit applications but also failed to observe the same address being used for both permits. The permit that was approved and issued was for a different restaurant in Villa Oaks Shopping Center. On May 13, a review letter was issued to the contractor for the Rosae Café sign permit, as staff were missing building measurements. On June 9, staff noticed the sign had been constructed, contacted the owner, and discovered the clerical issue.

Wall signage allowance is calculated by multiplying the length of the tenant space by 1.5. The tenant space is 61 ft. wide, giving an allowance of 91.5 sq. ft. The sign is built with channel letters which complies with the sign code. The waiver is only needed for the size. The window coverings are not permitted. Section 8.6.6 allows for a maximum coverage of 25% of the window. All permanent window signs are counted in the site's wall signage allowance.

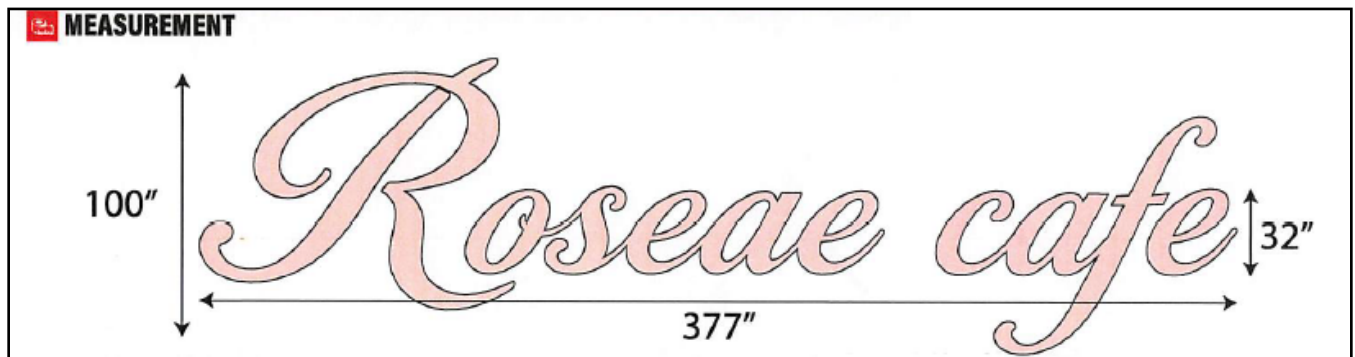


Proposed Sign

Site Plan Review

The following comments summarize aspects of the proposed development plans in relation to various Zoning Ordinance requirements:

1. Building and Structure Location:
 - a. The sign is installed on the building façade.
2. Project Scale:
 - a. Area of sign: 261.8 sq. ft.
 - b. The large sign area calculation is the result of taking the overall height of all sign letters taken together (100 in.) as required by the Zoning Ordinance and multiplying by the total width (377 in.). If the characters within the sign are measured individually, Staff estimate the combined area is 177.4 sq. ft.
3. Lot Coverage:
 - a. No additional lot coverage is added as a result of this project.
4. Completeness: If the Zoning Board of Appeals requires additional information to determine whether the applicant's development requests comply with the applicable standards of the Code, they may direct the Petitioner to furnish additional information and evidence that may provide clarity regarding their concerns.



5.

Proposed Sign

Findings

Per Sec. 11.5.6.8, the Zoning Board of Appeals' recommendation must be accompanied by specific findings of fact regarding whether practical difficulties or particular hardships would result if a Variation is not granted. *The*

Petitioner has submitted the following justification for a Variation from Article 2, Section 2.3, Table 2-3 of the Zoning Ordinance:

A. State the particular hardship and/or practical difficulty created for you in carrying out the strict letter of the zoning regulations to wit:

Petitioner: We applied for the permit. It was a misunderstanding, we thought it was approved.

B. A reasonable return or use of your property is not possible under the existing regulations because:

Petitioner: We already installed the sign because we picked up the wrong permit.

C. Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:

Petitioner: Two units together and bigger front

D. The variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion in the streets, or otherwise impair public safety; health and convenience because:

Petitioner: We will not hurt or harm anyone.

Notification

Legal Notice was published in the Daily Herald on July 27th, 2026, a sign placed on the subject property, and notifications sent to property owners within a 250.0-foot radius of the subject property in advance of the Public Hearing.

Sample Motion

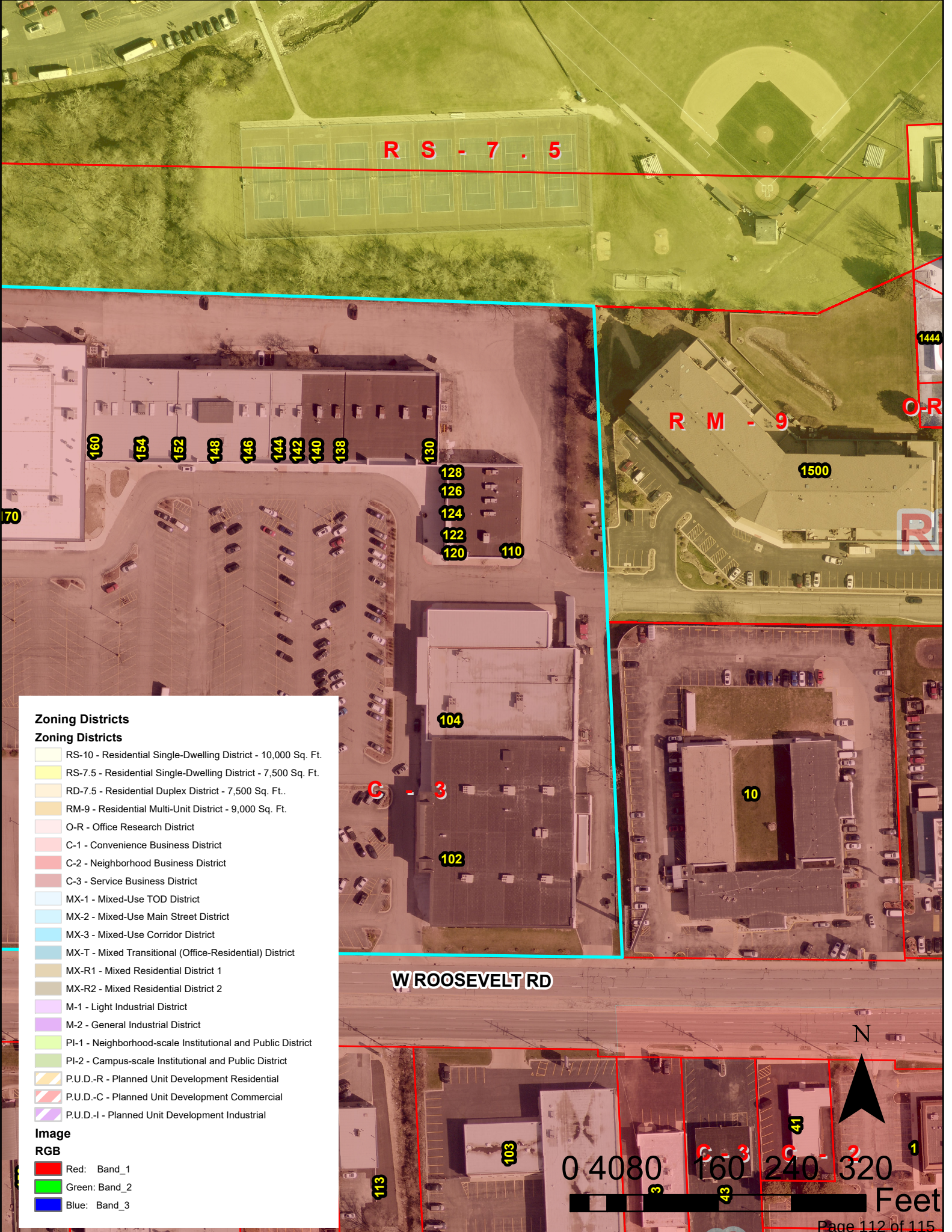
Should the Board approve Case ZBA 26-19, staff recommends the following motion and conditions:

Motion to approve Case ZBA 26-19, a request for variations from Section 8.6.3 to permit a 261.8 sq. ft. wall sign, subject to the following conditions:

- 1) The proposed sign shall be installed in accordance with the plans submitted by the applicant in the Variation Application received 7/20/2026.*
- 2) The applicant shall file all necessary plans and applications, for review and approval, and secure all necessary building permits prior to the commencement of installation.*

Exhibit List

- Exhibit A – Plat of Survey
- Exhibit B – Sign Exhibits



RS - 7.5

RM - 9

O-R

Zoning Districts

Zoning Districts

- RS-10 - Residential Single-Dwelling District - 10,000 Sq. Ft.
- RS-7.5 - Residential Single-Dwelling District - 7,500 Sq. Ft.
- RD-7.5 - Residential Duplex District - 7,500 Sq. Ft.
- RM-9 - Residential Multi-Unit District - 9,000 Sq. Ft.
- O-R - Office Research District
- C-1 - Convenience Business District
- C-2 - Neighborhood Business District
- C-3 - Service Business District
- MX-1 - Mixed-Use TOD District
- MX-2 - Mixed-Use Main Street District
- MX-3 - Mixed-Use Corridor District
- MX-T - Mixed Transitional (Office-Residential) District
- MX-R1 - Mixed Residential District 1
- MX-R2 - Mixed Residential District 2
- M-1 - Light Industrial District
- M-2 - General Industrial District
- PI-1 - Neighborhood-scale Institutional and Public District
- PI-2 - Campus-scale Institutional and Public District
- P.U.D.-R - Planned Unit Development Residential
- P.U.D.-C - Planned Unit Development Commercial
- P.U.D.-I - Planned Unit Development Industrial

Image

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

W ROOSEVELT RD



[illegible]

plat 234 v 1000cm
2022

Page 113 of 115

VILLA PARK
NOT INCLUDED
OFFICE COPY
Permit 12

APPROVED FOR PERMIT

BUILDING

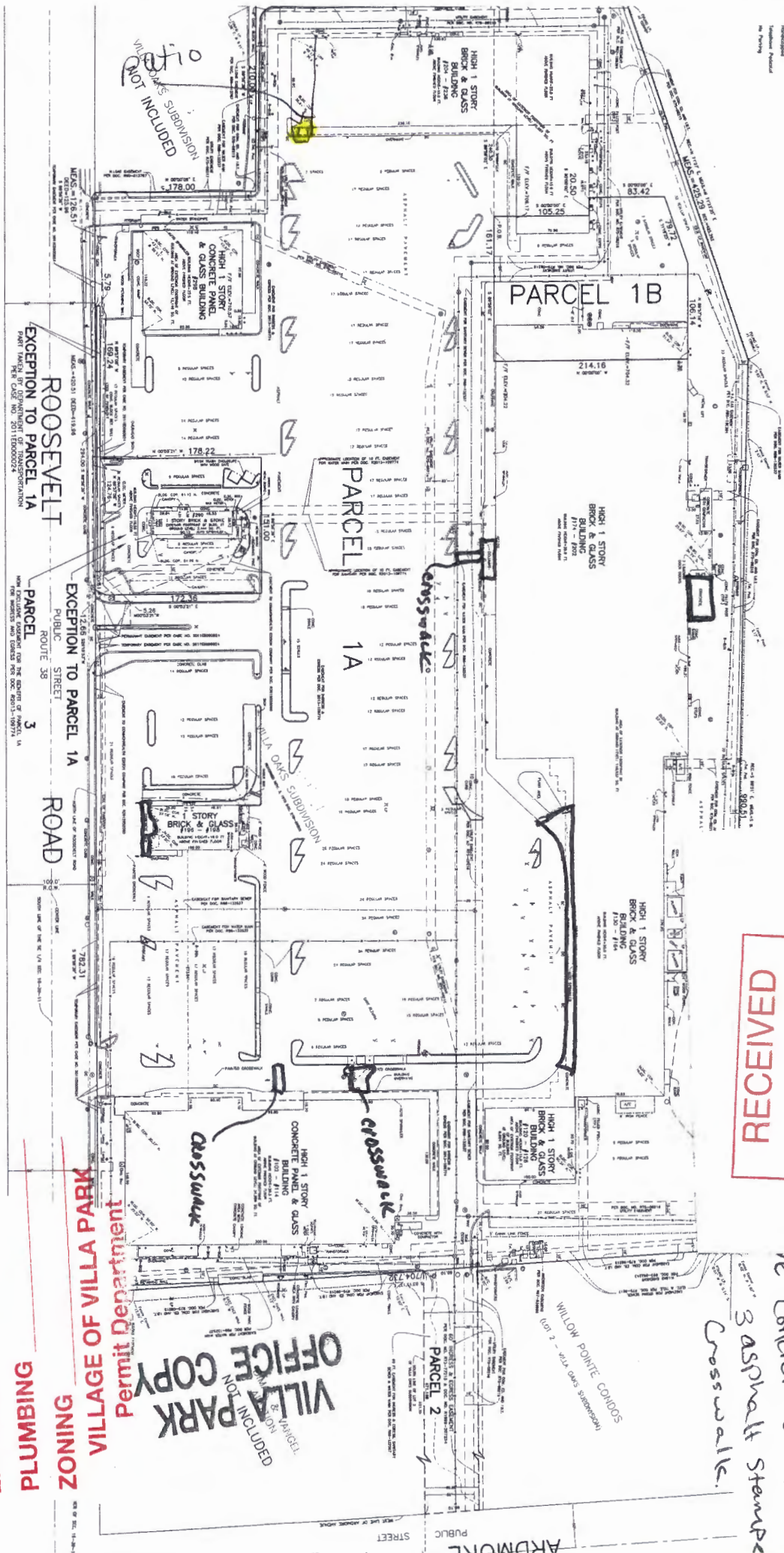
ENGINEERING

PLUMBING

ZONING

VILLAGE OF VILLA PARK

Permit Department



PROPOSED SIGN



MEASUREMENT



\$650 Fee For An Existing Sign Removal Only

Please note that this fee covers only the removal of existing signs and does not include any wall preparation or cleanup. Customers are advised to ensure that the area is ready for the installation of new signage to avoid any delays or additional charges.

BEFORE



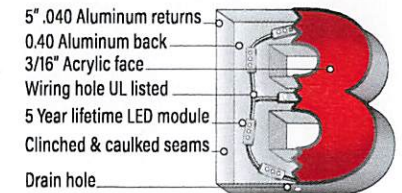
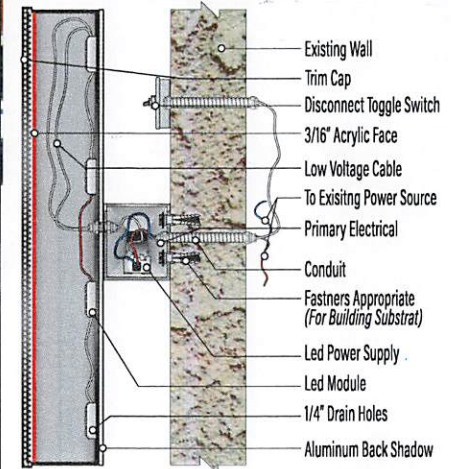
SIGN INFORMATION

- | | |
|---|--|
| ☐ INDOOR SIGN | ☒ OUTDOOR SIGN |
| ☒ RACEWAY COLOR Match | ☐ NO RACEWAY |
| ☐ SHADOW COLOR | ☒ NO SHADOW |
| ☐ SHADOW LIGHT COLOR | |
| ☒ FRONT-LIT COLOR | ☐ White |
| ☐ BACK-LIT COLOR | |
| FACE COLOR | ☐ Pink |
| TRIM CAP COLOR | ☐ Black |
| RETURN COLOR | ☐ Black |
| NOTES | |

LOCATION: 138 Roosevelt Rd, Villa Park, IL 60181

2D SIDE & FRONT VIEW

STANDARD FRONT FACE LIT-LED ILLUMINATED
With RACEWAY CHANNEL LETTER



3D PERSPECTIVE VIEW



I authorize Reesha Printing & Signs to do a Sign on My Building
Located on: **138 Roosevelt Rd, Villa Park, IL 60181**

Name _____ Signature _____
Phone _____ Date _____



7236 W. 90th Place Bridgeview, IL 60455
708-233-6677 Bill 708-228-1552
Orders@Reeshaprinting.com www.Reeshaprinting.com





NEW SIGN HERE

Sally Beauty
Beauty supply store

I authorize Reesha Printing & Signs to do A Sign on My Building Located on: Address: 138 W Roosevelt rd Villa Park IL

Landlord Info

Name :

Signature:

Phone:

Business owner Info

Name :

Signature:

Phone:



ALL ELECTRICAL COMPONENTS
ARE TO BE UL APPROVED