

MEMORANDUM TO: Suzanne Kahle
U.S. Equities Realty

FROM: Kelly K. Conolly, PE
Consultant

Luay R. Aboona, PE
Principal

DATE: August 16, 2010

SUBJECT: Traffic and Parking Evaluation
Fourth Presbyterian Church of Chicago
Chicago, Illinois

At your request, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has conducted a traffic and parking evaluation in connection with the proposed renovations of Fourth Presbyterian Church of Chicago. The facility is located at 126 East Chestnut Street on the west side of Michigan Avenue, between Chestnut Street and Delaware Place. As proposed, a new 80,000 square-foot building will be constructed on church property, to the west of the main existing buildings. It will primarily replace existing uses at the church in order to alleviate current space constraints and will contain the day school and counseling center, a chapel, classrooms, activity and conference rooms, and offices. A corridor will connect the new building to the existing church buildings.

This evaluation was conducted to assess the impact that the proposed building would have on traffic and parking conditions in the area and to recommend any operational or access improvements necessary to accommodate church operations.

The sections of this report present the following.

- Site and area street characteristics
- A description of the existing church and operations
- Summary of proposed renovation project
- Analysis of future traffic and parking conditions
- Recommendations with respect to access and the adjacent street network and parking needs

Existing Conditions

In order to project future transportation conditions of the church, four general components of existing conditions were considered: (1) the location of the church and surrounding street characteristics, (2) general operations of the church, (3) traffic/curbside operations of the facility, and (4) church parking arrangements.

Site Location

The site is located at 126 East Chestnut Street and is bordered by Delaware Place on the north, Michigan Avenue on the east, Chestnut Street on the south, and Mike Ditka's Steak House and Whitehall Hotel on the west. Surrounding uses include a mix of high-rise residential, office, hotel, restaurant, and retail. The Shops at 900 North Michigan and Four Seasons Hotel are located north of the church and Hancock Tower is located to the east. **Figure 1** shows a map of the site location and **Figure 2** shows an aerial view of the site and surrounding area.

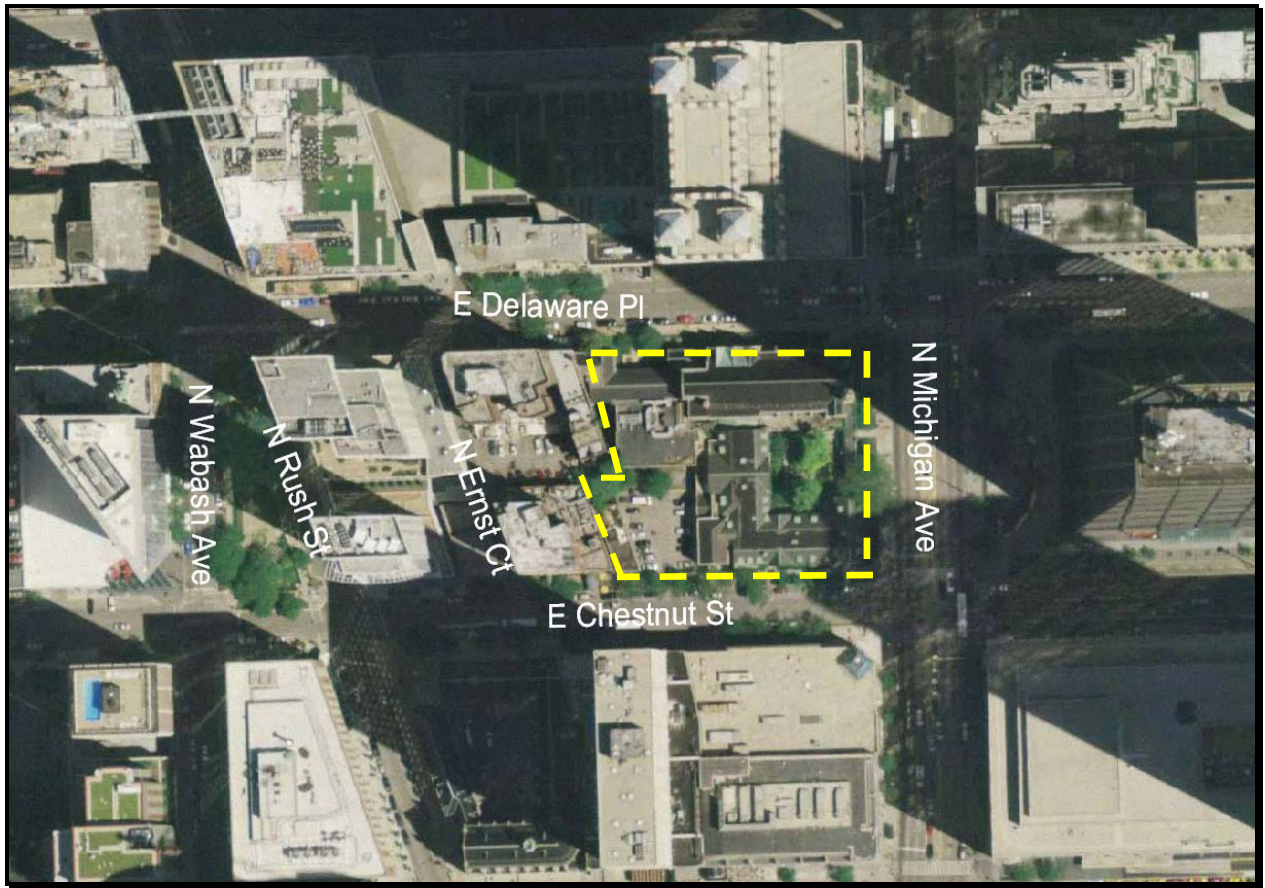
Street System Characteristics

The following provides a description of the physical characteristics of the area street system around the church including lane usage and traffic control devices.

Michigan Avenue is a major north-south six-lane arterial street divided by a raised planter median. It is signalized at its intersections with every street between Oak Street and the Chicago River. Separate left-turn lanes are provided at each intersection and parking/standing is prohibited on both sides of the street. According to IDOT counts conducted in 2006, it carries approximately 33,300 vehicles per day past the church.

Chestnut Street is an east-west one-way westbound local street that provides two travel lanes in front of the church. Generally, loading zones are provided on both sides of the street between Michigan Avenue and Rush Street with the exception of several metered (Pay Box) spaces east of Rush Street in front of Tremont Hotel and Quigley Seminary. Along the south side of the church, the north side of Chestnut Street is designated as a tow zone except Monday through Friday from 7:00 A.M. to 7:00 P.M. where it is a 15-minute standing zone with unattended vehicles required to have lights flashing. Chestnut Street is signalized at its intersection with Michigan Avenue and under stop sign control at its intersection with Rush Street.

Delaware Place is an east-west one-way eastbound street that provides two travel lanes in front of the church. Parking is generally prohibited on both sides of the street between Michigan Avenue and Rush Street to accommodate loading and valet zones which are designated at the Four Seasons Hotel, the Whitehall Hotel, and condominium buildings, as well as Fourth Presbyterian Church. At its signalized intersection with Michigan Avenue, Delaware Place provide an exclusive left-turn lane, a shared through/left-turn lane, and an exclusive right-turn lane.



Aerial Photo of Site Location

Figure 2

Rush Street is a north-south one-way northbound street with two travel lanes. Parking is prohibited along the entire block between Chestnut Street and Delaware Place which provides curb lanes on both sides of the street. The intersection of Rush Street with Delaware Place is signalized and the intersection of Rush Street with Chestnut Street is under all-way stop control.

Public Transportation

Accessibility to and from the area is greatly enhanced by the public transportation serving the area. The immediate area is served by the CTA Red rapid transit line which runs under State Street and has a local stop (Chicago) within four to five blocks of the church. In addition, a number of bus routes service the immediate area along Michigan Avenue, Clark Street, LaSalle Street and State Street all with local stops within a three block radius of the church. The availability of public transportation has resulted in a significant reduction of traffic generated by area developments, particularly during the critical weekday morning and evening commuter peak periods.

Existing Facility Operations

Fourth Presbyterian Church has a congregation of approximately 6,000 members and a staff of 85 people working at various times during the weekday hours from 7:30 A.M. to 9:00 P.M. The church contains a 1,000-seat sanctuary, two smaller chapels seating 65 or less, and other buildings used for classrooms, meeting rooms, multi-purpose areas, offices, a kitchen and dining hall, and counseling/social services. Church facilities are typically in use seven days a week with a variety of services and resources in addition to Sunday worship services. Based on discussions with Fourth Presbyterian Church staff, the following describes the key programming and scheduling of the existing facility.

Worship and Sunday School Four Sunday worships are scheduled in the sanctuary at 8:00 A.M., 9:30 A.M., 11:00 A.M. and 4:00 P.M. In total, approximately 2,000 members attend worship every Sunday. Sunday school classes are scheduled at the same time as the services and occur in the church chapels or parish building. Sunday school is not in session during the summer.

Sunday Dinner On Sunday evenings after the 4:00 P.M. service, the church hosts a dinner in Anderson Hall for hungry and homeless members of the community.

Counseling Center The Counseling Center at Fourth Presbyterian Church provides individual and couples counseling, support groups and educational seminars for the church congregation and the community. It is open Monday through Friday from 8:00 A.M. to 9:00 P.M. with a staff of five to six people.

Child Care Full-day childcare for infant children up to age five is provided as part of the church's Children's Center. The service is provided year-round Monday through Friday from 7:30 A.M. to 6:30 P.M. Currently 52 children are enrolled. Parents drop-off and pick-up their children at the church using the Chestnut Street and Delaware Places entrances. Generally, parents will utilize the 15-minute loading zones to park the car and go inside. It is important to note that this program will not be in operation in the new building.

Pre-school The Day School is a half-day pre-school for two-, three-, and four-year old children. The school is open five days a week from September to May. A total of 60 students are enrolled and attend classes either five mornings a week from 9:00 to 11:45 A.M. or three afternoons a week from 1:00 to 3:30 P.M. Parents drop-off and pick-up their children using the Chestnut Street and Delaware Place entrances and parking in the 15-minute loading zones.

Tutoring Every evening Monday through Thursday, the church provides classroom space for 100 to 125 students to meet with individual tutors from 5:00 to 7:30 P.M. Two school buses drop the students off at 5:00 P.M. on Delaware Place and pick them up at the same location at 7:30 P.M. Tutoring runs October 1st through the end of May.

Michigan Avenue Forums Held in the sanctuary or Anderson Hall on a weekday evening, Michigan Avenue Forums is a series of lectures or debates that are open to the public and feature thinkers and public leaders discussing current issues of civic and ethical priority. A typical audience is estimated at 300 to 400 people.

Summer Day Meeting for six weeks starting at the end of June, Summer Day is a day camp for children ages six to 14. There are approximately 100 children enrolled in the camp which is in session Monday through Friday 8:30 A.M. to 2:45 P.M. Two school buses drop the students off at 8:30 A.M. on Delaware Place and pick them up at the same location at 2:45 P.M.

Vacation Bible School Every day for one week in mid-August, approximately 100 children attend Vacation Bible School at the church from 9:00 A.M. to 12:00 P.M.

Adult Programs As part of the Center for Life & Learning, adults over 60 participate in various scheduled programs that includes Bible studies, field trips and other activities.

Other Events/Outside Groups The church is available for events and outside group use as well. Up to three weddings may occur in the sanctuary on any given Saturday. A few outside groups regularly use church facilities for small gatherings or meetings on weekdays.

Traffic Observations / Curbside Activity

As previously mentioned, along both the north and south frontages of the church, loading zones are designated which are used frequently by Fourth Presbyterian Church traffic. On weekdays, the loading zones accommodate daycare and pre-school drop-off and pick-up, truck deliveries, bus standing, and other guest loading. Observations indicate, vehicles related to children drop-off/pick-up, which make up most of the weekday activity on Chestnut Street, remain in the loading zones about 15 minutes. Sunday drop-off and pick-up activity requires very little time in the loading zone. Observations also indicate the loading zones, with a total capacity of 20 or more vehicles, are adequate to accommodate drop-off/pick-up activity at the site as ample area is available on two site frontages. As a result, church loading activity has limited impact on the operations of Chestnut Street and Delaware Place as vehicles are able to pull completely out of the travel lanes. In contrast, other adjacent uses with smaller loading zones that accommodate valet operations and significant drop-off/pick-up activity experience double parking of vehicles which negatively impact the flow of traffic.

Parking Arrangements

A small gated parking lot is provided on the west side of the church site with access via key-card entry only on Chestnut Street. The lot contains 17 reserved spaces for use by church staff. The remaining staff parks in the 900 North Michigan garage (access on Rush Street or Walton Street) at a reduced rate Monday through Friday. Reduced rates are also available at 900 North Michigan weekday evenings after 5:00 P.M. for church visitors that tutor or are attending a meeting. Validation tickets from the church are required to obtain the reduced rate.

Parking on Sundays is available for a reduced rate at 900 North Michigan at a three-hour rate of \$7.75 to 5:00 p.m. and \$6.00 after 5:00 p.m. Parking is also available on Sundays between 8:00 A.M. and 2:00 P.M. at the John Hancock Center parking garage (access on Chestnut Street) for a reduced three-hour rate of \$7.00. In order to receive a reduced rate at either garage, the parking tickets must be validated. The church does not provide any parking arrangements for the public on Saturdays.

Deliveries / Truck Traffic

Currently, the church does not have an off-street loading area and deliveries are received on the north side of Chestnut Street toward the west side of the church. Trucks park along the curb lane where parking is restricted due to loading zone designations. Most deliveries to the church occur via larger cargo-type vans or single-unit trucks and are related to office and cleaning supplies and food service as daily meals are delivered for day care lunches. Daily Fed Ex/UPS deliveries will also occur. Refuse pick-up occurs four mornings per week within the parking lot on the west side of the church. The average truck and delivery activity at the facility is summarized below:

- Trash / Recycling 4 times per week before 7:00 A.M.
- Food Service Deliveries 3 times per week (city trailer-truck)
- Meal Delivery Daily Sunday to Friday (cargo van)
- Office Supply 5-7 times per week (cargo van or single-unit truck)
- Laundry Service 1 time per week (cargo van)
- Press Shipment 1 time on Friday or Saturday morning (cargo van)
- Messenger / Fed Ex / UPS 1 per weekday

Analysis of Future Conditions

In order to properly evaluate future traffic and parking conditions in the area surrounding the church, it was necessary to understand the operations of the proposed facilities and the traffic characteristics of the proposed site modifications, including determining the additional traffic that the new church building will generate, if any, and the parking needs of the new site.

Overview of Church Renovation Project

As proposed, Fourth Presbyterian Church will renovate and modify its facilities on the current property, replacing the existing Westminster Hall with an 80,000 square-foot building that will primarily accommodate uses that are already on the site. The additional building space is intended to alleviate current space constraints and will be connected to the existing church buildings. As proposed, it will contain the day school and counseling center, a chapel, a dining hall and kitchen, classrooms, activity and conference rooms, and offices. The existing parking lot will be eliminated as well as a few existing detached church buildings. A single internal loading dock is proposed within the new building with access on Delaware Place at the west edge of the site.

Future Church Operations

As a result of the renovation project, some program and operational modifications were considered in analyzing future traffic and parking operations. The following summarizes the key operational modifications proposed as part of the church renovation plan:

- The Children's Center child care program will no longer be operating at the church and all traffic related to the daycare will be eliminated. This will result in a considerable reduction of traffic, primarily during the morning and evening peak periods when parents typically drop-off and pick-up their children.
- As a result of the elimination of daycare drop-off/pick-up activity on Chestnut Street during the evening peak commuter period, buses related to the tutoring program will be allowed to drop-off and pick-up students on both Chestnut Street and Delaware Place. No expansion of the tutoring program is planned and, as such, the number of buses will remain the same.
- Pre-school classes and the counseling center at the church will be relocated to the new building but will not be expanded.
- The building addition will contain a new chapel to be used for small weddings, memorial services, and classes. The chapel is not expected to generate any significant amount of additional traffic to the church.

- The location of the reception desk in the new building will allow both the Delaware Place and Chestnut Street entrances to remain unlocked during the business day which will allow more access flexibility. Currently, the Delaware Place entrance is key-card controlled.
- Church staff size will not increase.
- The existing 17-space parking lot on the site will be eliminated. Church staff formerly parking in this lot will be accommodated in the 900 North Michigan parking garage where the church currently has reduced staff rates.
- Deliveries will occur within a new off-street loading dock with access on Delaware Place at the west edge of the site. To access the loading dock, trucks will back into the dock from Delaware Place. The addition of an internal loading dock will minimize vehicular activity occurring on the street system thus helping improve traffic flow in the vicinity of the site.
- The church does not expect an increase in membership as a result of the renovation project. In general, the church projects a two percent per year growth rate in membership.

Overall, operations of the facility will not change such that worship service and activity attendance is expected to increase. From the operations modification listed above, future traffic conditions were determined and evaluated.

Future Traffic Conditions

Given the elimination of the daycare program at the church and that no expansions are proposed to the programs that will remain, it is anticipated that no additional traffic will be generated by Fourth Presbyterian Church as a result of the renovation project. In fact, a considerable reduction in overall traffic will occur. As such, the building addition will have negligible impact on the area street system which will operate similar to existing conditions. Curbside activity will be reduced on the weekdays considering there will be less drop-off and pick-up activity and truck activity will occur off of the street. Saturday and Sunday traffic will remain unchanged as worship and event attendance is expected to remain the same.

Also, the number of deliveries to the church is not expected to increase and, as such, the number of truck trips will remain the same as existing operations. Truck activity will be relocated to Delaware Place as the building will contain an internal loading dock with access on Delaware Place which is one-way eastbound. A maneuvering diagram contained in the Appendix indicates trucks will be able to efficiently back into loading dock which minimizes impact to traffic movements on Delaware Place. As mentioned above, the addition of an internal loading dock will minimize vehicular activity occurring on the street system thus helping free up loading zone space and improve traffic flow in the vicinity of the site.

Future Parking Needs

While a parking demand analysis was not specifically conducted, it can be determined parking needs of the church will continue to be adequately accommodated by current arrangements with the existing facilities in the area. Since no additional traffic is expected, parking demands of the church will not increase. While the proposed building addition will eliminate 17 staff parking spaces on the site, the decrease in supply is expected to be easily accommodated in the 900 North Michigan garage which contains approximately 1,100 spaces.

Conclusions

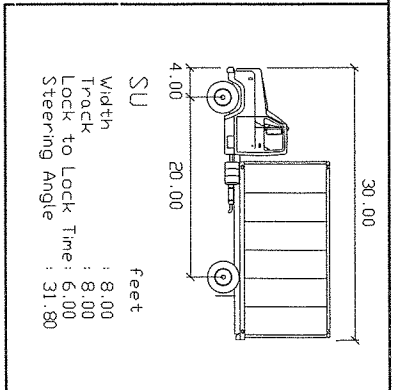
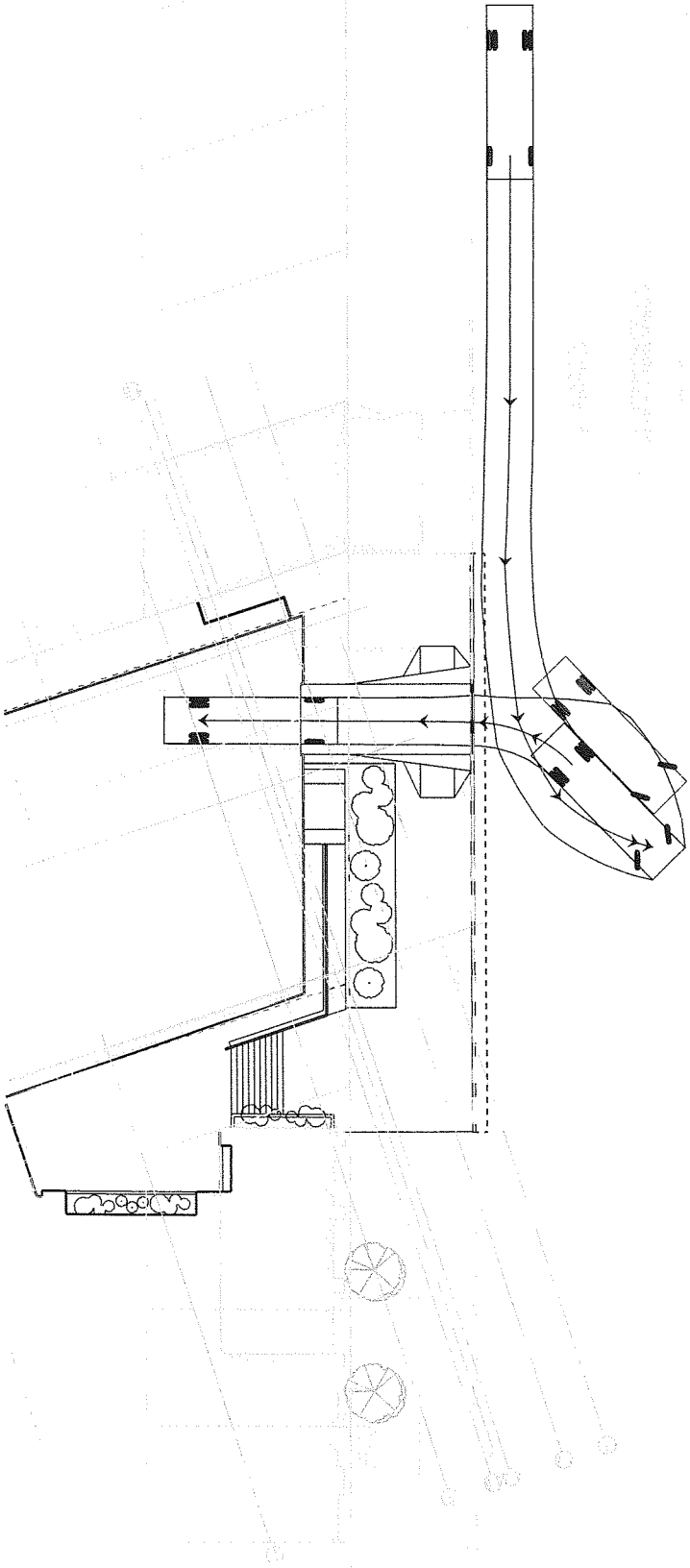
Based on the proposed site plan and the preceding traffic and parking evaluation, the following conclusions are made.

- Currently, the loading zones are adequate to accommodate church traffic as ample area is available on two site frontages.
- Adjacent hotel and restaurant uses with smaller loading zones that accommodate valet operations and significant drop-off/pick-up activity experience double parked cars that impact travel paths.
- According to the renovation plans, the daycare program will no longer be operating at the church which will result in reduced traffic and curbside activity, especially during the morning and evening peak periods when parents typically drop-off and pick-up their children.
- Curbside activity will also be reduced as a result of the proposed internal loading dock as truck deliveries will occur off the street system.
- Given the elimination of the daycare program at the church and that no expansions are proposed to the programs that will remain, it is anticipated that no additional traffic will be generated by Fourth Presbyterian Church as a result of the renovation project.
- The Fourth Presbyterian Church renovation project is not anticipated to generate any additional traffic and will, as such, have negligible impact on the area street system which will operate similar to existing conditions.
- Parking needs of the church will continue to be adequately accommodated by current arrangements with the existing public parking facilities in the area.

Appendix

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E. DELAWARE PLACE



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CHICAGO

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