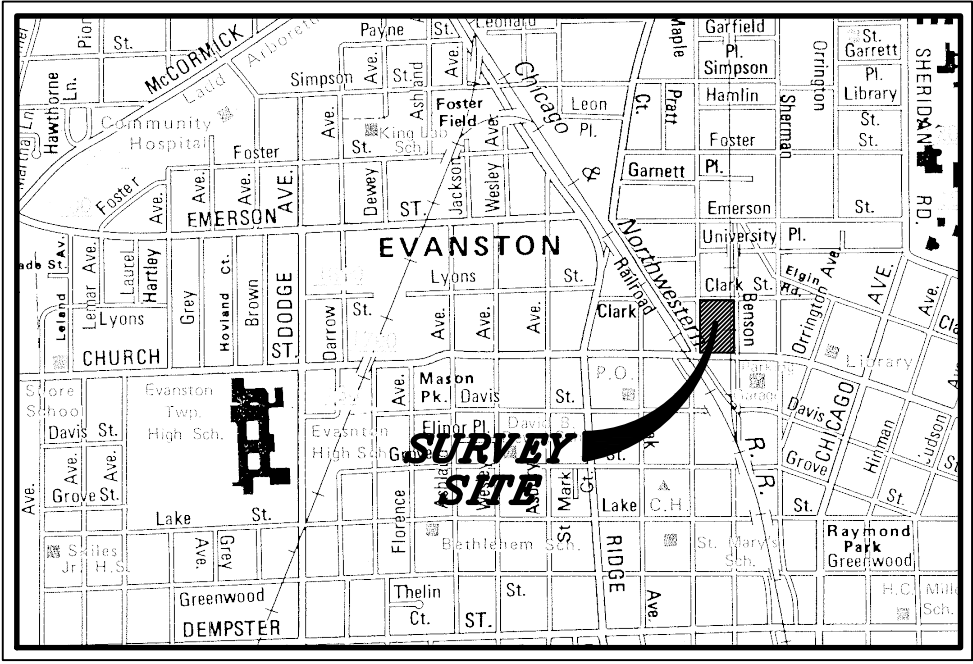


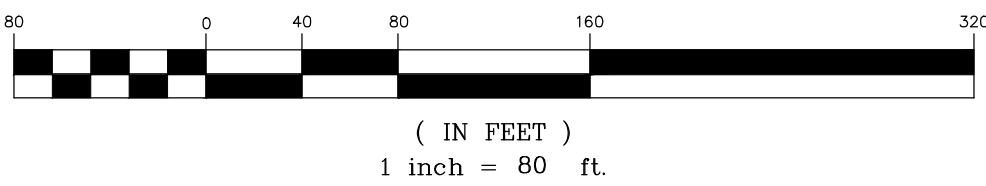
ALTA/NSPS LAND TITLE SURVEY



LOCATION MAP

NOT TO SCALE

GRAPHIC SCALE



SURVEY PREPARED FOR

CSP EVANSTON LAND LLC
CONTINUUM DEVELOPMENT LLC
1259 W. MADISON STREET
CHICAGO, ILLINOIS 60607

PROPERTY AREA

FEE PARCEL 8 = 90,562 SQUARE FEET (2.079 ACRES)
FEE PARCEL 9 = 2,404 SQUARE FEET (0.055 ACRES)
LEASE PARCEL 10 = 96,232 SQUARE FEET (2.209 ACRES)
LEASE PARCEL 11 = 14,425 SQUARE FEET (0.331 ACRES)

PROPERTY ADDRESS

SEE SHEET 4 FOR ADDRESS DETAILS

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE
BASED UPON AN ASSUMED SYSTEM

P.I.N.'S

FEE PARCEL 8: 11-18-125-014
FEE PARCEL 9: 11-18-125-016
LEASE PARCEL 10: 11-18-117-017
LEASE PARCEL 11: 11-18-125-015

BUILDING AREA

BUILDING AREA = 84,394 SQUARE FEET

THE BUILDING AREA IS BASED ON EXTERIOR
BUILDING DIMENSIONS AT GROUND LEVEL AND
DOES NOT INCLUDE BUILDING OVERHANGS
AND/OR CANOPIES.

LEGAL DESCRIPTION

FEE PARCEL 8:

LOT 1 IN CHURCH MAPLE RESUBDIVISION, BEING A RESUBDIVISION OF PART OF DEMPSTER'S SUBDIVISION OF BLOCK 66 OF THE VILLAGE OF EVANSTON, COOK COUNTY, ILLINOIS; PART OF THE CHICAGO AND NORTH WESTERN RAILROAD RIGHT OF WAY (FORMERLY CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD RIGHT OF WAY); PART OF BLOCK 18 IN THE VILLAGE OF EVANSTON; ALL OF BLOCKS 2 AND 3 IN CIRCUIT COURT SUBDIVISION IN PARTITION OF LOT 22 IN THE COUNTY CLERK'S DIVISION OF UNSUBDIVIDED LANDS; AND PART OF VACATED CLARK STREET AND EAST RAILROAD AVENUE; BEING IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE CITY OF EVANSTON, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 2, 1999 AS DOCUMENT 99528041, ALL IN COOK COUNTY, ILLINOIS.

FEE PARCEL 9:

FROM THE SOUTH LINE OF CLARK STREET TO THE NORTH LINE OF CHURCH STREET, A STRIP OF LAND 5 FEET WIDE DESCRIBED AS FOLLOWS:

THE WEST 5 FEET OF THE EAST 100 FEET OF LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 18 IN THE VILLAGE OF EVANSTON, IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LEASE PARCEL 10:

THE ESTATE OR INTEREST IN THE LAND DESCRIBED BELOW AND COVERED HEREIN IS:

THE LEASEHOLD ESTATE CREATED BY THE INSTRUMENT HEREIN REFERRED TO AS THE LEASES, EXECUTED BY: THE CITY OF EVANSTON, A MUNICIPAL CORPORATION, AS LESSOR, AND CHURCH STREET PLAZA, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, AS LESSEE, DATED JUNE 8, 1999, A MEMORANDUM OF WHICH WAS RECORDED DECEMBER 22, 2003 AS DOCUMENT 0335650053, AS ASSIGNED TO CHURCH STREET PLAZA SPE, LLC BY ASSIGNMENT AND ASSUMPTION OF PARKING LEASES AGREEMENT RECORDED SEPTEMBER 9, 2005 AS DOCUMENT 0525226127, AS FURTHER ASSIGNED TO SCG CHURCH STREET PLAZA, LLC BY ASSIGNMENT AND ASSUMPTION OF PARKING LEASES AGREEMENT RECORDED DECEMBER 4, 2013 AS DOCUMENT 1333839064, AS FURTHER ASSIGNED TO 900-950 CHURCH STREET PROPERTY LLC, BY ASSIGNMENT AND ASSUMPTION OF PARKING LEASE AGREEMENT RECORDED NOVEMBER 4, 2021 AS DOCUMENT 2130834002, AS FURTHER ASSIGNED TO CSP EVANSTON RETAIL LLC BY ASSIGNMENT AND ASSUMPTION OF PARKING LEASE AGREEMENT RECORDED 2025 AS DOCUMENT WHICH LEASE DEMISES THE FOLLOWING DESCRIBED LAND FOR A TERM OF 40 YEARS FROM THE COMMENCEMENT DATE AS DEFINED IN SAID LEASE:

(MAPLE AVENUE GARAGE)

LOT 4 IN CHURCH MAPLE RESUBDIVISION, BEING A RESUBDIVISION OF PART OF DEMPSTER'S SUBDIVISION OF BLOCK 66 OF THE VILLAGE (NOW CITY) OF EVANSTON, COOK COUNTY, ILLINOIS; PART OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY (FORMERLY CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD RIGHT OF WAY); PART OF BLOCK 18 IN THE VILLAGE OF EVANSTON; ALL OF BLOCKS 2 AND 3 IN CIRCUIT COURT SUBDIVISION IN PARTITION OF LOT 22 IN THE COUNTY CLERK'S DIVISION OF UNSUBDIVIDED LANDS; AND PART OF VACATED CLARK STREET AND EAST RAILROAD AVENUE; BEING IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE CITY OF EVANSTON, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 1999 AS DOCUMENT 99528041, ALL IN COOK COUNTY.

LEASE PARCEL 11:

THE ESTATE OR INTEREST IN THE LAND DESCRIBED BELOW AND COVERED HEREIN IS:

THE LEASEHOLD ESTATE CREATED BY THE INSTRUMENT HEREIN REFERRED TO AS THE GROUND LEASE, EXECUTED BY:

CHICAGO TRANSIT AUTHORITY, A MUNICIPAL CORPORATION, AS LESSOR, AND CITY OF EVANSTON, A MUNICIPAL CORPORATION, DATED SEPTEMBER 15, 1999; THE ASSIGNMENT AND ASSUMPTION AGREEMENT DATED DECEMBER 21, 1999 BETWEEN THE CITY OF EVANSTON AND CHURCH STREET PLAZA, L.L.C., AND THE FIRST AMENDMENT TO GROUND LEASE BETWEEN CHICAGO TRANSIT AUTHORITY, A MUNICIPAL CORPORATION, AS LESSOR, AND CHURCH STREET PLAZA, LLC, AS TENANT, AS LESSEE/ASSIGNEE, WHICH LEASE AND AMENDMENT WAS RECORDED JULY 27, 2005 AS DOCUMENT 0520802166, AS ASSIGNED BY ASSIGNMENT AND ASSUMPTION OF GROUND LEASE TO SCG CHURCH STREET PLAZA, LLC, RECORDED DECEMBER 6, 2013 AS DOCUMENT 1334015043 AND ALSO ASSIGNED TO SCG CHURCH STREET PLAZA, LLC, RECORDED APRIL 22, 2014 AS DOCUMENT 1411234034, AND ALSO ASSIGNED TO 900-950 CHURCH STREET PROPERTY LLC, RECORDED NOVEMBER 4, 2021 AS DOCUMENT 2130834001, AND AMENDED AND RE-STATEMENT ASSIGNMENT AND ASSUMPTION OF GROUND LEASE RECORDED FEBRUARY 9, 2023 AS DOCUMENT 2304010072 WHICH LEASE, DEMISES THE FOLLOWING DESCRIBED LAND FOR A TERM OF YEARS BEGINNING NOVEMBER 18, 1999 AND ENDING NOVEMBER 17, 2019 WITH AN OPTION TO EXTEND THE TERM FOR 2 ADDITIONAL PERIODS OF 10 YEARS EACH.

FROM THE SOUTH LINE OF CLARK STREET TO THE NORTH LINE OF CHURCH STREET, A STRIP OF LAND 30 FEET WIDE DESCRIBED AS FOLLOWS:

THE EAST 30 FEET OF THE WEST 35 FEET OF THE EAST 100 FEET OF LOTS 1, 2, 3, 4, 5, AND 6 IN BLOCK 18 IN THE VILLAGE OF EVANSTON, IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SURVEYOR'S NOTES

- DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (456.67') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
- COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
- THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED ON THE LEGAL DESCRIPTION CONTAINED IN THE TITLE COMMITMENT AND SHOWN HEREON. THIS INFORMATION HAS BEEN FURNISHED BY THE CLIENT AND COMPARED TO RECORD DEEDS TO CHECK FOR GAPS AND/OR OVERLAPS. HOWEVER, THIS SURVEY MAY NOT REFLECT HISTORICAL MATTERS OF TITLE AND OWNERSHIP THAT HAVE NOT BEEN DISCLOSED BY THE TITLE COMMITMENT.
- UNLESS OTHERWISE NOTED, ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
- MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS ON THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OR EXISTENCE OF UNDERGROUND UTILITIES.
- SURFACE INDICATIONS OF UTILITIES ON THE SURVEYED PARCEL HAVE BEEN SHOWN. UNDERGROUND AND OFFSITE OBSERVATIONS HAVE NOT BEEN MADE TO DETERMINE THE EXTENT OF UTILITIES SERVING OR EXISTING ON THE PROPERTY. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
- THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS OR TRAILERS OVERHEAD WIRES AND POLES (IF ANY) HAVE BEEN SHOWN, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
- OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "JULIE" MARKINGS IS RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES. CONTACT J.U.L.I.E. AT 1-800-892-0123.
- THERE ARE NO STRIPED PARKING SPACES FOR CARS LOCATED UPON FEE PARCEL 8 AND FEE PARCEL 9. LEASE PARCEL 10 CONTAINS PARKING SPACES AND IS CONTROLLED BY AGREEMENTS WITH THE CITY OF EVANSTON. LEASE PARCEL 11 CONTAINS 17 STRIPED PARKING SPACES FOR CARS. (PERTAINS TO TABLE A, ITEM 9).

FLOOD INSURANCE NOTE

THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 17031C0270J WITH AN EFFECTIVE DATE OF AUGUST 19, 2008 INDICATES THAT THE ABOVE DESCRIBED PROPERTY LIES WITHIN AN AREA DESIGNATED AS ZONE X (UNSHADED) IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER THE FLOOD INSURANCE RATE MAPS. THIS MAP DOES NOT NECESSARILY SHOW ALL AREAS SUBJECT TO FLOODING IN THE COMMUNITY OR ALL PLANIMETRIC FEATURES OUTSIDE SPECIAL FLOOD HAZARD AREAS. THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL NOT FLOOD.

PARCEL NOTES

LEASE PARCEL 10 (DOCUMENTS 0335650053 AND 0525226127) IS FOR OFFSITE PARKING AND CONTAINS UNPLOTTABLE EASEMENTS AND/OR RESTRICTIONS NOT SHOWN HEREON. (SEE DOCUMENTS FOR PARTICULARS)

LEASE PARCEL 10 HAS BEEN SHOWN BASED ON RECORD PLATS AND DOCUMENTS AND HAS NOT BEEN SURVEYED. EXISTING EASEMENTS AND IMPROVEMENTS ON PARCEL 10 HAVE NOT BEEN SHOWN HEREON.

LEASE PARCEL 11 CONTAINS UNPLOTTABLE EASEMENTS AND/OR RESTRICTIONS NOT SHOWN HEREON

SURVEYOR CERTIFICATE:

STATE OF ILLINOIS)
COUNTY OF DU PAGE)

CERTIFIED TO: FIRST AMERICAN TITLE INSURANCE COMPANY
AND: CSP EVANSTON RETAIL LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
AND: 900-950 CHURCH STREET PROPERTY LLC, AN ILLINOIS LIMITED LIABILITY COMPANY AS TO FEE PARCEL 8 AND 9 AND LEASEHOLD AS TO PARCELS 10 AND 11.

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 INCLUDES ITEMS 1, 2, 3, 4, 6(a), 7(a), 7(b), 7(c), 8, 9, 14 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 29, 2025

DATED THIS 2ND DAY OF JULY, 2025.

Adam R. Merry
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4074
EMAIL ADDRESS: AMERRY@MANHARD.COM
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184003350
LICENSE EXPIRES APRIL 30, 2025.



ZONING INFORMATION

ACCORDING TO THE ZONING ANALYSIS REPORT PREPARED BY OKRENT KISIEL ASSOCIATIONS DATED JUNE 20, 2025, THE SURVEYED PROPERTY FALLS WITHIN THE CITY OF EVANSTON "RP" ZONING DISTRICT.

"RP" ZONING DISTRICT IS DEFINED AS "RESEARCH PARK DISTRICT" WITH THE FOLLOWING RESTRICTIONS BASED ON CITY CODE UPDATED BY ORDINANCE 11-0-10 PASSED FEBRUARY 22, 2010.

THE SURVEYED PROPERTY IS ALSO SUBJECT TO AN ORDINANCE GRANTING A SPECIAL USE FOR A PLANNED DEVELOPMENT (ORDINANCE 41-0-99 RECORDED AS DOCUMENT NUMBER 00604154).

LOT SIZE (MINIMUM)	19,500 SQ. FT.		
LOT WIDTH	NONE		
FLOOR AREA RATIO	FOR BUILDINGS AND STRUCTURES	5.18	
	FOR PARKING STRUCTURES	8.21	
YARD REQUIREMENTS			BUILDING HEIGHT
	MINIMUM	MAXIMUM	
CHURCH STREET	2.17*	15'	85'
MAPLE AVENUE	0**	15'	50***

* THE MINIMUM SETBACK REQUIREMENTS FOR CHURCH STREET CHANGED FROM 3' TO 2.17' BY THE PLANNED DEVELOPMENT ORDINANCE 41-0-99.

** THE MINIMUM SETBACK REQUIREMENTS FOR MAPLE AVENUE CHANGED FROM 3' AND 13' TO 0' BY THE PLANNED DEVELOPMENT ORDINANCE 41-0-99.

*** THE PLANNED DEVELOPMENT ORDINANCE 41-0-99 CHANGED THE HEIGHT LIMITS AND AUTHORIZED THE EXISTING DEVELOPMENT ON THE SUBJECT PROPERTY.

PARTIAL LIST OF ENCROACHMENTS

THIS LIST DOES NOT IDENTIFY UTILITIES, MANHOLES, CABLES OR OTHER UNDERGROUND FACILITIES AND MAY NOT ADDRESS ALL VISIBLE ENCROACHMENTS. THIS LIST IS A PARTIAL LIST OF ENCROACHMENTS DUE TO THE GENERAL INTERPRETATION OF THE WORD "ENCROACHMENT". THERE MAY BE ITEMS CONSIDERED TO BE ENCROACHMENTS BY OTHERS THAT ARE NOT SHOWN ON THE FOLLOWING LIST.

- BUILDING CANOPIES ON NORTH SIDE OF BUILDING ARE OVER THE PROPERTY LINE.
- NORTH FACE OF BUILDING NEAR NORTHEAST PROPERTY CORNER IS OVER THE PROPERTY LINE.
- BUILDING CANOPIES ON WEST SIDE OF BUILDING ARE OVER THE PROPERTY LINE.
- MARQUEE ON WEST SIDE OF BUILDING IS OVER THE PROPERTY LINE.
- WEST FACE OF RETAINING WALL IS OVER LEASE PARCEL LINE.

THE ITEMS MENTIONED ABOVE ARE PLOTTED ON SHEET 4 OF 4

SHEET INDEX

SHEET 1:	LEGAL DESCRIPTION, SITE INFO, AND NOTES, SURVEYOR'S NOTES AND CERT
SHEET 2:	TITLE TABLE AND NOTES
SHEET 3:	EXISTING LOT AND EASEMENT DETAILS
SHEET 4:	EXISTING IMPROVEMENTS AND IMPROVEMENT TIES

PAVILION PARCEL

CITY OF EVANSTON

ALTA/NSPS LAND TITLE SURVEY



DATE	REVISIONS	DRAWN BY

ALTA/NSPS LAND TITLE SURVEY

INDEX TO SCHEDULE B

EXCEPTION NUMBER	DOCUMENT NUMBER	DESCRIPTION	PLOTTABLE	LOCATED ON PROPERTY	NOTATION
1	N/A	RIGHTS OR CLAIMS OF PARTIES IN POSSESSION	NO	N/A	NOT ADDRESSED BY SURVEY
2	N/A	EASEMENTS NOT SHOWN BY PUBLIC RECORDS	NO	UNKNOWN	IMPROVEMENTS SHOWN ON SURVEY
3	N/A	ENCROACHMENTS, ENCUMBRANCES, VIOLATION, VARIATION OR ADVERSE CIRCUMSTANCES	NO	N/A	NOT ADDRESSED BY SURVEY
4	N/A	ANY LIEN FOR SERVICES, LABOR OR MATERIAL	NO	N/A	NOT ADDRESSED BY SURVEY
5	N/A	TAXES OR SPECIAL ASSESSMENTS	NO	N/A	NOT ADDRESSED BY SURVEY
6	N/A	DEFECTS, LIENS, ENCUMBRANCES OR ADVERSE CLAIMS	NO	N/A	NOT ADDRESSED BY SURVEY
7	N/A	2024 TAXES (PIN 11-18-125-014-0000)	NO	N/A	NOT ADDRESSED BY SURVEY
8	N/A	2024 TAXES (PIN 11-18-125-016-0000)	NO	N/A	NOT ADDRESSED BY SURVEY
9	N/A	2024 TAXES (PIN 11-18-117-017-8001)	NO	N/A	NOT ADDRESSED BY SURVEY
10	432327 2513308022	MEMORANDUM OF HOTEL PARKING LEASE ASSIGNMENT OF AMENDED AND REINSTATED LEASE	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
11	533851	MEMORANDUM OF LEASE	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
12	0010260631 0725603052 0725603053	MEMORANDUM OF LEASE ASSIGNMENT OF LEASES AMENDMENT OF MEMORANDUM OF LEASE AGREEMENT	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
13	00835172 1127802048	MEMORANDUM OF LEASE ASSIGNMENT AND ASSUMPTION OF PARKING LEASE	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
14	99367941 00118062 0010003646 0801633062 818441095	PARKING LEASE FIRST AMENDMENT SECOND AMENDMENT THIRD AMENDMENT ASSIGNMENT OF PARKING LEASE	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
15	0010122159 0818441097	PARKING LEASE QUIT CLAIM ASSIGNMENT OF PARKING LEASE	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
16	847576	SPECIAL WARRANTY DEED	NO	FEE PARCEL 8	NOTED ON SURVEY
17	99557362 0010778594 0030252502 1326816087	MEMORANDUM OF REDEVELOPMENT AGREEMENT ASSIGNMENT AND ASSUMPTION OF REDEVEL. AGREEMENT ASSIGNMENT AND ASSUMPTION OF REDEVEL. AGREEMENT TERMINATION OF REDEL. AGREEMENT	NO	YES	NO EASEMENTS GRANTED
18	00604154 00393608 00604155	ORDINANCE 41-O-99 ORDINANCE 41-O-99 ORDINANCE 57-O-00	NO	YES	NOTED ON SURVEY
19	88122453	DECLARATION OF COVENANTS, CONDITIONS, RESTRICTION AND EASEMENTS	NO	YES	NOTED ON SURVEY
20	432325	EASEMENT AGREEMENT	NO	LEASE PARCEL 10	NOTED ON SURVEY
21	916355	TERMS AND PROVISIONS OF DEED	NO	YES	NOTED ON SURVEY
22	20710559	DECLARATION	NO	FEE PARCEL 8	NOTED ON SURVEY
23	165254	QUITCLAIM DEED	NO	FEE PARCEL 9	NOTED ON SURVEY
24	165255	DECLARATION AND COVENANT NOT TO SUE	NO	FEE PARCEL 9	NOTED ON SURVEY
25	847578	RETAIL PARKING LEASE	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
25	20426633 0434404091	RESOLUTION 15-R-02 FIRST AMENDMENT TO PARKING LEASE	NO	FEE PARCEL 8	NO EASEMENTS GRANTED
25	335650053	MEMORANDUM OF PARKING LEASE	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
25	520802166	AFFIDAVIT	NO	LEASE PARCEL 11	NO EASEMENTS GRANTED
25	0525226127 1333839064	ASSIGNMENT AND ASSUMPTION OF PARKING LEASES	NO	YES	NO EASEMENTS GRANTED
25	1334015043 1411234034 2130834002 2316545120	ASSIGNMENT AND ASSUMPTION OF PARKING LEASES	NO	LEASE PARCEL 11	NO EASEMENTS GRANTED
25	2130834002 2316545120	ASSIGNMENT AND ASSUMPTION OF PARKING LEASES	NO	YES	NO EASEMENTS GRANTED
26	953242	MEMORANDUM OF LEASE	NO	YES	NO EASEMENTS GRANTED
27	0020819576 0732439196	MEMORANDUM OF LEASE NOTICE OF ASSIGNMENT OF LEASE	NO	YES	NO EASEMENTS GRANTED
28	N/A	ENCROACHMENT NOTE	NO	YES	IMPROVEMENTS SHOWN ON SURVEY
29	1622513030	ORDINANCE 106-O-15	NO	YES	NO EASEMENTS GRANTED
30	2119557010	ORDINANCE 96-O-20	NO	FEE PARCEL 8	NO EASEMENTS GRANTED
31	2208857031	MEMORANDUM OF LEASE	NO	YES	NOTED ON SURVEY
31	2208857024	ESTOPPEL AND SUPPLEMENTAL AGREEMENT TO PARKING LEASE		LEASE PARCEL 10	NO EASEMENTS GRANTED
32	N/A	ITEM HAS BEEN INTENTIONALL DELETED	NO	N/A	NOT ADDRESSED BY SURVEY
33	N/A	NOTE REGARDING UNRECORDED LEASES	NO	N/A	NOT ADDRESSED BY SURVEY
34	N/A	ITEM HAS BEEN INTENTIONALL DELETED	NO	N/A	NOT ADDRESSED BY SURVEY
35	0335650053 0525226127 1333839064 2130834002	MEMORANDUM OF PARKING LEASE ASSIGNMENT AND ASSUMPTION OF PARKING LEASE ASSIGNMENT AND ASSUMPTION OF PARKING LEASE ASSIGNMENT AND ASSUMPTION OF PARKING LEASE	NO	LEASE PARCEL 10	NO EASEMENTS GRANTED
36	N/A	NOTE REGARDING 2024 TAXES (PIN 11-18-125-015-0000)	NO	N/A	NOT ADDRESSED BY SURVEY
37	N/A	NOTE REGARDING 2024 TAXES	NO	N/A	NOT ADDRESSED BY SURVEY
38	2307941009	SUBORDINATION, NON-DISTURBANCE, AND ATTORNMEN AGREEMENT	NO	YES	NO EASEMENTS GRANTED
39	2307941010	SUBORDINATION, NON-DISTURBANCE, AND ATTORNMEN AGREEMENT	NO	YES	NO EASEMENTS GRANTED
40	2307941011	SUBORDINATION, NON-DISTURBANCE, AND ATTORNMEN AGREEMENT	NO	YES	NO EASEMENTS GRANTED
41	2307941012	NON-DISTURBANCE AND ATTORNMEN AGREEMENT	NO	YES	NO EASEMENTS GRANTED
42	N/A	ITEM HAS BEEN INTENTIONALL DELETED	NO	N/A	NOT ADDRESSED BY SURVEY
43	N/A	EXISTING UNRECORDED LEASES	NO	N/A	NOT ADDRESSED BY SURVEY
44	0520802166 1334015043 1411234034 2130834001 2304010072	AFFIDAVIT TO GROUND LEASE ASSIGNMENT AND ASSUMPTION OF GROUND LEASE ASSIGNMENT AND ASSUMPTION OF GROUND LEASE ASSIGNMENT AND ASSUMPTION OF GROUND LEASE AMENDED AND RESTATED ASSIGNMENT AND ASSUMPTION OF GROUND LEASE	NO	LEASE PARCEL 11	NO EASEMENTS GRANTED

TITLE NOTES

FIRST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL SERVICES COMMITMENT NUMBER NCS-1205879-CHI2 WITH A COMMITMENT DATE OF MAY 30, 2025 HAS BEEN REVIEWED IN CONJUNCTION WITH THE PREPARATION OF THIS SURVEY. THIS SURVEY MAY NOT REFLECT MATTERS OF TITLE THAT MAY BENEFIT OR BURDEN THE PROPERTY UNLESS THEY ARE EVIDENT FROM THE FIELD SURVEY OR THEY ARE CONTAINED IN THE ABOVE TITLE COMMITMENT. THE FOLLOWING NOTES ARE RELATED TO CERTAIN TITLE EXCEPTIONS CONTAINED IN THE ABOVE COMMITMENT.

(EXCEPTION 16) FEE PARCEL 8 OF THE SURVEYED PROPERTY IS SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS CONTAIN IN SPECIAL WARRANTY DEED RECORDED OCTOBER 27, 2000 AS DOCUMENT 00847576, RELATING TO THE PROHIBITION OF SALE OR LEASE OF THE LAND TO TAX EXEMPT ENTITY WITHOUT WRITTEN CONSENT OF THE CITY OF EVANSTON. (SEE DOCUMENT FOR PARTICULARS)

(EXCEPTION 18) THE SURVEYED PROPERTY SHOWN HEREON IS SUBJECT TO THE TERMS, COVENANTS, CONDITIONS AND PROVISIONS OF ORDINANCE NUMBER 41-0-9-99 RECORDED AUGUST 8, 2000 AS DOCUMENT NUMBER 00604154 AND THE AMENDMENT THERETO RECORDED MAY 13, 2003 AS DOCUMENT 00336608. THIS ORDINANCE IS A GRANT OF A SPECIAL USE OF A PLANNED UNIT DEVELOPMENT. AMONG OTHER THINGS, DOCUMENT 00604154 PROVIDES FOR REDUCED BUILDING SETBACKS FROM CHURCH STREET AND MAPLE STREET. THE PROPERTY SHOWN HEREON IS NOT SUBJECT TO ORDINANCES 8, 9, 10 AND 11 AND ANY OTHER PROPERTY AND EXCEPT AS NOTED ABOVE DOES NOT CONTAIN ANY PLOTTABLE AREAS AND/OR RESTRICTIONS (SEE DOCUMENT FOR PARTICULARS).

(EXCEPTION 19) THE SURVEYED PROPERTY APPEARS TO BE SUBJECT TO THE TERMS, PROVISIONS, CONDITIONS, RESTRICTIONS AND EASEMENTS CONTAINED IN DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR NORTHWESTERN UNIVERSITY / EVANSTON RESEARCH PARK, RECORDED MARCH 24, 1988 AS DOCUMENT 88122453. THIS DOCUMENT CONTAINS PLOTTABLE "PLAZA" EASEMENTS, "SERVICE ROAD" EASEMENTS AND MULTIPLE UNPLOTTABLE RESTRICTIONS. THIS DECLARATION MAY NO LONGER BE VALID AND PLOTTABLE EASEMENTS HAVE NOT BEEN SHOWN HEREON. (SEE DOCUMENT FOR PARTICULARS)

(EXCEPTION 20) LEASE PARCEL 10 IS SUBJECT TO AN EASEMENT AGREEMENT RECORDED JUNE 13, 2000 AS DOCUMENT 00432325. THIS DOCUMENT CONTAINS PLOTTABLE EASEMENTS LOCATED ON LEASE PARCEL 3 AND ADJACENT LAND TO THE NORTH OF LEASE PARCEL 10 AND THESE EASEMENTS HAVE NOT BEEN SHOWN HEREON. (SEE DOCUMENT FOR PARTICULARS)

(EXCEPTION 21) THE SURVEYED PROPERTY MIGHT BE SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS CONTAIN IN DEED FROM NORTHWESTERN UNIVERSITY PROHIBITING THE SALE AND MANUFACTURING OF INTOXICATING DRINKS, GAMBLING OR OTHER IMMORAL PRACTICES, RECORDED JANUARY 24, 1888 AS DOCUMENT 916355. COPY OF THE DOCUMENT ILLEGIBLE.

(EXCEPTION 22) FEE PARCEL 8 OF THE SURVEYED PROPERTY IS SUBJECT TO TERMS, PROVISIONS, CONDITIONS, RESTRICTIONS CONTAINED IN DECLARATION MADE BY CHURCH STREET PLAZA, LLC, RECORDED JUNE 26, 2002 AS DOCUMENT 0020710559. (SEE DOCUMENT FOR PARTICULARS)

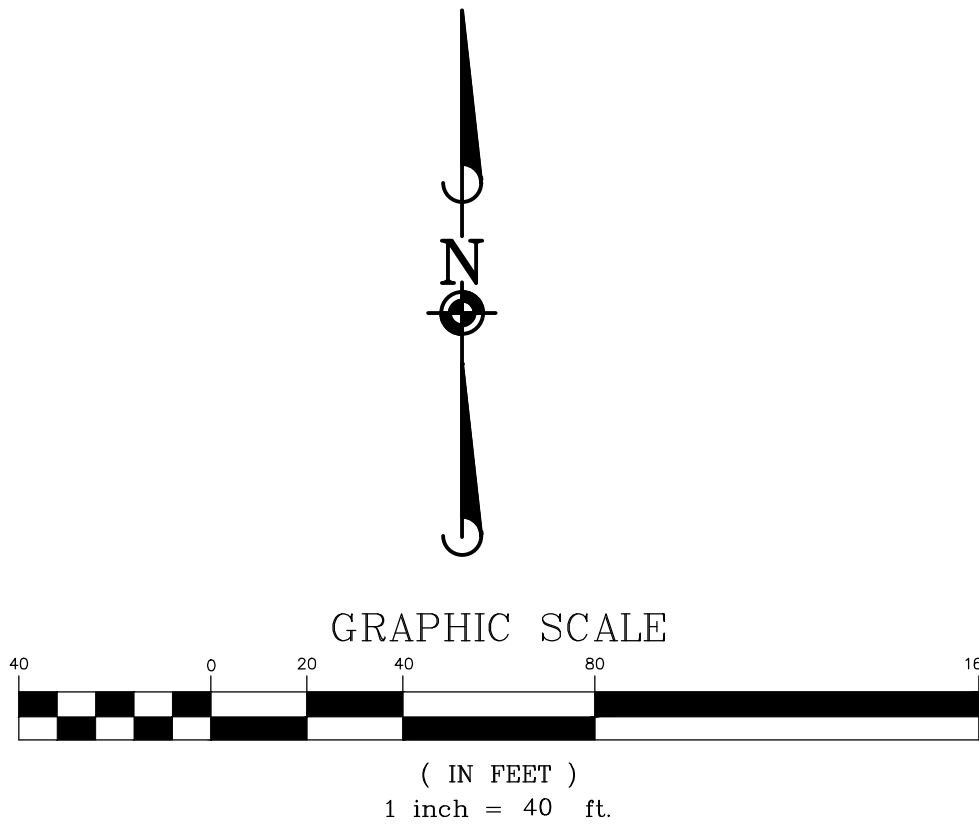
(EXCEPTION 23) FEE PARCEL 9 OF THE SURVEYED PROPERTY IS SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS CONTAIN IN DEED FROM THE CITY OF EVANSTON TO CHURCH STREET PLAZA, LLC RECORDED MARCH 8, 2000 AS DOCUMENT 00165254, RELATING TO PROHIBITION OF SALE OR LEASE OF THE LAND TO TAX EXEMPT ENTITY WITHOUT WRITTEN CONSENT OF THE CITY OF EVANSTON. (SEE DOCUMENT FOR PARTICULARS)

(EXCEPTION 24) FEE PARCEL 9 OF THE SURVEYED PROPERTY IS SUBJECT TO TERMS, PROVISIONS AND CONDITIONS CONTAINED IN DECLARATION OF COVENANT NOT TO SUE MADE BY THE CITY OF EVANSTON AND CHURCH STREET PLAZA, LLC RECORDED MARCH 8, 2000 AS DOCUMENT 00165255. (SEE DOCUMENT FOR PARTICULARS)

ADDITIONAL DOCUMENTS NOT CONTAINED WITHIN THE REFERENCED TITLE COMMITMENT:

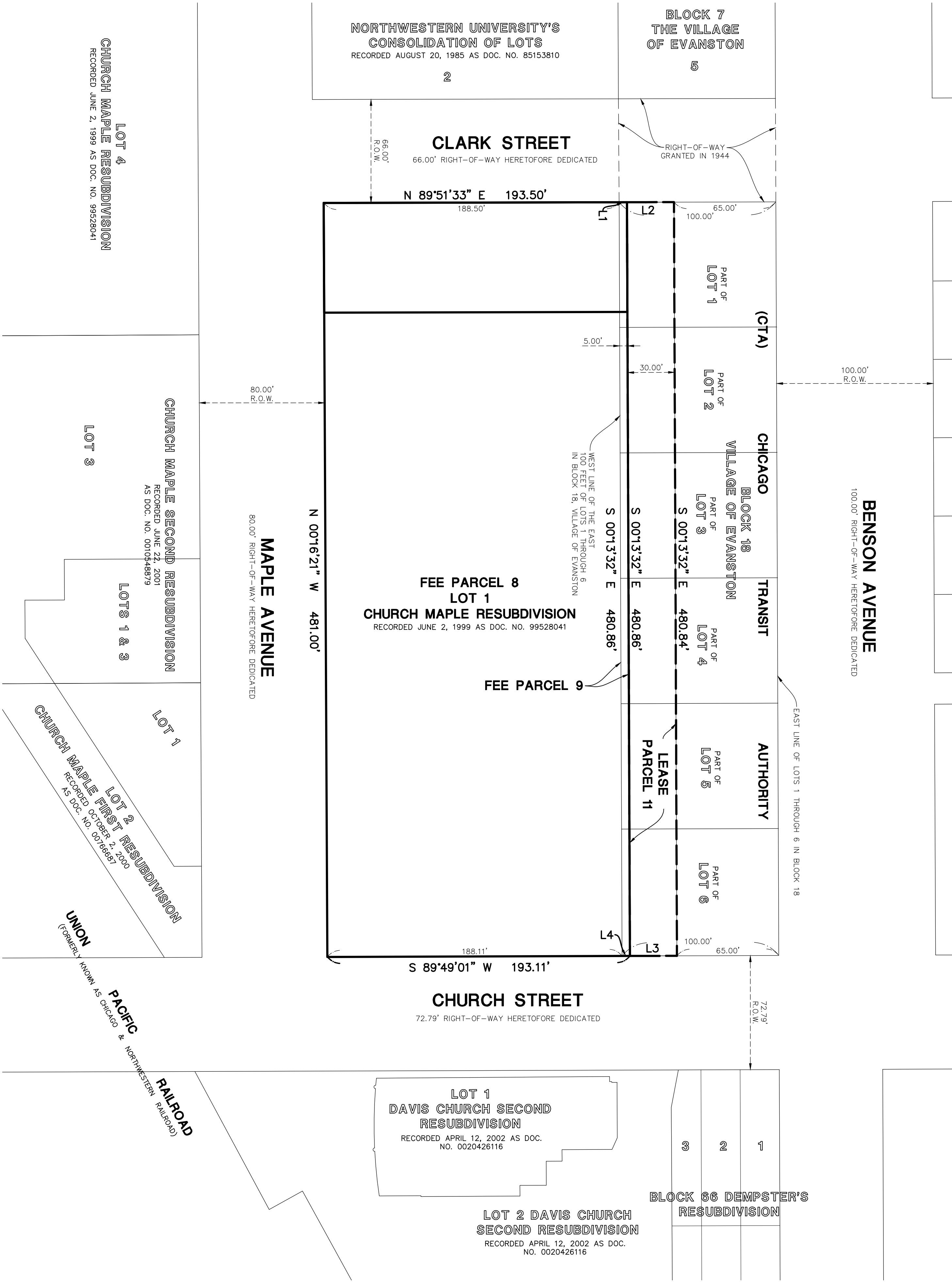
THE SURVEYED PROPERTY MAY BE SUBJECT TO TERMS, COVENANTS, CONDITIONS AND PROVISIONS CONTAINED WITHIN A LEASE AGREEMENT RECORDED AS DOCUMENT 2208857031. SAID DOCUMENT CONTAINS, AMONG OTHER THINGS, AN EASEMENT OVER THE COMMON AREAS OF THE DEFINED PROPERTY FOR THE USES AS SPECIFIED WITHIN THE AGREEMENT. SAID EASEMENT IS BLANKET IN NATURE AND THEREFORE NOT PLOTTABLE. (SEE DOCUMENT FOR PARTICULARS).

ALTA/NSPS LAND TITLE SURVEY

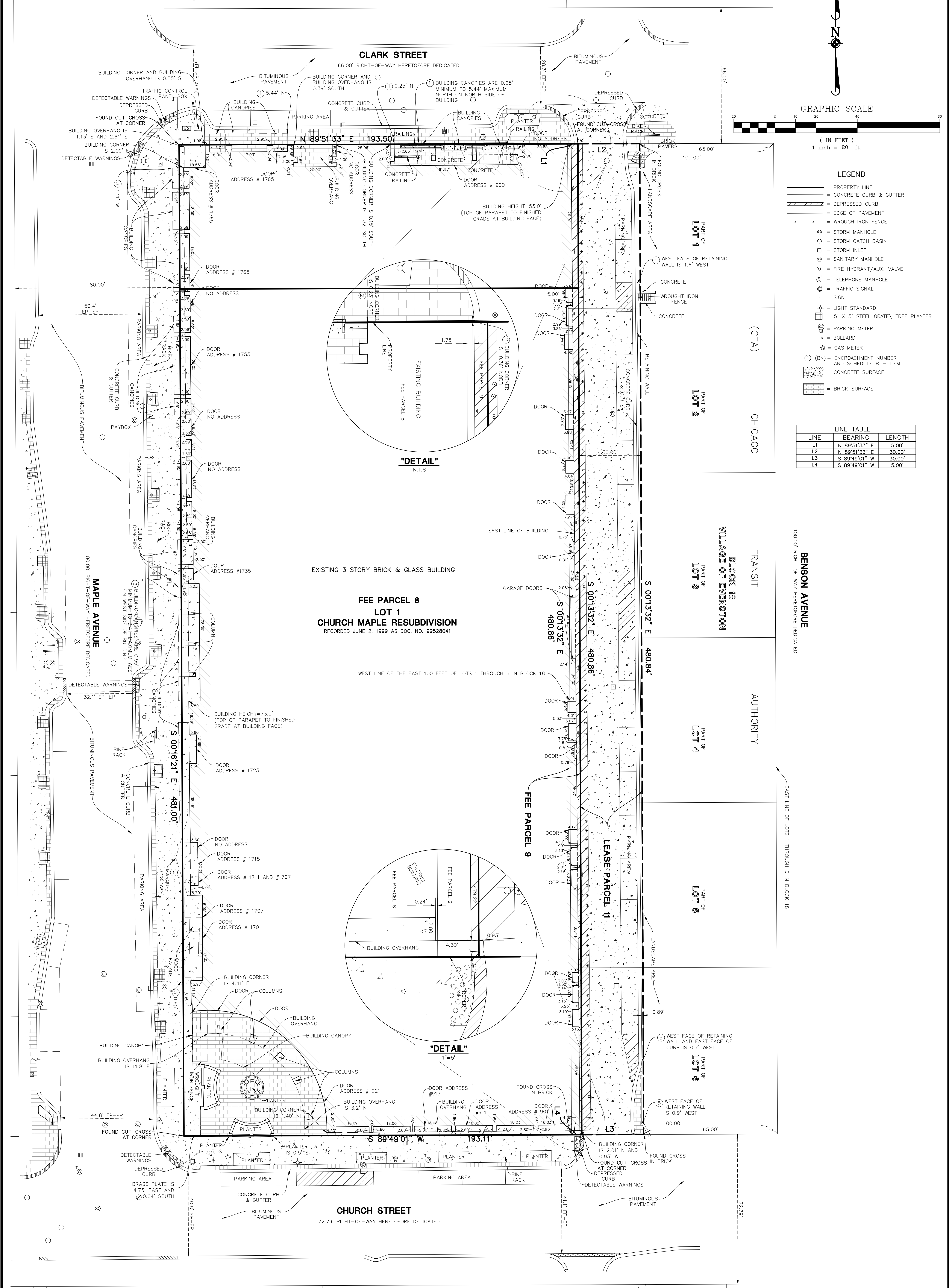


LINE TABLE		
LINE	BEARING	LENGTH
L1	N 89°51'33" E	5.00'
L2	N 89°51'33" E	30.00'
L3	S 89°49'01" W	30.00'
L4	S 89°49'01" W	5.00'

RIGHT-OF-WAY DEDICATION NOTES	
MAPLE AVENUE	66' RIGHT-OF-WAY SHOWN ON CIRCUIT COURT SUBDIVISION RECORDED AUGUST 12, 1895 AS DOCUMENT NUMBER 2262272
MAPLE AVENUE	14' ADDITIONAL RIGHT-OF-WAY (80' TOTAL) DEDICATED BY CHURCH MAPLE RESUBDIVISION RECORDED JUNE 2, 1999 AS DOCUMENT NUMBER 99528041
CHURCH STREET	72' OR 73' RIGHT-OF-WAY APPARENTLY DEDICATED BY THE VILLAGE OF EVANSTON (ANTE-FIRE)
CHURCH STREET	72.79' RIGHT-OF-WAY SHOWN ON CHURCH MAPLE RESUBDIVISION RECORDED JUNE 2, 1999 AS DOCUMENT NUMBER 99528041
CLARK STREET	66' RIGHT-OF-WAY APPARENTLY DEDICATED BY THE VILLAGE OF EVANSTON (ANTE-FIRE)
UNIVERSITY PLACE	66' RIGHT-OF-WAY DEDICATED BY CIRCUIT COURT SUBDIVISION RECORDED AUGUST 12, 1895 AS DOCUMENT NUMBER 2262272
EAST RAILROAD AVENUE	40' RIGHT-OF-WAY SHOWN ON CIRCUIT COURT SUBDIVISION RECORDED AUGUST 12, 1895 AS DOCUMENT NUMBER 2262272
DAVIS STREET	80' RIGHT-OF-WAY APPARENTLY DEDICATED BY THE VILLAGE OF EVANSTON (ANTE-FIRE)
ALL OF THE ABOVE STREETS ARE PHYSICALLY OPEN AND USED AS PUBLIC STREETS FOR PEDESTRIAN AND VEHICULAR ACCESS	



ALTA/NSPS LAND TITLE SURVEY



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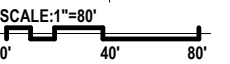
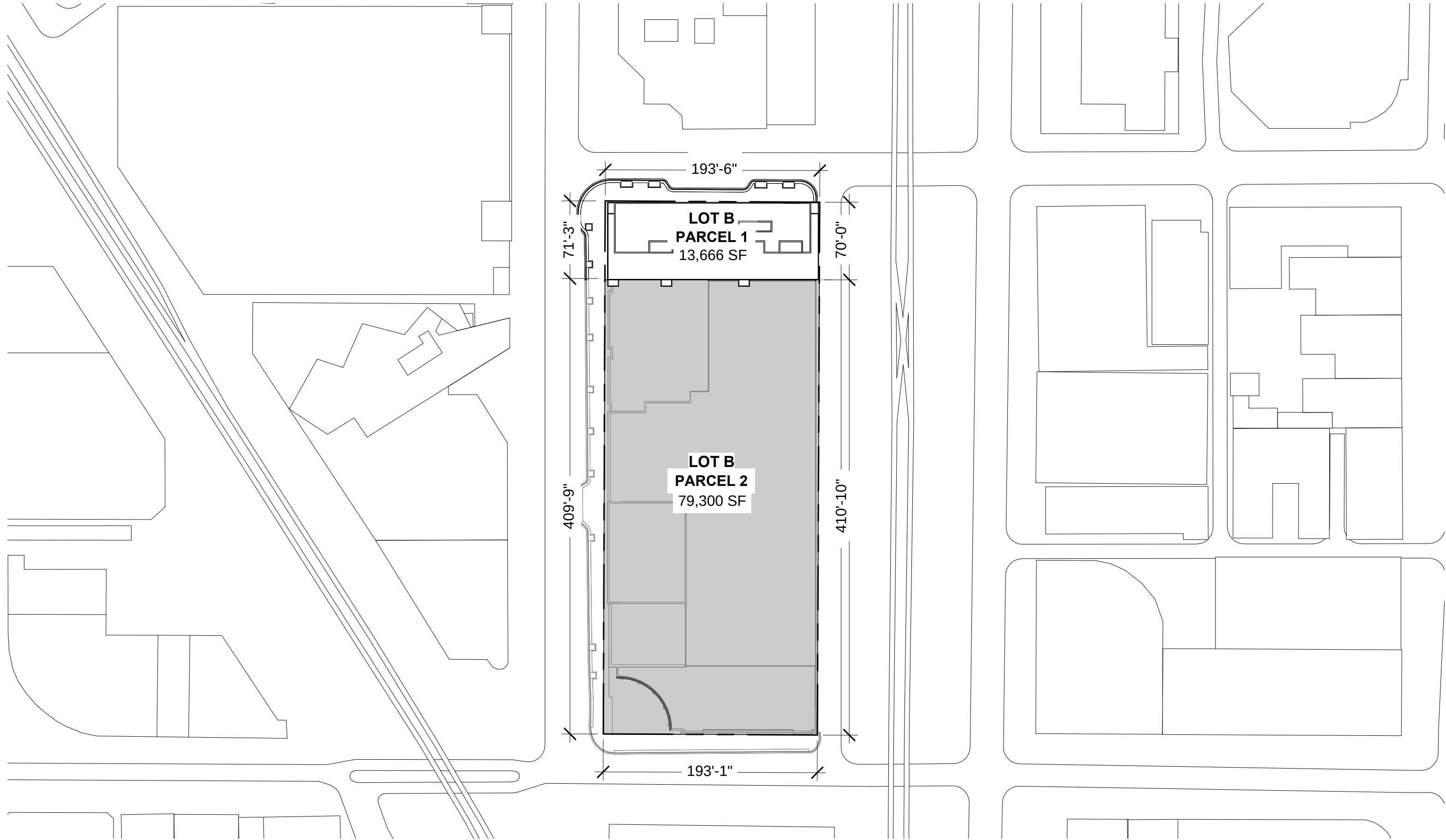
CHURCH STREET PLAZA

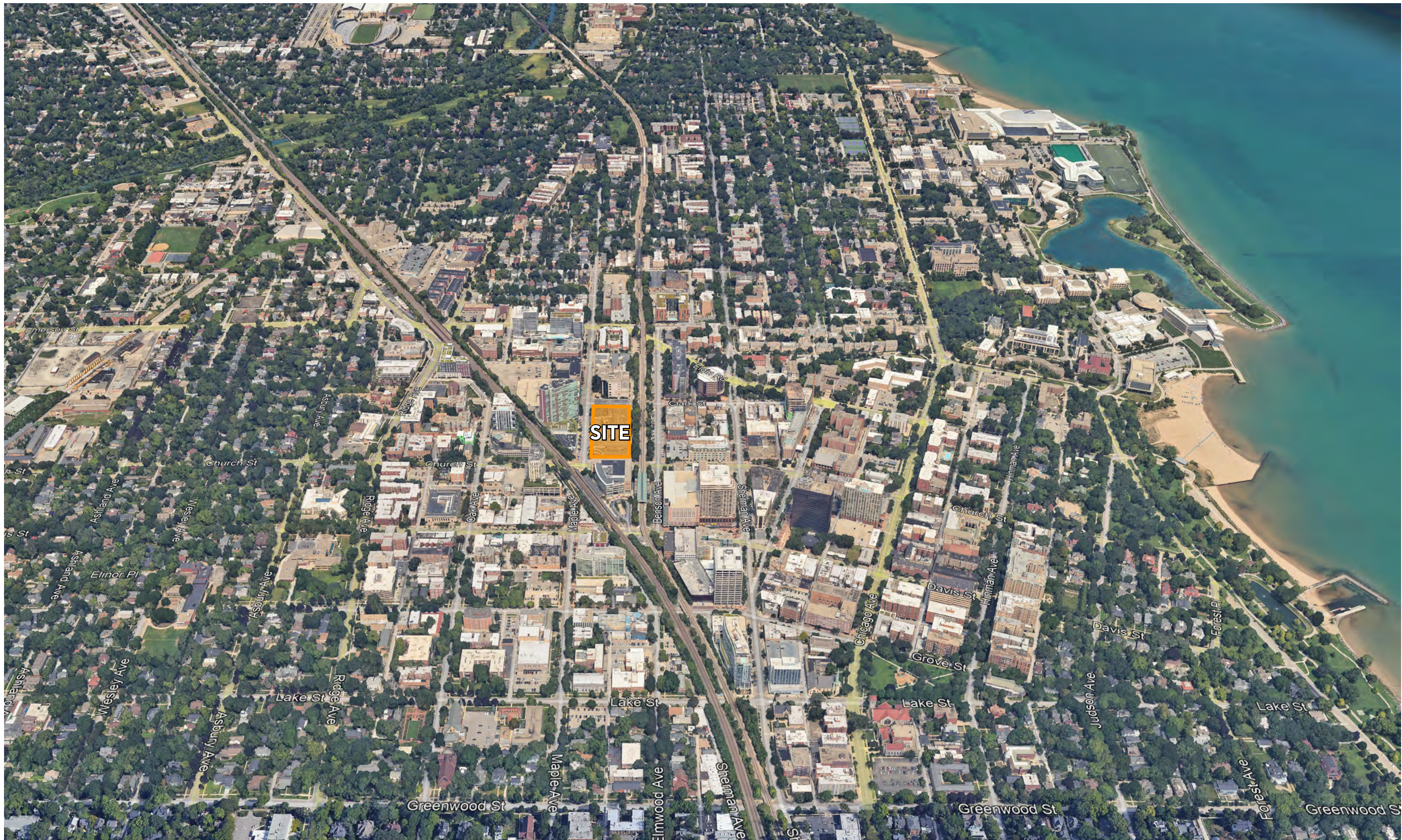
ANTUNOVICH ASSOCIATES • ARCHITECTURE, PLANNING, INTERIOR DESIGN • CONTINUUM DEVELOPMENT • DEVELOPER

PLANNED DEVELOPMENT SUBMISSION

EVANSTON, ILLINOIS • JUNE 11, 2026







CHURCH STREET PLAZA

ANTUNOVICH ASSOCIATES • ARCHITECTURE, PLANNING, INTERIOR DESIGN • CONTINUUM DEVELOPMENT • DEVELOPER

SITE CONTEXT

EVANSTON, ILLINOIS • JUNE 11, 2026



CHURCH STREET PLAZA

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PROPOSED BUILDING SITE

EVANSTON, ILLINOIS • JUNE 11, 2026





VIEW FROM CHURCH STREET LOOKING NORTH



VIEW FROM INTERSECTION OF MAPLE AVENUE AND CHURCH STREET LOOKING NORTHEAST



VIEW FROM INTERSECTION OF MAPLE AVENUE AND CLARK STREET LOOKING SOUTHEAST



VIEW FROM CLARK STREET LOOKING SOUTH



CHURCH STREET PLAZA

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SITE CONTEXT

EVANSTON, ILLINOIS • JUNE 11, 2026



CHURCH STREET PLAZA

ANTUNOVICH ASSOCIATES • ARCHITECTURE, PLANNING, INTERIOR DESIGN • CONTINUUM DEVELOPMENT • DEVELOPER

AERIAL CONCEPTUAL RENDERING

EVANSTON, ILLINOIS • JUNE 11, 2026



CHURCH STREET PLAZA

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STREETLEVEL CONCEPTUAL RENDERING

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AERIAL CONCEPTUAL RENDERING

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STREETLEVEL CONCEPTUAL RENDERING

EVANSTON, ILLINOIS • JUNE 11, 2026



THE LINCOLN COMMON



THE LEO



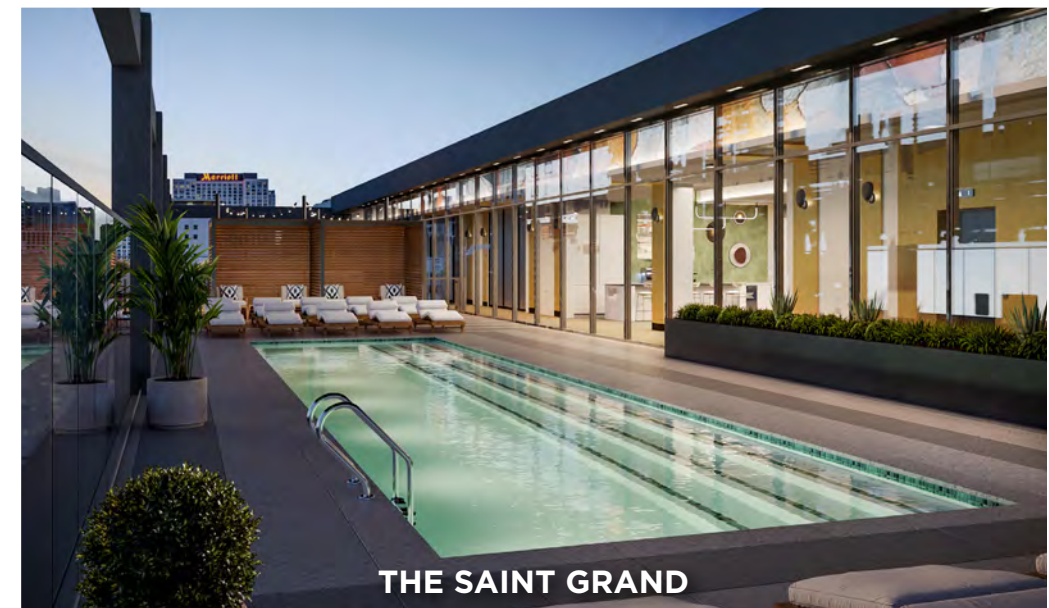
MARLOWE



400 W. HURON



THE SAINT GRAND



THE SAINT GRAND



CHURCH STREET PLAZA

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EXTERIOR CHARACTER STUDY IMAGES

EVANSTON, ILLINOIS • JUNE 11, 2026

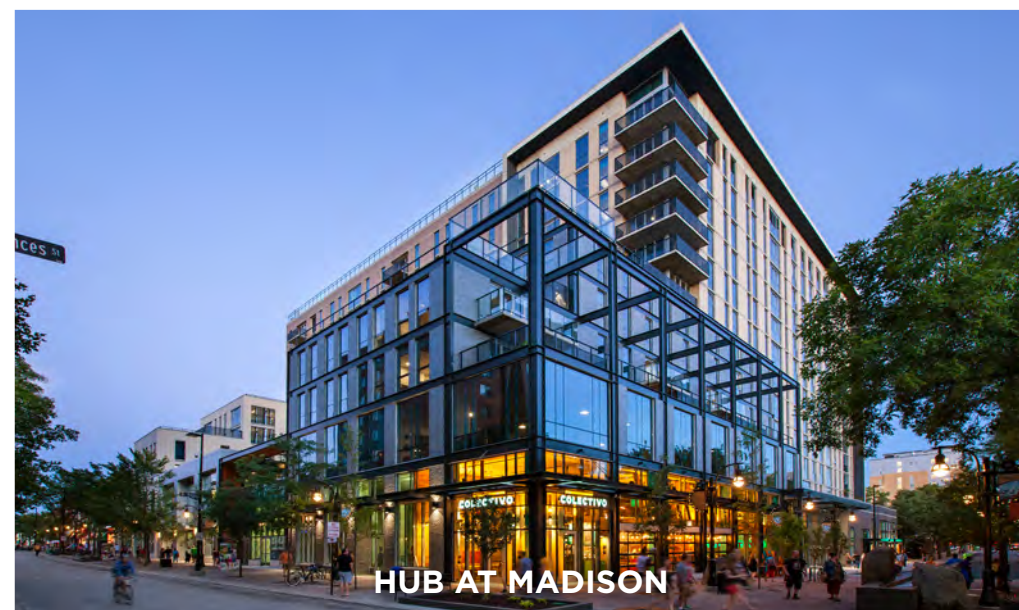


CHURCH STREET PLAZA

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STREETSCAPE CONCEPTUAL RENDERING

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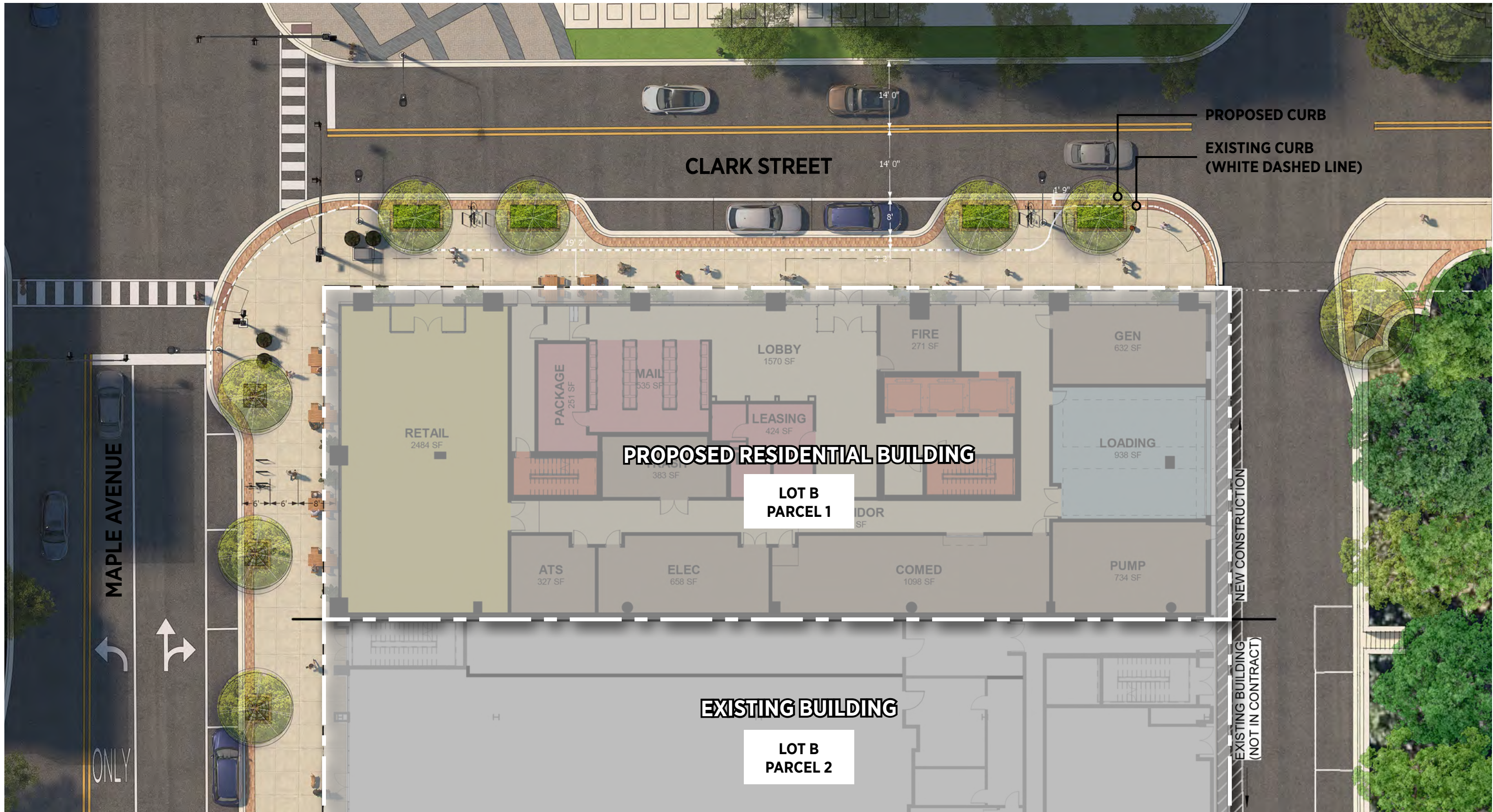


CHURCH STREET PLAZA

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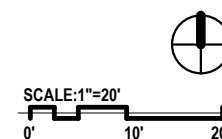
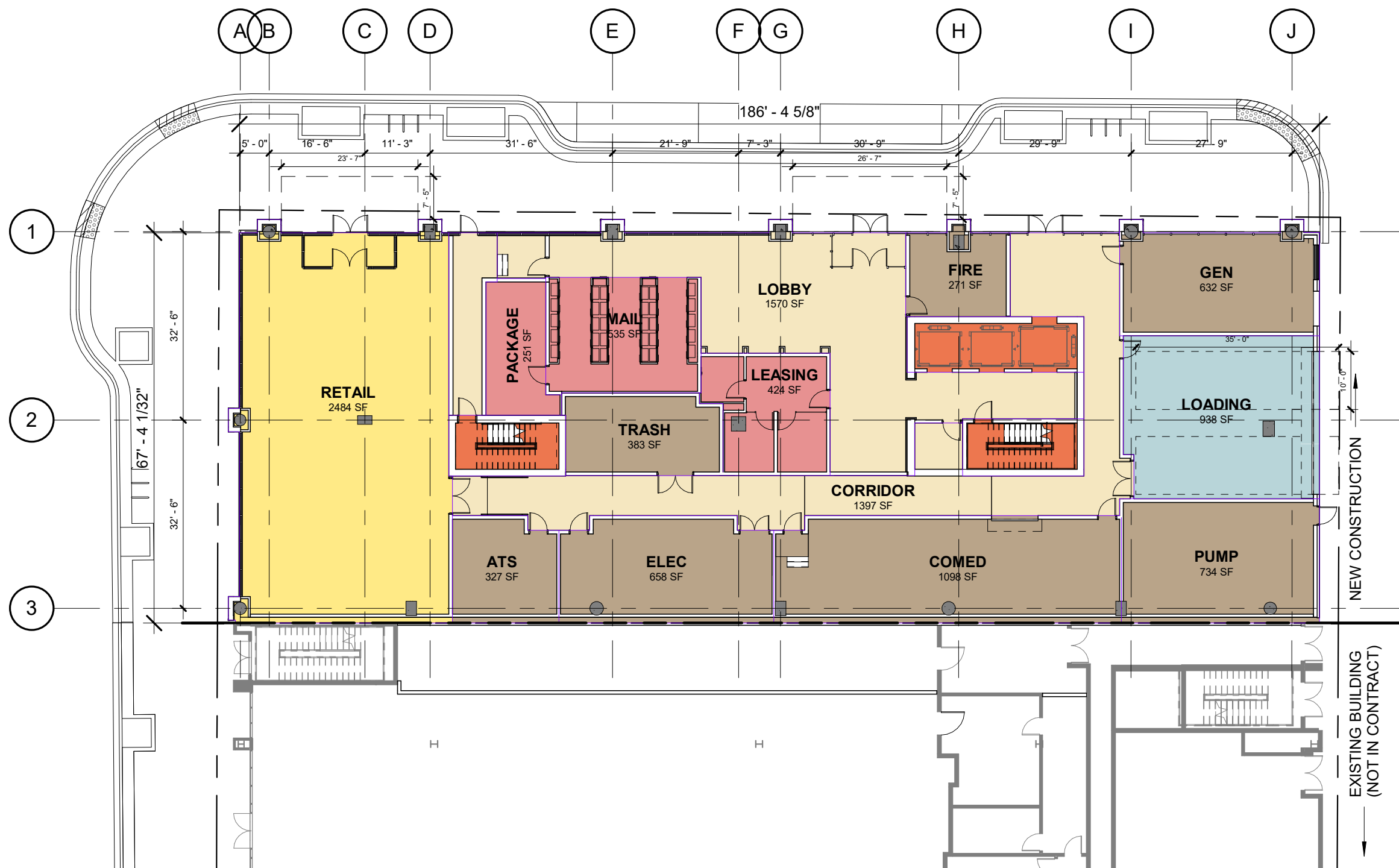
STREETSCAPE CHARACTER STUDY IMAGES

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MAPLE AVENUE

CLARK STREET



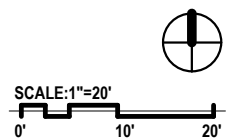
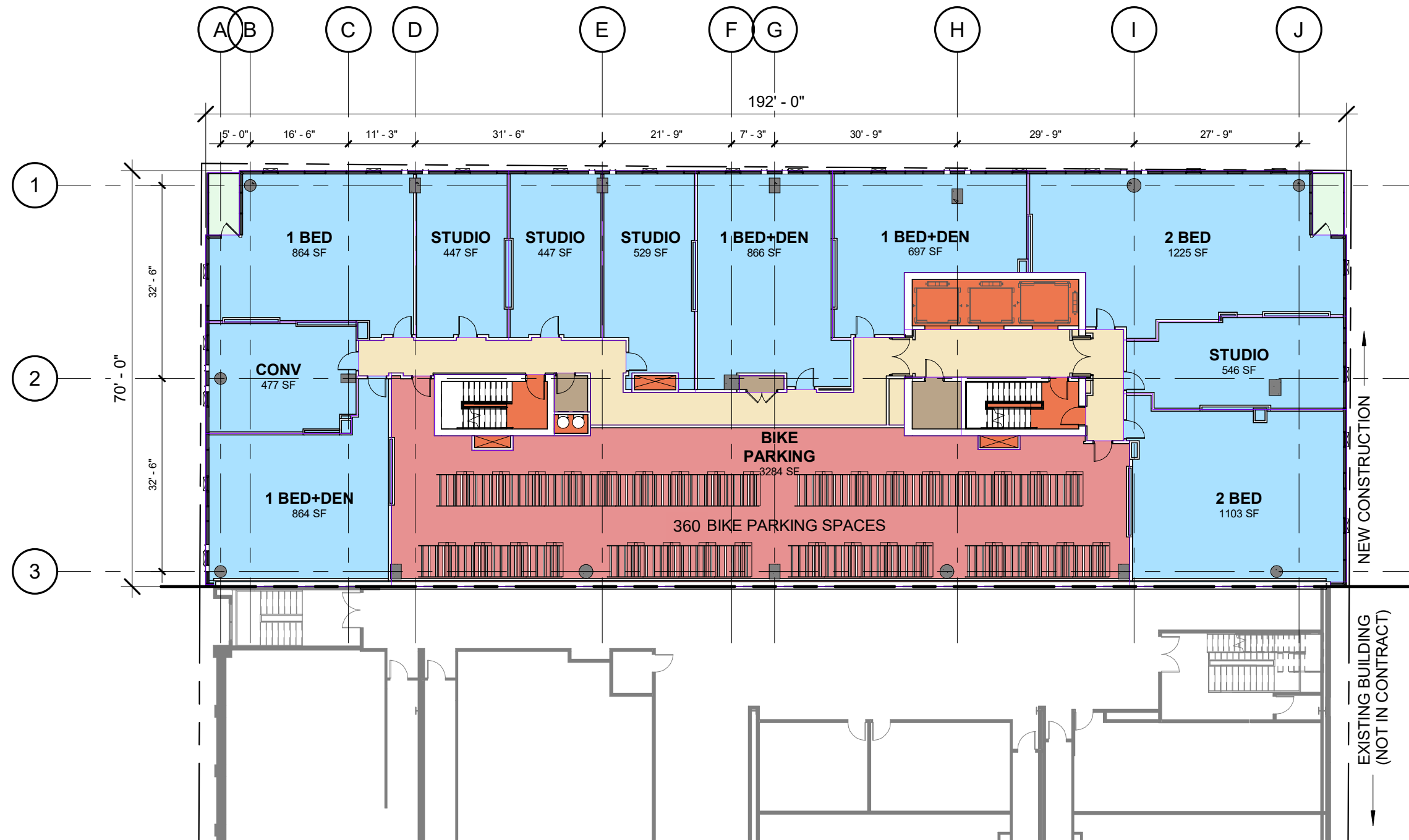
CHURCH STREET PLAZA

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01: GROUND FLOOR PLAN

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16

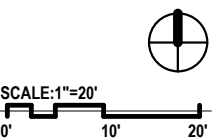
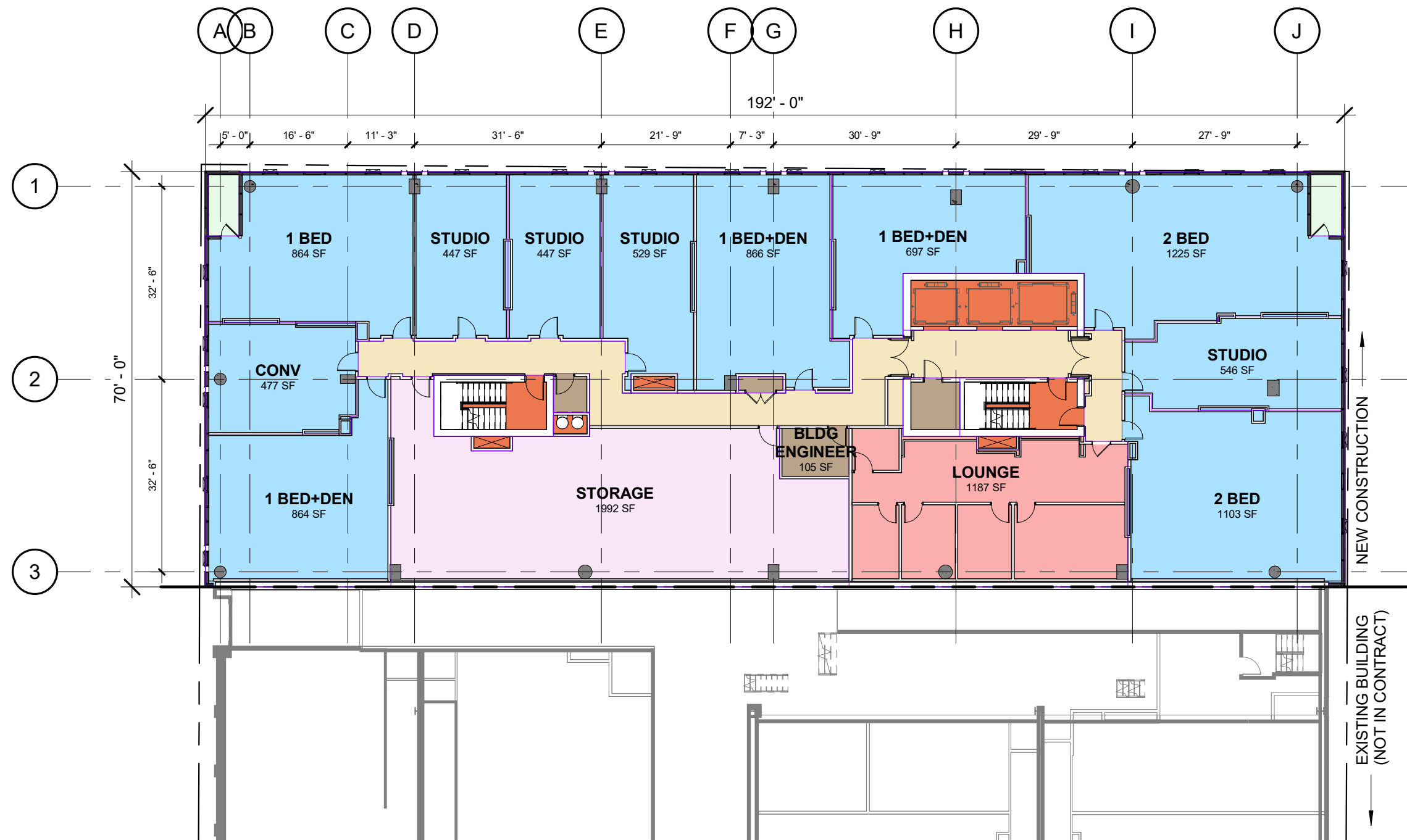


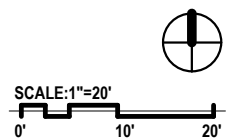
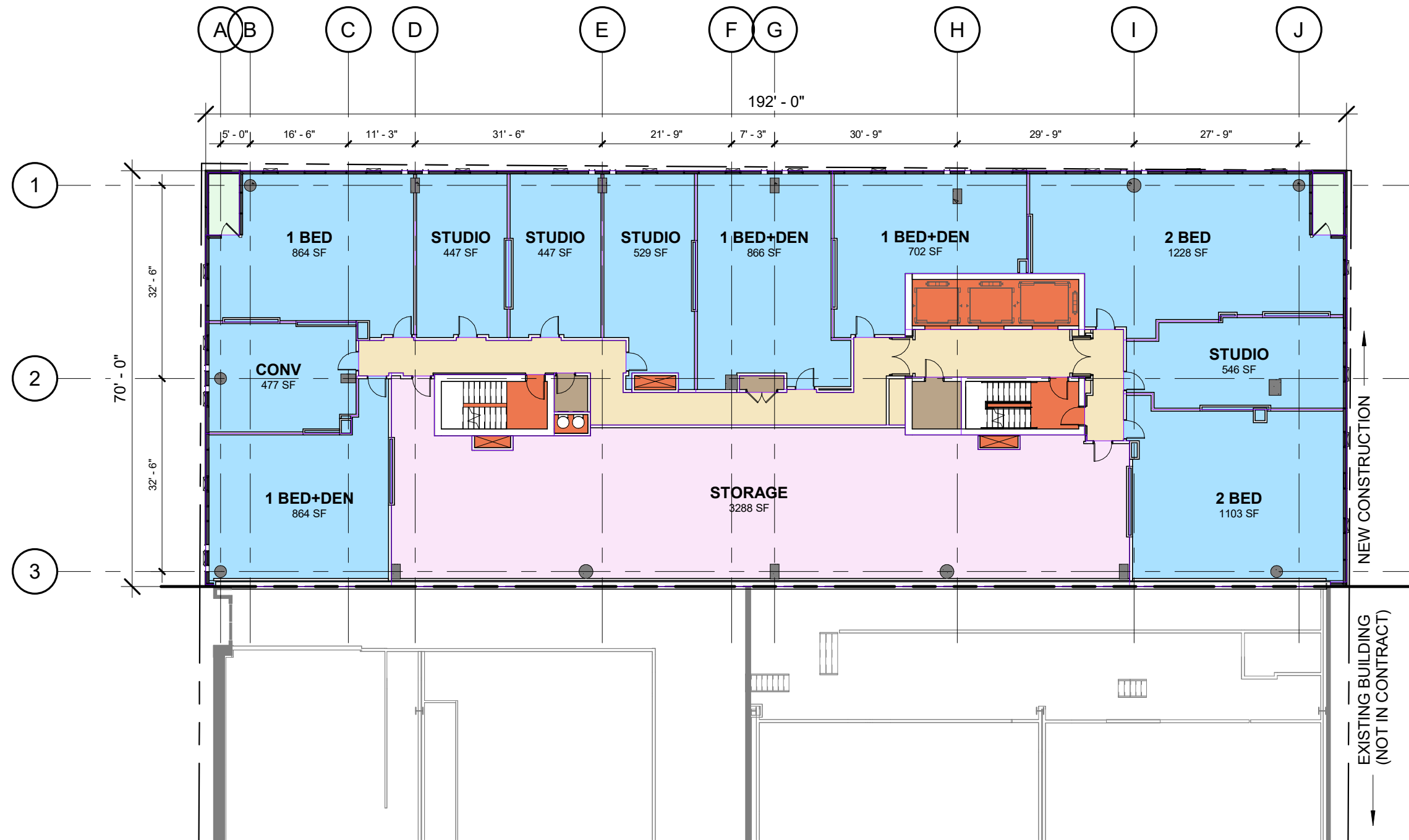
CHURCH STREET PLAZA

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02: LEVEL 2 FLOOR PLAN

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04: LEVEL 4 FLOOR PLAN

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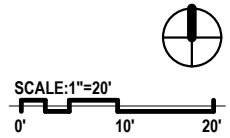


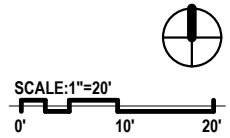
CHURCH STREET PLAZA

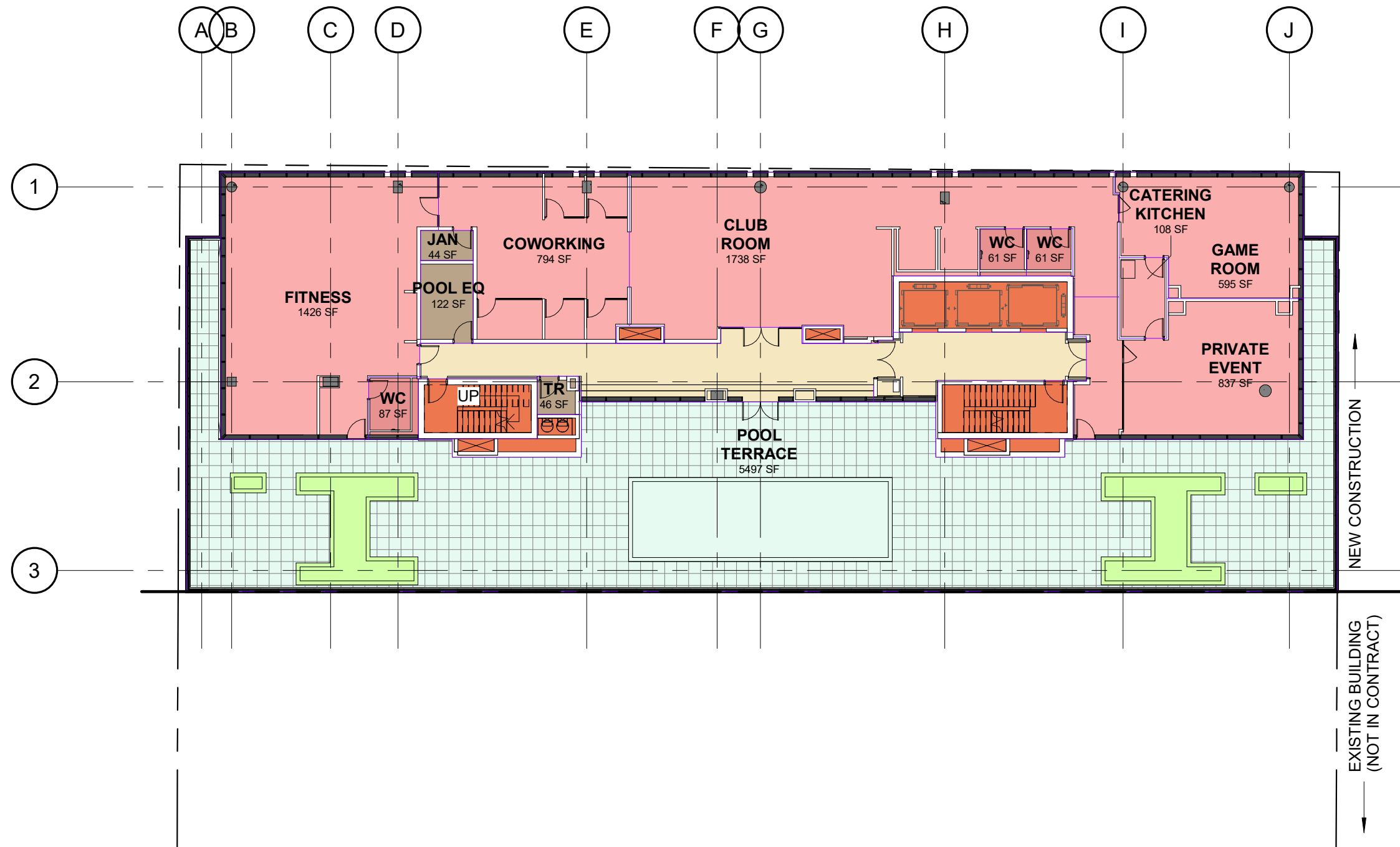
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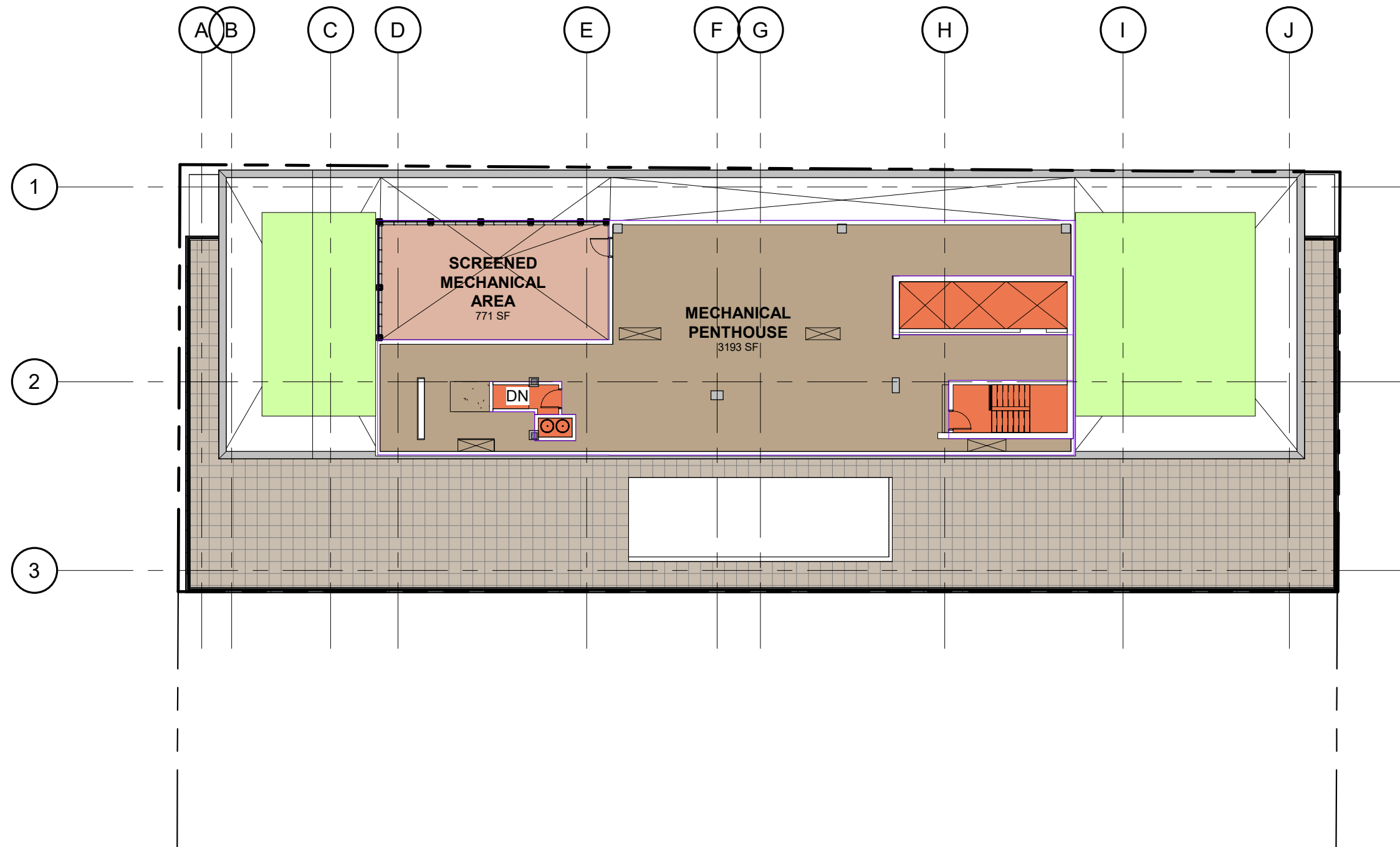
05: LEVEL 5 FLOOR PLAN

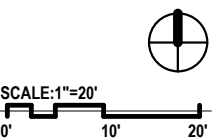
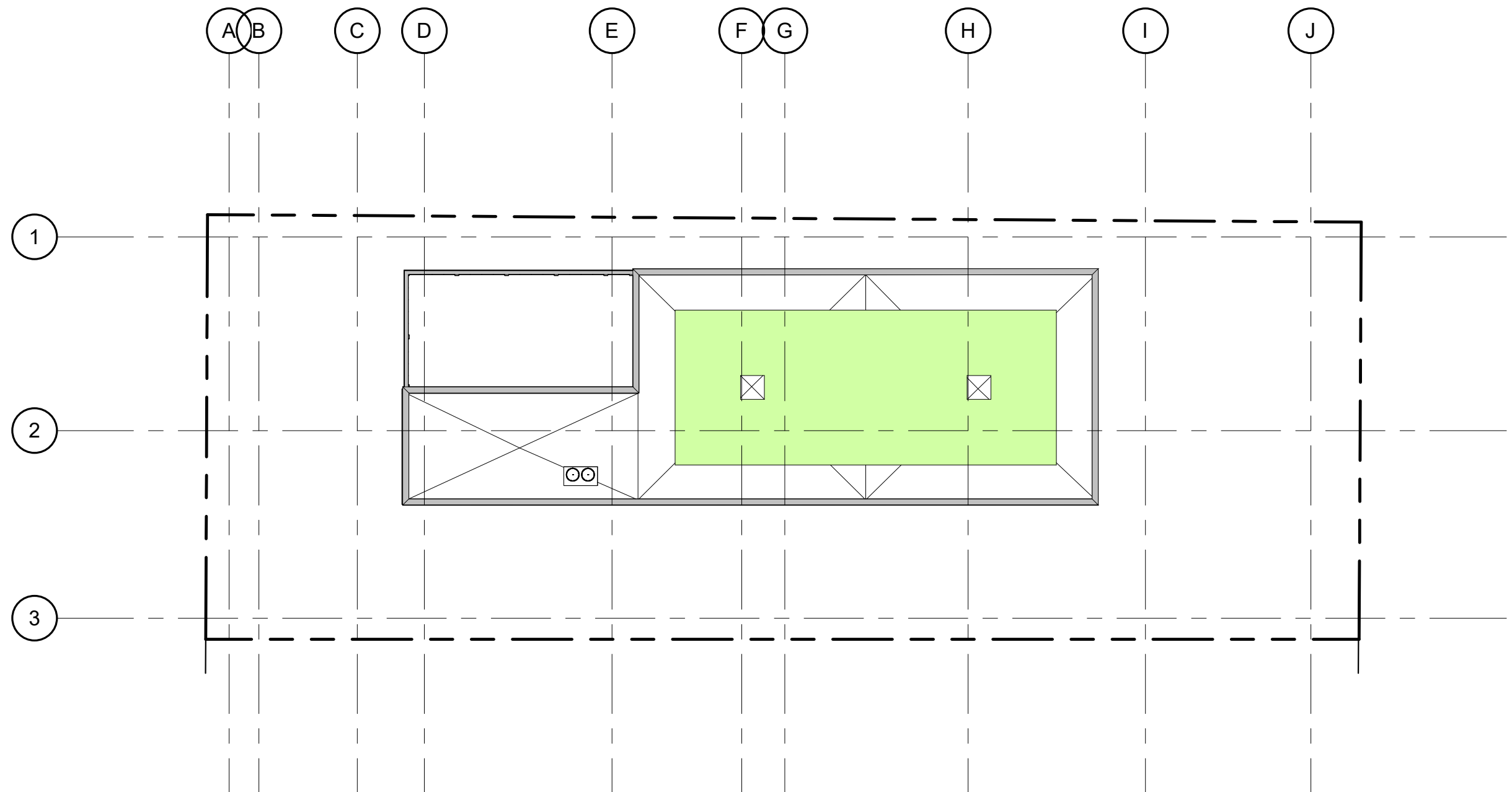
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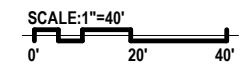






NORTH ELEVATION

WEST ELEVATION

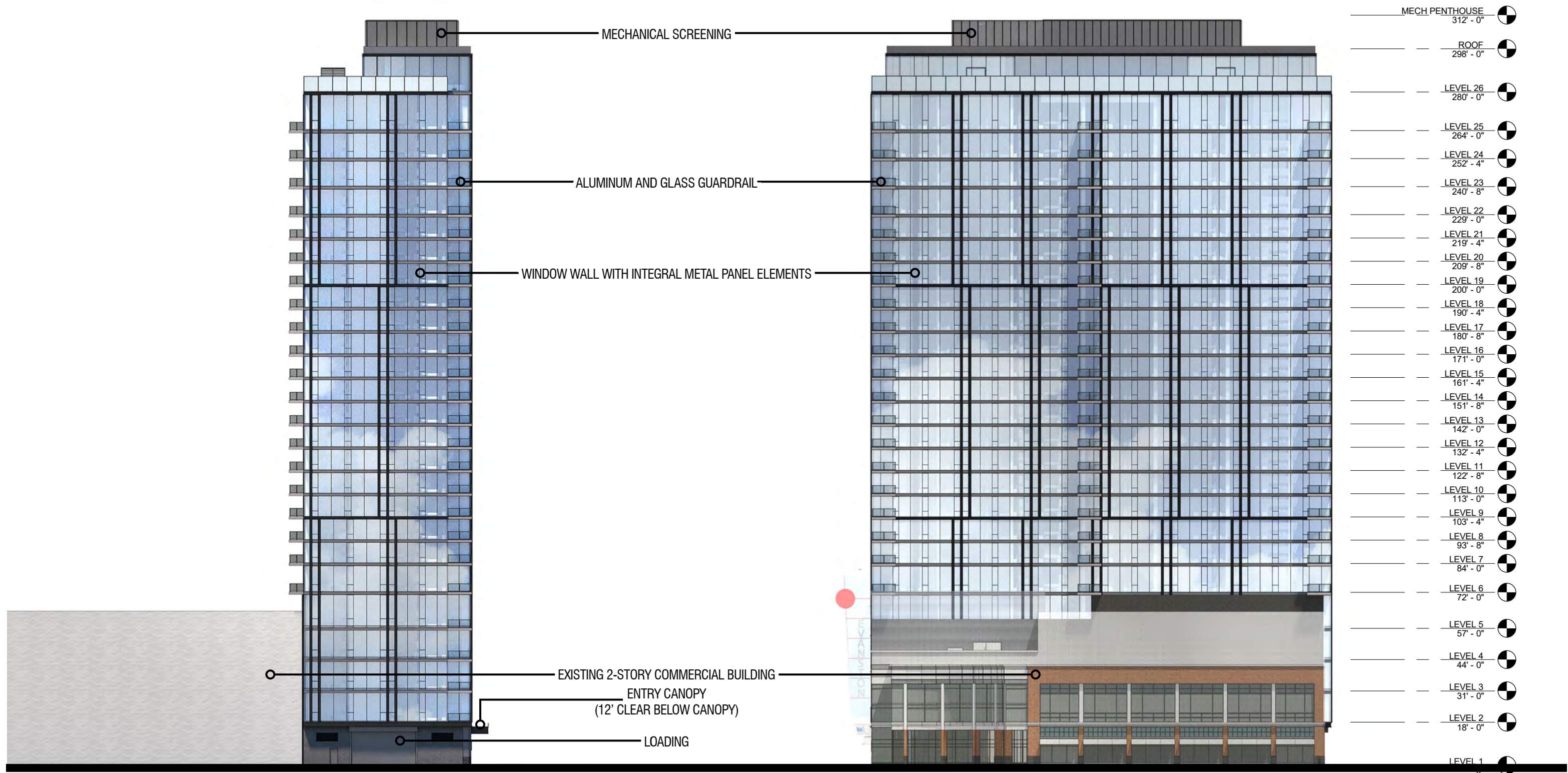


CHURCH STREET PLAZA

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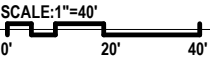
ELEVATIONS 26

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EAST ELEVATION

SOUTH ELEVATION





ROOFTOP AMENITIES:

-  CLUB ROOM
-  OPEN AIR TERRACE
-  POOL DECK
-  CO-WORKING
-  PRIVATE EVENT SPACE
-  FITNESS CENTER

RESIDENTIAL FLOORS:

-  PRIVATE TENANT TERRACES
-  HIGH-PERFORMANCE GLAZING, LOW-E COATING

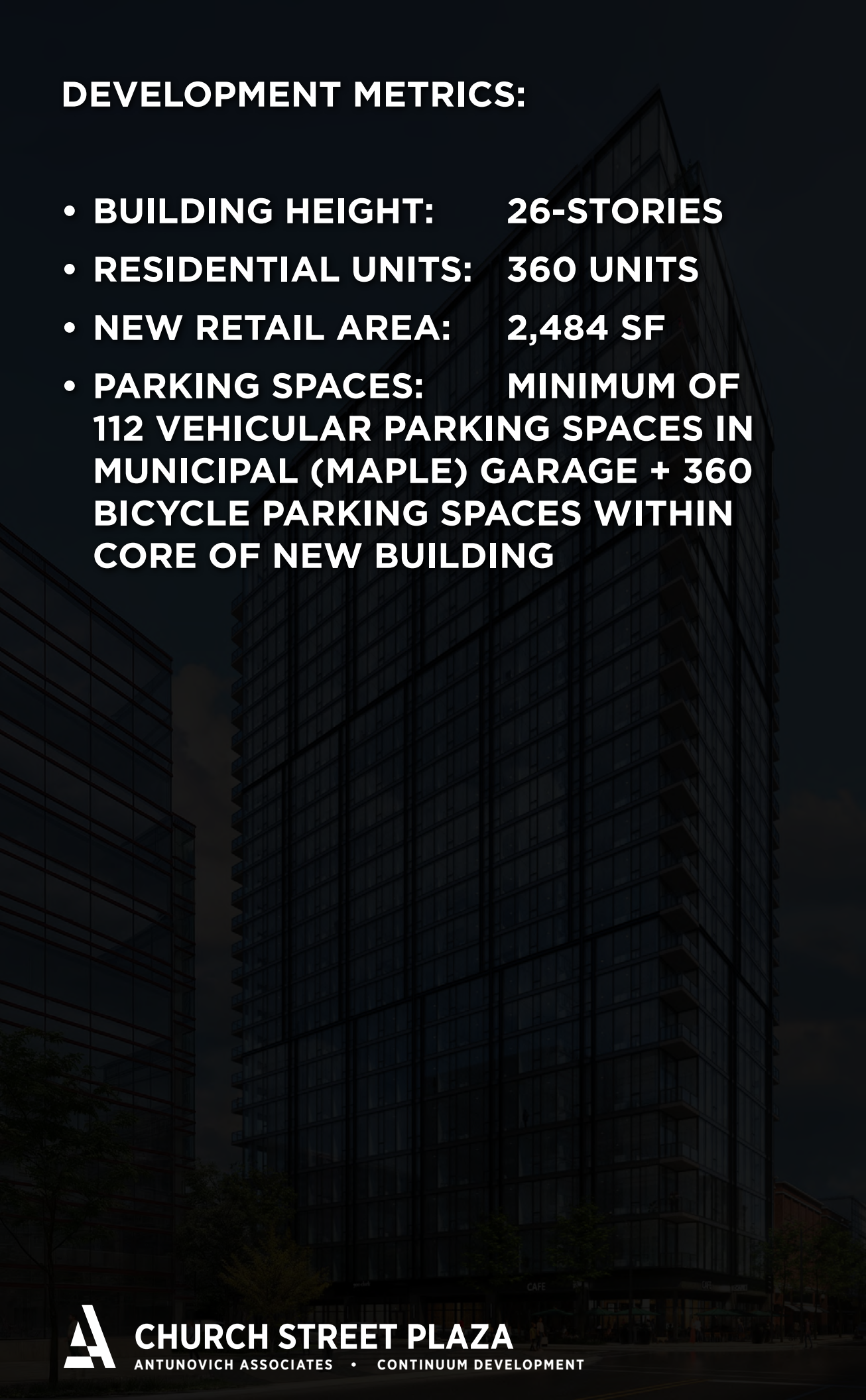
LOWER PODIUM AMENITIES:

-  BICYCLE ROOM
-  DOG RUN
-  GOLF SIMULATOR

GROUND FLOOR:

-  RESIDENTIAL LOBBY
-  COMMERCIAL SPACE SIZED TO COMPLIMENT THE NEIGHBORHOOD





DEVELOPMENT METRICS:

- **BUILDING HEIGHT:** 26-STORIES
- **RESIDENTIAL UNITS:** 360 UNITS
- **NEW RETAIL AREA:** 2,484 SF
- **PARKING SPACES:** MINIMUM OF 112 VEHICULAR PARKING SPACES IN MUNICIPAL (MAPLE) GARAGE + 360 BICYCLE PARKING SPACES WITHIN CORE OF NEW BUILDING

PUBLIC BENEFITS:

EVANSTON THRIVES

- DEVELOPER INTENDS TO COLLABORATE WITH CITY TO ADDRESS A VARIETY OF PUBLIC IMPROVEMENT NEEDS IN THE DOWNTOWN AREA.

EVANSTON TRANSPORTATION FUND

- DONATION TO SUPPORT ALTERNATIVE TRANSIT LIKE DIVVYS IN THE DOWNTOWN AREA.

DOWNTOWN EVANSTON

- ANNUAL DONATION TO THE DTE SSA FOR FIVE YEAR COMMITMENT

AMC UPGRADE AND RENOVATION

- INTERIOR THEATRE RENOVATION TO UPGRADE AND MODERNIZE AMC EXPERIENCE.

ROOFTOP SOLAR ARRAY INSTALLATION

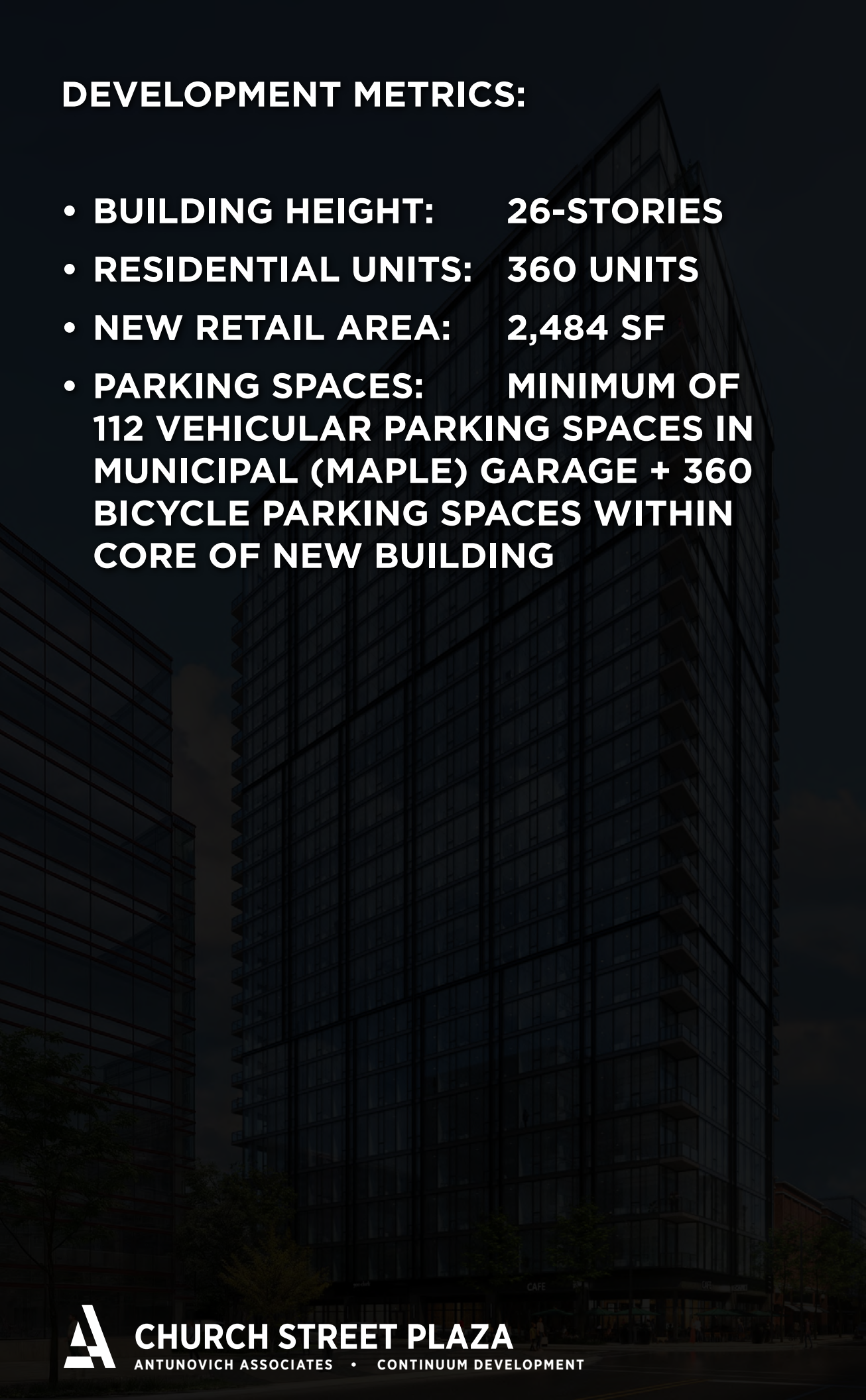
- ENHANCE THE LARGE OPEN ROOFTOP TO BRING SUBSTANTIAL ENERGY EFFICIENCY AND SUPPORT HBO POLICY.

COMMERCIAL ROOF REPLACEMENT

- UPGRADE AND REPLACE THE ORIGINAL ROOF OF CHURCH STREET PLAZA TO A MODERN AND MORE ENERGY EFFICIENT CONSTRUCTION SUPPORTING HBO POLICY

EMAP

- ENGAGE WITH EMAP TO BRING MORE MURALS, STREET ART, AND PERMISSION WALLS TO DOWNTOWN EVANSTON.



DEVELOPMENT METRICS:

- **BUILDING HEIGHT:** 26-STORIES
- **RESIDENTIAL UNITS:** 360 UNITS
- **NEW RETAIL AREA:** 2,484 SF
- **PARKING SPACES:** MINIMUM OF 112 VEHICULAR PARKING SPACES IN MUNICIPAL (MAPLE) GARAGE + 360 BICYCLE PARKING SPACES WITHIN CORE OF NEW BUILDING

PUBLIC BENEFITS:

STREETSCAPE IMPROVEMENTS

- IMPROVE AND WIDEN THE CLARK STREETSCAPE TO IMPROVE SAFETY, ENHANCE THE PEDESTRIAN EXPERIENCE AND PROVIDE CONGRUENT ACTIVATION.
- INSTALLATION OF NEW PUBLICLY ACCESSIBLE BICYCLE RACKS ALONG THE MAPLE STREETSCAPE

STREETSCAPE IMPROVEMENTS ON CLARK

- IMPROVE THE BULB AT MAPLE & CLARK TO IMPROVE SAFETY, STRIPING, AND ACTIVATION OF A PRIME DOWNTOWN CORNER.
- CROSSWALK RESTRIPIING OF ALL FOUR LEGS OF CLARK & MAPLE AND CLARK & BENSON INTERSECTIONS.

AFFORDABLE / INCLUSIONARY HOUSING:

- 72 NEW AFFORDABLE / INCLUSIONARY HOUSING UNITS (20%) - 36 CITY OF EVANSTON INCLUSIONARY HOUSING UNITS (10%) + 36 ADDITIONAL STATE OF ILLINOIS AFFORDABLE HOUSING UNITS (10%). DOUBLE THE NUMBER OF REQUIRED AFFORDABLE / INCLUSIONARY HOUSING UNITS. ONE OF THE MOST SIGNIFICANT NEW-CONSTRUCTION PRIVATELY-FUNDED AFFORDABLE / INCLUSIONARY HOUSING CONTRIBUTIONS IN EVANSTON - EVER.

ADDITIONAL ECONOMIC IMPACT:

- 400+ JOBS THROUGH DURATION OF CONSTRUCTION
- 500+ NEW RESIDENTS TO HELP BOLSTER DOWNTOWN EVANSTON ECONOMY
- 30+ JOBS CREATED VIA RETAIL + BUILDING OPERATIONS
- BUILD AND OPERATE SUSTAINABLE ENERGY BUILDING TYPE
- ABSORB EXCESS PARKING CAPACITY IN PUBLIC GARAGE [CONFIRMED ABILITY TO ROUTINELY INCREASE OR DECREASE THE NUMBER OF LEASED DEDICATED SPACES BASED ON ACTUAL DEMAND AND UTILIZATION]

CHURCH STREET PLAZA DEVELOPMENT
Zoning Analysis Application Project Worksheet

	PROPOSED - LOT B - Parcel 2 - Existing Theater & Retail								
	Parking / Loading	Dwelling Units	Hallways / Lobby	Elevator / Stairs	Mechanical / Accessory Space	Commercial (Non-Residential Gross Leasable Area)	Other	Building Enclosed Area	Gross Floor Area*
Basement	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a
1st Floor	(0) Auto stalls Alley Loading	-	3,067	2,928	7,904	58,044		71,943	61,111
2nd Floor	-	-	3,288	3,731	241	65,868		73,128	69,156
Mezzanine	-	-	0	317	0	7,150		7,467	7,150
3rd Floor									
4th Floor									
5th Floor									
6th Floor									
7th Floor									
8th Floor									
9th Floor									
10th Floor									
11th Floor									
12th Floor									
13th Floor									
14th Floor									
15th Floor									
16th Floor									
17th Floor									
18th Floor									
19th Floor									
20th Floor									
21st Floor									
22nd Floor									
23rd Floor									
24th Floor									
25th Floor									
26th Floor									
Roof									
TOTALS			6,355	6,659	8,145	131,062	0	152,538	137,417

Site Area - Parcel 2	79,421	sf
Site Area - Parcel 1	13,545	sf
Site Area - Lot B Total	92,966	sf
FAR -Lot B - Blended	4.79	

(Gross Floor Area definition from Zoning Analysis Application & Code Section 6-18-3)

*GROSS FLOOR AREA: The sum of areas of all floors of a building measured from the exterior walls or from the center line of walls separating 2 buildings. The gross floor area of a building shall also include but not be limited to: basements, interior balconies and mezzanines, enclosed porches, and attic space finished or unfinished having minimum 5-foot floor to rafters height. The following areas shall be excluded from the calculation of gross floor area: elevator shafts, stairwells, space used solely for heating, cooling, mechanical, electrical and mechanical penthouses, refuse rooms and uses accessory to the building, off-street parking and loading.

PROPOSED - LOT B - Parcel 1 - Mixed Use Residential Building										
	Parking / Loading	Dwelling Units	Common (Hallways / Leasing / Lobby, etc.)	Vertical Areas (Elevator / Stairs)	Mechanical / Accessory Space	Amenity	Commercial (Non-Residential Gross Leasable Area)	Residential	Building Enclosed Area	Gross Floor Area*
Basement	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1st Floor	933 SF Loading	0	4,395	705	4,103		2,484	0	12,620	6,879
	3284 SF Bike Parking (350 Bike Spaces)	11	1,020	791	156			8,065	13,316	9,085
Mezzanine	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3rd Floor		11	3,117	791	156	1,187		8,065	13,316	12,369
4th Floor		11	4,315	778	152			8,074	13,319	12,389
5th Floor		11	1,001	778	152	3,310		8,073	13,314	12,384
6th Floor		17	910	775	149			11,478	13,312	12,388
7th Floor		17	910	775	149			11,478	13,312	12,388
8th Floor		17	910	775	149			11,478	13,312	12,388
9th Floor		17	910	775	149			11,478	13,312	12,388
10th Floor		17	910	775	149			11,478	13,312	12,388
11th Floor		17	910	775	149			11,478	13,312	12,388
12th Floor		17	910	775	149			11,478	13,312	12,388
13th Floor		17	910	775	149			11,478	13,312	12,388
14th Floor		17	910	775	149			11,478	13,312	12,388
15th Floor		17	910	775	149			11,478	13,312	12,388
16th Floor		17	910	775	149			11,478	13,312	12,388
17th Floor		17	910	775	149			11,478	13,312	12,388
18th Floor		17	910	775	149			11,478	13,312	12,388
19th Floor		17	910	775	149			11,478	13,312	12,388
20th Floor		17	910	775	149			11,478	13,312	12,388
21st Floor		17	910	775	149			11,478	13,312	12,388
22nd Floor		17	910	775	149			11,478	13,312	12,388
23rd Floor		9	898	766	147			11,499	13,310	12,397
24th Floor		9	898	766	147			11,499	13,310	12,397
25th Floor		9	898	766	147			11,499	13,310	12,397
26th Floor		0	1,228	860	184	5,483		0	7,755	6,711
Roof		0	0	0	2,857			0	2,857	0
TOTALS	4,217	360	33,240	20,176	10,734	9,980	2,484	261,900	342,731	307,604

900 CLARK UNIT MATRIX																											
2/19/2026																											
UNIT MIX																											
LEVEL	STUDIO (X02)	STUDIO (X06)	STUDIO (X13)	STUDIO (X14)	STUDIO (X15)	CONV (X04)	CONV (X05)	CONV (X08)	CONV (X09)	CONV (X11)	CONV (XX03)	1 BED (X07)	1 BED (X12)	1 BED (X16)	1 BED + DEN (X10)	1 BED + DEN (X16)	1 BED + DEN (X17)	1 BED + DEN (XX05)	2 BED (X01)	2 BED (X03)	2 BED (XX06)	2 BED (XX08)	2 BED (XX09)	2 BED + DEN (XX04)	3 BED (XX01)	3 BED (XX02)	3 BED (XX07)
26																											
25											618 sf							868 sf			1168 sf	1162 sf	1074 sf	1288 sf	1809 sf	1690 sf	1809 sf
24											618 sf							868 sf			1168 sf	1162 sf	1074 sf	1288 sf	1809 sf	1690 sf	1809 sf
23											618 sf							868 sf			1168 sf	1162 sf	1074 sf	1288 sf	1809 sf	1690 sf	1809 sf
22	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
21	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
20	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
19	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
18	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
17	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
16	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
15	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
14	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
13	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
12	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
11	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
10	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
9	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
8	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
7	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
6	546 sf	478 sf	447 sf	447 sf	447 sf	626 sf	619 sf	595 sf	580 sf	477 sf		813 sf	864 sf	654 sf	854 sf		703 sf		1228 sf	1098 sf							
5	546 sf		447 sf	447 sf	529 sf					477 sf			864 sf		864 sf	866 sf	702 sf		1228 sf	1103 sf							
4	546 sf		447 sf	447 sf	529 sf					477 sf			864 sf		864 sf	866 sf	702 sf		1228 sf	1103 sf							
3	546 sf		447 sf	447 sf	529 sf					477 sf			864 sf		864 sf	866 sf	697 sf		1225 sf	1103 sf							
2	546 sf		447 sf	447 sf	529 sf					477 sf			864 sf		864 sf	866 sf	697 sf		1225 sf	1103 sf							
1																											
TOTAL	21	17	21	21	21	17	17	17	17	21	3	17	21	17	21	4	21	3	21	21	3	3	3	3	3	3	3
	28%					26%						15%			14%				14%				1%		3%		
	101 Studio Units					92 Convertible Units						55 1-Bed Units			49 1-Bed + Den Units				51 2-Bed Units				3 2-Bed + Den Units		9 3-Bed Units		
	360 Units																										
AVERAGE	476 sf					576 sf						783 sf			792 sf				1,158 sf				1,288 sf		1,769 sf		
	727 sf																										

APPENDIX



SUSTAINABILITY



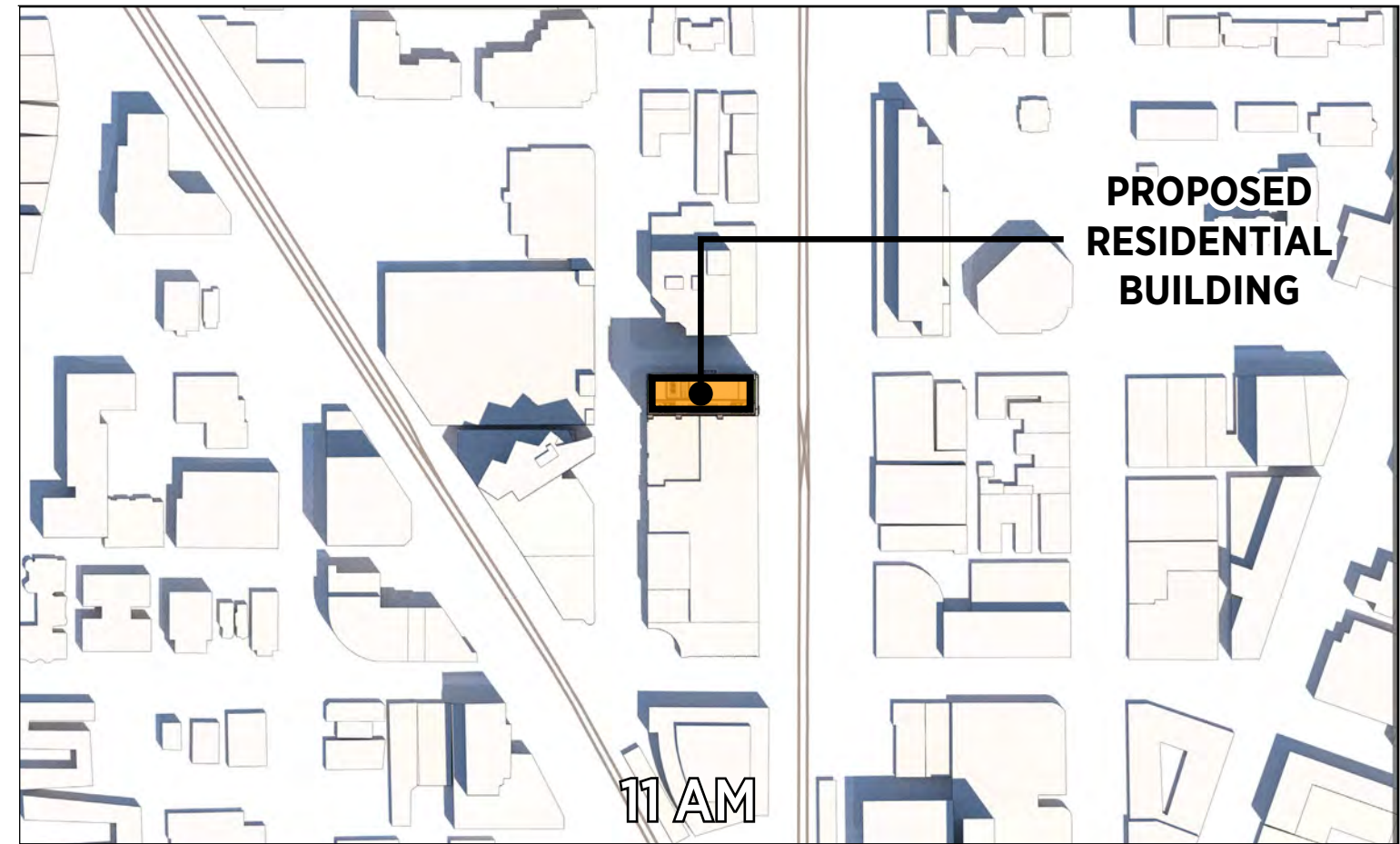


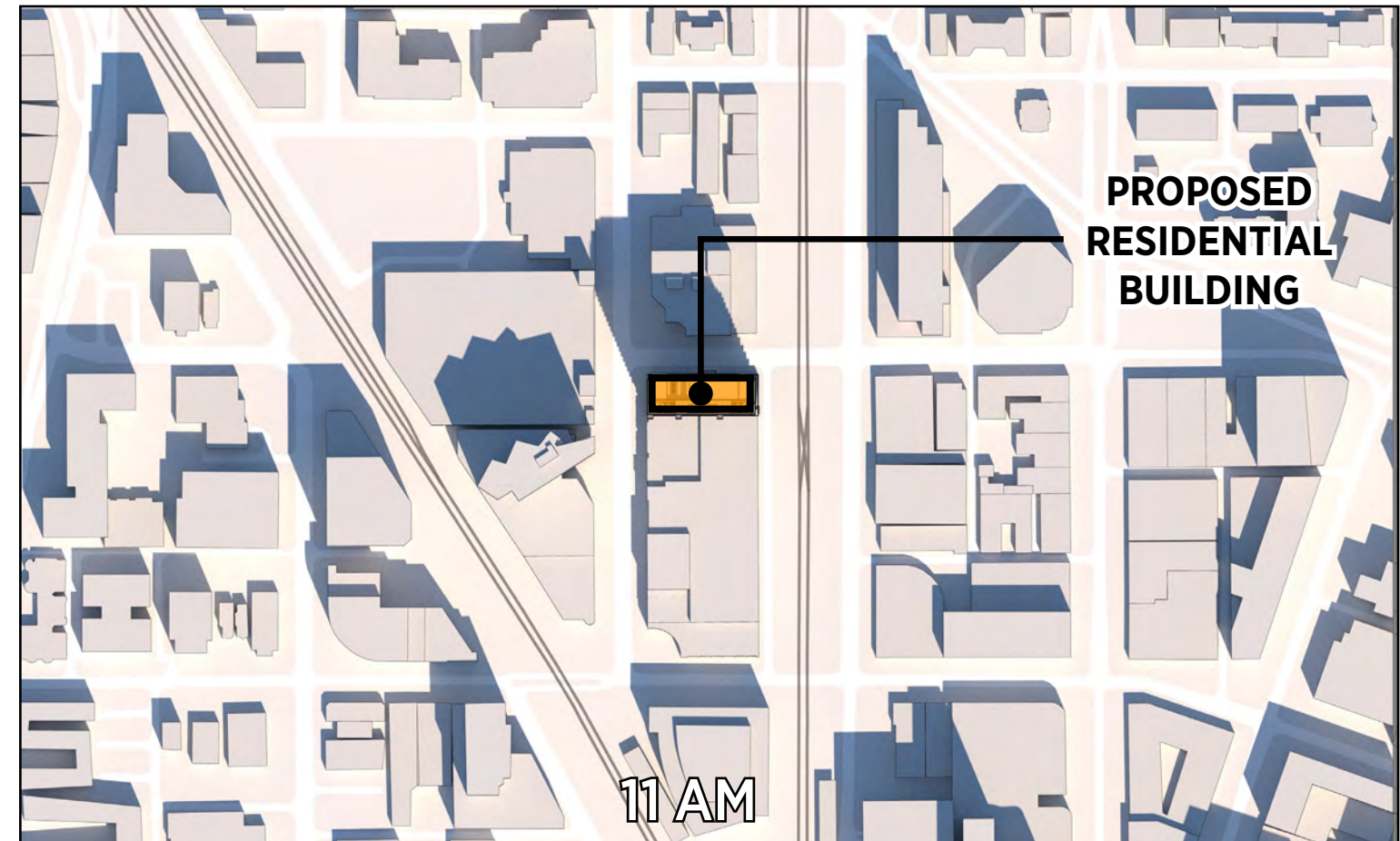
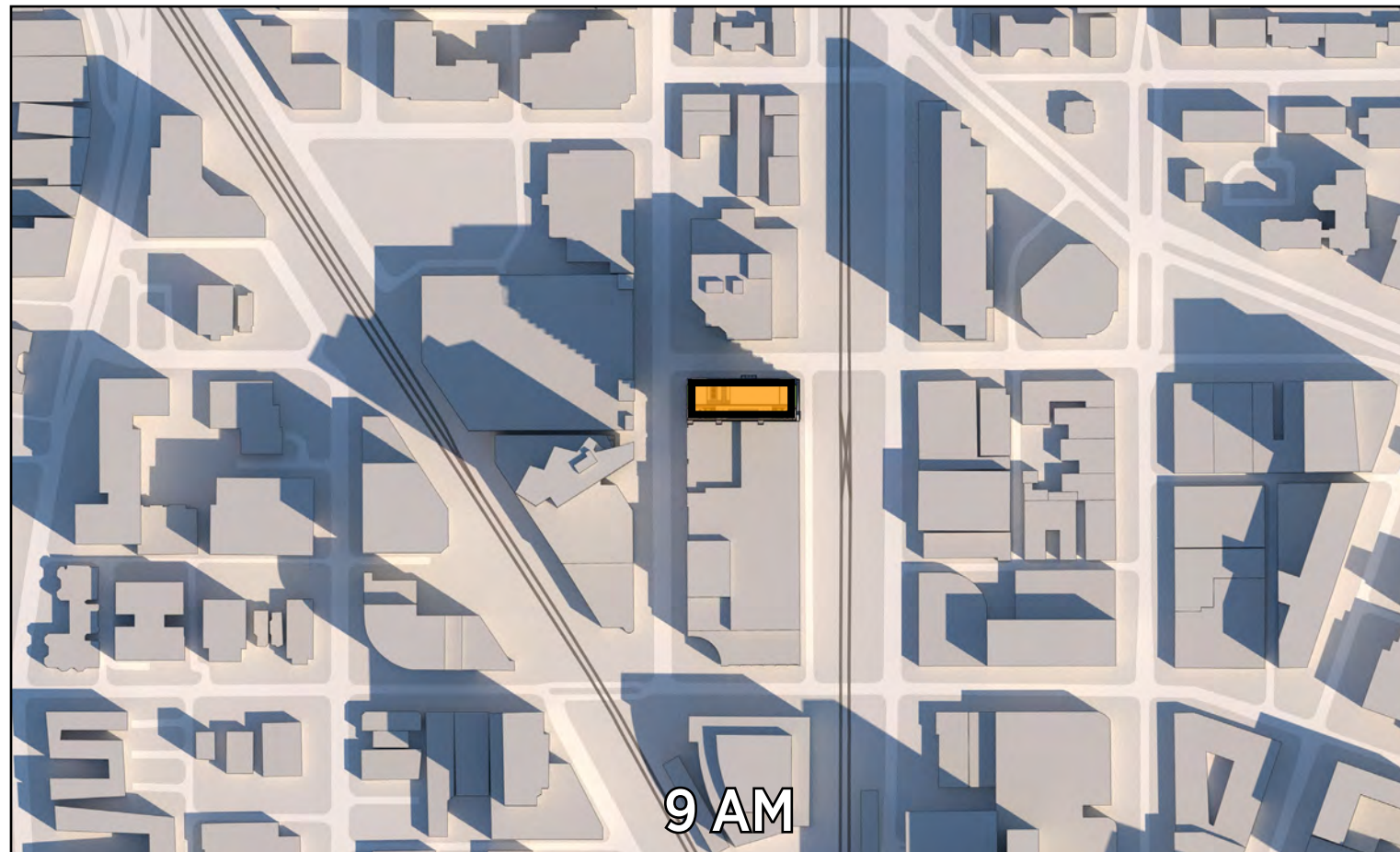
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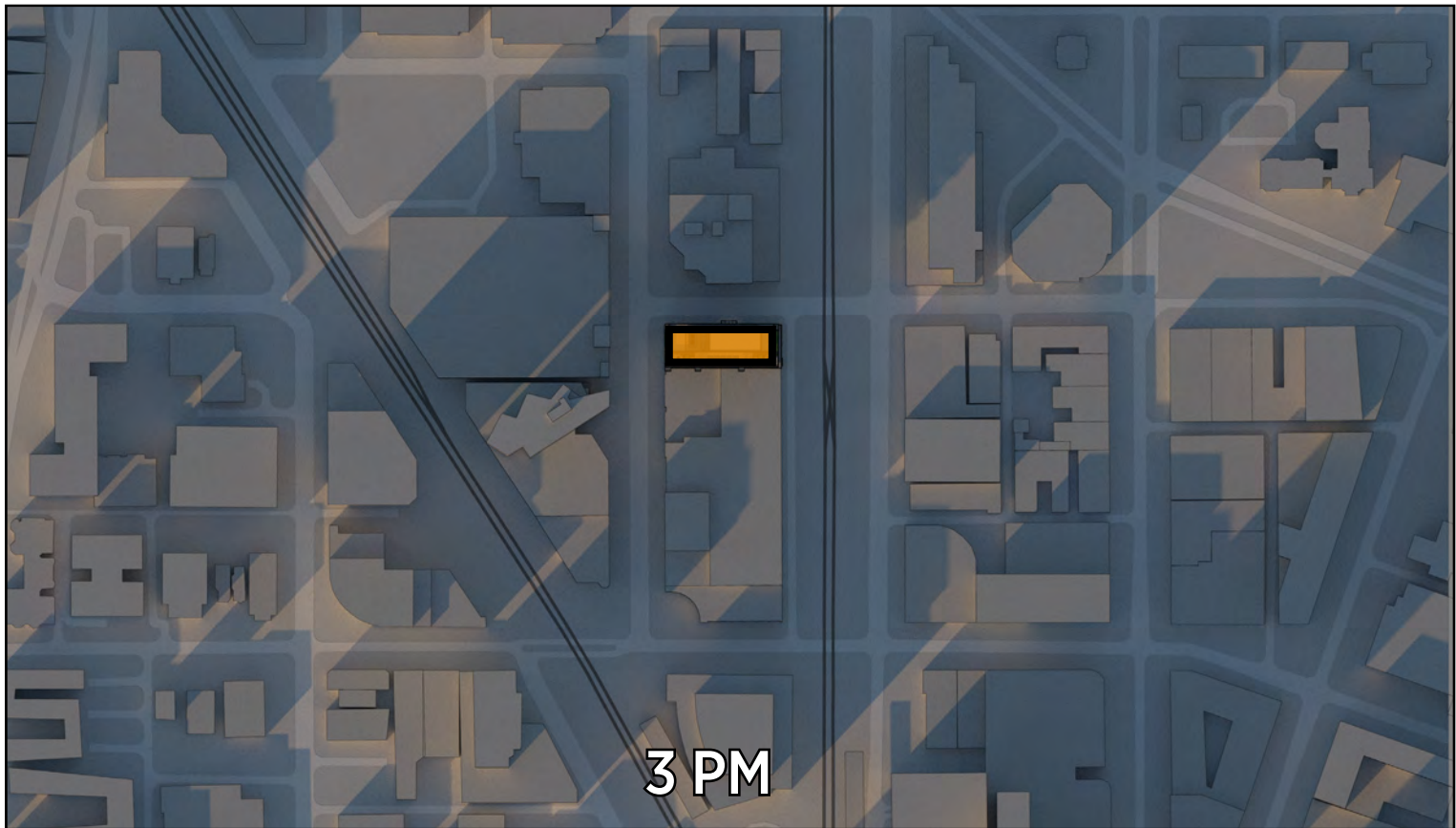
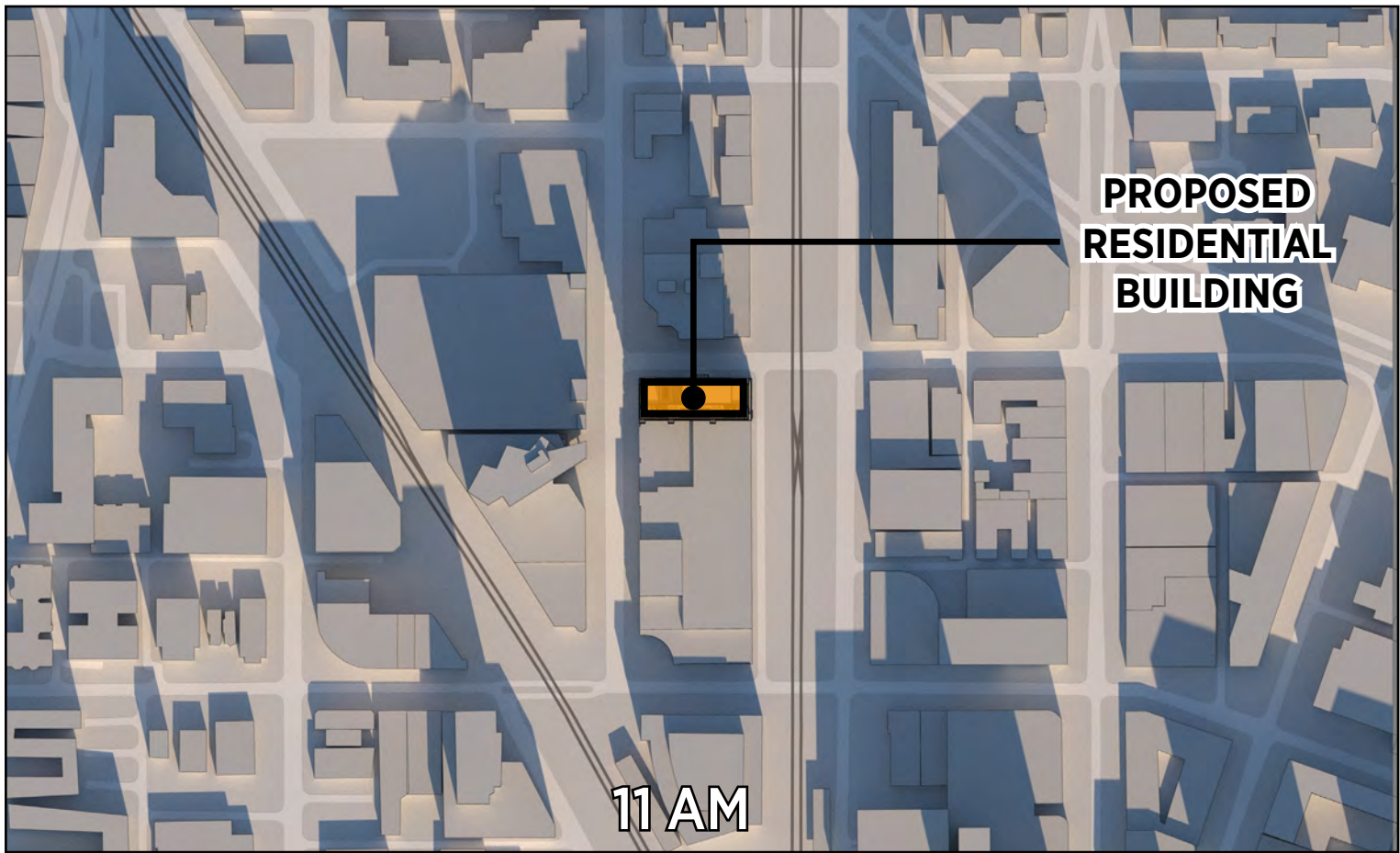
- Three Green Globes Certification to be targeted
- Project design is anticipating the language of the Illinois Stretch Energy Code currently being written, and plans to voluntarily meet and exceed the standards likely to be implemented. All in-unit fixtures will be fully electric including cooktops, dryers and ovens.
- Project will engage ComEd to participate in their energy efficient program.
- White “Cool Roof”, green roof and permeable surfacing utilized to decrease urban heat island effect
- High-efficiency heating, ventilation and air conditioning systems.
- Energy Star kitchen appliances.
- Water saving plumbing fixtures.
- 100% LED lighting fixtures.
- This site was selected due to its ideal location in proximity to public transportation and it’s ability to only utilize parking spaces in an existing parking garage.
- Promotion of bicycle use by residents.
- Public Transportation virtual screen in lobby will advertise live train and bus times for residents’ convenience.

SHADOW STUDY









WIND ANALYSIS



PRELIMINARY REPORT
CHURCH STREET PLAZA

EVANSTON, IL

PEDESTRIAN WIND COMFORT ASSESSMENT – PRELIMINARY SUMMARY

PROJECT #2505414
SEPTEMBER 6, 2024



SUBMITTED TO

Patrick Cusack

Principal

pcusack@antunovich.com

ANTUNOVICH ASSOCIATES

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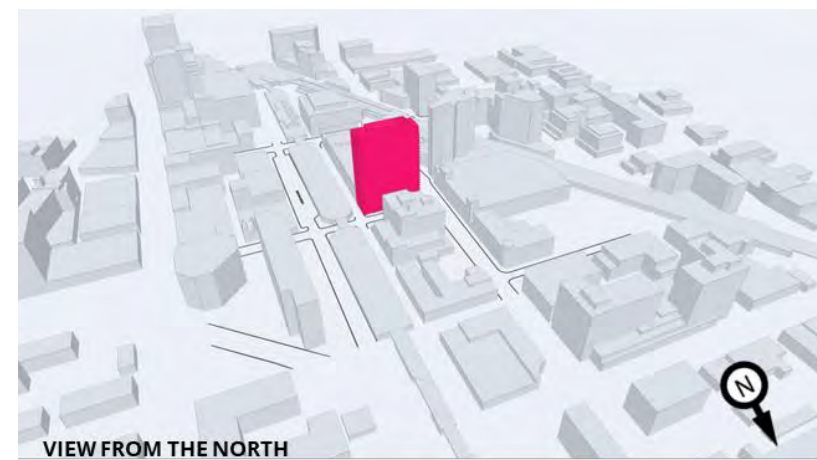
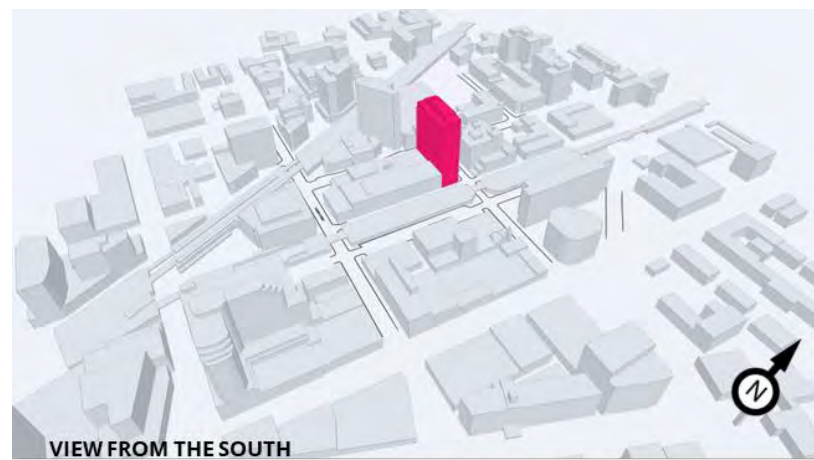
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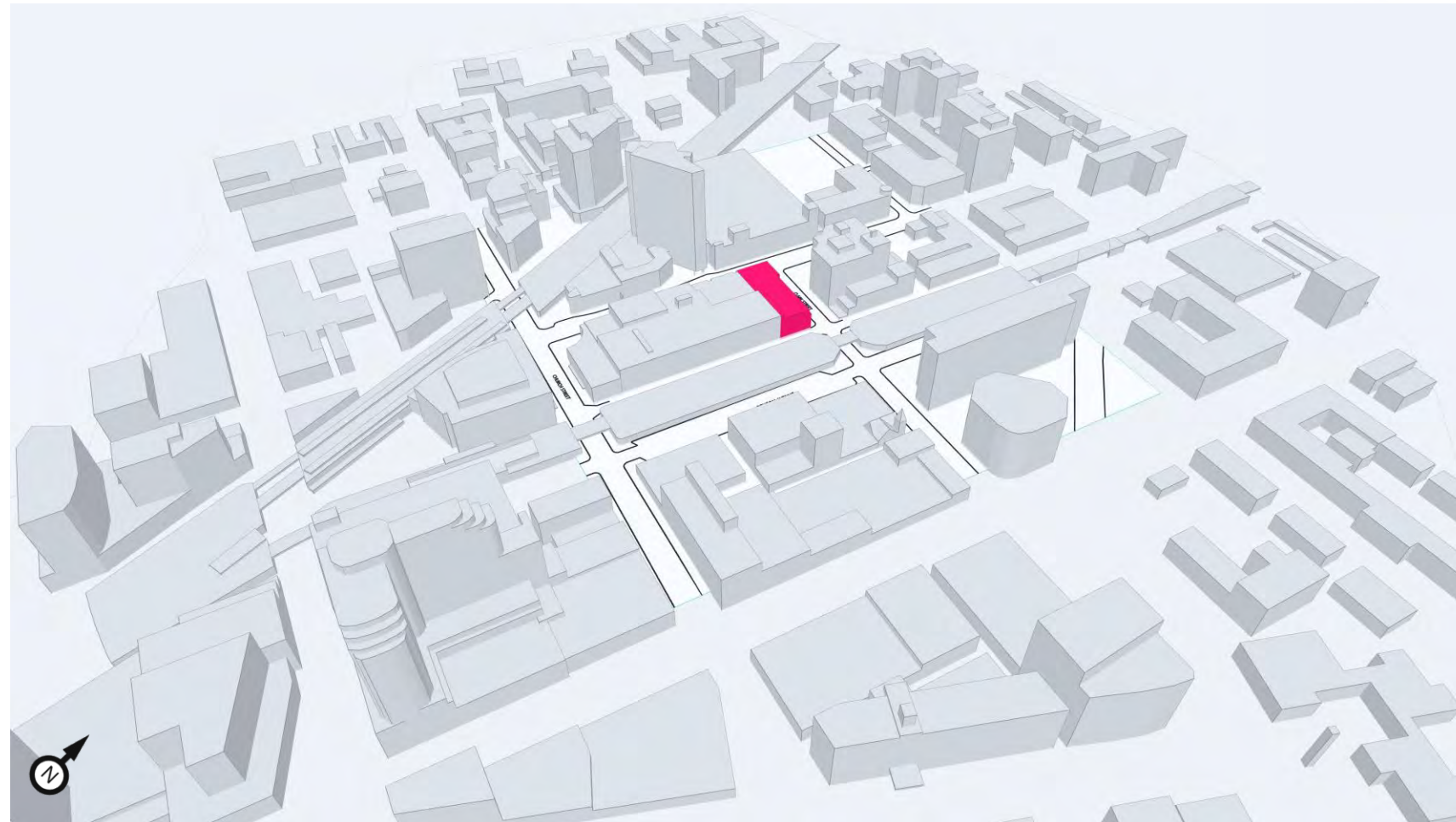
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SIMULATION MODEL



Computer model of the project site with surroundings

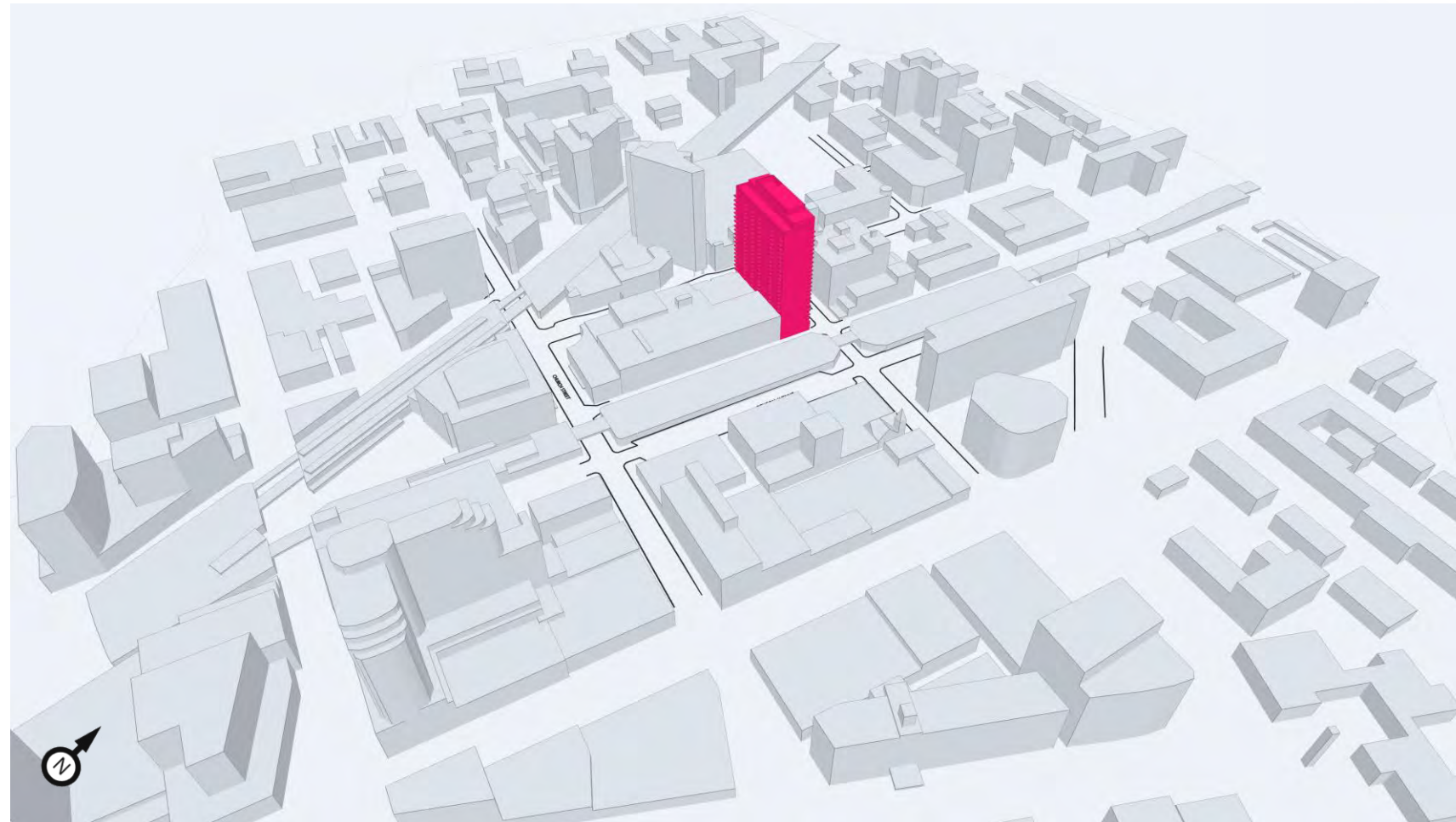
SIMULATION MODEL – EXISTING SCENARIO



Computer model of the existing site with surroundings

RWDI Project #2505414
September 6, 2024

SIMULATION MODEL – PROPOSED SCENARIO

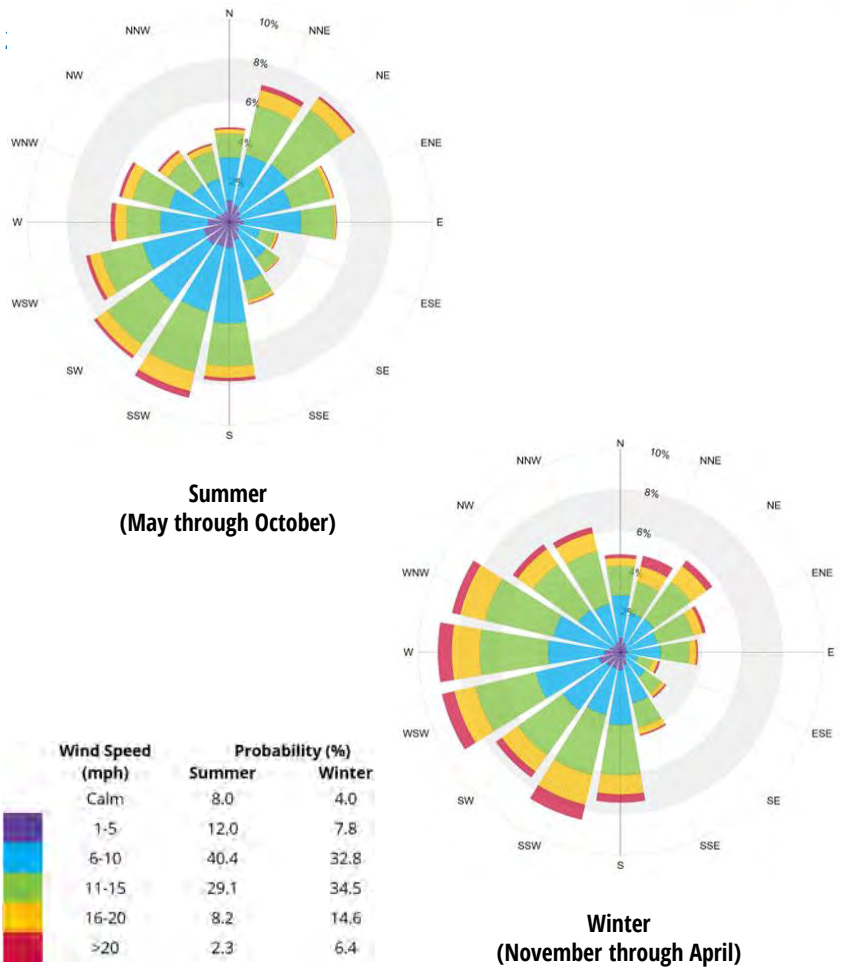


Computer model of the proposed high-rise with surroundings

METEOROLOGICAL DATA

In order to assess pedestrian wind comfort condition, the local wind statistic records are combined with CFD modeling results. We have reviewed the climate data for Chicago O'Hare International Airport, Chicago Palwaukee Executive Airport and Waukegan Regional Airport. The data from the various stations show similar directionality and wind intensity. The data from Chicago O'Hare International Airport has been used in this assessment as the station provides the most complete records. As presented in the wind roses, winds from the south through northwest and northeast directions are predominant during both the summer and winter. In the winter, winds are also frequent from the northwest. Strong winds of a mean speed greater than 20 mph, measured at the airport at an anemometer height of 33 ft, occur more often during the winter than the summer season (red bands in the Image). These winds potentially could be the source of uncomfortable or severe wind conditions, depending on the site exposure and orientation of the proposed buildings.

Wind statistics were scaled and adjusted for the assessment in order to account for the effect of the site location and built terrain around the project site. The data was then combined with the CFD simulations of wind flows around the project to predict the wind conditions at the project site and assessed against the RWDI wind criteria for pedestrian comfort.



Directional distribution of winds approaching Chicago O'Hare International Airport (1993 to 2023)

WIND CRITERIA



The RWDI pedestrian wind criteria are used in the current study; the criteria presented in the table below, addresses pedestrian safety and comfort. These criteria have been developed by RWDI through research and consulting practice since 1974. They have also been widely accepted by municipal authorities, building designers and the city planning community.

Pedestrian Comfort

Pedestrian comfort is associated with common wind speeds conducive to different levels of human activity. Wind conditions are considered suitable for sitting, standing, strolling or walking if the associated mean wind speeds (see table) are expected for at least four out of five days (80% of the time). The assessment considers winds occurring between 6 AM and midnight. Limited usage of outdoor spaces is anticipated in the excluded period. Speeds that exceed the criterion for Walking are categorized Uncomfortable. These criteria for wind forces represent average wind tolerance. They are sometimes subjective and regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can also affect people's perception of the wind climate.

Comfort Category	GEM Speed (mph)	Description (Based on seasonal compliance of 80%)
Sitting	≤ 6	Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blown away
Standing	≤ 8	Gentle breezes suitable for main building entrances, bus stops, and other places where pedestrians may linger
Strolling	≤ 10	Moderate winds appropriate for window shopping and strolling along a downtown street, plaza or park
Walking	≤ 12	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	> 12	Strong winds considered a nuisance for all pedestrian activities. Wind mitigation is typically recommended

Pedestrian Safety

Pedestrian safety is associated with excessive Gust Speeds that can adversely affect a person's balance and footing. These are usually infrequent events but deserve special attention due to the potential impact on pedestrian safety.

Safety Criterion	Gust Speed (mph)	Description (Based on annual exceedance of 9 hrs or 0.1% of time)
Exceeded	> 56	Excessive gusts that can adversely affect one's balance and footing. Wind mitigation is typically required

RESULTS
Existing Scenario:



(a) Summer



(b) Winter

COMFORT: SITTING STANDING STROLLING WALKING UNCOMFORTABLE



Predicted wind conditions – GROUND LEVEL – EXISTING SCENARIO

RESULTS

Proposed Scenario:



(a) Summer



(b) Winter

COMFORT: SITTING STANDING STROLLING WALKING UNCOMFORTABLE



Predicted wind conditions – GROUND LEVEL – PROPOSED SCENARIO

SUMMARY



RWDI was retained to provide an assessment of the potential pedestrian level wind impact of the proposed project at Church Street Plaza in Evanston, Illinois. Our assessment was based on computational modeling, simulation and analysis of wind conditions for the proposed development design, in conjunction with the local wind climate data and the RWDI wind criteria for pedestrian comfort and safety. Our findings are summarized as follows:

- The proposed building is taller than most building in the surroundings to the northeast, northwest and southwest – these are the predominant wind directions.
- The new building will redirect wind around it and to ground level. Much of the downwash on the south side would be disrupted by the low roof of the existing building.
- Wind approaching from the northeast would be diverted downward on the north side of the building and accelerate around the southwest corner of the site as the wind flows downwashed by the tower take the path of least resistance around it.
- The wind flows around the tower would be similar to the flows around other tall buildings in the area – note the green and yellow zones in the result figures pertaining to the Proposed Scenario.
- Wind conditions at ground level are expected to be appropriate for the sidewalk use. Compared to the existing scenario, increased wind activity is expected on Maple Avenue, however, these conditions may be acceptable as they are predicted to meet the walking criteria.

- The addition of landscaping, such as street trees, will help reduce wind speeds at the street level in the summer when the trees are in full leaf.

STATEMENT OF LIMITATIONS



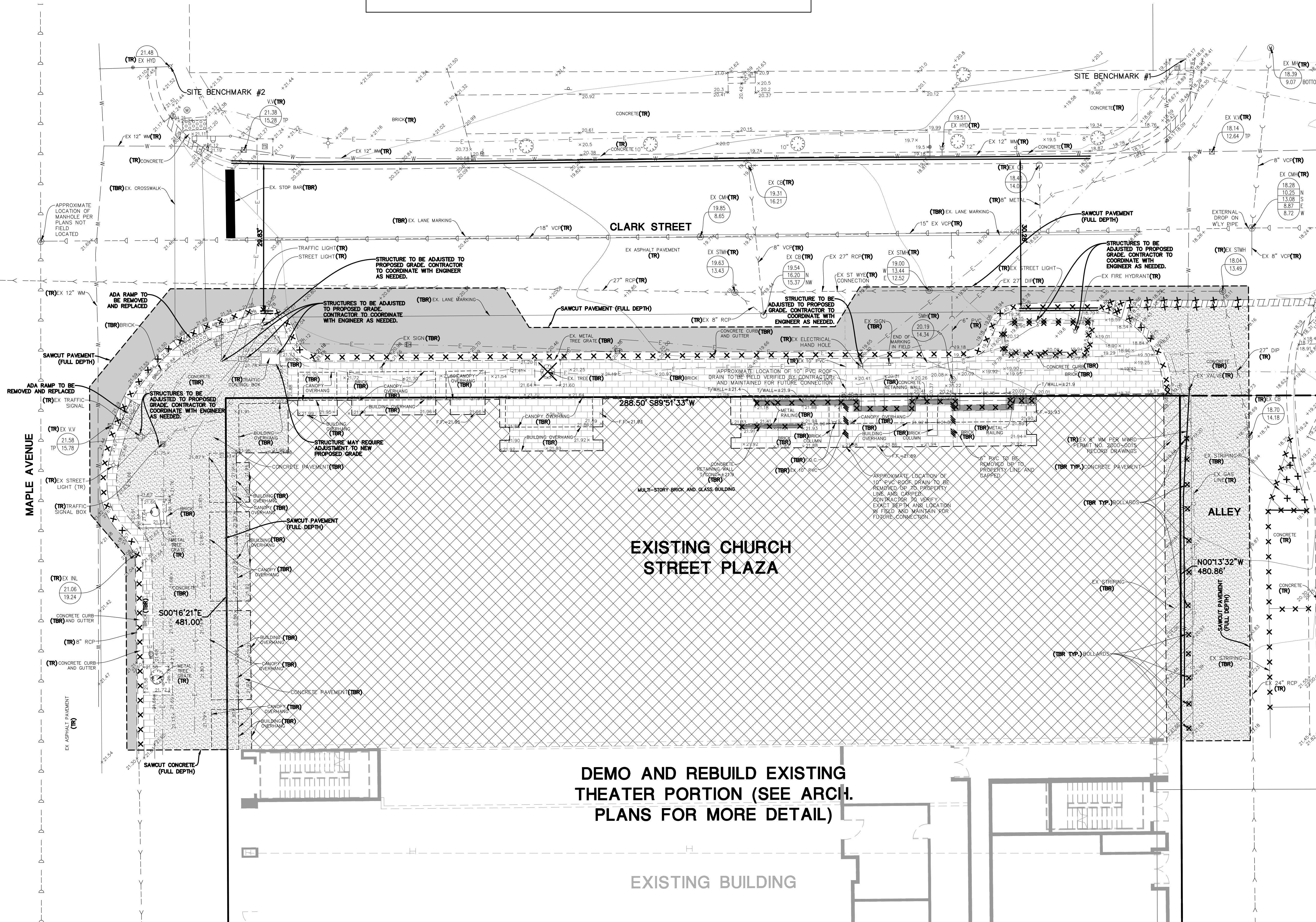
This report was prepared by Rowan Williams Davies & Irwin Inc. for ANTUNOVICH ASSOCIATES (“Client”). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein and authorized scope. The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

DEMOLITION LEGEND			
	BITUMINOUS PAVEMENT TO BE REMOVED (SEE NOTE 5)		RETAINING WALL, CURB AND GUTTER, TO BE REMOVED
	CONCRETE PAVEMENT AND BASE TO BE REMOVED		UTILITY STRUCTURE TO BE REMOVED
	BUILDING TO BE REMOVED		UTILITY LINE REMOVAL, FILL OR ABANDONMENT (REFER TO SPECIFICATIONS)
	BRICK PAVER AND BASE TO BE REMOVED		TREE TO BE REMOVED
			TO BE REMOVED
			TO REMAIN
			SAWCUT LINE

SCALE: 1"=10'



EXISTING CONDITIONS AND DEMOLITION NOTES:

- EXISTING CONDITIONS AND DEMOLITION PLAN REPRESENT SITE CONDITIONS AS OF OCTOBER 11, 2024. CONTRACTOR SHALL INSPECT SITE PRIOR TO BIDDING WORK TO VERIFY ACTUAL FIELD CONDITIONS AS PORTIONS OF THE DEMOLITION WORK MAY HAVE SINCE BEEN COMPLETED. CONTRACTOR SHALL BE RESPONSIBLE TO COMPLETE ALL DEMOLITION WORK AS PER PLANS TO PREPARE THE SITE FOR CONSTRUCTION OF PROPOSED IMPROVEMENTS.
- THE UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED TO.
- THE CONTRACTOR IS RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSAL (IN A LOCATION APPROVED BY ALL JURISDICTIONAL GOVERNING ENTITIES) OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, ROAD, PARKING LOTS, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
- THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING FOR ALL FEES AND CHARGES.
- SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE FEATURES INDICATED TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS/STRUCTURES IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. EXCEPT FOR MATERIALS DESIGNED TO BE RELOCATED ON THIS PLAN, ALL OTHER CONSTRUCTION MATERIALS SHALL BE NEW.
- PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
- ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED SHALL BE COORDINATED BY THE CONTRACTOR WITH THE AFFECTED UTILITY COMPANY.
- CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES.
- CONTINUOUS ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION.
- THE CONTRACTOR SHALL COORDINATE WATER MAIN WORK WITH THE FIRE DEPARTMENT AND THE JURISDICTIONAL GOVERNING ENTITY TO PLAN THE PROPOSED IMPROVEMENTS AND TO ENSURE ADEQUATE FIRE PROTECTION IS AVAILABLE TO THE FACILITY AND SITE THROUGHOUT THIS SPECIFIC WORK AND THROUGH ALL PHASES OF CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATER MAIN SHUT OFFS WITH THE JURISDICTIONAL GOVERNING ENTITY DURING CONSTRUCTION. ANY COSTS ASSOCIATED WITH WATER MAIN SHUTS OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION WILL BE PROVIDED.
- CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS, HOWEVER IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISCONNECTION OF UTILITY SERVICES TO THE EXISTING BUILDINGS PRIOR TO DEMOLITION OF THE BUILDINGS.
- THE CONTRACTOR SHALL COORDINATE ALL DEMOLITION WITH THE JURISDICTIONAL GOVERNING ENTITY AND CLIENT TO ENSURE PROTECTION AND MAINTENANCE OF SANITARY SEWER AND WATER UTILITIES AS NECESSARY AND TO PROVIDE STORMWATER CONVEYANCE UNTIL NEW FACILITIES ARE CONSTRUCTED, TESTED AND PLACED INTO OPERATION.
- THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR AND ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES AND SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
- BASE COURSE SHALL BE INSPECTED BY THE GEOTECHNICAL ENGINEER AND REMOVED AND REPLACED IF RECOMMENDED.

DATE	REVISIONS	BY	CHK
06-06-26	REVISED PER ARCH COORDINATION	MJC	MJC
02-09-26	REVISED BUILDING FOOTPRINT	MJC	MJC
02-02-26	REVISED BUILDING FOOTPRINT	MJC	MJC
03-07-25	PLANNED DEVELOPMENT RESUBMISSION	CMB	CMB

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Civil Engineers • Surveyors • Water Resources Engineers • Wetland & Wetland-Related Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

CHURCH STREET PLAZA NORTH
CITY OF EVANSTON, ILLINOIS
EXISTING CONDITIONS AND DEMOLITION PLAN

PROJ. MGR.: MJC
PROJ. ASSOC.: CMB
DRAWN BY: MJC
DATE: 12-06-24
SCALE: 1"=10'

SHEET
2 OF **5**
ANT.EVL01

PAVEMENT LEGEND

HEAVY DUTY PAVEMENT
REPLACE PAVEMENT IN KIND
(SEE NOTE 13)

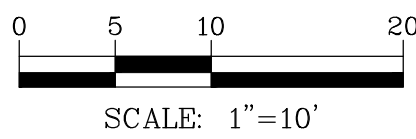
CONCRETE PAVEMENT (ALLEY)
8" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6 X 6 W1.4 WWF
4" COMPACTED AGGREGATE BASE, TYPE B

CONCRETE SIDEWALK
5" PORTLAND CEMENT CONCRETE
4" COMPACTED AGGREGATE BASE COURSE, TYPE B

BRICK PAVER
ARCH. TO PROVIDE TYPICAL SECTION

NOTE: PAVEMENT DESIGN PROVIDED BY GEOTECHNICAL REPORT. CONTRACTOR SHALL ADHERE TO RECOMMENDATION IN THE GEOTECHNICAL REPORT INCLUDING SUBGRADE PREPARATION.

SITE DATA	
SITE AREA	18,340 S.F.
NEW BUILDING AREA (1ST FLOOR)	12,420 S.F.
NEW PAVEMENT AREA	2,190 S.F.
NEW SIDEWALK AREA	4,375 S.F.
NEW LANDSCAPE AREA	200 S.F.
PARKING PROVIDED	3 SPACES



PAVEMENT MARKING LEGEND	
A	6" SOLID WHITE
B	4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. W/ 4" YELLOW BORDER
C	24" WHITE STOP BAR
D	4" DOUBLE YELLOW AT 12" C-C

- SITE DIMENSIONAL AND PAVING NOTES:
- ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
 - ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
 - ALL CURB RADII SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
 - TIE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER WITH 2-#6 BARS x 18" LONG DOWELED INTO EXISTING CURB.
 - BUILDING DIMENSIONS AND ADJACENT PARKING HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. BUILDING DIMENSIONS SHOWN SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT OF BUILDING.
 - IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, FENCES, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, AND TRANSFORMERS ETC. HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
 - LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAY. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
 - ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
 - SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
 - PROVIDE DEPRESSED CURB AND RAMP AT ALL HANDICAP ACCESSIBLE SIDEWALK AND PATH LOCATIONS PER FEDERAL AND STATE STANDARDS.
 - THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
 - ALL ROADWAY AND PARKING LOT IMPROVEMENTS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS, LATEST EDITION.
 - BASE COURSE SHALL BE INSPECTED BY THE GEOTECHNICAL ENGINEER AND REMOVED AND REPLACED IF RECOMMENDED.

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION OF SIDEWALKS, SIDEWALK SCORING, BENCHES, BIKE RACKS, FLAG POLES, ETC. DIMENSIONS OF VESTIBULE, RAMPS AND TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS.

DATE	REVISIONS	BY	CHK
08-05-26	REVISED PER ARCH COORDINATION	MJH	
09-08-26	REVISED BUILDING FOOTPRINT	MJH	
02-02-26	REVISED BUILDING FOOTPRINT	MJH	
03-07-25	PLANNED DEVELOPMENT RESUBMISSION	CMB	

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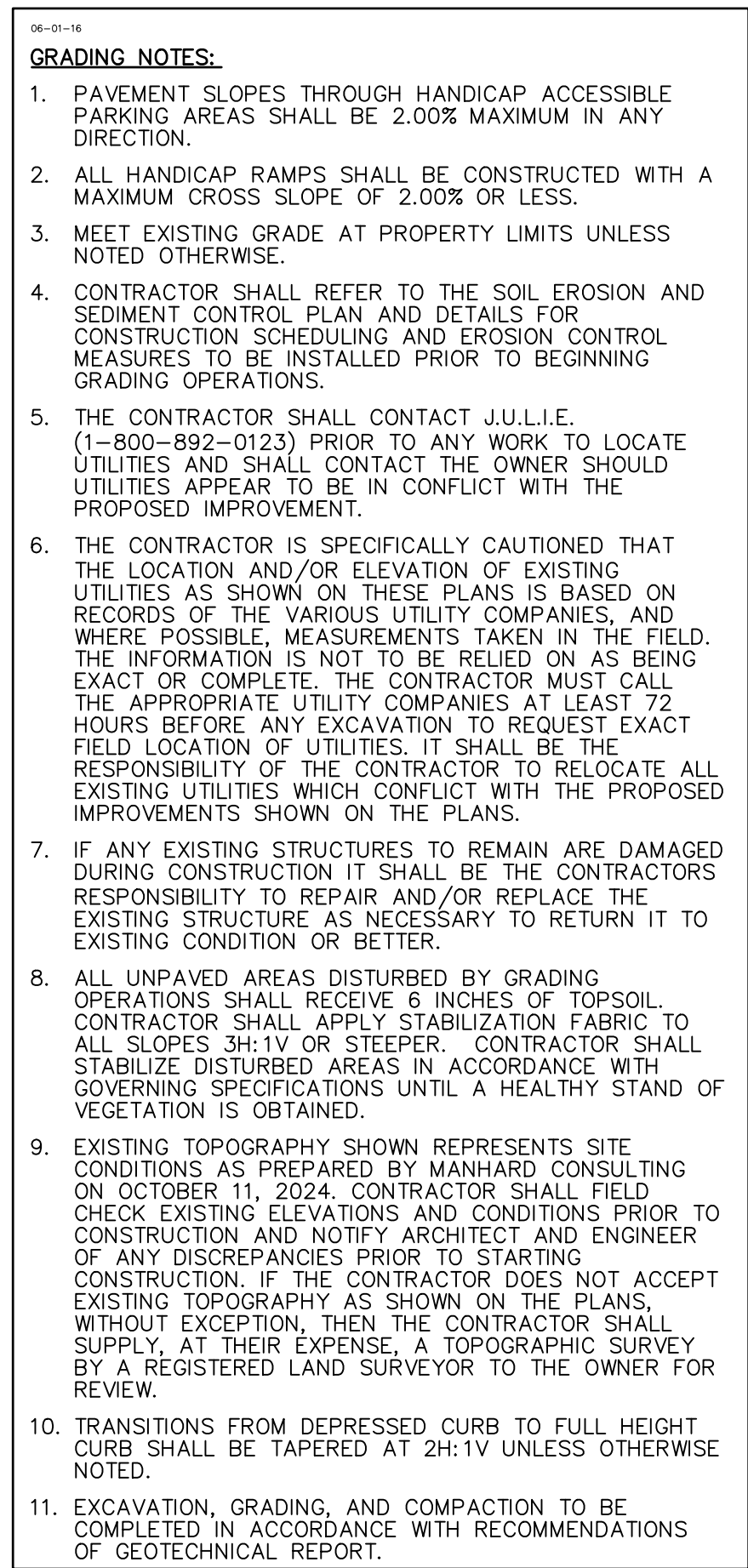
CHURCH STREET PLAZA NORTH
CITY OF EVANSTON, ILLINOIS
SITE DIMENSIONAL AND PAVING PLAN

PROJ. MGR.: MJC
PROJ. ASSOC.: CMB
DRAWN BY: MJH
DATE: 12-06-24
SCALE: 1"=10'

SHEET
3 OF **5**
ANT.EVL01

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PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION



DATE	REVISIONS	DRAWN BY
06-06-26	REVISED PER ARCH. COORDINATION	M.H.
06-01-26	PLANNED DEVELOPMENT RESUBMISSION #2	M.H.
02-09-26	REVISED BUILDING FOOTPRINT	M.H.
02-02-26	REVISED BUILDING FOOTPRINT	M.H.
03-07-25	PLANNED DEVELOPMENT RESUBMISSION	CMR

Manhard
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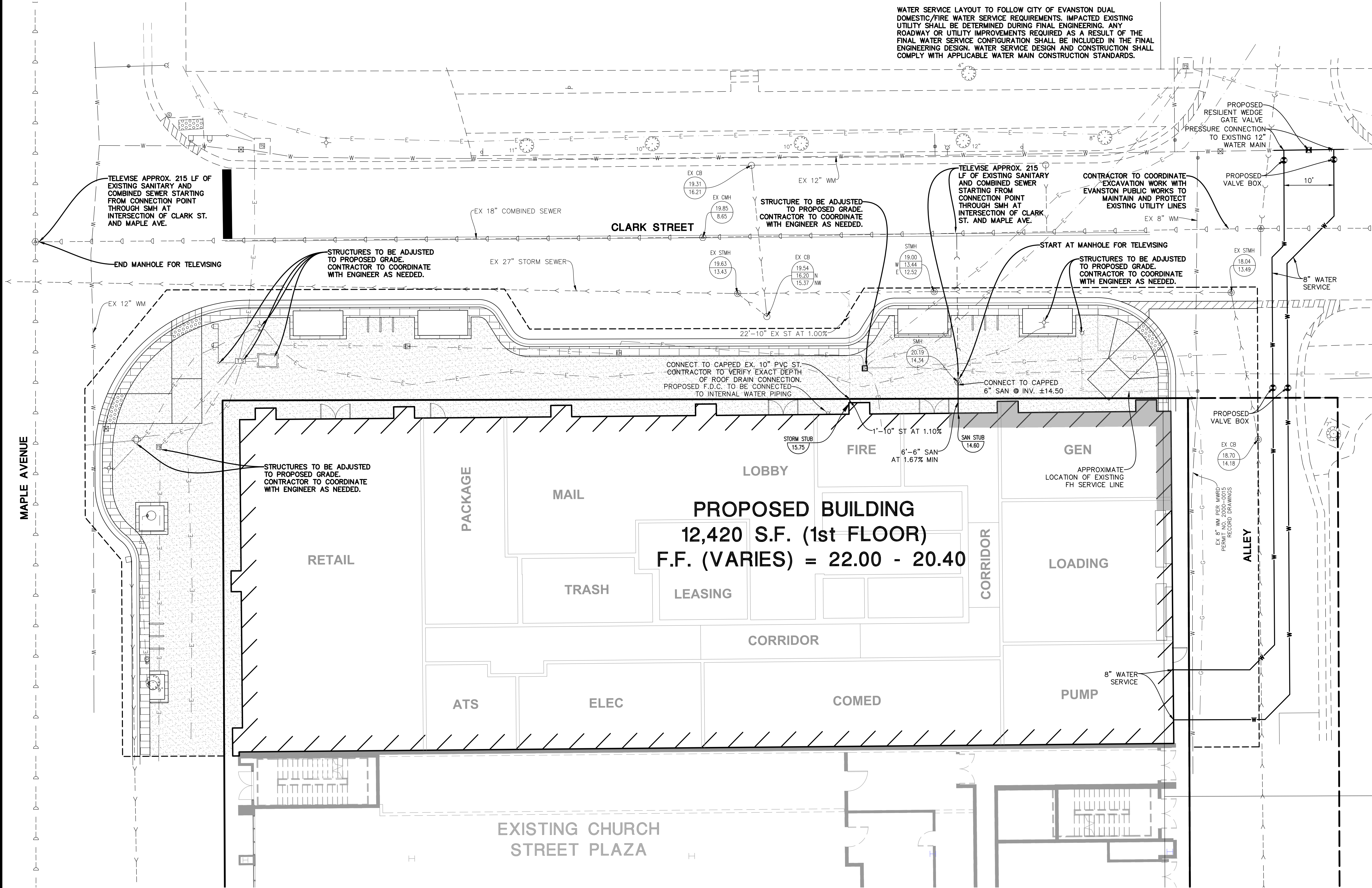
CHURCH STREET PLAZA NORTH
CITY OF EVANSTON, ILLINOIS
GRADING PLAN

PROJ. MGR.: MJC
PROJ. ASSOC.: CMB
DRAWN BY: MJH
DATE: 12-06-24
SCALE: 1"=10'

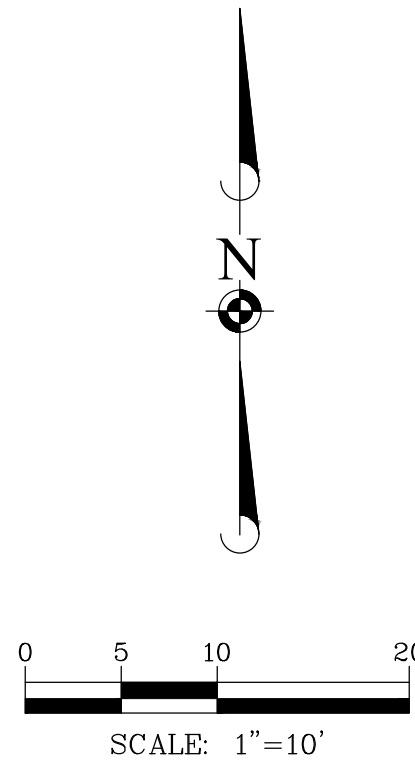
SHEET
4 OF 5
ANT.EVLO1

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

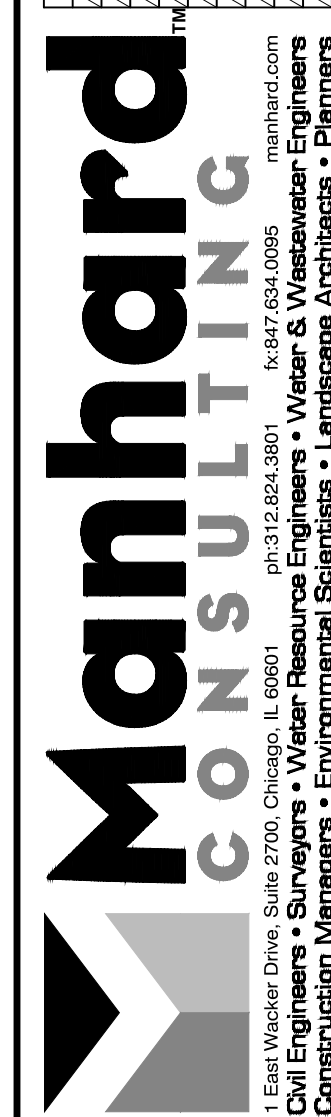
June 5, 2026 -- 13:23 Dwg Name: P:\Antev01\Antev\Drawings\Utility\Plan.dwg Updated By: Barendsen



- UTILITY NOTES:**
1. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
 2. BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 3. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
 4. ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
 5. CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER, WATER MAIN AND DRY UTILITY LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
 6. LIGHTING AND UNDERGROUND CABLE IF SHOWN ON PLANS ARE FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR SPECIFICATIONS AND DETAILS.
 7. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
 8. CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATION OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
 9. AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
 10. ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES LOCATED IN CURB LINE ARE PAVEMENT ELEVATIONS.
 11. ALL WATER MAIN SHALL BE 5'-6" BELOW FINISHED GRADE TO TOP OF MAINS UNLESS NOTED OTHERWISE.
 12. ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
 13. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HERE ON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.
 14. ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE CENTER OF MANHOLE TO CENTER OF MANHOLE OR STORM MANHOLE TO FES.
 15. CONTRACTOR SHALL CORE AND BOOT ALL PIPE ENTRANCES TO EXISTING SANITARY MANHOLES.
 16. EXTERNAL CHIMNEY SEALS ARE REQUIRED ON PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
 17. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
 18. ALL D.I. WATERMAIN PIPE AND D.I. WATERMAIN FITTINGS SHALL BE WRAPPED.
 19. ALL UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.
 20. STAINLESS STEEL BOLTS REQUIRED FOR ALL WATER CONNECTIONS.



DATE	REVISIONS	BY	CHK
08-05-26	REVISED PER ARCH COORDINATION	MJC	
09-09-26	REVISED BUILDING FOOTPRINT	MJC	
02-02-26	REVISED BUILDING FOOTPRINT	MJC	
03-07-25	PLANNED DEVELOPMENT RESUBMISSION	CMB	



CHURCH STREET PLAZA NORTH	UTILITY PLAN
CITY OF EVANSTON, ILLINOIS	
PROJ. MGR.: MJC	PROJ. ASSOC.: CMB
DRAWN BY: CMB	SCALE: 1"=10'
DATE: 12-06-24	SHEET 5 OF 5
ANT.EVL01	

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

File Location: T:\Projects\2025\25018_900 Clark Street, Evanston (A)\03 WORKING\10 AUTOCAD\200 SHEET SET MANAGER\L201_Level 01_Landscape Plan / SAVE DATE: 05/2025 3:25 PM BY: isocrant / PLOT DATE: 05/2025 3:28 PM BY: Craig Soncrant

MAPLE AVENUE

CLARK STREET

PLANT PALETTE

NOTE: SPECIES ABOVE REPRESENTS A PALETTE OF PROBABLE SELECTIONS. FINAL SPECIES, SIZES, AND SPACING TO BE DETERMINED.

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL.	HT.	SPRD	ROOT	REMARKS
TREES MAPLE AVE.	UAP	ULMUS AMERICAN 'PRINCETON'	PRINCETON ELM	1	3"	-	-	B&B	SINGLE, STRAIGHT TRUNK, SPECIMEN QUALITY
	QM	QUERCUS MUEHLENBERGII	CHINKPIN OAK	1	3"	-	-	B&B	SINGLE, STRAIGHT TRUNK, SPECIMEN QUALITY
TREES CLARK ST.	TA	TILIA AMERICANA 'AMERICAN SENTRY'	AMERICAN SENTRY LINDEN	1	3"	-	-	B&B	SINGLE, STRAIGHT TRUNK, SPECIMEN QUALITY
	GB	GINGKO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINGKO	1	3"	-	-	B&B	SINGLE, STRAIGHT TRUNK, SPECIMEN QUALITY
	QB	QUERCUS BICOLOR	SWAMP WHITE OAK	1	3"	-	-	B&B	SINGLE, STRAIGHT TRUNK, SPECIMEN QUALITY
	CO	CELTIS OCCIDENTALIS	COMMON HACKBERRY	1	3"	-	-	B&B	SINGLE, STRAIGHT TRUNK, SPECIMEN QUALITY
ORNAMENTAL GRASSES	DCG	DESCHAMPSIA CESPITOSA 'GOLDTAU'	TUFTED HAIR GRASS	24	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING
PERENNIALS	ALP	ASTILBE CHINENSIS 'LITTLE VISION IN PINK'	'LITTLE VISION IN PINK' ASTILBE	24	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING
	AVI	ASTILBE CHINENSIS 'VISION INFERNO'	'VISION INFERNO' ASTILBE	24	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING
	CPS	CIMICIFUGA RAMOSA 'PINK SPIKE'	'PINK SPIKE' SNAKEROOT	24	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING

PLANTING NOTES:

- ALL PLANTING AREAS TO RECEIVE AUTOMATIC IRRIGATION.
- SEE PLANTING SPECIFICATIONS FOR SOIL AND MULCH INFORMATION.
- ORNAMENTAL GRASS, PERENNIAL, AND BULB INTERPLANTING LAYOUT TO BE FIELD DIRECTED BY LANDSCAPE ARCHITECT.
- PLAN SHALL TAKE PRECEDENCE SHOULD ANY DISCREPANCIES EXIST BETWEEN PLAN AND PLANT LIST.
- UPON AUTHORIZATION TO PROCEED WITH THE WORK, A SCHEDULE INDICATING THE DATES OF EACH OF THE FOLLOWING ITEMS WILL BE PREPARED BY THE TRADE CONTRACTOR AND SUBMITTED TO THE LANDSCAPE ARCHITECT:
 - TAGGING OF PLANT MATERIAL IN NURSERIES
 - STAKING OF PLANT LOCATING ON SITE.
 - DELIVERY OF PLANT MATERIAL ON SITE.
 - PLANTING SCHEDULE.

NOTE: ALL PLANTING AREA TO BE IRRIGATED

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



1 L101 GROUND LEVEL LANDSCAPE PLAN

CONFLUENCE

LANDSCAPE ARCHITECT
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CHURCH STREET PLAZA NORTH
900 CLARK STREET

Antunovich Associates, Inc.
EVANSTON, ILLINOIS

ISSUE SCHEDULE

ISSUE	DATE	DESCRIPTION
1	02/05/25	PLANNED DEVELOPMENT RESUBMISSION
2	06/05/25	PLANNED DEVELOPMENT RESUBMISSION

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LEVEL 01
LANDSCAPE PLAN

CONFLUENCE PROJECT # 25018

L201

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CHURCH STREET PLAZA NORTH
900 CLARK STREET

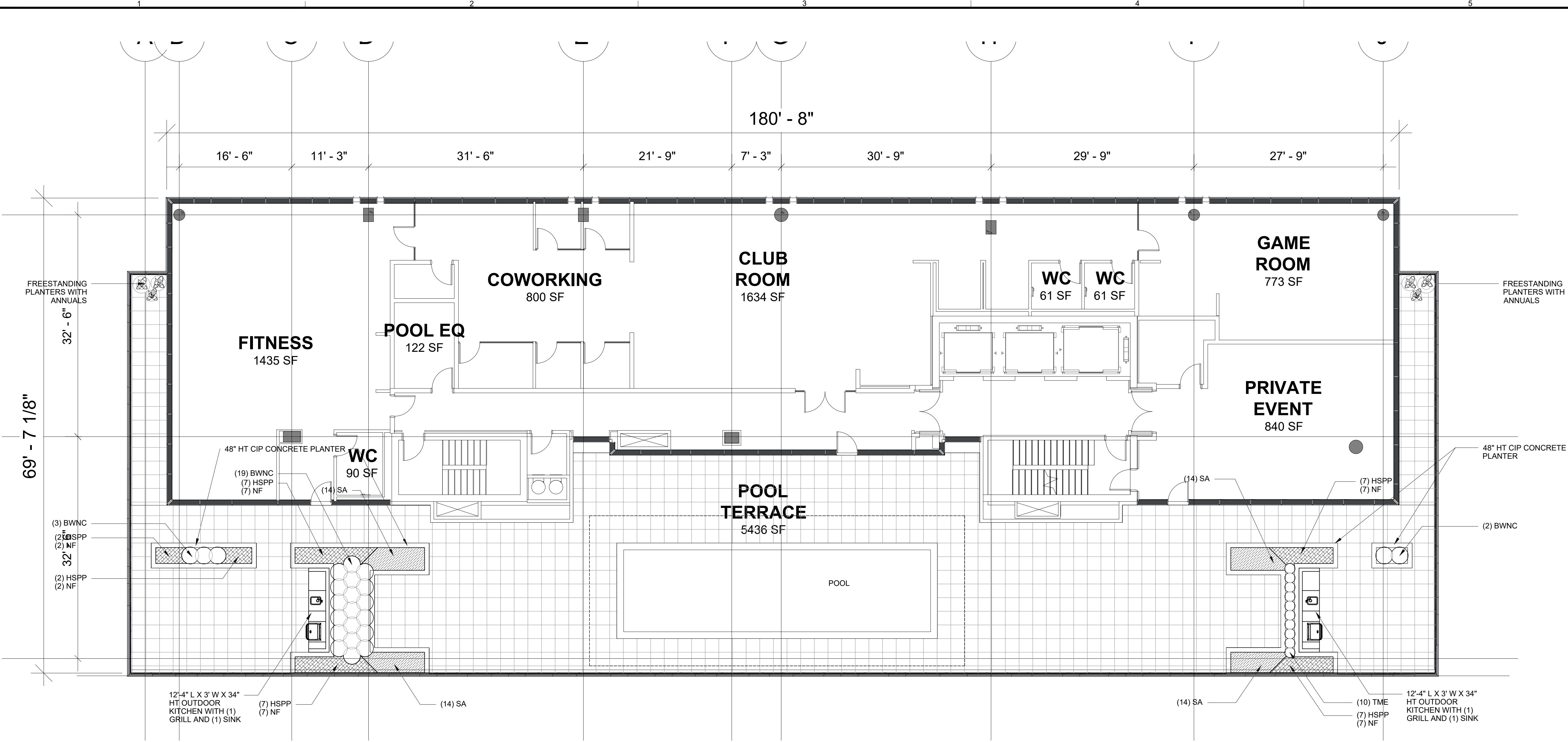
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EVANSTON, ILLINOIS

ISSUE SCHEDULE

ISSUE	DATE	DESCRIPTION
1	02/05/26	PLANNED DEVELOPMENT RESUBMISSION
2	06/05/26	PLANNED DEVELOPMENT RESUBMISSION

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	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL.	HT.	SPRD	ROOT	REMARKS
ORNAMENTAL SHRUBS	BWNC	BUXUS MICROPHYLLA X. B. SEMPERVIRENS 'WILSON NORTHERN CHARM'	WILSON NORTHERN CHARM BOXWOOD	24	-	--	-	#5	SPACING PER PLAN
	TME	TAXUS X MEDIA 'EVERLOW'	'EVERLOW' YEWE	10	-	-	-	#5	SPACING PER PLAN
	SA	SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	460	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING
PERENNIALS	HSPP	HEREROCALLIS 'BLACK EYED STELLA'	'BLACK EYED STELLA' DAYLILY	11	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING
	HSPP	HEMEROCALLIS 'PARDON ME'	'PARDON ME' DAYLILY	11	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING
	HSPP	HEMEROCALLIS 'STELLA DE 'ORO'	'STELLA DE 'ORO' DAYLILY	10	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING
	NF	NEPETA X FAASSENII	CATMINT	32	-	-	-	#1	1'-0" ON CENTER, TRIANGULAR SPACING

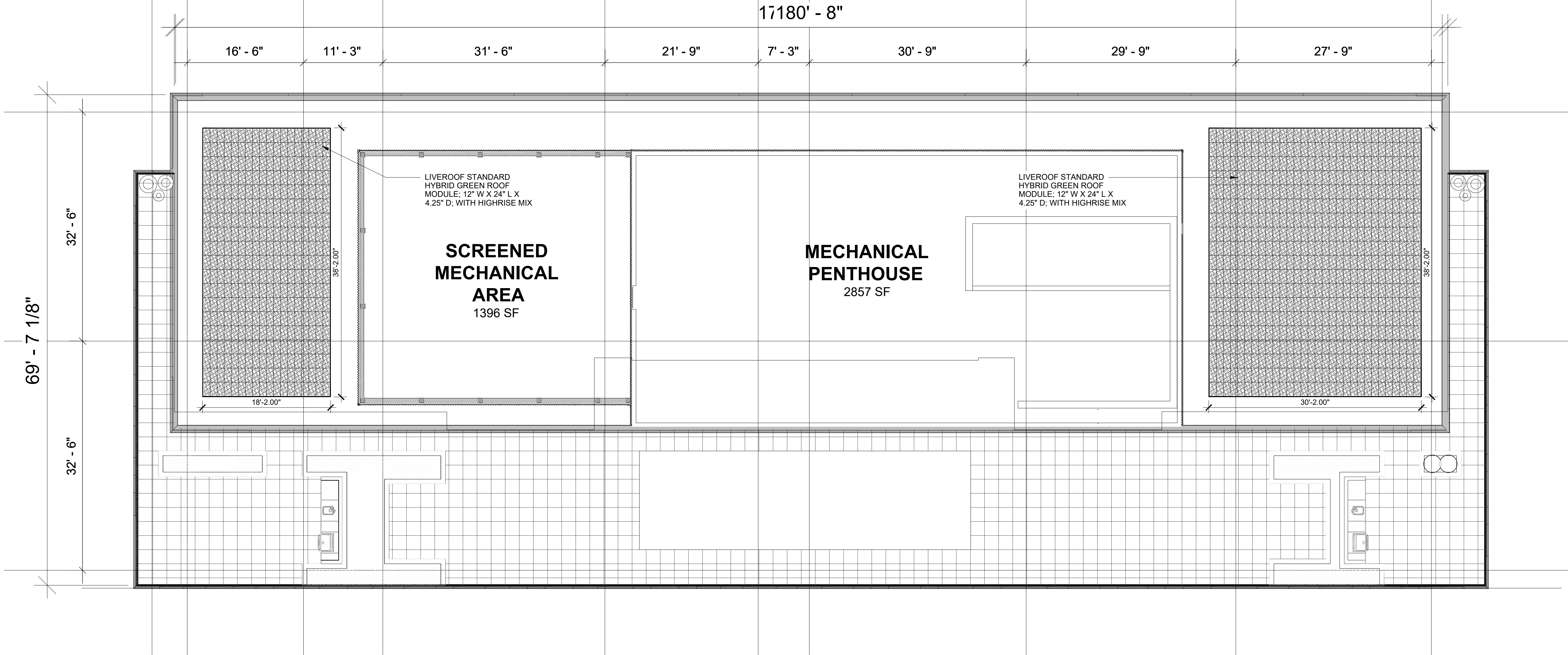
PLANT PALETTE
NOTE: SPECIES ABOVE REPRESENTS A PALETTE OF PROBABLE SELECTIONS. FINAL SPECIES, SIZES, AND SPACING TO BE DETERMINED.

NOTE: ALL PLANTING AREA TO BE IRRIGATED

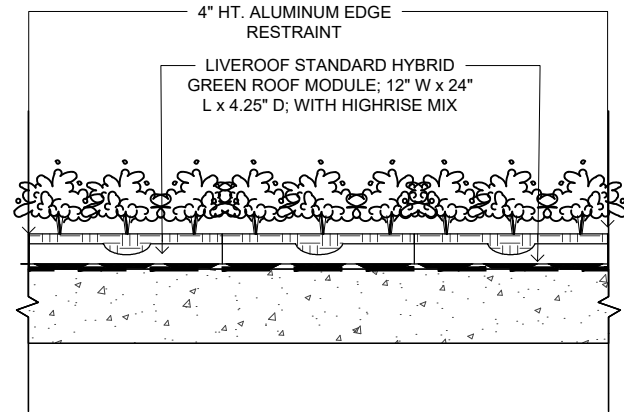
- PLANTING NOTES:
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 - DELIVERY OF PLAN MATERIAL ON SITE.
 - PLANTING SCHEDULE.



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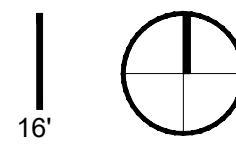
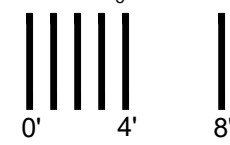
1
L204 ROOF LEVEL LANDSCAPE PLAN



2
L204 4.25" D LIVEROOF TRAY

1/2" = 1'-0"

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



PLANTING NOTES:

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2. SEE PLANTING SPECIFICATIONS FOR SOIL AND MULCH INFORMATION.
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 - 5.2. STAKING OF PLANT LOCATING ON SITE.
 - 5.3. DELIVERY OF PLAN MATERIAL ON SITE.
 - 5.4. PLANTING SCHEDULE.

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900 CLARK STREET

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EVANSTON, ILLINOIS

ISSUE SCHEDULE

ISSUE	DATE	DESCRIPTION
1	02/05/26	PLANNED DEVELOPMENT RESUBMISSION
2	06/05/26	PLANNED DEVELOPMENT RESUBMISSION

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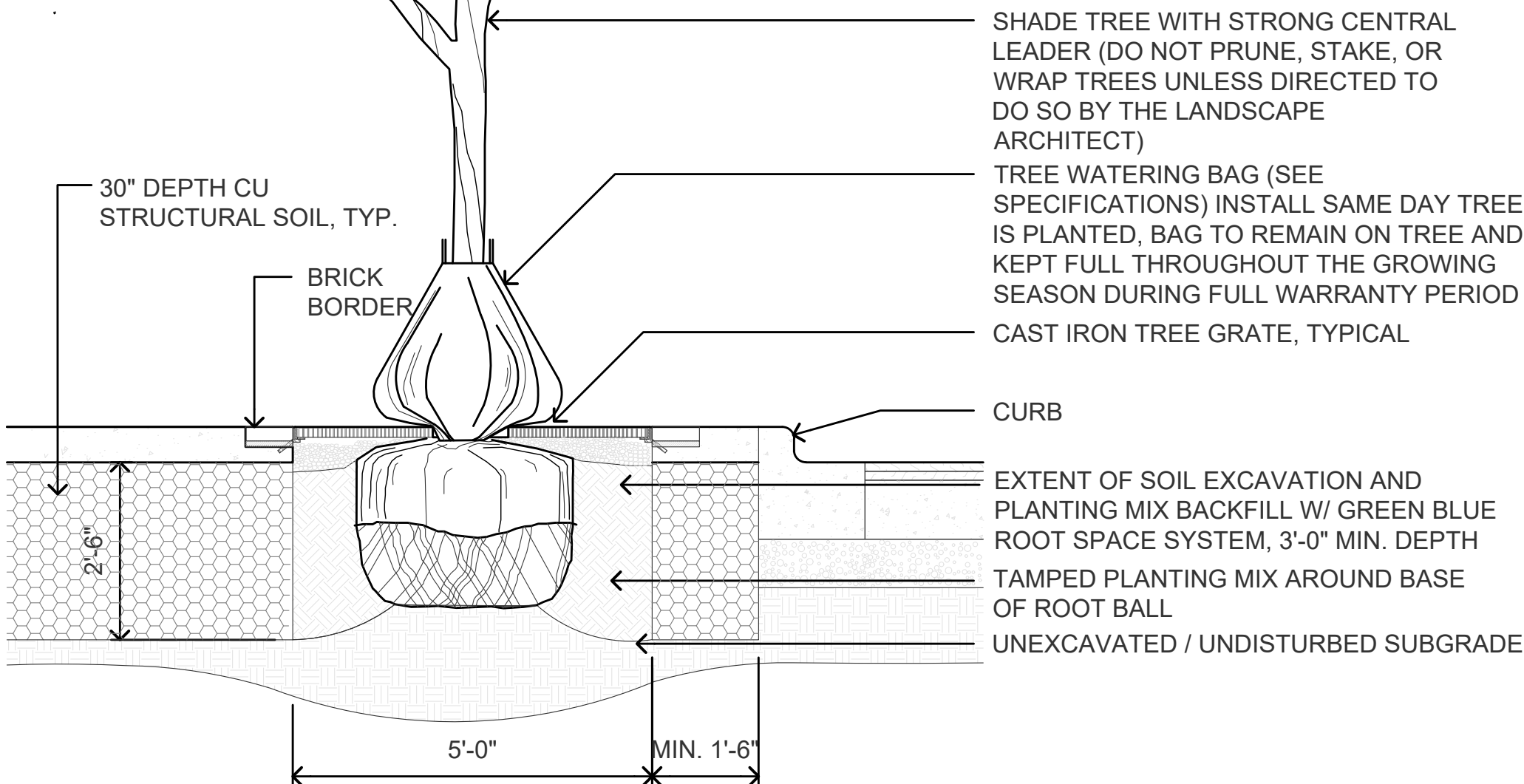
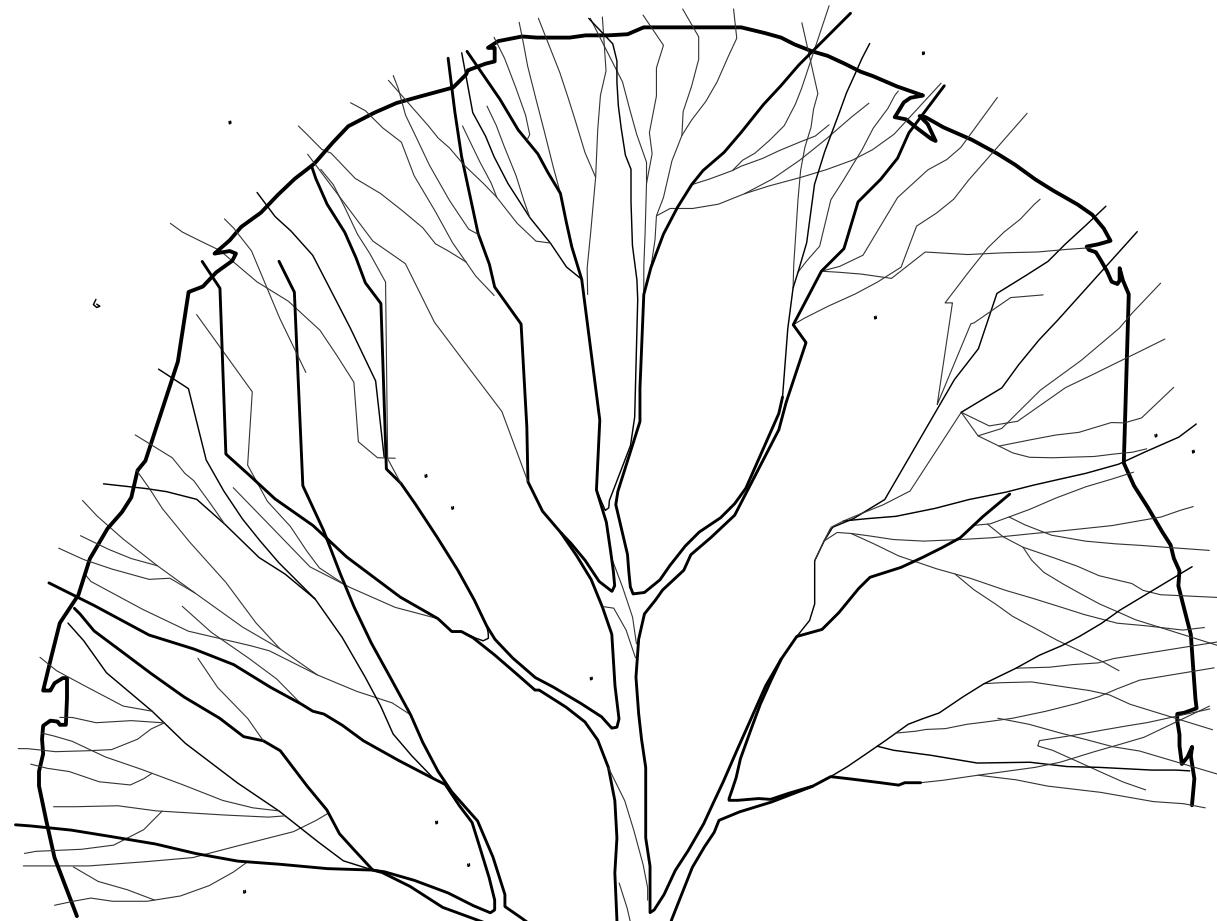
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ROOF LEVEL
LANDSCAPE PLAN

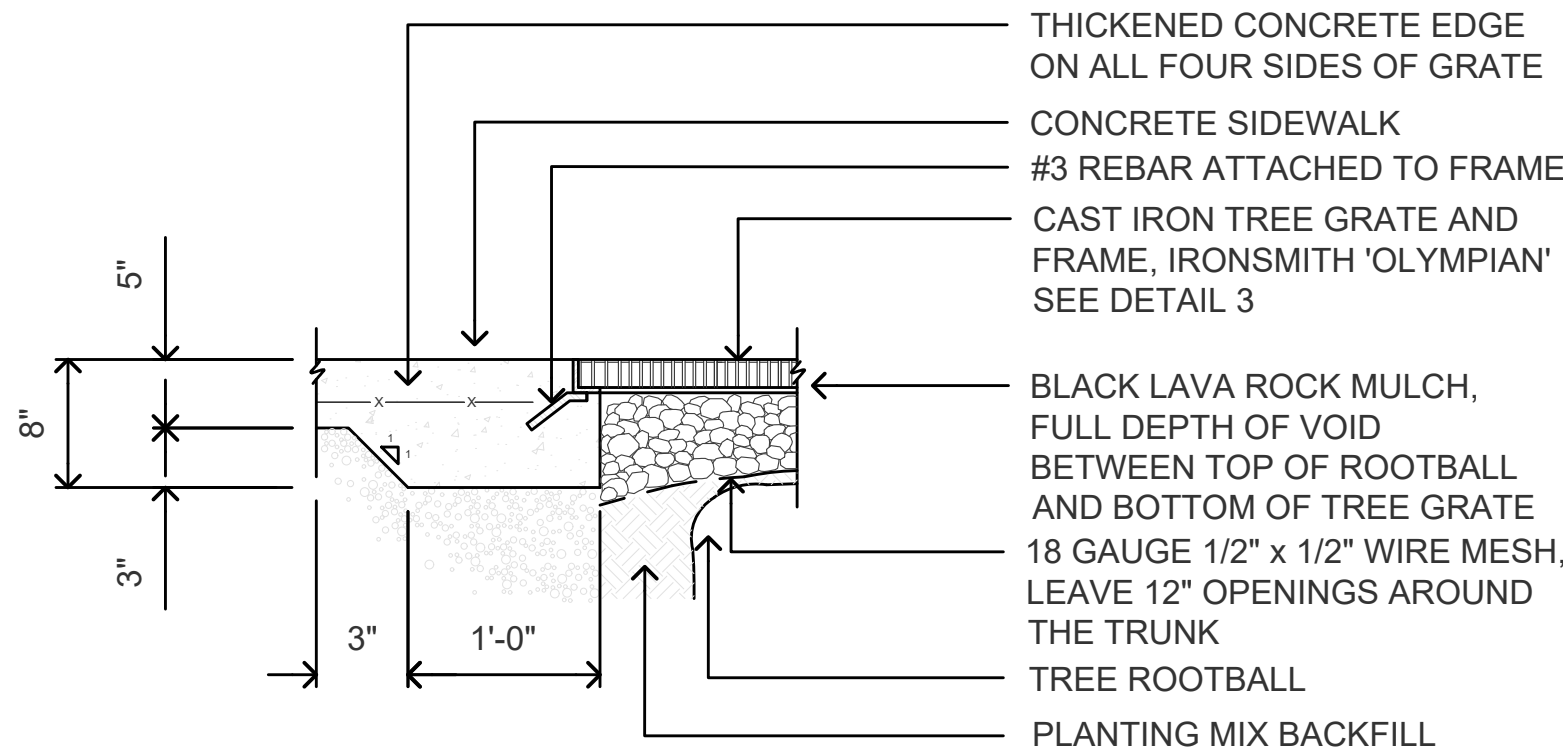
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L203

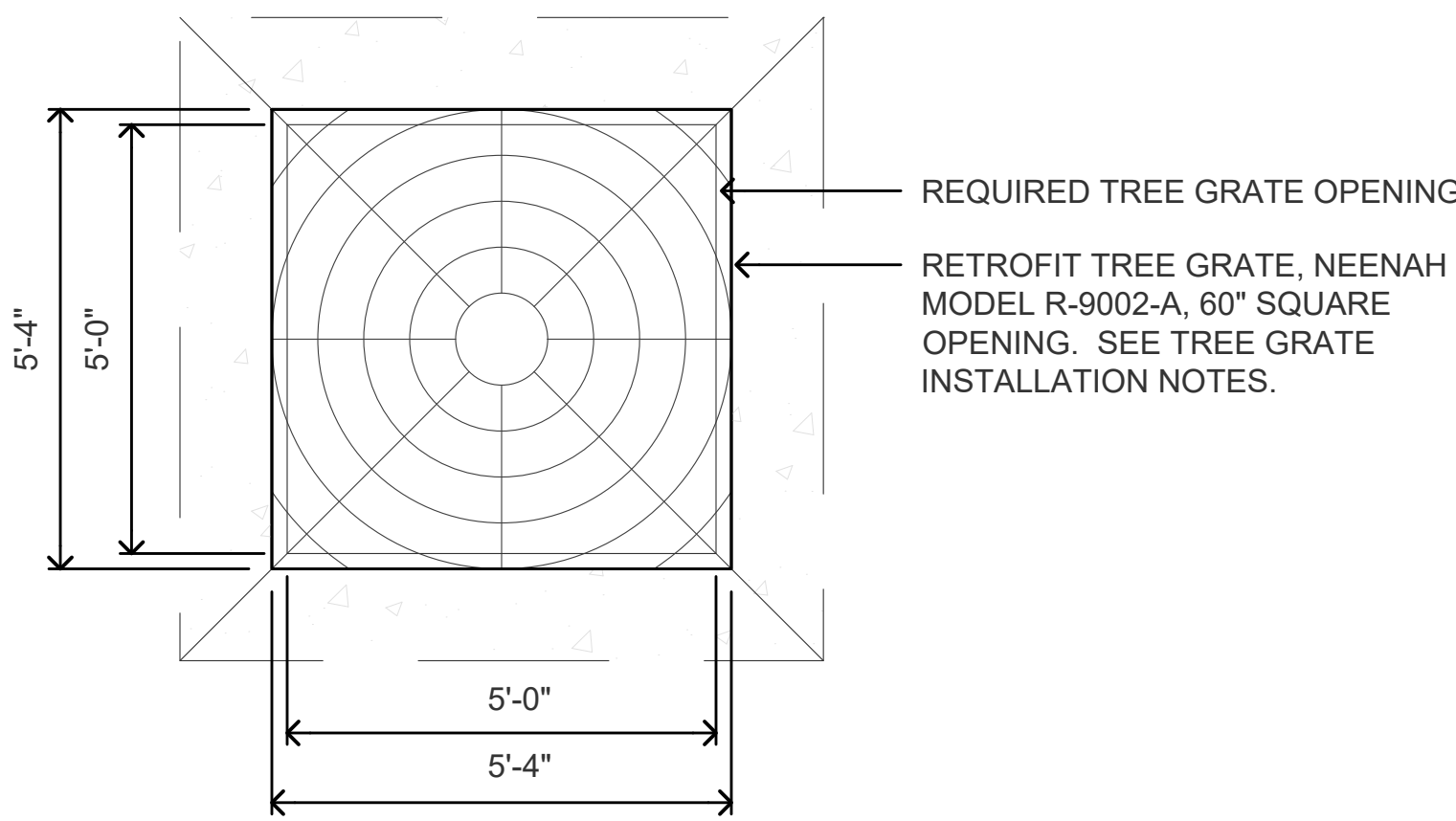
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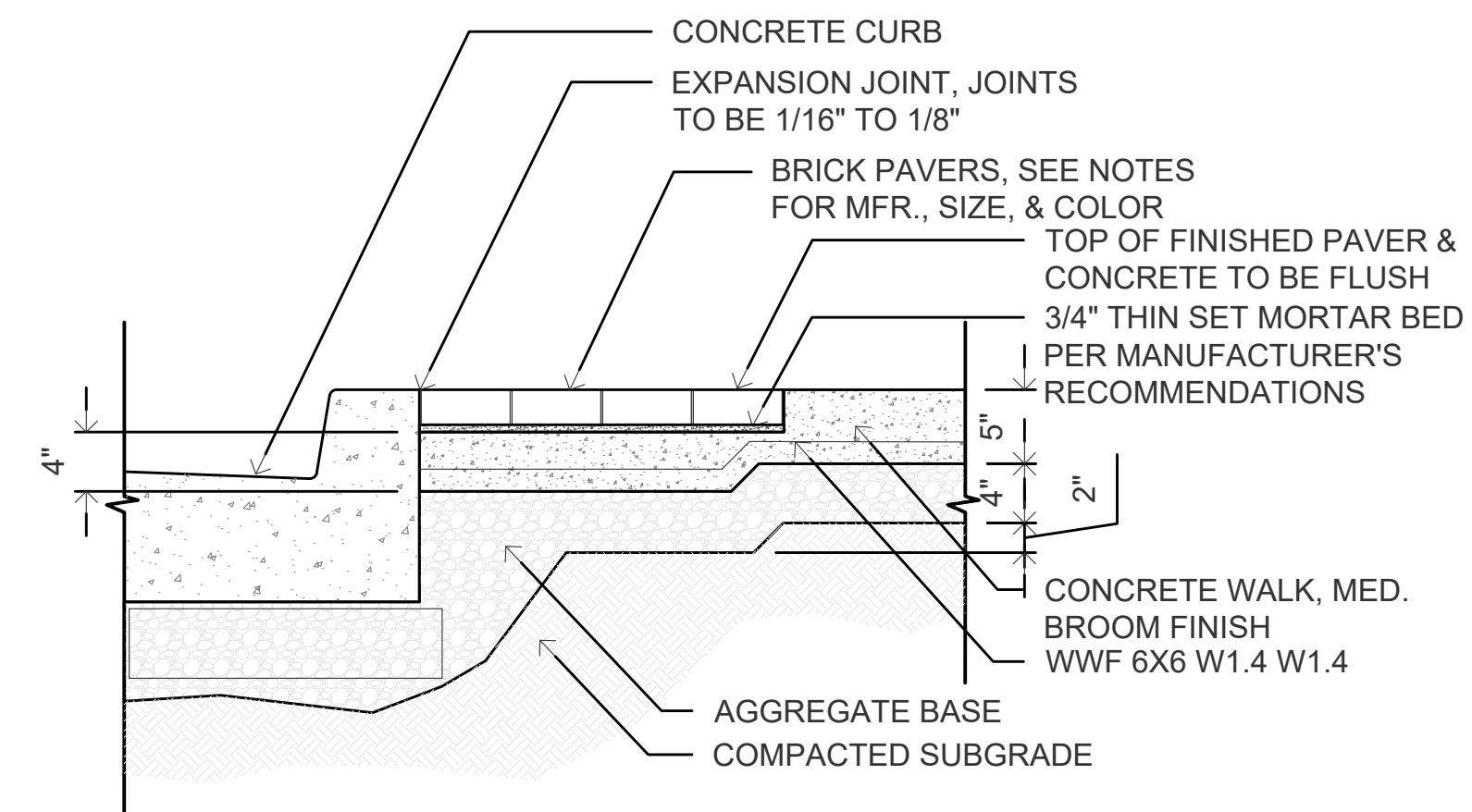
1 L201 DECIDUOUS TREE IN TREE GRATE 1/2"=1'-0"



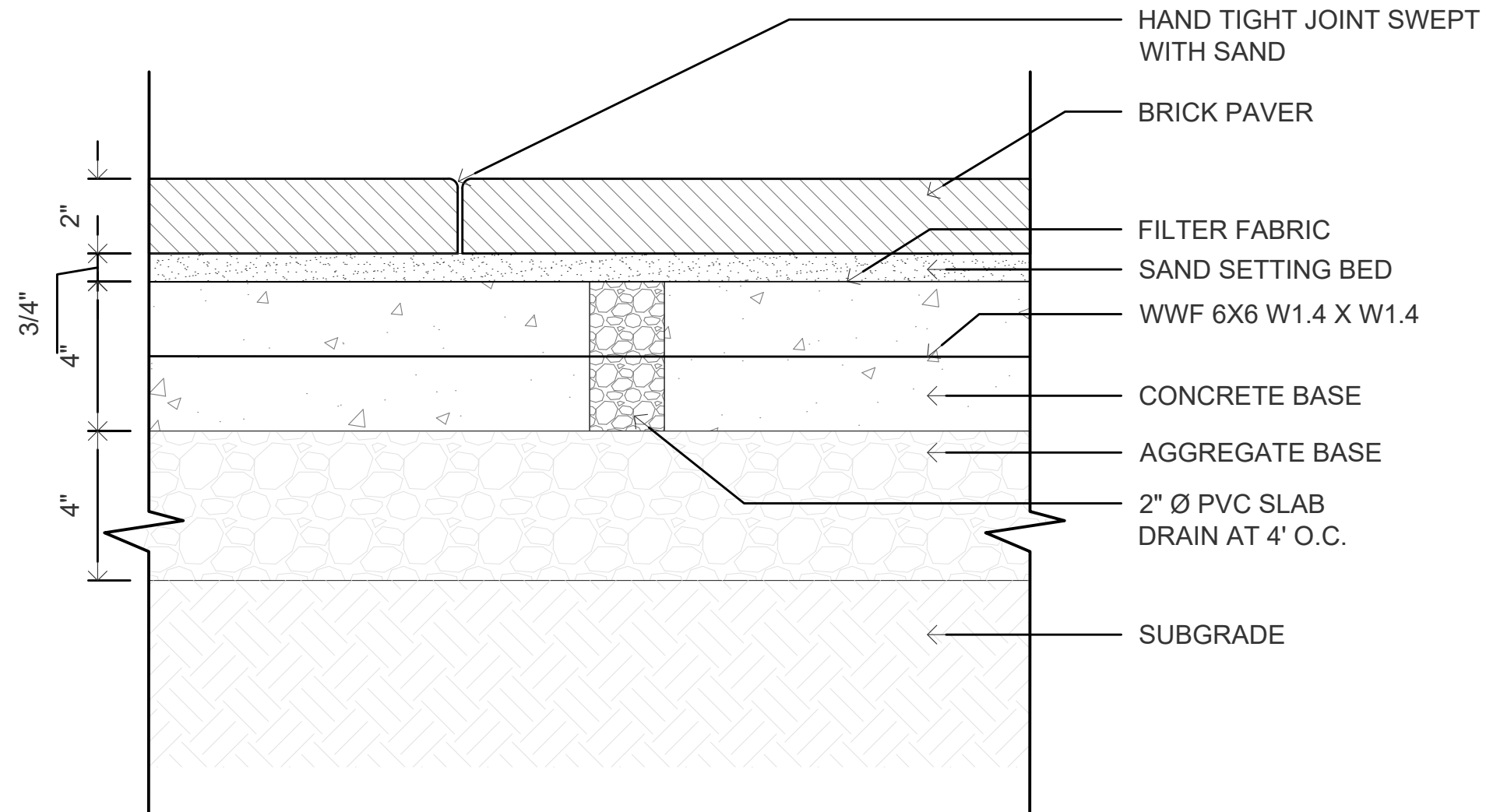
2 L201 TREE GRATE INSTALLATION 1"=1'-0"



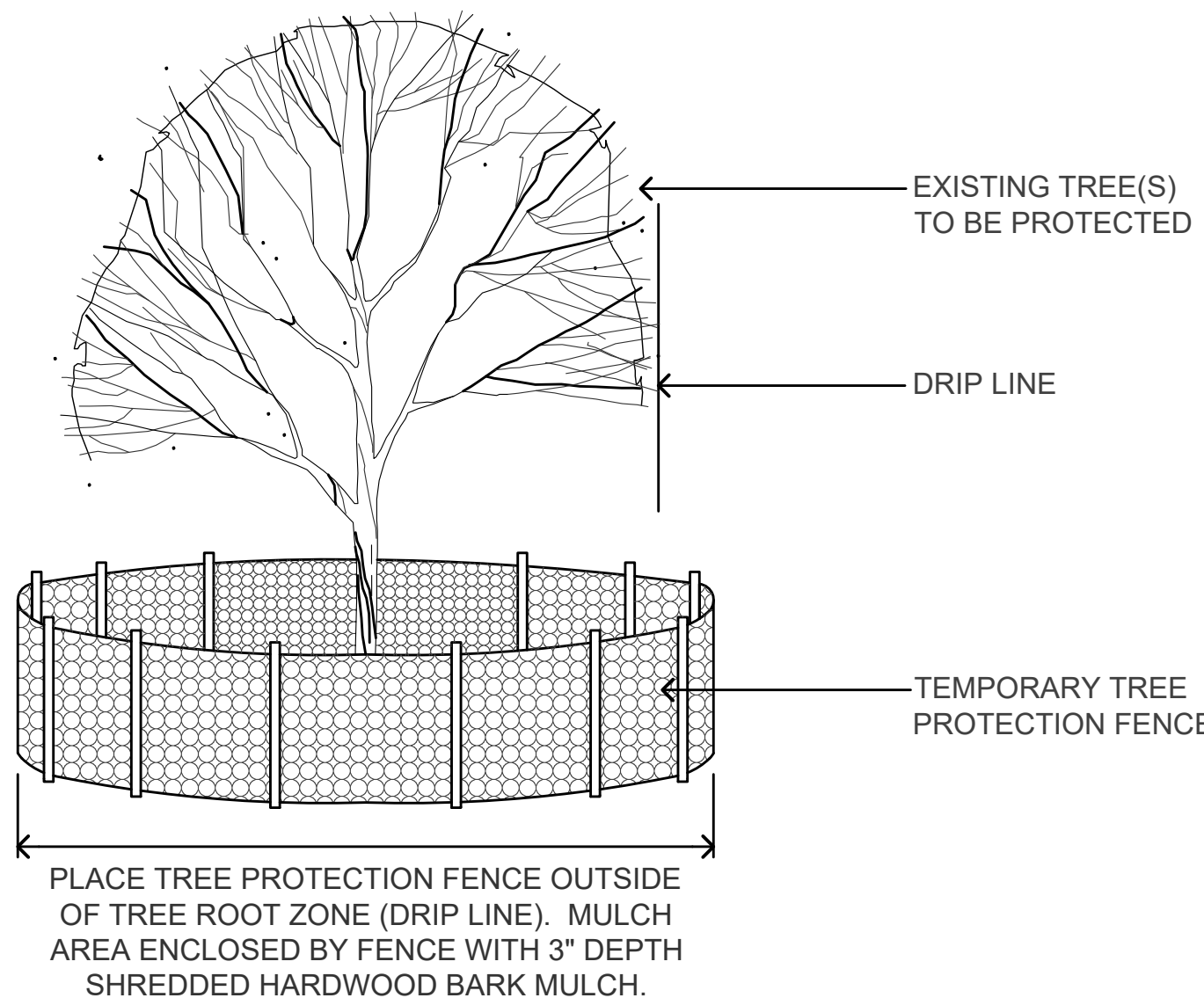
3 L201 5 X 5 TREE GRATE 1/2"=1'-0"



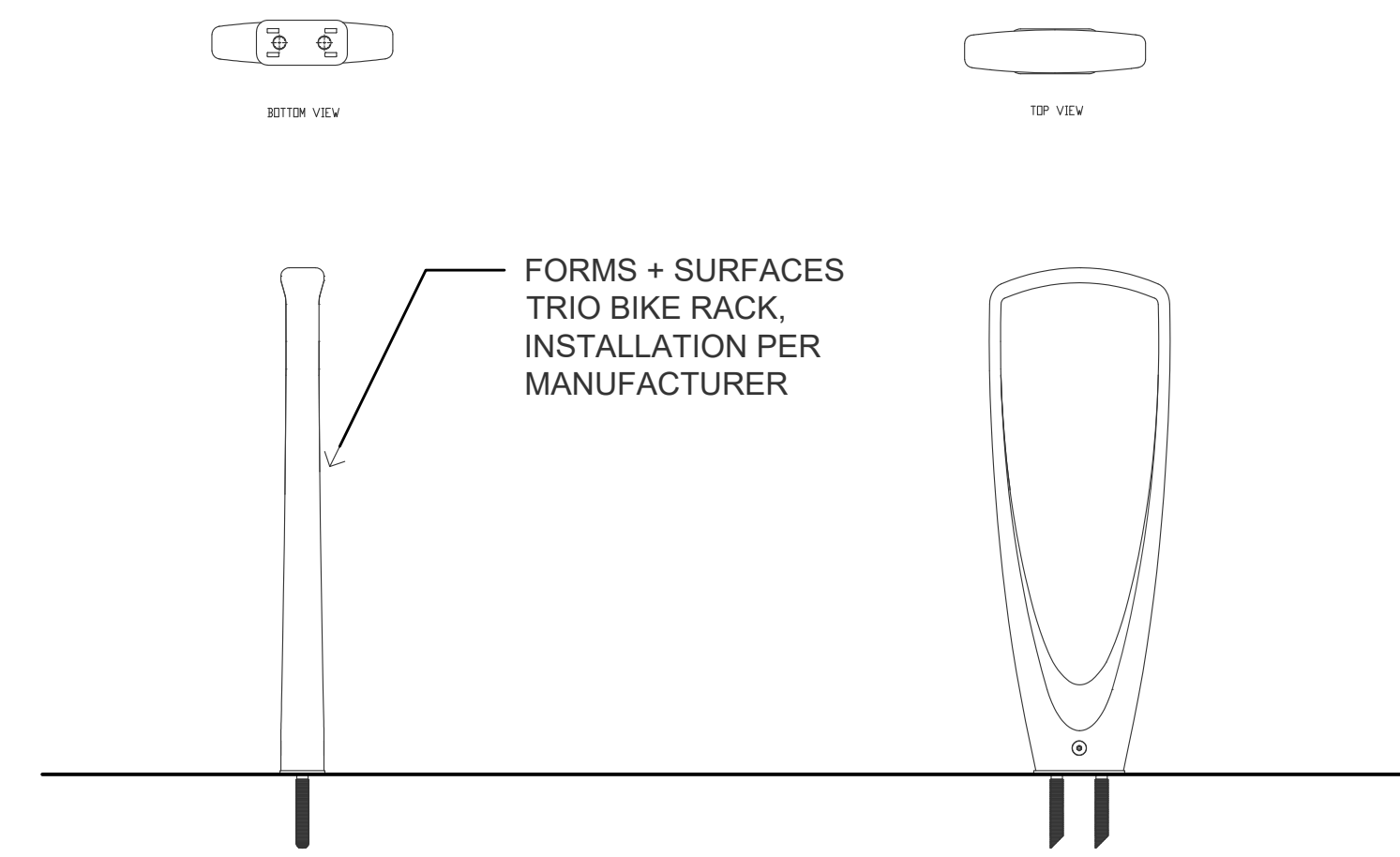
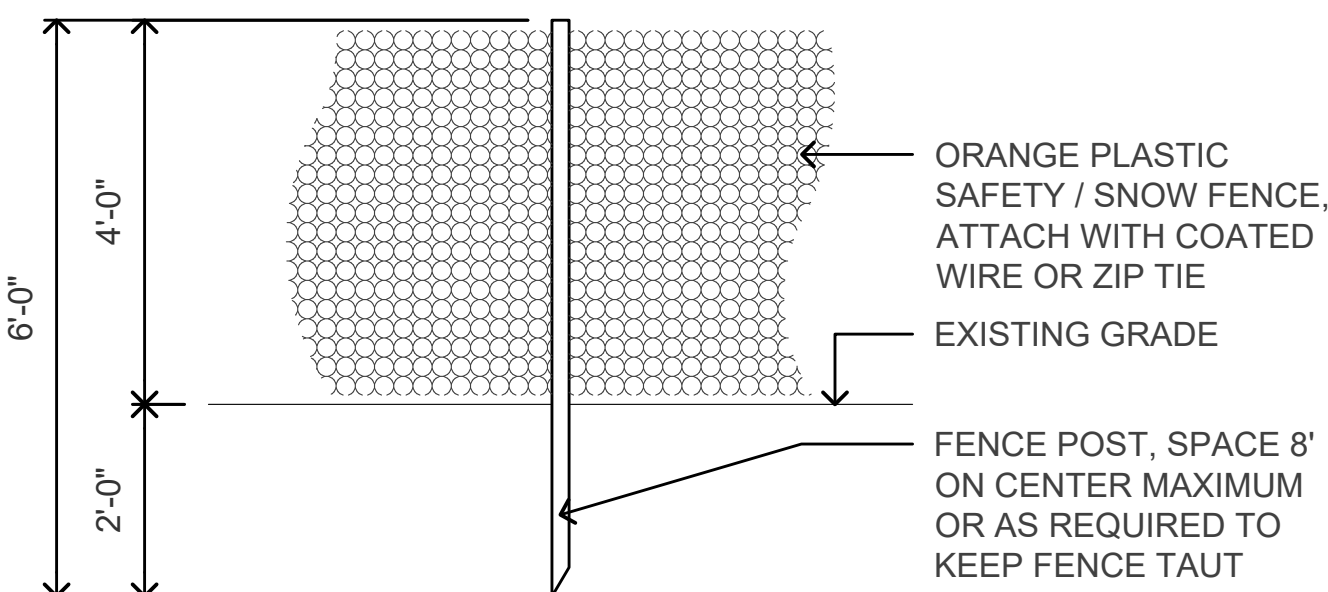
4 L201 BRICK PAVER/ CONCRETE WALK 1"=1'-0"



5 L201 BRICK PAVER 3"=1'-0"



6 L201 BIKE RACK NTS



7 L201 BIKE RACK NTS

CHURCH STREET PLAZA NORTH
900 CLARK STREET
Antunovich Associates, Inc.
EVANSTON, ILLINOIS

ISSUE SCHEDULE		
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1	02/05/26	PLANNED DEVELOPMENT RESUBMISSION
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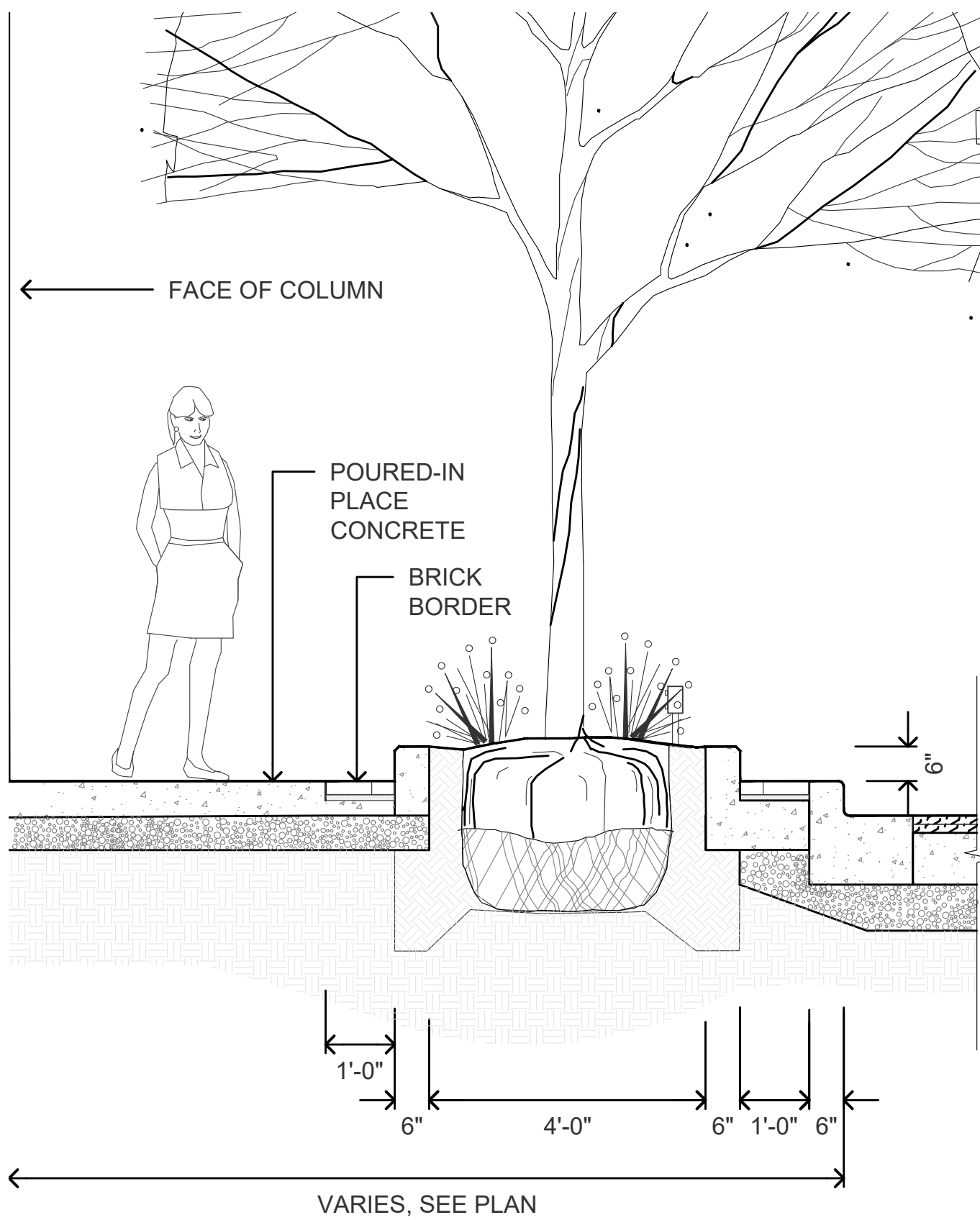
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GROUND LEVEL
DETAILS

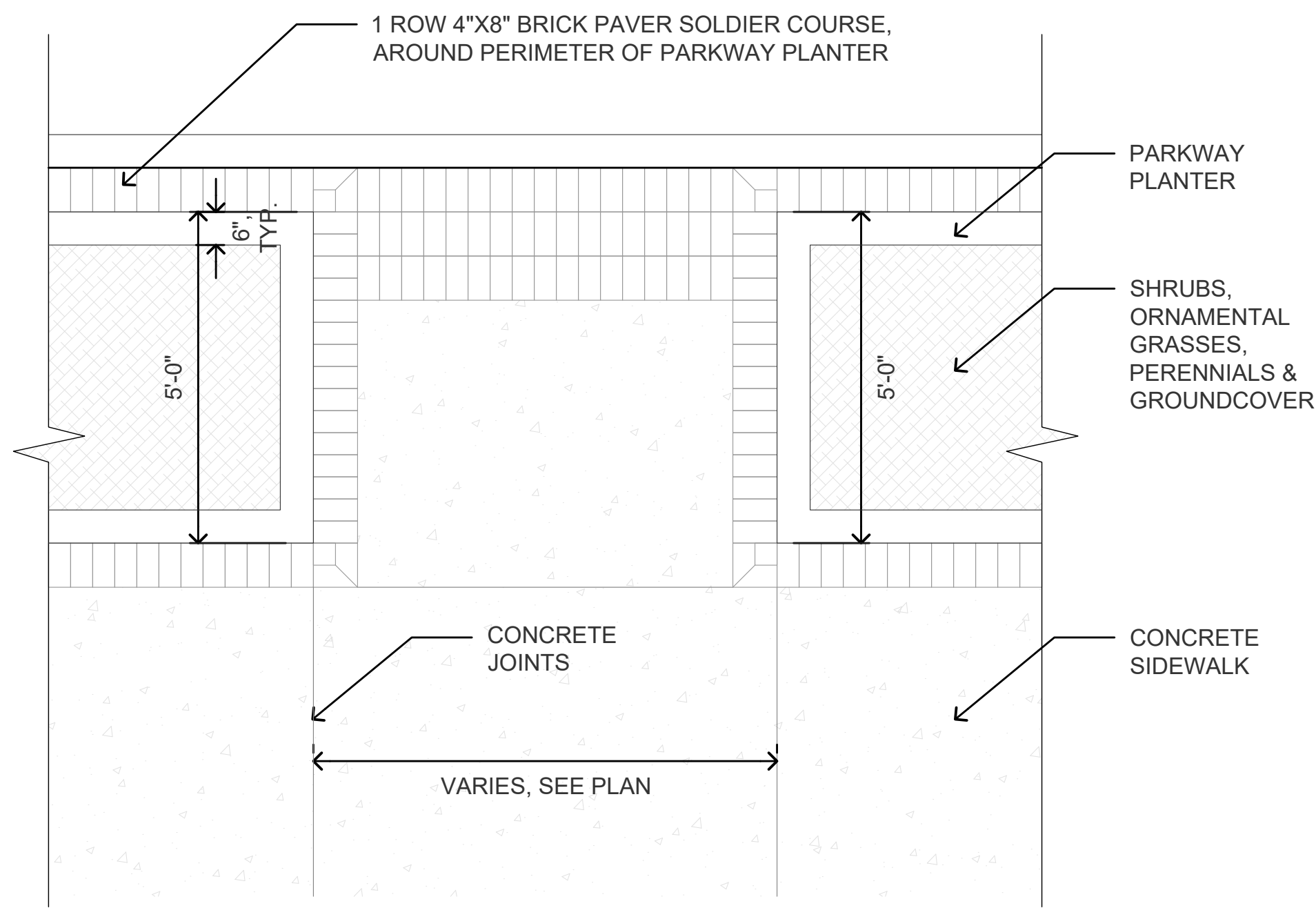
CONFLUENCE PROJECT # 25018

L401

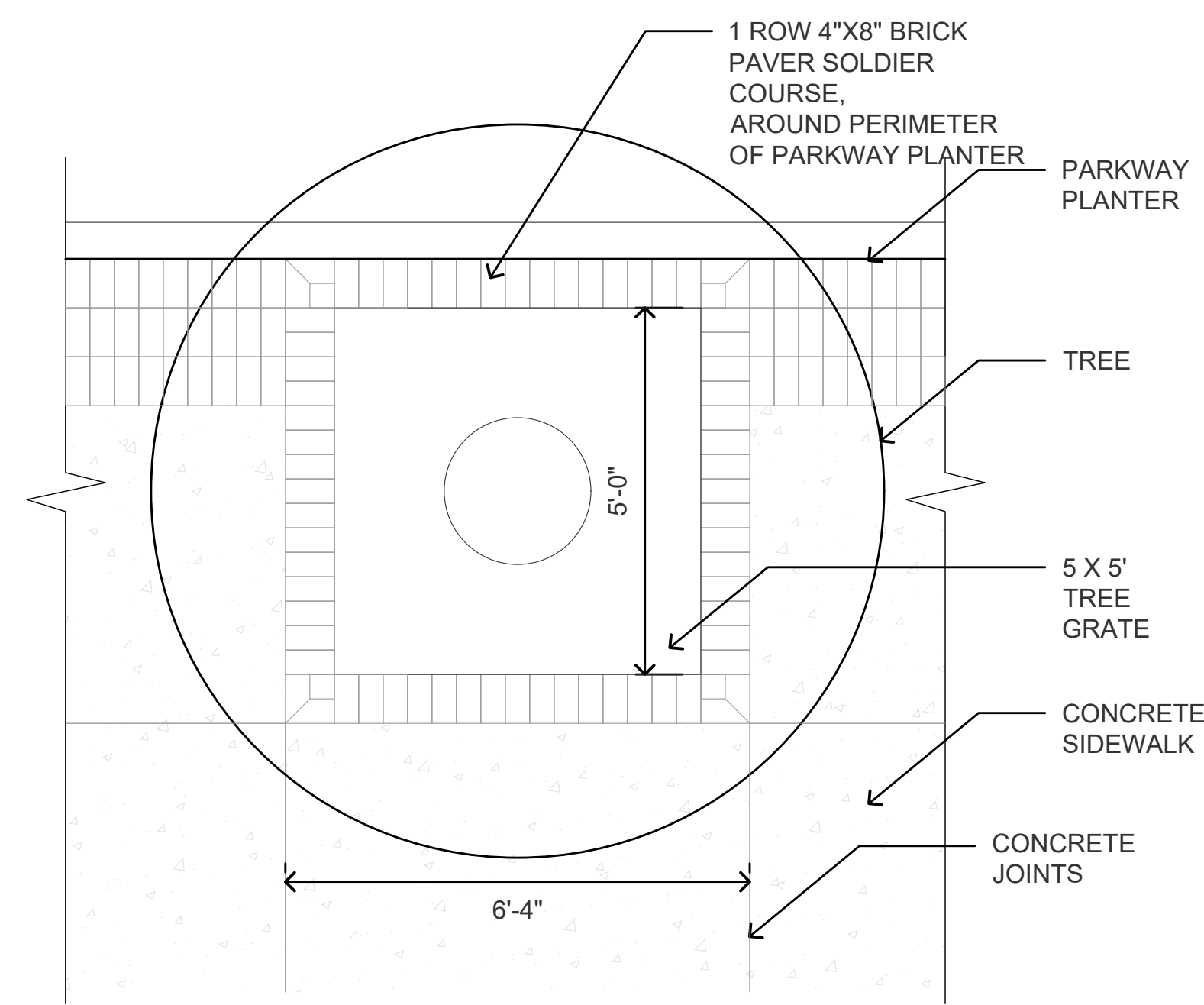
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1
L202 CIP CONCRETE PLANTER 1/2"=1'-0"



2
L202 STREETSCAPE PLANTER ENLARGEMENT 1/2"=1'-0"



3
L202 STREETSCAPE TREE GRATE ENLARGEMENT 1/2"=1'-0"

CHURCH STREET PLAZA NORTH
900 CLARK STREET
Antunovich Associates, Inc.
EVANSTON, ILLINOIS

ISSUE SCHEDULE

ISSUE	DATE	DESCRIPTION
1	02/05/26	PLANNED DEVELOPMENT RESUBMISSION
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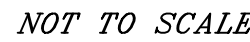
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GROUND LEVEL
DETAILS

CONFLUENCE PROJECT # 25018

L402

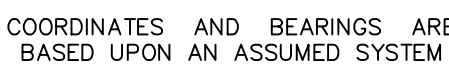
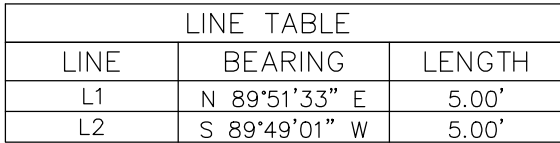


CSP EVANSTON LAND LLC
CONTINUUM DEVELOPMENT LLC
1259 W. MADISON STREET
CHICAGO, ILLINOIS 60607

CITY OF EVANSTON
909 DAVIS STREET
EVANSTON, ILLINOIS, 60201

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3. THIS SUBDIVISION PLAN MAY BE SUBJECT TO DECLARATION(S) RECORDED AS SEPARATE DOCUMENT(S).
4. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARD FOR BOUNDARY SURVEY. ATTELL LLC IS ILLINOIS PROFESSIONAL DESIGN FIRM, REGISTRATION NUMBER 184005876, EXPIRES APRIL 30, 2025.

BEING A RESUBDIVISION OF LOT 1 IN CHURCH MAPLE RESUBDIVISION AND THE WEST 5 FEET OF THE EAST 100 FEET OF LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 18 IN THE VILLAGE OF EVANSTON, ALL IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS



11-18-125-017
11-18-125-018
11-18-125-019
11-18-125-020

PARCEL 1 =	13,316	SQUARE FEET	(0.306 ACRES)
PARCEL 2 =	77,246	SQUARE FEET	(1.773 ACRES)
PARCEL 3 =	350	SQUARE FEET	(0.008 ACRES)
PARCEL 4 =	2,054	SQUARE FEET	(0.047 ACRES)
TOTAL AREA =	92,966	SQUARE FEET	(2.134 ACRES)

LOT 1 = 13,666 SQUARE FEET (0.314 ACRES)
LOT 2 = 79,300 SQUARE FEET (1.820 ACRES)
 TOTAL AREA = 92,966 SQUARE FEET (2.134 ACRES)

<i>SHEET INDEX</i>	
SHEET 1:	PROPERTY INFORMATION, LOT AREAS, EXISTING LOT DETAILS
SHEET 2:	PROPOSED LOT DETAILS
SHEET 3:	CERTIFICATES AND SURVEYORS CERTIFICATION

BEING A RESUBDIVISION OF LOT 1 IN CHURCH MAPLE RESUBDIVISION AND THE WEST 5 FEET OF THE EAST 100 FEET OF LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 18 IN THE VILLAGE OF EVANSTON, ALL IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

CHURCH MAPLE FIRST RESUBDIVISION
RECORDED OCTOBER 2, 2000
AS DOC. NO. 1078567

UNION
(FORMERLY KNOWN AS CHICAGO & NORTHWESTERN) PACIFIC RAIL

BLOCK 7
THE VILLAGE
OF EVANSTON

66' RIGHT-OF-WAY APPARENTLY DEDICATED BY THE
VILLAGE OF EVANSTON (ANTE-FIRE)

T-OF-WAY -
TED IN 1944

(CTA)

PART OF
LOT 1

CHICAGO
BLOCK 18
VILLAGE OF EVANSTON
PART OF
LOT 8

TRANSIT	AUTHORITY
---------	-----------

BENSON AVENUE
30' DUNE OF WAY HERITAGE PARK

100.00' RIGHT-OF-WAY HERETOFORE DEDICATED

LOT 1
13,666 S.F.
0.314 AC

N89°30'17"E 193.45'

LOT 2
79,300 S.F.
1.820 AC

AIR RIGHTS EASEMENT TO BE
GRANTED OVER LOT 2 LYING
ABOVE THE ELEVATION OF 89'

CHURCH STREET

72.79' RIGHT-OF-WAY SHOWN ON CHURCH MAPLE
RESUBDIVISION RECORDED JUNE 2, 1999 AS
DOCUMENT NUMBER 99528041

LOT 1



GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

[illegible]

ATWELL
866.850.4200 www.atwell.com
ONE OVERLOOK POINT, SUITE 290
LINCOLNSHIRE, IL 60069



CHURCH STREET PLAZA

EVANSTON, ILLINOIS

FINAL PLAT OF SUBDIVISION

PROJ. MGR.: JDB
PROJ. ASSOC.: AAS
DRAWN BY: AAS
DATE: 05/21/26
SCALE: 1"=40'

SHEET

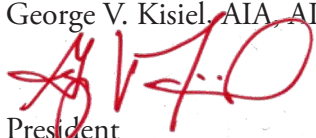
2 OF 3
CTCEVIL01

900 Clark Street: Proposed Amendment to Planned Development and Special Use:

Evanston IL

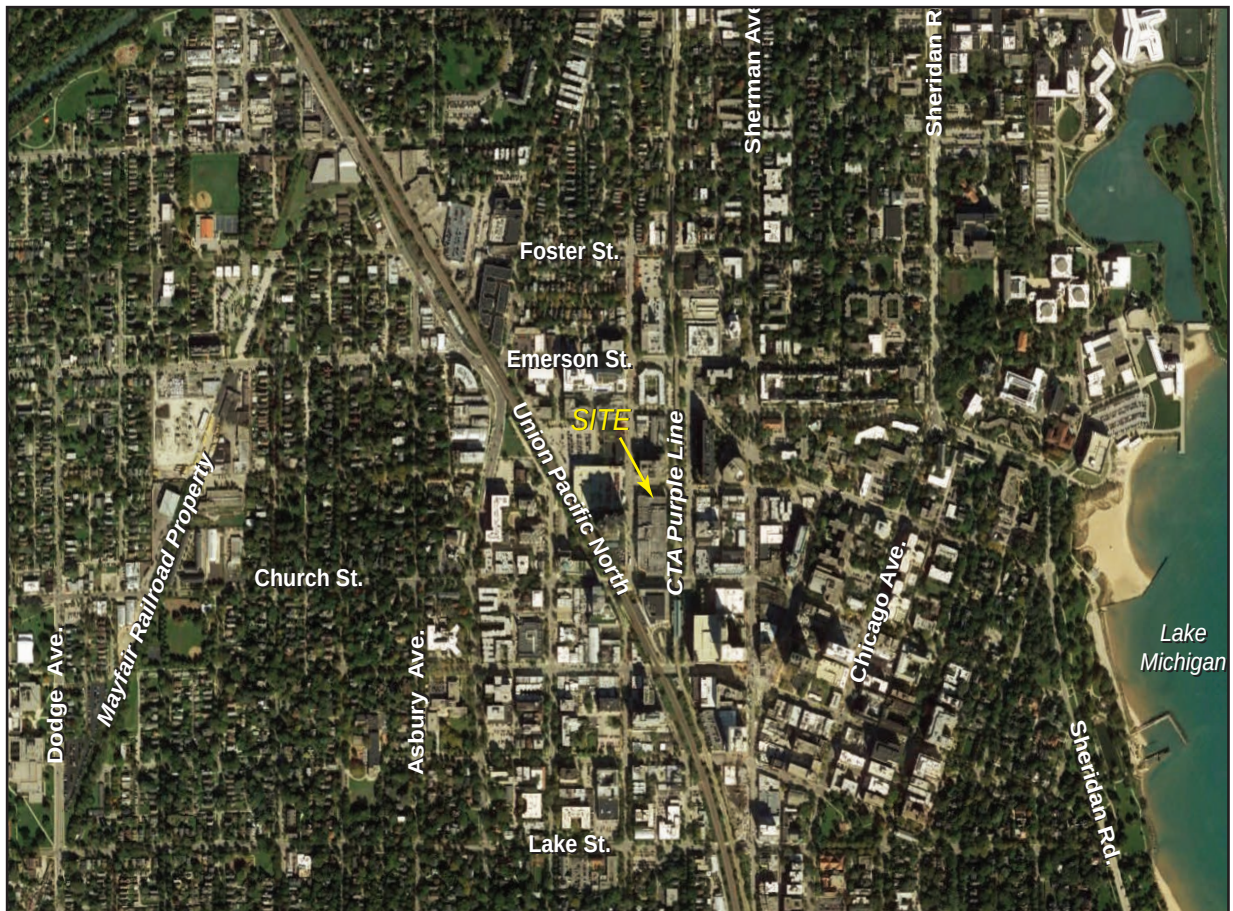
Evaluation of a proposed special use with respect to *Section 6-3-6-9 Standards for Planned Developments* and *Section 6-3-5-10 Standards for Special Uses* contained in the Evanston Zoning Ordinance

By: George V. Kisiel, AIA, AICP


President

Okrent Kisiel Associates, Inc.

Date: July 10, 2026



Subject Property in Context

I. Introduction

I am a licensed architect and a certified planner. I am a member of the American Institute of Architects, the American Planning Association, and the American Institute of Certified Planners. I am the president and owner of Okrent Kisiel Associates, Inc., where I have been employed for over 38 years. I have been accepted as an expert witness in planning and zoning in the courts of Cook, Lake, Will and DuPage Counties, Illinois and have appeared before numerous planning and administrative review boards throughout the Chicago metro area. I and my firm have extensive experience in Evanston, particularly in the context of downtown redevelopment including involvement in the development of Church St. Plaza, Optima Towers, Optima Horizons, McDoughal Littell, and Mather Lifeways and, more recently, Underwriters Laboratories and Dogtopia.

II. Purpose

I have been engaged by the CSP Evanston Land LLC (the “**Applicant**”) to evaluate a proposed amendment to the Church Street Plaza Planned Development (the “**Amendment**”) with regard to the standards for planned developments contained in §6-3-6-9 and by reference, the standards for special uses contained in §6-3-5-10 of the Evanston Zoning Ordinance along with additional standards for development allowances in planned developments (§6-3-6-5) and for Planned Developments in the Research Park District (§6-12-1-7).

The proposed Amendment seeks to subdivide Lot B of the existing Church Street Plaza Planned Development into two parcels (“**Parcel 1**” and “**Parcel 2**”) and redevelop the northern parcel (Parcel 2 – the “**Subject Property**”) with

a new twenty-seven-story (27-story) mixed-use building, with retail and commercial space(s), on the ground floor and three hundred and fifty-eight (358) dwelling units.

III. Opinion

Based on my review and analysis of the data referenced in this report and contained in my file, and my professional experience and qualifications, it is my professional opinion that the proposed development meets the standards for planned developments contained in §6-3-6-9 and by reference, the standards for special uses contained in §6-3-5-10 of the Evanston Zoning Ordinance along with additional standards for development allowances in planned developments (§6-3-6-5) and for Planned Developments in the Research Park District (§6-12-1-7).



V. Land Use Context

DOWNTOWN EVANSTON

The subject property is located in Downtown Evanston. Downtown Evanston is a moderate to high density mixed use district consisting of high-rise residential and office uses with commercial, retail, service and entertainment uses intermingled. Downtown Evanston occupies approximately 170 acres and is bound by Lake Street on the south; Hinman Avenue on the east; Emerson Avenue on the north and Ridge Avenue on the west. It is a relatively compact, transit-served mixed use district centered on both the METRA Davis Street Stations on the Union Pacific North Line and the CTA Purple Line Davis Street Station.

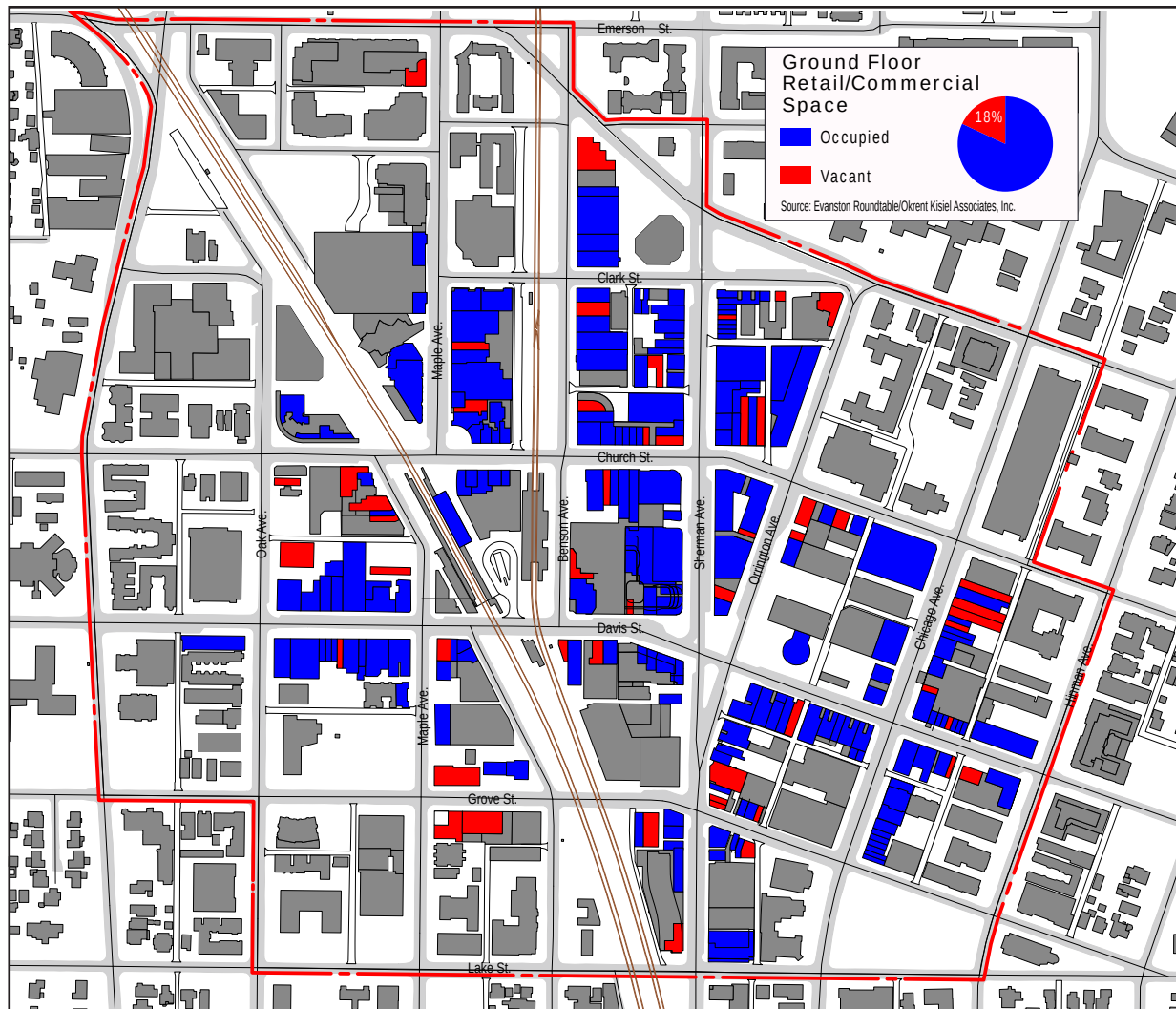
There are approximately 4,500 dwelling units within the boundaries of Downtown Evanston housing a population of approximately 6,300 persons. In addition, Downtown Evanston is also home to 2.4 million square feet of office, approximately 1.1 million square feet of retail, and approximately 800 hotel rooms in five properties.

Prior to the COVID -19 pandemic Evanston boasted a downtown employee count approaching 20,000 and a daytime population approaching 30,000 with retail and office vacancies in the low single digits. The COVID-19 pandemic caused a sea change in office occupancy due to the rise in remote work and hybrid employment arrangements.

This has had a profound negative effect on Downtowns throughout the country including Evanston. Currently Downtown Evanston is experiencing an 18% vacancy rate for office space. The Evanston Thrives Action Plan from 2023 indicates:

"Downtown Evanston estimates downtown office buildings, generally, are at about 60% of their pre-pandemic occupancy. 1007 Church Street and 1603 Orrington office buildings in the heart of Downtown Evanston are logging 20-40% of their daily office-worker headcount in the building each day compared to pre-pandemic activity."

This indicates a significant reduction in Downtown daytime population in the range of eight to ten thousand workers. At the low end, with an average weekly spend of $\pm \$200.00$ that translates to a loss of over 84 million in spending for Downtown businesses. Needless to say this has had a negative effect on Downtown retail and restaurant businesses. While the City of Evanston indicates a 6.2% vacancy rate for retail, ground floor retail is experiencing vacancy rates closer to 18% based on information from a survey by Evanston Round Table and Okrent Kiesel Associates, Inc. additional independent analysis.



Downtown Evanston Ground Floor Retail /Restaurant/Commercial Occupancy

While Evanston's Downtown retail has seen a reduction in vacancies from peak COVID numbers, there is a high level of turnover in retail tenancy indicating that many businesses struggle to succeed.

While efforts such as marketing the Downtown and sponsoring more events to attract visitors to the district, as outlined in the Evanston Thrives document can provide some incremental increases in spending, that gain pales in comparison to the impact of the loss of a stable and consistent Downtown population. Given that the office population will not rise to prior levels, Evanston must increase its Downtown residential population to support its inventory of Downtown retail space. Downtown residents spend between 2 to 3 times what downtown workers spend within Downtown areas. Using a spend factor of 2.5 x worker spend, in order to replace the lost revenue from the decrease in em-

ployment population an additional 3,200 residents or $\pm 2,400$ dwelling units (assuming 1.33 persons per DU) would need to be added to the downtown.

Again, that is to replace what has been lost. It should be note that in 2015, then community development director Mark Muenzer, with vacancy rates for both office and retail in the low single digits, and with an additional 600 units under construction or in the planning stages, made the following observation:

"...the city's downtown could still handle a further 2,000 to 3,000 thousand additional units. And that's in addition to seven more buildings with just over 1,300 units that have recently been completed."

Based on these observations it is abundantly clear that many more housing units are needed in Downtown Evanston to ensure the economic viability of the District.

LOCAL LAND USE CONTEXT

With respect to the local land use context, the subject property the northern seventy feet of the Church Street Plaza building. The structure contains entertainment uses the Century 12/CineArts 6 Movie Theater and Sky Zone along with a range of other ground floor retail and commercial uses along Maple Avenue and Church Street including the Egg Harbor Restaurant, retail tenants such as World Market, Blick Art Materials, and Urban Outfitters, personal services uses such as Salon Lofts and Inspire Counseling Center.



Local Land Use Context



Immediately across Clark Street, to the north of the subject property, is the five-story Northwestern University Center for Public Safety (institutional). To the west and north along Maple Avenue is the Hilton Garden Inn (hotel). Immediately to the west at the end of the intersection of Maple Avenue and Clark Street is a $\pm 1,400$ car public parking garage. Adjacent to the parking garage to the south is the Optima Views Condominium (207 unit high-rise residential). South of that is Northwestern Medicine Immediate Care (medical offices) with Furious Spoon (restaurant) and Cycle Bar (personal service/fitness) occupying ground floor tenant spaces.



Across Church Street to the south is the six-story McDougal Littell (now Houghton Mifflin Harcourt) office building that also houses North Shore University Healthcare (medical office) and Athletico (personal service/physical therapy) along with other office uses. Ground floor commercial tenants include Peeled Juice Bar and Noodles & Company (restaurant), Pure Barre (personal service/fitness) and Link, Inc.(service).



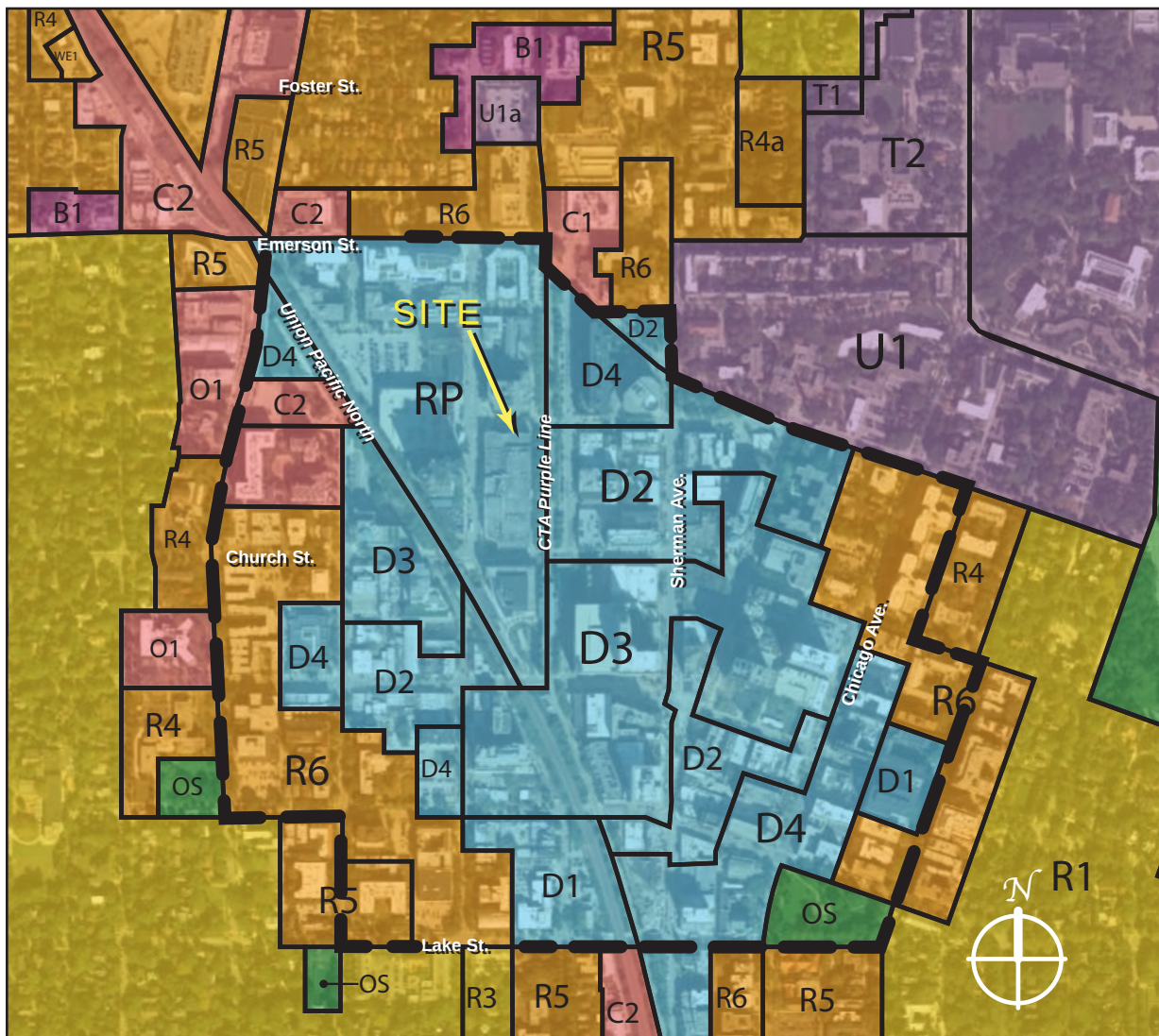
Adjacent to the east and west of the McDougal Littell building are the Davis Street Stations of both the METRA Union Pacific North Line and CTA Purple line providing excellent transit accessibility.



VI. Zoning Context

The zoning pattern in Downtown Evanston is dominated by the D1 – D4 Downtown zoning districts. The exception is the RP Research Park District that occupies the triangle at the northwest corner of the Downtown area between the METRA Union Pacific North Line viaduct and the CTA Purple Line viaduct. The core of the downtown (D and RP Districts) is surrounded, generally by the higher density residential classifications including the R6 and R5 districts as well as the U-1 University District to the north and east.

Evanston's first zoning ordinance was drafted in 1921. The current zoning ordinance was enacted in 1993. The RP Research Park District was created subsequent to planning initiatives relating to the area designated as Downtown II in 1977. This was at a time where Evanston, in partnership with Northwestern University were attempting to establish a high-tech business park in this (at the time) underdeveloped portion of Evanston's Downtown. The plan never came to fruition and current planning documents indicate the RP district is "out of date"



Zoning Context

The Subject Property is located in the RP District with development governed by Planned Development Ordinance 041-O-99 as amended (Church Street Plaza PD or “CSP PD”). The CSP PD is divided into three lots (Lots A, B & C) and, according to the original PD evaluation documents includes ±349,102 square feet of Lot Area. Lot A is developed with the Optima Views mixed use residential/commercial structure, the 1800 Maple Self Park parking garage and the Hilton Garden Inn Hotel. Total gross floor area on Lot A is ±800,335 square feet. Lot B is developed with the AMC Evanston 12 movie theater and other commercial, restaurant and entertainment uses with a total gross floor area of ±153,480 square feet. Lot C is developed with the 909 Davis St. office building (formerly the McDoughal Littell Building) with a gross floor area of ±185,970 square feet. Total gross floor area for the CSP PD is ±1,139,785 which calculates to a Floor Area Ratio (F.A.R.= Gross floor Area ÷ Lot Area) of 3.26 which is well below the 5.18 F.A.R. allowed in the underlying RP District.

VII. Planning Context.

Evanston’s most recent planning document is the recently adopted Envision Evanston 2045 Comprehensive General Plan (“Comp Plan”). Other relevant planning documents include Evanston’s Climate Action and Resilience Plan (“CARP”), the Housing4All plan update from January of 2026, the Evanston Thrives Retail Action Plan (“Evanston Thrives”) and the Downtown Evanston Plan (“DEP”).

EVANSTON ENVISION 2045

Regarding the Envision Evanston 2045 plan, relevant sections that address new development and Downtown Evanston are contained in chap-

ters on Neighborhoods and Places (Chapter 5), Getting Around (Chapter 7), Climate Action and the Environment (Chapter 8), Housing (Chapter 10), and Economic Development (Chapter 12).

Chapter 5: Neighborhoods and Places shows the Subject Property as part of the Downtown Future Land Use category. Chapter 5 directly addresses the Downtown category on pages 65:

“Future development and zoning regulations in Downtown Evanston must carefully balance the integration of new high-rise structures with the preservation of lower density areas to maintain the district’s character and livability. High-density projects should be strategically placed near transit nodes and commercial corridors, while mid-rise and low-rise buildings should be prioritized in areas that transition into surrounding neighborhoods. ... Sustainable development practices, including green building initiatives and transit-oriented development, should be encouraged to support economic growth while maintaining Evanston’s unique sense of place.”

Regarding Policies and Actions the document makes the following statement:

To implement the vision established by the future land use strategy, Evanston will need to adopt policies and actions aimed at achieving goals of sustainable growth, climate resiliency, housing choice, and transportation accessibility.

Relevant specific policies for development within the Downtown Evanston Future Land Use Category include:

1. *Support sustainable development.*
2. *Ensure new development, infrastructure improvements, and zoning decisions implement the Comprehensive Plan and land use map.*
7. *Ensure new development supports quality design.*
8. *Encourage the adaptive reuse of existing or*

underused residential and commercial buildings to increase housing options.

9. Increase compatible development of affordable and attainable housing types in all residential neighborhoods.

Chapter 7: Getting Around addresses issues relevant to transportation infrastructure and mobility landscape. Many of the Policies and Actions are aimed at encouraging alternate means of transportation to reduce vehicle use in the interest of reducing greenhouse gasses generated by driving. Specific policies relevant to development in Downtown Evanston – an area with excellent access to transit – include:

3. Facilitate development that prioritizes safe, convenient access to public transit.

- GA 3.1 Update zoning regulations to support development and redevelopment near transit stations.

4. Invest in upgrades and policies that support a safe, accessible, and convenient pedestrian network for all users.

- GA 4.1 Improve existing sidewalks to ensure ADA compliance and prioritize safe travel for people of all ages and abilities, with a focus on vulnerable populations.
- GA 4.2 Invest in pedestrian safety measures and traffic-calming designs.

CHAPTER 8: Climate Action and the Environment focuses primarily on government policies and actions to reduce greenhouse gasses and care for and support the existing natural environmental resources of the City. Policies related to private development include:

1. Continue to implement the 2018 Climate Action and Resilience Plan (CARP), including any updates or revisions, as the primary

blueprint for local climate action.

- ENV 1.1 Support rulemaking for Healthy Buildings Ordinance (HBO) implementation, interim and final goals, public and workforce education, implementation of energy efficiency measures, and transparency of progress and enforcement, ensuring that the HBO is implemented in a just and equitable manner, with consideration for equity-challenged properties and stakeholders.
- ENV 1.2 Adopt future updates and revisions to the Illinois Stretch Energy Code; support compliance with public and workforce education, as well as consistent enforcement for all newly permitted construction in Evanston.
- ENV 1.3 Employ strategies including community solar, community aggregation of electricity, and purchase of renewable energy certificates in a manner that supports optimal and real reduction of greenhouse gas emissions.

CHAPTER 10: Housing focuses on housing equity and affordability. Policies and Actions relevant to Downtown development include:

2. Increase housing supply and affordable housing choices at all income levels.

- H 2.1 Develop and implement policies that expand by-right residential development, including small-scale multi-unit housing in all residential districts and a range of higher density housing options in mixed-use and downtown districts, subject to lot size requirements and other standards.
- H 2.2 Update zoning regulations to reduce minimum lot and dwelling sizes, in order to allow more housing units and help reduce development costs.
- H 2.10 Redevelop underused properties to increase the supply of housing that is affordable

to low- and moderate-income households; integrate housing into new construction and rehabilitation of City assets.

- *H 2.11 Encourage transit-oriented housing development.*

5. Promote healthy buildings and neighborhoods.

- *H 5.1 Adopt and enforce zero-emissions building codes and standards to improve indoor air quality, maintain natural light, achieve energy efficiency, and remove environmental hazards like lead, in order to ensure living spaces contribute to a healthy living environment.*
- *H 5.2 Incentivize and facilitate the construction of all-electric living spaces, installation of solar panels and heat pumps, and other technologies that mitigate climate change and improve sustainability.*
- *H 5.3 Promote green building practices, such as LEED certification, WELL standards, passive house, and universal design in rehabilitation and new construction.*
- *H 5.4 Prioritize housing development on sites with access to green spaces, parks, pedestrian and bike infrastructure, and other amenities that promote physical activity and mental well-being while improving climate resilience.*

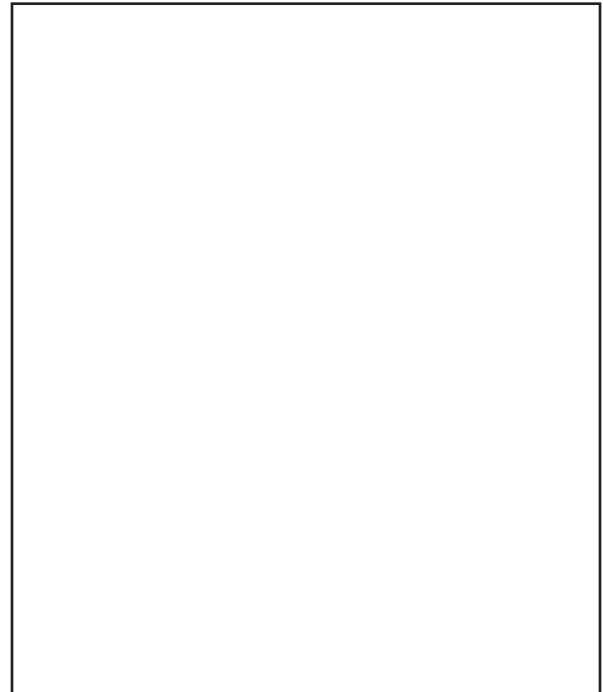
Finally, **CHAPTER 12: Economic Development** focuses on creating a resilient, inclusive, and vibrant economy through strategic investments, workforce enhancement, and community engagement. Goals and Actions relevant to Downtown Evanston include:

10. Continue revitalization of downtown Evanston.

- *ECON 10.3 Support residential development to increase the downtown population and stimulate more street-level vitality.*

CLIMATE ACTION AND RESILIENCE PLAN

Evanston's Climate Action and Resilience Plan (CARP) focuses on Achieving carbon neutrality by 2050. It delineates strategies for Municipal Operation, Climate Mitigation, and Climate Resilience. The most relevant section for a new residential development is that which deals with Climate Mitigation. The Climate Mitigation section of the plan is split into six Focus Areas with corresponding Goals, Actions and Performance Metrics:



Of these focus areas the most relevant to the Subject Property are Building Efficiency, Renewable Energy, Zero Waste and Transportation and Mobility.

Regarding Building Efficiency, recommended actions include:

- 1. Develop a strategy to transition to net-zero greenhouse gas emissions (NZE) building standards in 2019. Implement strategy via*

building code update effective starting in 2020.

- a. *Use best practices in each category of green building standards, including aspects of LEED Platinum, Passive House (PHIUS), Green Globes, Living Building Challenge, American Institute of Architects (AIA) 2030, and Enterprise Green Communities. Address all aspects of the building, including construction, energy use, water use, impacts on nature and wildlife (e.g. birds), and on the community (e.g. transportation).*

5. Increase water efficiency and reduce daily per capita water usage.

Regarding **Renewable Energy** the following action are listed:

2. *Increase renewable energy supply options beyond Aggregation by supporting community solar and other renewable energy generation projects.*

Regarding **Zero Waste** actions listed are as follows:

1. Create and Implement a Zero Waste Strategy

- d. *Reduce construction and demolition waste by ensuring that strong recycling and reuse requirements are met for all building-related permits. Require that all real estate developments that receive financial assistance from the City or special zoning approval adhere to a higher standard of recycling and reuse.*
2. *Require recycling at all properties. Adopt policies that provide all properties equal access to waste diversion services such as recycling and composting. Require that all properties make recycling receptacles clearly accessible to tenants, patrons and visitors. Facilitate, encourage and incentivize all properties to engage in a composting program.*

4. Enforce the Cook County Demolition Debris Diversion Ordinance and strive to exceed minimum requirements in the revised building code.

5. Support the preservation, reuse, repurposing and retrofit of existing structures to reduce demolition waste, preserve the embodied energy and materials, while avoiding the energy usage related to demolition.

HOUSING 4ALL PLAN UPDATE

Evanston's Housing 4All Plan was originally adopted in 2023 with its most recent update published and adopted in January of 2026. The Housing 4All Plan focuses on the following challenges:

1. *Protect residents from displacement*
2. *Preserve affordable housing units*
3. *Create new housing units*

The most relevant of those challenges is the creation of new housing units. Relevant Goals of the plan include:

- *Increase racial diversity through a more equitable distribution of race and ethnicity*
- *Reduce geographic disparities based on income, race, and net worth*
- *Reduce the number of cost-burdened households by 5 - 10%*
- *Create 2,500 - 4,000 new housing units*

With respect to creating new housing units on private property the Housing 4All Plan proposes:

- *Right-sized parking policies align parking requirements with demand versus one-size-fits-all mandates, such as parking minimums. The City will allow developers to address transportation impacts through a multi-modal strategy, lowering construction costs, and encouraging more efficient land use.*

- *Current inclusionary housing policies require market-rate developments to provide affordable units or an in-lieu payment to support affordable housing. ...By requiring more affordable units and higher in-lieu fees, and by offering incentives for deeper affordability and larger units, the City ensures that new development more effectively addresses our housing needs*
- *The City will increase the number of residential units allowed by-right in transit-oriented development (TOD) areas, reducing development timelines, lowering per-unit costs, and making projects more viable. This will enable more people to live in walkable, transit-rich areas and support Downtown and neighborhood business districts.*

EVANSTON THRIVES RETAIL ACTION PLAN

The Evanston Thrives Retail Action Plan provides a blueprint for supporting and revitalizing Evanston's business and retail districts. The plan outlines the challenges facing retail and restaurant uses in the Post-COVID reality.

"Downtown areas and commercial districts across the country are still recovering from the COVID-19 pandemic. Even before the pandemic, many downtown areas and retail districts were competing with retail growth farther afield in surrounding suburban areas. In many cities, downtowns were already losing—not gaining—retail market share before the pandemic closures hit."

The document goes on to make the following observations...

- **Lower or slower sales:** *Although many retailers involved in the Evanston Thrives process noted that business has returned to more sustainable levels than last year, most are still experiencing sales lower than pre-pandemic levels.*
- **Online ordering, pick-up, and delivery services:**

This aspect of business, particularly for restaurants, is still in high demand as customers became accustomed to ordering from home.

- **Work from home & low office occupancy:** *Regular travel to workplaces has dropped in every metro area. Daytime population in a downtown area is critically linked to the presence of major employers and office-workers in downtown buildings. The transition to full or part-time work-from-home is perhaps the greatest threat to downtown areas in the near term. All downtown areas experienced pain in this area, and the speed of recovery is closely linked with worker return to offices and with the construction of new housing. Downtown Evanston estimates downtown office buildings, generally, are at about 60% of their pre-pandemic occupancy. 1007 Church Street and 1603 Orrington office buildings in the heart of Downtown Evanston are logging 20- 40% of their daily office-worker headcount in the building each day compared to pre-pandemic activity.*

The plan recognizes the importance housing plays in supporting local business districts. The plan links Downtown revitalization to the construction of new housing and highlights the need for zoning code updates to facilitate new residential and mixed-use development.

DOWNTOWN EVANSTON PLAN 2009 UPDATE

The Downtown Evanston Plan 2009 Update builds in the 1989 Downtown Evanston Plan. Among the DEP's major recommendations are:

4. *Downtown should continue as the economic engine of Evanston. Downtown businesses and downtown development should continue as the major source of sales and property tax revenues in order to help mitigate the tax burdens on Evanston homeowners. City policies should foster downtown's role as the shopping and entertainment center of Evanston and nearby communities.*

5. *Development policies should establish standards that promote sustainability and environmentally responsible development. City policy should facilitate rehabilitation of existing structures.*

The DEP delineates the following objectives relevant to the proposed development on the Subject Property:

Objective 1: Optimize Economic Development:

- *Take full advantage of the potential of downtown as a mixed-use pedestrian and transit-oriented urban center that is located adjacent to a renowned university.*

Objective 4: Promote Sustainable “Green” Buildings

- *Facilitate rehabilitation of existing structures and development of new buildings and spaces that are environmentally smart, health conscious, and energy efficient.*

With respect to the DEP’s Development Framework the following statements are made:

Downtown is well suited for taller and denser development with a mix of uses based on the smart growth factors discussed earlier and its traditional role as an urban core rather than a low-rise shopping center or small town main street. As noted, much of the area is located within a quarter-mile walking distance of the CTA and Metra stations, and “transit oriented development” is recommended within this travel distance. Taking full advantage of transit facilities, such development fosters a mix of uses, denser buildings, increased pedestrian activity, enhanced public spaces and streetscape, and decreased auto use. Downtown now has the critical mass of buildings, uses, and activities that should allow it to sustain additional planned growth near the train stations in the future.

Regarding Residential development the DEP anticipates an addition of ±200 residential units annually and makes the following observations:

The plan includes new residential as a likely and appropriate potential use for many of the opportu-

nity sites. New rental apartments and condominiums will help Evanston to reach its overarching economic development goals by:

- *Enhancing the value of existing residential properties. Continued public and private-sector investment, expanded residential amenities, and added vitality will enhance Evanston’s stature as a desirable place to live.*
- *Expanding the property tax base by an estimated \$600 to \$800 million over the next 10 years.*
- *Supporting existing retailers and service providers, creating demand for more retail property, and increasing local sales taxes. Estimates of local capture of consumer spending by the new downtown households indicate support for roughly 35,000 square feet of new retail space over the next 10 years.*

Regarding the Downtown Core Area, where the Subject Property is located the following Development Framework recommendations state:

...To take full advantage of the denser development near the stations and the increased activity occurring there, mixed-use development between 165 and 275 feet in height (approximately 15 to 25 stories) with ground floor retail is recommended.

The DEP makes the following recommendations for the scale and height of buildings downtown:

- *The scale and height of buildings downtown should reflect the fact that downtown is the central place within the City of Evanston.*
- *The scale and height of buildings downtown should reflect that downtown is an appropriate location for highrise, high-density, and mixed-use development.*
- *The density, height, and scale of buildings downtown should reflect the city’s desire for a compact and walkable environment that supports and*

strengthens the pedestrian character of downtown streets. The density permitted downtown should be compatible with goals of making downtown a transit-oriented environment that facilitates access to and use of public transit.

- *The scale and height of buildings permitted downtown should reflect the fact that downtown has the following advantages as a place for tall and dense buildings:*
 - *Transit access*
 - *Strong employment base*
 - *Existing pattern of tall buildings*
 - *Excellent infrastructure and utilities*
 - *Excellent public services*

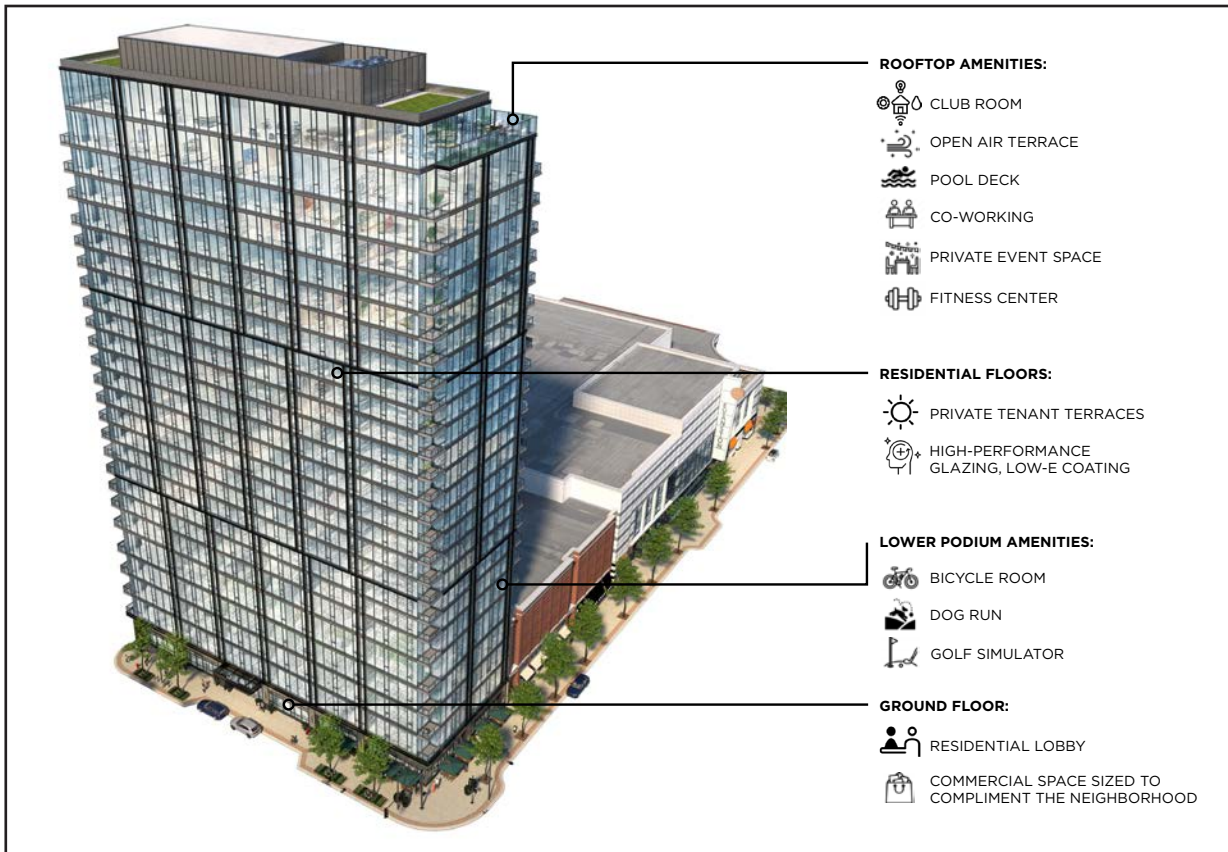
VIII. Proposed Development

PROJECT DESCRIPTION

The proposal calls for the demolition of the north seventy feet of the existing Church Street Plaza Development and the construction of a new twenty-seven-story (27-story) mixed-use development, with ±2,500 square feet of retail and commercial space(s), on the ground floor and three hundred and fifty-eight (358) dwelling units in a ±345,000 square foot structure. Dwelling units are located on floors 2 through 26 with floor 27 dedicated to tenant amenities including a rooftop terrace with outdoor swimming pool, and an indoor lounge and co-working spaces.

Other amenities are located on the 5th Floor of the building, including a fully equipped gym/fitness center, a simulated golf studio and a game room/arcade, and pet facilities (internal





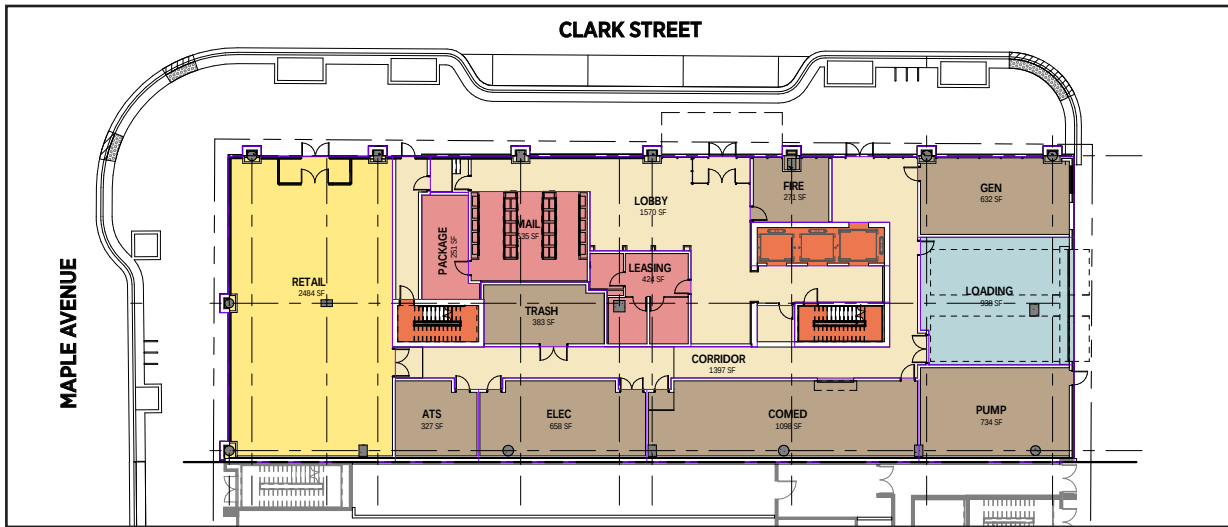
Proposed Development: Program Components

dog run, waste disposal posts, and grooming stations). A secured indoor bicycle parking/storage room, with service station, will be located on the 2nd Floor of the building, accommodating 179 bicycles.

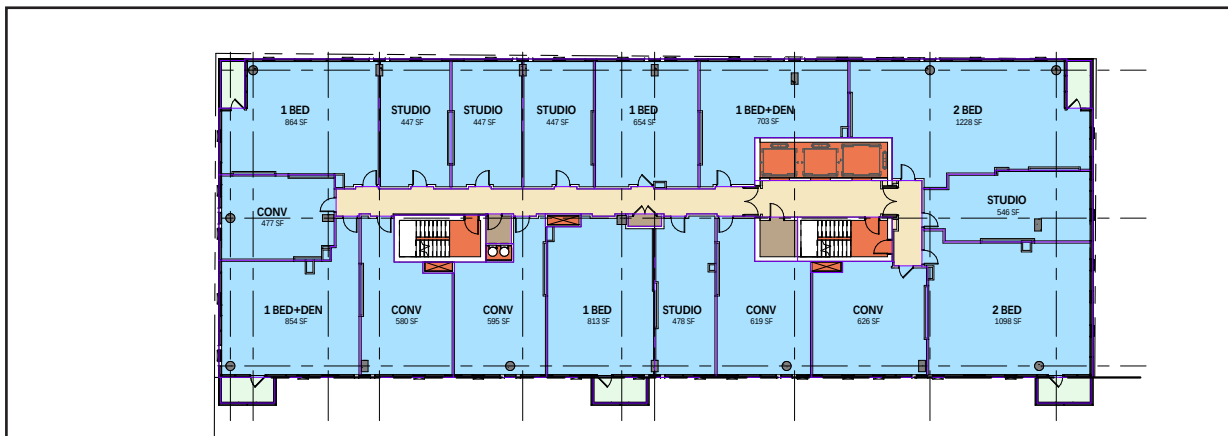
The building will be designed to meet or exceed the minimum standards and sustainability guidelines for the City of Evanston. The project will meet the Three Green Globes Certification (LEED Gold equivalent), and will meet or exceed the proposed Illinois Stretch Energy Code. Specific sustainability measures include:

- All in-unit fixtures will be fully electric including cooktops, dryers and ovens.
- Project will engage ComEd to participate in their energy efficient program.

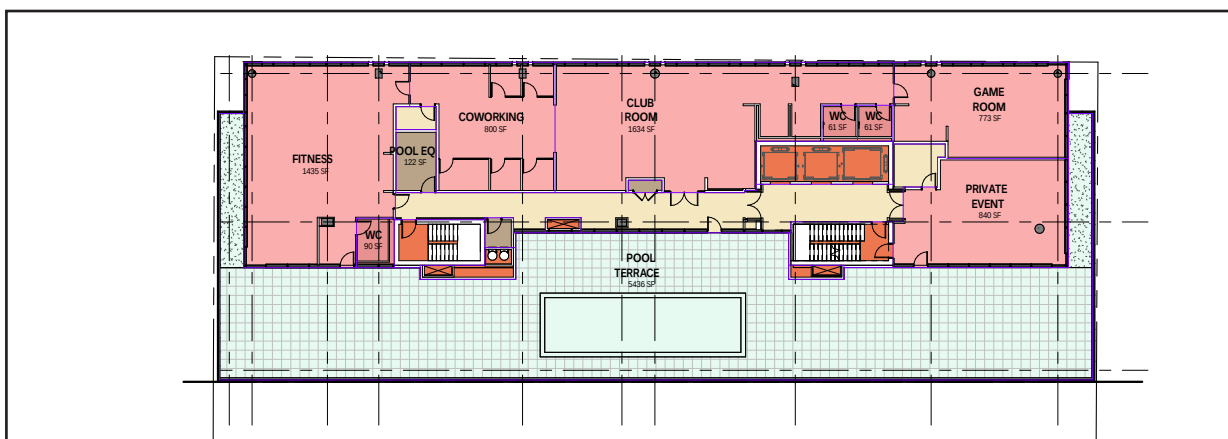
- White “Cool Roof”, green roof and permeable surfacing utilized to decrease urban heat island effect
- High-efficiency heating, ventilation and air conditioning systems
- Energy Star kitchen appliances
- Water saving plumbing fixtures
- 100% LED lighting fixtures
- Installation of a 580kW solar array on the roof of the remaining commercial development to the south providing reduced energy consumption from conventional sources
- Promotion of bicycle use by residents.
- Public Transportation virtual screen in lobby will advertise live train and bus times for residents’ convenience



Ground Floor Plan



Typical Floor Plan



Amenity/Rooftop Floor Plan

In addition, This site was selected due to its ideal location in proximity to public transportation and it's ability to utilize parking spaces in an existing parking garage to satisfy demand/ordinance requirements.

in addition, The Applicant has committed to comply with the Evanston Bird Preservation Ordinance, as discussed with Bird-Friendly Evanston and Evanston building code officials. Detailed drawings that define the manner in which the Applicant will achieve compliance will be included at time of building permit submission.

Of the 358 proposed dwelling units, 20% (72 units) will be designated as "inclusionary housing units" which will be distributed throughout the development, ranging in size and functionality (including ADA adaptable) in direct correlation to the blend and location of the market-rate units.

As indicated earlier, parking for the development will be accommodated in the 1800 Maple Public Garage via a lease agreement with the City of Evanston for 79 spaces in accordance with the demand study provided by KLOA. Loading is accommodated via two dedicated bays located at the east side of the development along the alley adjacent to the CTA right-of-way.

Streetscape improvements include retail/restaurant space to anchor the corner of Clark Street and Maple Avenue with new landscape elements integrated throughout the Development Site and adjacent parkways. The proposed residential lobby will occupy the remainder of the Clark Street frontage and the existing street parking along Clark Street will be removed to provide a new three-car (ADA compliant) loading/drop-off zone. Other off-site improvements provided by the Applicant include upgraded sidewalks to provide full ADA accessibility, traffic signal improvements at the intersection Maple avenue and

Clark Street to facilitate traffic flow and enhanced crosswalks to upgrade pedestrian safety.

DEVELOPMENT ALLOWANCES

The proposed development complies with all standards of the underlying RP District and requires development allowances only for Height, Dwelling Units, Parking and Loading configuration.

Regarding Height the proposal calls for a structure that rises to 305 feet to the top of the highest occupied floor. The RP District limits height along Maple Ave. to 60 feet and 150 feet in the Central Plaza. A development allowance is required under the Planned Development to allow the height of structure as proposed.

Lot B of the existing CSP PD does not list dwelling uses as permitted uses therefore a development allowance is required to allow the proposed 358 units.

Regarding Parking, the City's Zoning Analysis Summary, indicates a baseline minimum of 205 vehicular parking spaces is required for the proposed development. The Applicant intends to lease 79 parking stalls within the existing Maple Avenue Parking Garage to satisfy market and ordinance requirements. A development allowance is required under the Planned Development to allow the proposed parking program.

Regarding loading, pursuant to the City's Zoning Analysis Summary for the proposed development two short berths (10' x 35") are required. The proposed development provides one 10 x 35 loading berth accessed via an easement over CTA property to the east and the provision of a drop-off/loading zone on the building's Clark St. frontage. A development allowance is required under the Planned Development to allow the proposed loading program.

PUBLIC BENEFITS

The proposed development provides Public Benefits to the the surrounding neighborhood and the City as a whole as delineated in §6-3-6-3 of the Evanston Zoning Ordinance. These Public Benefits include:

- Preservation and enhancement of desirable site characteristics and open space.
- Use of design, landscape, or architectural features to create a pleasing environment or other special development features.
- Provision of a variety of housing types in accordance with the City's housing goals.
- The efficient use of the land resulting in more economic networks of utilities, streets, schools, public grounds, buildings, and other facilities.
- The substantial incorporation of generally recognized sustainable design practices and/or building materials to promote energy conservation and improve environmental quality, such as level silver or higher LEED (leadership in energy and environmental design) certification.

Regarding the “preservation and enhancement of desirable site characteristic” and “use of design, landscaping or architectural features to create a pleasing environment” the proposed site plan and ground floor configuration places the residential lobby and retail spaces in locations that activate the streetscape and provide 24/7 “eyes on the street” enhancing pedestrian safety and comfort. The use of transparency – especially in the residential lobby – and high quality building materials along with landscaping and sidewalk improvements preserve and enhance desirable site characteristics and contribute to creating a pleasing environment.

Regarding the provision of “a variety of housing types in accordance with the City's housing goals” the proposed development includes 72 affordable units, significantly exceeding the ordinance requirement. with a range of configurations including ADA compliant and accessible units. These units are provided in the heart of Evanston's Downtown with superior access to transit, shopping and employment opportunities all in accordance with the City's housing goals delineated in tis Comprehensive Plan and its Housing4All Plan.

Regarding the “efficient use of land” the proposal redevelops an under-utilized parcel of land that was developed far below what the underlying district allows and brings it closer to an appropriate development capacity given its prominent location in Downtown adjacent to transit and other resources. With the proposed development real estate tax revenue derived by the Subject Property will be significantly increased over the existing condition. The addition of over 350 households and 500 persons with an anticipated annual spending locally of up to \$13 million annually will help support Downtown retail and restaurant businesses.

Regarding “substantial incorporation of generally recognized sustainable design practices” the proposed development will achieve three Green Globes certification (equivalent to LEED Gold) incorporating such measures as fully electric in-unit fixtures including cooktops, dryers and ovens; high-efficiency heating, ventilation and air conditioning systems; Energy Star kitchen appliances; Water saving plumbing fixtures; 100% LED lighting fixtures; and Installation of a 580kW solar array on the roof of the remaining commercial development to the south providing reducing energy consumption form conventional sources.

DEVELOPMENT IMPACTS

Every development has the potential to impact surrounding development and City services in a number of ways. Typical impacts from the type of development proposed include traffic and parking, effects from wind and shadow, impact on views, impact on property value, impact on public infrastructure (sewer and water) and impact on public services such as police, fire and schools.

Traffic and Parking Impact

Regarding traffic and parking, in the context of transit oriented development in an area like Downtown Evanston impact, even for larger residential developments, are significantly mitigated due to the fact that many vehicle trips are eliminated given the close proximity of transit, employment, and shopping. The traffic and parking analysis provided by KLOA draws the following conclusions regarding traffic volumes:

- The volume of new vehicular traffic to be generated by the development will be moderated due to:
 - (1) the public transportation and alternative modes of transportation serving the area, including immediately proximate CTA and Metra stations, DIVVY bicycle, e-bicycle and e-scooter rental sites, protected bicycle lanes and walkable ADA-compliant pedestrian paths; and;
 - (2) the fact that the development will be replacing approximately 23,775 square feet of gross floor area at Church Street Plaza that is currently occupied by Chili's Grill & Bar, Dogtopia of Downtown Evanston, and a portion of the AMC movie theater, which such commercial ventures – especially taken together, tend to generate a significantly higher

amount of constant vehicular traffic based on occupancy and operational demands.

- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All the intersections within the study area are projected to continue to operate at a good level of service assuming the additional traffic to be generated by the proposed development and the other area growth. Overall, the proposed development will have a limited impact on the operation of the roadway system. As such, no roadway improvements and/or traffic control modifications are required.

Regarding parking, KLOA draws the following conclusions:

- Parking for the development is proposed to be provided via the Maple Avenue parking garage located directly west of the site. If the development is approved, the owners of the development have committed to lease from the City of Evanston a minimum of 112 designated parking spaces within the Maple Avenue parking garage. Further, the City of Evanston has indicated that the Maple Avenue parking garage has sufficient vacancy to accommodate in excess of 125 leased parking spaces for the proposed development. The range of the parking ratios for the proposed development is comparable, particularly the ratios per bedroom, to the parking ratios for several recently approved developments in the City of Evanston.

Wind Impact

Due to obstacles such as buildings and trees which cause friction, wind velocity increases with height or distance from the ground. The increase is non-linear with velocities increasing $\pm 10\text{--}20\%$ for every doubling of distance.

WIND CRITERIA



The RWDI pedestrian wind criteria are used in the current study; the criteria presented in the table below, addresses pedestrian safety and comfort. These criteria have been developed by RWDI through research and consulting practice since 1974. They have also been widely accepted by municipal authorities, building designers and the city planning community.

Pedestrian Comfort

Pedestrian comfort is associated with common wind speeds conducive to different levels of human activity. Wind conditions are considered suitable for sitting, standing, strolling or walking if the associated mean wind speeds (see table) are expected for at least four out of five days (80% of the time). The assessment considers winds occurring between 6 AM and midnight. Limited usage of outdoor spaces is anticipated in the excluded period. Speeds that exceed the criterion for Walking are categorized Uncomfortable. These criteria for wind forces represent average wind tolerance. They are sometimes subjective and regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can also affect people's perception of the wind climate.

Comfort Category	GEM Speed (mph)	Description (Based on seasonal compliance of 80%)
Sitting	≤ 6	Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blown away
Standing	≤ 8	Gentle breezes suitable for main building entrances, bus stops, and other places where pedestrians may linger
Strolling	≤ 10	Moderate winds appropriate for window shopping and strolling along a downtown street, plaza or park
Walking	≤ 12	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	> 12	Strong winds considered a nuisance for all pedestrian activities. Wind mitigation is typically recommended

Pedestrian Safety

Pedestrian safety is associated with excessive Gust Speeds that can adversely affect a person's balance and footing. These are usually infrequent events but deserve special attention due to the potential impact on pedestrian safety.

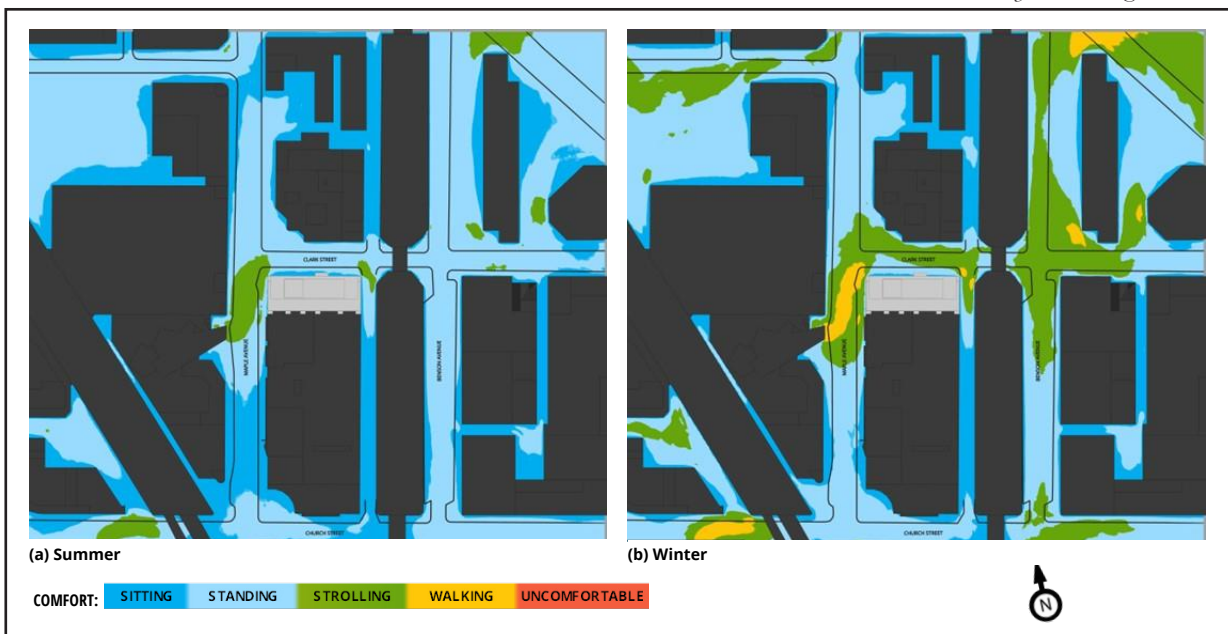
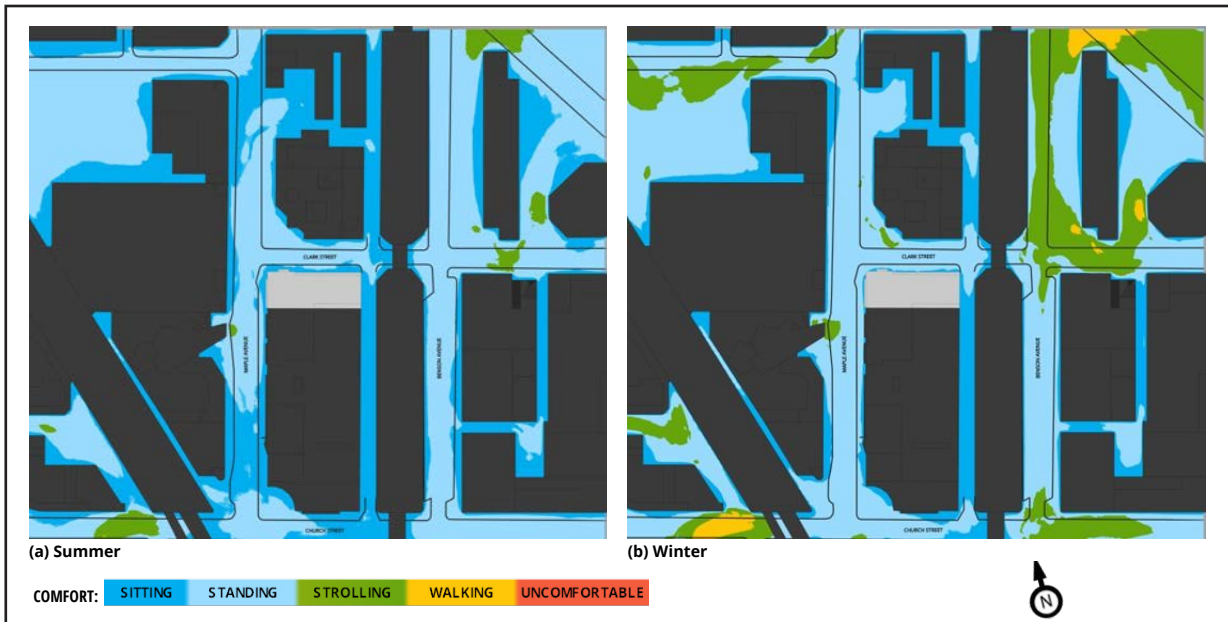
Safety Criterion	Gust Speed (mph)	Description (Based on annual exceedance of 9 hrs or 0.1% of time)
Exceeded	> 56	Excessive gusts that can adversely affect one's balance and footing. Wind mitigation is typically required

This is why there can be concern with the impacts of wind due to the construction of taller buildings. In general, buildings below ± 70 feet have little effect, those between ± 70 and 300 feet can have moderate impacts and those taller than 300 feet have the potential to cause more significant impacts. Given the Subject Property's 305 foot height an analysis of wind effect is merited. The wind analysis by Rowan Williams Davies & Irwin Inc. ("RWDI") defines criteria for pedestrian comfort and safety in the chart above.

The analysis models the existing and proposed conditions for both summer and winter utilizing national weather service statistics for wind direction and velocity. The results of the modeling are illustrated on the following pages.

The RWDI study makes the following observations:

- The proposed building is taller than most building in the surroundings to the northeast, northwest and southwest – these are the predominant wind directions.
- The new building will redirect wind around it and to ground level. Much of the downwash on the south side would be disrupted by the low roof of the existing building.
- Wind approaching from the northeast would be diverted downward on the north side of the building and accelerate around the southwest corner of the site as the wind flows downwashed by the tower take the path of least resistance around it.



- The wind flows around the tower would be similar to the flows around other tall buildings in the area – note the green and yellow zones in the result figures pertaining to the Proposed Scenario.

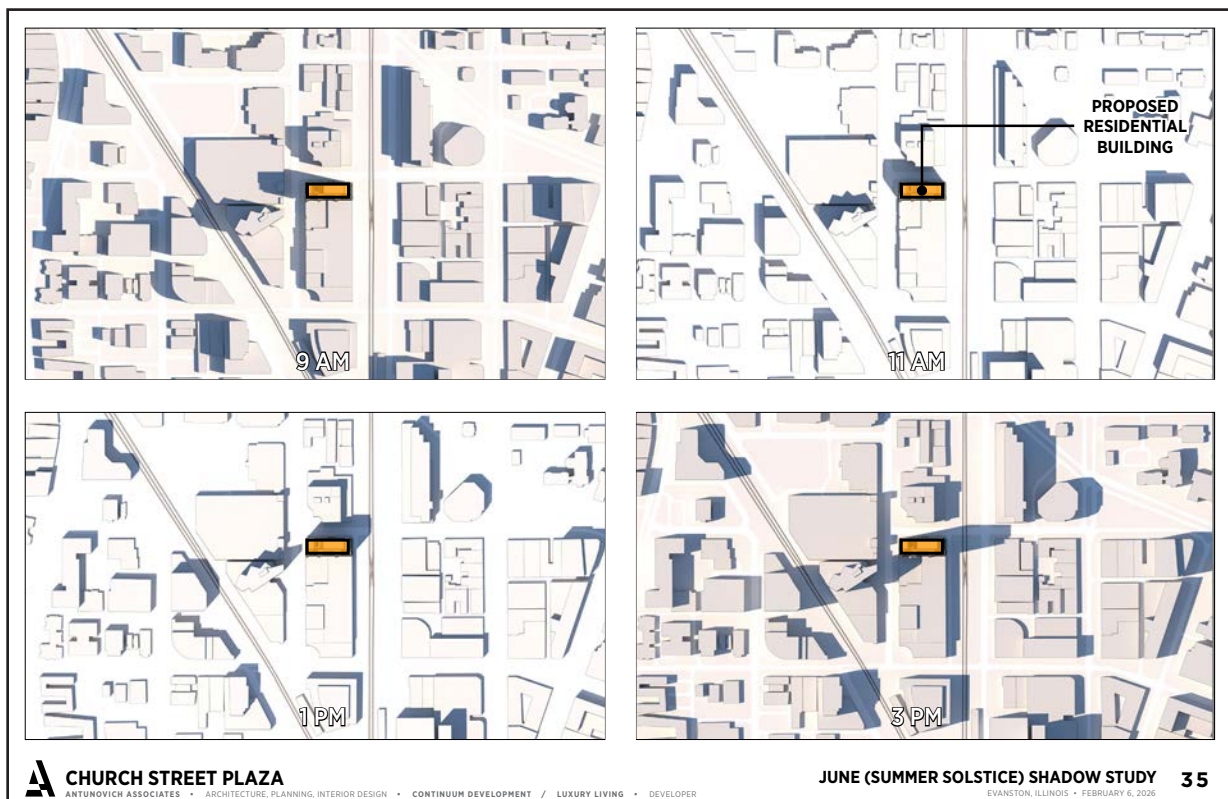
- Wind conditions at ground level are expected to be appropriate for the sidewalk use. Compared to the existing scenario, increased wind activity is expected on Maple Avenue, however, these conditions may be acceptable as they are predicted to meet the walking criteria.

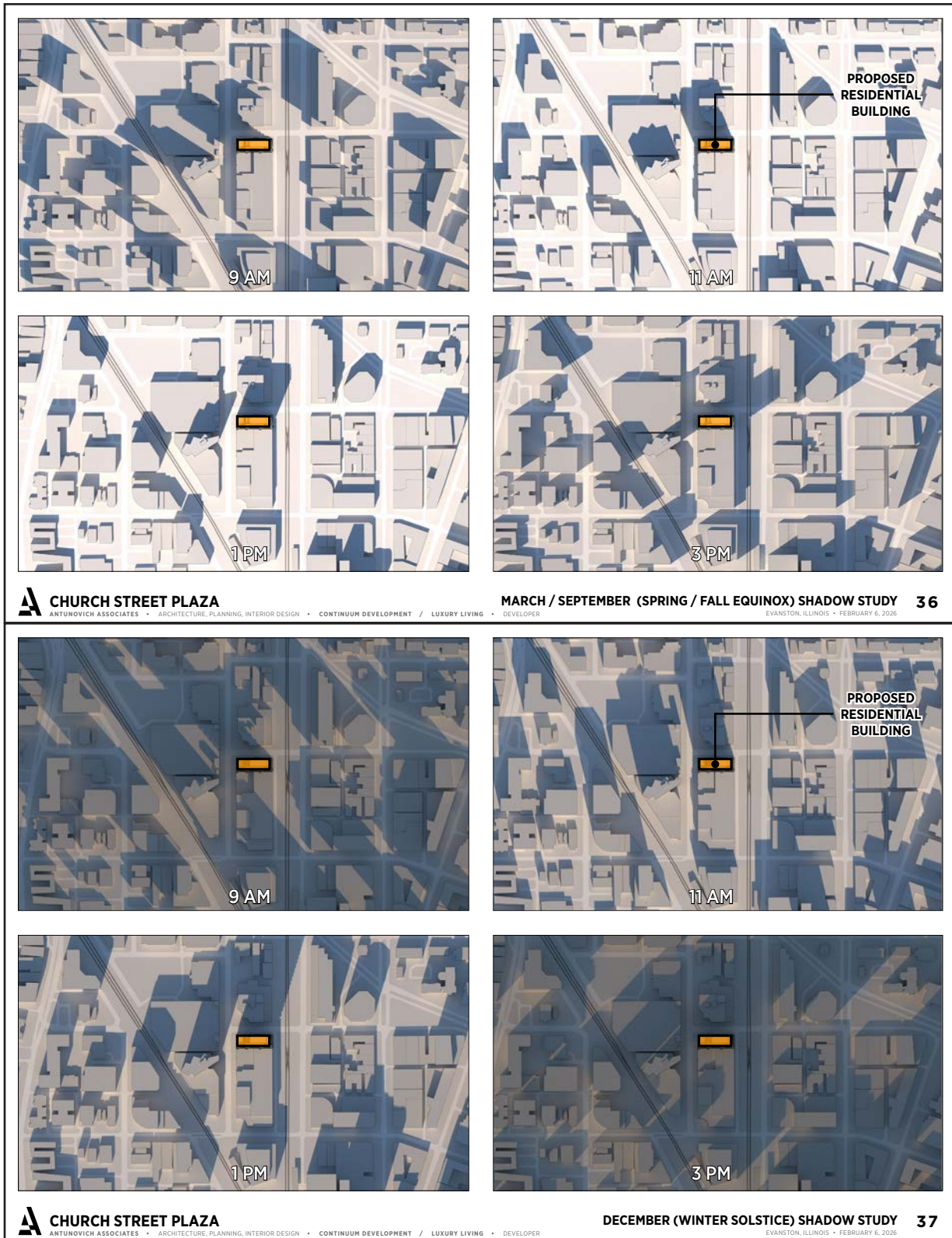
It should be noted that the only wind effect that exceeds 10 miles per hour occurs during the winter months and is limited to a small area on the carriageway of Maple Ave. Nowhere does the wind effect caused by the proposed development on the Subject Property even remotely approach levels that would affect pedestrian safety.

Shadow Impact

In dense urban environments impacts from shadows have little perceivable impact. The only exception is in extreme cases where a tall structure is located immediately south of a sensitive area. No such condition exists in the vicinity of the subject property as the property immediately north of the Subject Property is an office building.

The Chicago Region experiences conditions where shadows occur only 54% of the time with July being the most sunny month (69%) and December the least sunny (37%). The shadow analysis produced by the Antunovich & Associates (“Project Architect”) illustrates, as would be expected, little impact during the summer months when the sun is higher in the sky and shadows are shorter and greater impacts during the winter months when the sun is lower and shadows longer. As indicated earlier, shadows occurs far less frequently in the winter months (37%) mitigating impacts. The following pages illustrate the shadow impacts in the vicinity of the Subject Property.

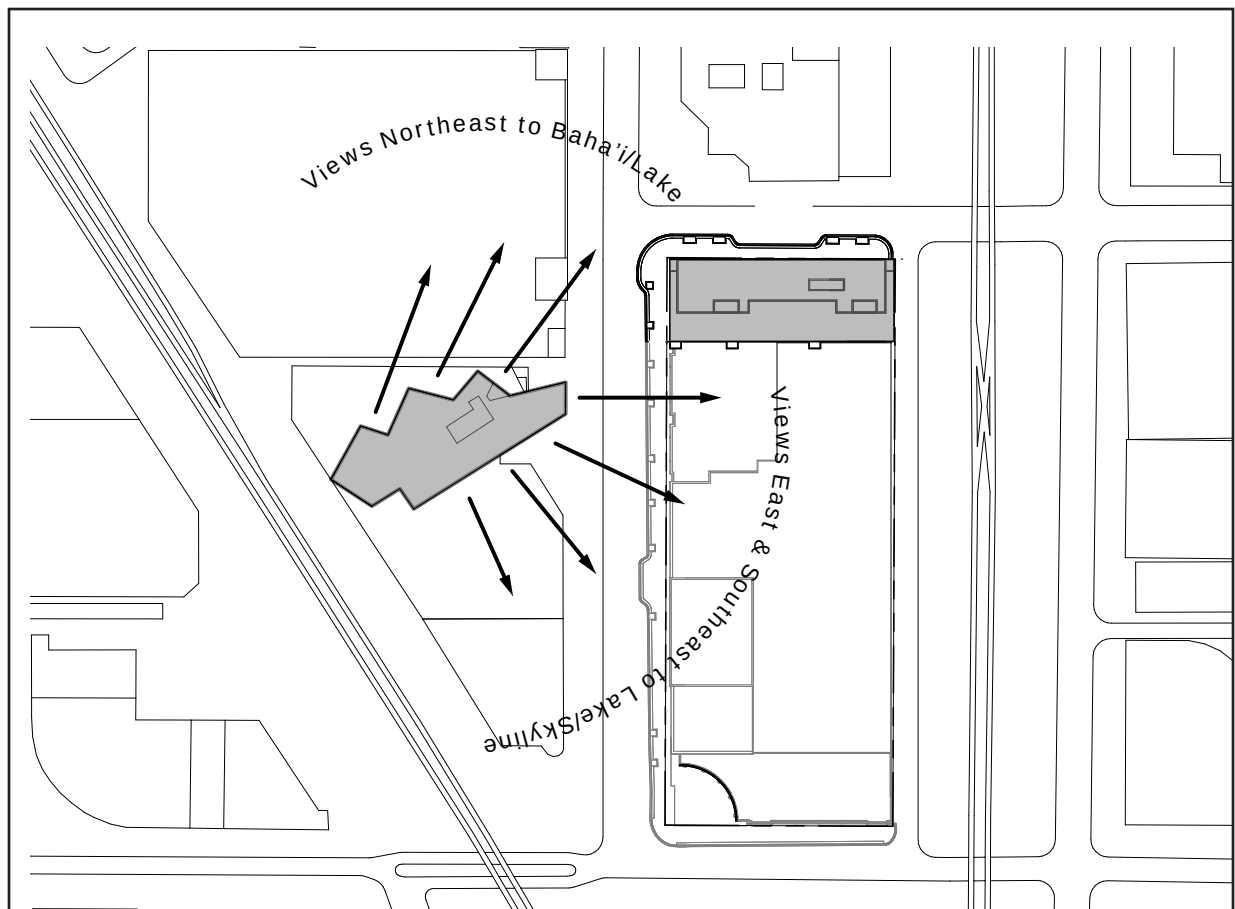




Impact on Views

In urban environments like Downtown Evanston that are zoned for tall buildings, any expectation that there will be no change in views from the existing condition is unrealistic. Under Illinois Law views are not protected. Except in rare cases like DuSable Lake Shore Drive in Chicago where unimpeded views are all but guaranteed – and a premium is paid for that condition – the value of all residential units have this potential “alteration of view” baked into their price/value. Due to the presence and orientation of the street grid, in most urban areas, very seldom is an existing desirable view completely obscured by a new development. Careful placement and sensitivity to view corridors can go a long way toward mitigating impacts on existing views.

In the case of the Subject Property care has been taken to orient the proposed building such that views from its nearest residential neighbor – Optima Views immediately southwest across Maple Avenue – are minimally impacted. Optima Views is oriented to take advantage of views to the northeast toward Baha’i Temple and Lake Michigan beyond and southeast toward Lake Michigan and toward Chicago’s skyline giving all units in the building desirable views. The placement of the proposed building at the far northern extreme of the Subject Property and orienting it along an east-west axis has the effect of minimizing impacts on the existing views for Optima Views. While some units may have the proposed building in the foreground, no unit loses the desirable view it currently has.



View Impact Diagram

Impact on Property Value

From a planner's perspective impact on the value of surrounding properties is directly tied to the land use impacts from a proposed development. Typical impacts that can have an effect on the value of surrounding properties include significant permanent increases in congestion noise, odor, vibration, particulate matter, danger of fire, explosion, contamination due to the proposed land use.

In the case of the Subject Property and the proposed development the use is classified as mixed use residential/commercial which is consistent with both the existing land use, zoning and development pattern in the area. Its typical land use impacts do not increase noise, odor, vibration, particulate matter, danger of fire, explosion, or contamination. Regarding traffic and congestion the study by KLOA finds no significant increase in traffic or impact on the surrounding street system such that it would impact value of surrounding properties.

Regarding other impacts specific to the type and configuration of the proposed development such as wind, shadow and views, as discussed earlier those impacts in general are minimal and not likely to have any significant negative impact on the value of surrounding property.

Its important to note that in general, new development is valued higher than existing older development and that the increase in value of the Subject Property is likely to have a positive effect on surrounding property values. Recent research indicates that increased density in urban areas has a positive effect on property values (*Canesi, R. Urban Policy Sustainability through a Value-Added Densification Tool: The Case of the South Boston Area. Sustainability* 2022, 14, 8762. <https://doi.org/10.3390/su14148762>) and (*Higher Density Development: Myth and Fact, Urban Land*

Institute, https://uli.org/wp-content/uploads/ULI-Documents/HigherDensity_MythFact.ashx_.pdf).

Impact on Public Infrastructure

The proposed development, is located within a development area currently serviced by existing stormwater infrastructure, which was installed in 2002 as part of the initial Church Street Plaza site construction. The proposed development will utilize the existing water detention vault located under the Maple Street Municipal Garage, located directly across the street from the development site. Regarding sanitary sewer service, the City of Evanston does not own or operate a sewage treatment plant. Instead all sewage flows to the Metropolitan Water Reclamation District of Greater Chicago (MWRD) and is treated at the MWRD North Side Treatment Plant at the intersection of Howard St. and McCormick Blvd. As part of permitting and construction, the Applicant will also be designing and installing a new sanitary sewer connection, along with stormwater volume control measures, consistent and in compliance with the requirements and regulations enforced by the Metropolitan Water Reclamation District. regarding water service, The City of Evanston owns and operates a fresh water treatment facility that has the capacity to supply up to 108 million gallons per day of pure drinking water and serves the populations of Evanston, Skokie and the Northwest Water Commission which is comprised of the communities of Arlington Heights, Buffalo Grove, Palatine and Wheeling – a population of over 350,000. The proposed development of 358 dwelling units does not represent a significant burden and will utilize water-saving fixtures to reduce consumption. According to City Staff and Engineering Departments the existing infrastructure is adequate to service the proposed development and will not be overburdened.

Impact on Public Services

Regarding impact on police, fire and EMS services typical residential developments do not impose an undue burden on these resources. While there is likely to be a minor increase in call volume due to the increased residential population, in the context of Downtown Evanston where commercial and institutional uses generate larger call volumes, it is unlikely to be noticeable or require additional resources.

Regarding impact on public schools, the target demographic according to the Applicant's Market Study include:

- Northwestern University students, including both undergraduate students and graduate students. In particular, the Kellogg business school students tend to gravitate to the new, highly amenitized buildings and frequently are not price sensitive as they tend to be older in age so they are attracted to the newest buildings in the market.
- Northwestern University faculty and staff are also potential segments of demand, although it is expected that the student component will far outweigh the faculty/staff component.
- Persons who desire the vibrant urban vibe generated by a downtown Evanston location close to the Northwestern University campus.
- Persons who desire to live in Evanston, close to family and friends who already reside in the area.
- Persons working at the many local employers in the area both in Evanston and in the neighboring communities. Persons employed at the hospitals in the area will be another important potential source of demand.
- Persons with a hybrid or remote work set-up. With hybrid work arrangements providing greater flexibility to work at home on a part-time or fully remote basis, commuting time can be a

lesser consideration. Thus, these renters appreciate the greater housing value afforded by suburban living and have been an increased source of resident demand over the past several years.

- Persons in transition – i.e., moving locally or transferees, and persons with life changes which require relocation, and desiring a new construction rental apartment.
- While there is the potential to attract empty nesters who are downsizing (either locally or from outside the MSA), this will be a small component due to the average unit sizes in the building.

While the 2-and 3-bedroom units may be attractive to families with children, those units comprise only 17 percent of the proposed 358 units and, given the target market and likely demographic profile of the project's occupants it is unlikely there will be such an increase in school population such that it would be a burden to the school district.

IX. Standards Analysis

The applicant proposes to amend the development plan for the Church Street Plaza Planned Development (PD Ordinance 041-O-99) to allow redevelopment of the northern 70 feet of Lot B of the existing Planned Development. The proposed Amendment seeks to subdivide Lot B into two parcels and redevelop the northern parcel with a new twenty-seven-story (27-story) mixed-use building, with retail and commercial space(s), on the ground floor and three hundred and fifty-eight (358) dwelling units.

Pursuant to §6-3-6-12 of the Zoning Ordinance, “except for minor and major adjustments authorized pursuant to Subsections 6-3-6-12(8) and 6-3-6-12(C) [of the Zoning Ordinance] no amendment shall be made in the construction, development or use of a planned development without a new application under the provisions of this Ordinance.” The proposed development does not qualify as a minor or major adjustment. Therefore, a new planned development application is required.

The following is an evaluation of the proposed development with regard to the standards for planned developments contained in §6-3-6-9 and by reference, the standards for special uses contained in §6-3-5-10 of the Evanston Zoning Ordinance along with additional standards for development allowances in planned developments (§6-3-6-5) and for Planned Developments in the Research Park District (§6-12-1-7).

SPECIAL USE STANDARDS

The Land Use Commission shall only recommend approval, approval with conditions, or disapproval of a special use based upon written findings of fact with regard to each of the standards set forth in Section 6-3-5-10 of the Zoning Ordinance and, where applicable, any special standards for specific uses set forth in the provisions of a specific zoning district.

§6-3-5-10 (A) *It is one of the special uses specifically listed in the zoning ordinance;*

Response:

In §6-12-2-3 of the Evanston Zoning Ordinance, “planned developments” are specifically identified as a permitted Special Use in the Research Park District. Given the foregoing this standard is met.

§6-3-5-10(B) *It is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time;*

Response:

Evanston’s most recent comprehensive general plan was adopted on January 26, 2026 and is entitled Envision Evanston 2045. The Applicant proposes redevelop the north 70 feet of Church Street Plaza constructing a 27-story building with approximately 345,000 sq ft. including 358 residential units and ±2,500 sq ft of retail/commercial space on the ground floor. The proposal will provide 72 units of affordable housing (20% of the total units) exceeding Evanston’s affordability standards. The building, designed by award-winning architects Antunovich & Associates will achieve Three Green Globes certification (equivalent to LEED Gold) in a all electric building with sustainable features such as all electric appliances, water saving fixtures and a

580kW solar array providing sustainable power on-site. Off site improvements include upgrading sidewalks and crosswalks to be ADA compliant and increase pedestrian safety and comfort.

Regarding the Envision Evanston 2045 Comprehensive plan, Chapter 5 of the document which delineates recommended future land uses shows the Subject Property as part of the Downtown Future Land Use category. Regarding Downtown development the Comp Plan indicates that:

High-density projects should be strategically placed near transit nodes and commercial corridors, while mid-rise and low-rise buildings should be prioritized in areas that transition into surrounding neighborhoods. ... Sustainable development practices, including green building initiatives and transit-oriented development, should be encouraged to support economic growth while maintaining Evanston's unique sense of place."

The proposal is consistent with the specific goals for the Downtown Evanston Future Land Use Category in that it will:

- *Support sustainable development.*
- *Ensure new development, infrastructure improvements, and zoning decisions implement the Comprehensive Plan and land use map.*
- *Ensure new development supports quality design.*
- *Encourage the adaptive reuse of existing or underused residential and commercial buildings to increase housing options.*
- *Increase compatible development of affordable and attainable housing types in all residential neighborhoods.*

Chapter 7 of the Comp Plan addresses issues relevant to transportation infrastructure and mobility landscape. The proposal's location in

a transit-served area and the off-site improvements proposed by the Applicant are consistent with the goals of the chapter in that they will:

- *Facilitate development that prioritizes safe, convenient access to public transit.*
- *Invest in upgrades and policies that support a safe, accessible, and convenient pedestrian network for all users.*

With regard to the sustainability goals of the Comp Plan Chapter 8 of the document references Evanston's Climate Action and Resilience Plan (CARP). The proposed development is consistent with goals and provisions of CARP in that building will:

Use best practices in each category of green building standards, including aspects of LEED Platinum, Passive House (PHIUS), Green Globes, Living Building Challenge, American Institute of Architects (AIA) 2030, and Enterprise Green Communities. Address all aspects of the building, including construction, energy use, water use, impacts on nature and wildlife (e.g. birds), and on the community (e.g. transportation).

and

Increase renewable energy supply options beyond Aggregation by supporting community solar and other renewable energy generation projects.

as delineated in CARP document.

The proposal is consistent with the goals of the Comp Plan Chapter on Housing (Chapter 10) in that it is will:

- *Increase housing supply and affordable housing choices at all income levels.*
- *Redevelop underused properties to increase the supply of housing that is affordable to low- and moderate-income households;*
- *Encourage transit-oriented housing development.*

- *Promote healthy buildings and neighborhoods.*

Finally, with respect to issues relating to Economic Development contained in Chapter 12 of the Comp Plan the proposal is consistent with the goals to:

- *Continue revitalization of downtown Evanston.*
- *Support residential development to increase the downtown population and stimulate more street-level vitality.*

Given the foregoing the proposed development on the Subject Property is consistent with the purposes and policies of the adopted comprehensive general plan.

The proposed development is also consistent with other plans adopted by the City of Evanston including its Housing4All plan update from January of 2026, which calls for more affordable and accessible housing in transit served locations with access to shopping, resources and jobs; the Evanston Thrives Retail Action Plan (“Evanston Thrives”) and the Downtown Evanston Plan (“DEP”) which both encourage increased density downtown to support retail and restaurant uses and to help replace the lost Downtown office population.

Regarding consistency with the purposes and policies of the Evanston Zoning Ordinance, §6-1-2 (A–K) of that document contains those provisions.

§6-1-2(A) *Promoting the public health, safety, comfort, morals, convenience, general welfare, and the objectives and policies of the comprehensive general plan;*

The proposed development is consistent with this purpose in that it adds a well designed sustainable building that provides significant affordable housing resources near transit and jobs,

shopping, and other amenities in harmony with the recently adopted Envision Evanston 2045 Comprehensive General Plan.

§6-1-2(B) *Securing adequate light, pure air, and safety from fire and other dangers;*

The proposed development is consistent with this purpose in that it provides adequate separation from existing structures and is a use that is compatible with surrounding development and does not increase noise, odor, particulate matter, or danger from fire, explosion or contamination.

§6-1-2(C) *Conserving and enhancing the taxable value of land and buildings throughout the City;*

The proposed development increases the density of an under-utilized parcel of land increasing its taxable value and providing additional Downtown residents that will patronize Downtown businesses, all in the interest of conserving and enhancing the taxable value of land.

§6-1-2(D) *Dividing the entire City into districts and restricting and regulating therein the location, construction, reconstruction, alteration, and use of buildings, structures, and land, whether for residential, university, business, industrial, or other specified uses;*

The proposed development is a permitted use in the zoning district in which it is located supporting the purpose of dividing the City into districts and regulating the location of certain uses.

§6-1-2(E) *Minimizing or lessening congestion in the public streets;*

The proposed development is consistent with the purpose of minimizing and lessening congestion in that it is a transit oriented development that will increase the resident population

Downtown who will likely walk rather than use an automobile to patronize nearby businesses.

§6-1-2(F) *Preventing the overcrowding of land by regulating and limiting the height and bulk of buildings hereafter erected, as said buildings relate to land area;*

The proposed development increases bulk and height on an under-utilized parcel of land within the limits of what is allowed in the zoning district in which it is located and the Planned Development Ordinance that governs development on the Subject Property and is consistent with planning policy and guidelines regarding the same, therefore it is consistent with the purpose of preventing the overcrowding of land.

§6-1-2(G) *Establishing, regulating, and limiting the building or setback lines on or along streets, alleys, and property lines;*

The proposed development conforms with the required setbacks in the district in which it is located and the Planned Development Ordinance that governs development on the Subject Property, therefore it is consistent with the purpose of establishing regulating and limiting the building setbacks.

§6-1-2(H) *Regulating and limiting the intensity of the use of lot areas, and regulating and determining the area of open spaces between and among the surrounding buildings;*

All of the land uses of Church Street Plaza are permitted as of right, or a listed special use within the Research Park District as they are within all districts in which the Zoning Ordinance allows them. The floor area ratios on all zoning lots within Church Street Plaza conform with the requirements of the District. The applicants have designed the massing of buildings and open

spaces to produce an appealing pedestrian experience which will aid the success of the development by making it an attractive destination. The proposed development conforms with the density in the district in which it is located and the Planned Development Ordinance that governs development on the Subject Property, therefore it is consistent with the purpose of regulating and limiting the intensity of use.

§6-1-2(I) *Establishing standards to which buildings or structures shall conform;*

The Applicant recognizes the authority of the City to establish such standards and conforms therewith consistent with this purpose.

§6-1-2(J) *Prohibiting uses, buildings, or structures that are incompatible with the character of established zoning districts; and*

The proposed development is compatible with and complementary to the uses allowed within the Research Park District and the surrounding districts with which the proposed development interacts.

§6-1-2(K) *Encouraging the preservation and enhancement of natural resources, historic resources, natural features, and aesthetic amenities in the City.*

The site presently lacks natural or historic features worthy of preservation or capable of enhancement therefore this purpose is inapplicable.

Given the foregoing, the proposed development is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time.

§6-3-5-10(C) *It will not cause a negative cumulative effect, when its effect is considered in conjunction with the cumulative effect of various special uses of all types on the immediate neighborhood and the effect of the proposed type of special use upon the City as a whole;*

Response:

The proposed development will not cause a negative cumulative effect when considering the impact in conjunction with other existing and proposed planned developments such as the recently approved 605 Davis Street development and the existing Sherman Plaza or Optima Horizons development or the other various commercial uses (Dogtopia, Type 2 restaurants, etc...) that are present nearby. The densities and number of dwelling units proposed are necessary to support Downtown business in light of decline in Downtown office population. The traffic analysis prepared by KLOA (also the traffic consultant on 605 Davis) considers all existing and anticipated future development and finds no negative impacts on the existing streets surrounding the proposed development. Similarly, both the effects of wind and shadow have been evaluated with no undue impacts found.

Given the foregoing, the proposed development will not cause a negative cumulative effect, when its effect is considered in conjunction with the cumulative effect of various special uses of all types on the immediate neighborhood and the effect of the proposed type of special use upon the City as a whole.

§6-3-5-10(D) *It does not interfere with or diminish the value of property in the neighborhood;*

Response:

As stated earlier, from a planner's perspective impact on the value of surrounding properties is directly tied to the land use impacts from a proposed development. Typical impacts that

can have an effect on the value of surrounding properties include significant permanent increases in congestion noise, odor, vibration, particulate matter, danger of fire, explosion, contamination due to the proposed land use.

In the case of the Subject Property and the proposed development the use is classified as mixed use residential/commercial which is consistent with both the existing land use, zoning and development pattern in the area. Its typical land use impacts do not increase noise, odor, vibration, particulate matter, danger of fire, explosion, or contamination. Regarding traffic and congestion the study by KLOA finds no significant increase in traffic or impact on the surrounding street system such that it would impact value of surrounding properties.

Regarding other impacts specific to the type and configuration of the proposed development such as wind, shadow and views, as discussed earlier those impacts in general are minimal and not likely to have any significant negative impact on the value of surrounding property.

Its important to note that in general, new development is valued higher than existing older development and that the increase in value of the Subject Property is likely to have a positive effect on surrounding property values. Recent research indicates that increased density in urban areas has a positive effect on property values (Canesi, R. *Urban Policy Sustainability through a Value-Added Densification Tool: The Case of the South Boston Area. Sustainability* 2022, 14, 8762. <https://doi.org/10.3390/su14148762>) and (Higher Density Development: Myth and Fact, Urban Land Institute, https://uli.org/wp-content/uploads/ULI-Documents/HigherDensity_MythFact.ashx_.pdf).

Given the foregoing the proposed development will not interfere of diminish property values in the surrounding area.

§6-3-5-10(E) It can be adequately served by public facilities and services;

Response:

As stated earlier, the proposed development, is located within a development area currently serviced by existing stormwater infrastructure, which was installed in 2002 as part of the initial Church Street Plaza site construction. The proposed development will utilize the existing water detention vault located under the Maple Street Municipal Garage, located directly across the street from the development site. Regarding sanitary sewer service, the City of Evanston does not own or operate a sewage treatment plant. Instead all sewage flows to the Metropolitan Water Reclamation District of Greater Chicago (MWRD) and is treated at the MWRD North Side Treatment Plant at the intersection of Howard St. and McCormick Blvd. As part of permitting and construction, the Applicant will also be designing and installing a new sanitary sewer connection, along with stormwater volume control measures, consistent and in compliance with the requirements and regulations enforced by the Metropolitan Water Reclamation District. regarding water service, The City of Evanston owns and operates a fresh water treatment facility that has the capacity to supply up to 108 million gallons per day of pure drinking water and serves the populations of Evanston, Skokie and the Northwest Water Commission which is comprised of the communities of Arlington Heights, Buffalo Grove, Palatine and Wheeling – a population of over 350,000. The proposed development of 358 dwelling units does not represent a significant burden and will utilize water-saving fixtures to reduce consumption. According to City Staff and Engineering Departments the existing infrastructure is adequate to service the proposed development and will not be overburdened.

Regarding impact on police, fire and EMS services typical residential developments do not impose an undue burden on these resources. While there is likely to be a minor increase in call volume due to the increased residential population, in the context of Downtown Evanston where commercial and institutional uses generate larger call volumes, it is unlikely to be noticeable or require additional resources.

Regarding impact on public schools, the target demographic according to the Applicant's Market Study focuses on Northwestern University students and faculty and other households that typically do not have children. The majority of units in the proposed development are studios and one-bedroom units. While the 2-and 3-bedroom units may be attractive to families with children, those units comprise only 17 percent of the proposed 358 units and, given the target market and likely demographic profile of the project's occupants it is unlikely the there will be such an increase in school population such that it would be a burden to the school district.

Given the foregoing, the proposed development can be adequately served by public facilities and services.

§6-3-5-10(F) It does not cause undue traffic congestion;

Response:

Regarding traffic and parking, in the context of transit oriented development in an area like Downtown Evanston impact, even for larger residential developments, are significantly mitigated due to the fact that many vehicle trips are eliminated given the close proximity of transit, employment, and shopping. The traffic and parking analysis provided by KLOA draws the indicates that the volume of new vehicular traffic to be generated by the development will be

moderated due to the public transportation and alternative modes of transportation serving the area, including immediately proximate CTA and Metra stations, DIVVY bicycle, e-bicycle and e-scooter rental sites, protected bicycle lanes and walkable ADA-compliant pedestrian paths. They also note that the development will be replacing approximately 23,775 square feet of gross floor area at Church Street Plaza tends to generate a significantly higher amount of constant vehicular traffic based on occupancy and operational demands. They conclude that the existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All the intersections within the study area are projected to continue to operate at a good level of service assuming the additional traffic to be generated by the proposed development and the other area growth. Overall, the proposed development will have a limited impact on the operation of the roadway system. As such, no roadway improvements and/or traffic control modifications are required.

Given the foregoing, the proposed development does not cause undue traffic congestion.

§6-3-5-10(G) It preserves significant historical and architectural resources;

Response:

This standard is inapplicable as there are no significant historical or architectural resources on the Subject Property.

§6-3-5-10(H) It preserves significant natural and environmental features; and

Response:

This standard is inapplicable as there are no significant natural or environmental features on the Subject Property.

§6-3-5-10(I) It complies with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation.

Response:

Except for the permitted development allowances under the Evanston Zoning Ordinance Planned Development provisions for building height, parking and loading, the proposed development complies with all other applicable regulations of the RP District and other applicable ordinances including the Planned Development ordinance 041-O-99 which governs development within the Church Street Plaza PD.

PLANNED DEVELOPMENT STANDARDS

6-3-6-9. Standards for Planned Developments.

The Land Use Commission shall only recommend approval, approval with conditions, or disapproval of a planned development based upon written findings of fact with regard to each of the standards for special uses pursuant to Section 6-3-5-10 as well as the following additional standards for planned developments, and including any special standards for specific uses set forth in the provisions of a specific zoning district. Additional standards for planned developments:

6-3-5-10(1) The requested Site Development Allowance(s) will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties that is beyond a reasonable expectation given the scope of the applicable Site Development Allowance(s) of the Planned Development location.

Response:

The requested site development allowances include permitting height up to 305 feet, 358 dwelling units, parking reduction and loading modification. As indicated earlier in this report there are no substantial adverse impacts due to the proposed development.

Credentialed experts have reviewed the proposal and find no substantial issues with wind or shadow impact due to the increased height and no significant negative impacts on views beyond a reasonable expectation.

Similarly, the increased residential density on site will have a positive effect on surrounding developments by adding Downtown residents that will patronize surrounding businesses helping replace the reduced office population. The report authored by KLOA indicates no undue impacts on traffic due to the proposed development indicating that the surrounding roadway

system has adequate capacity to service the proposed increase in density. Furthermore the increased density will increase the assessed value of the Subject Property and recent academic studies indicate that increased density correlates to increased values of nearby properties.

Regarding the proposed reduction in parking, the analysis by KLOA indicates that the proposed number of parking spaces is appropriate and adequate to handle the demand generated due the Subject Property's location near transit, shopping, employment and other resources, and the likely demographics and preferences of the anticipated tenants.

Finally, with respect to the proposed modification to loading requirements KLOA has indicated that the combination of the standard 10' x 35' loading dock accessed off the eastern-adjacent CTA right-of-way and the three-space loading zone on Clark Street are adequate to service demand generated by the development.

Given the foregoing and the prior analysis regarding impact on property values, the requested Site Development Allowances will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties that is beyond a reasonable expectation

6-3-5-10(2) The proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property.

Response:

The proposed mixed-use development with residential uses in a 27 story structure and ground floor commercial space. It is similar to and compatible with the existing surrounding development pattern and the uses permitted by zoning in the adjacent and nearby districts. It is also consistent with anticipated future development outlined in the recently adopted Envision Evan-

ston 2045 Comprehensive General Plan and other related planning documents. While the building proposed is slightly taller, it is not out of character for a premium development site adjacent to transit in Evanston's Downtown.

Given the foregoing, the proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property.

6-3-5-10(3) The development site circulation is designed in a safe and logical manner to mitigate potential hazards for pedestrians and vehicles at the site and in the immediate surrounding area.

Response:

The proposed site circulation pattern places loading and drop-off facilities on the south side of Clark Street which is the least trafficked thoroughfare adjacent and available to the Subject Property. As parking is provided in the public garage adjacent to the west of the Subject Property there are no curb cuts proposed that could cause pedestrian/vehicular conflicts and the proposed upgrades to the adjacent sidewalks and crosswalks at the intersection of Maple Avenue and Clark Street will enhance pedestrian safety and comfort.

Given the foregoing, the development site circulation is designed in a safe and logical manner to mitigate potential hazards for pedestrians and vehicles at the site and in the immediate surrounding area.

6-3-5-10(4) The proposed development aligns with the current and future climate and sustainability goals of the City.

Response:

As outlined earlier in the report, the building will be designed to meet or exceed the minimum standards and sustainability guidelines

for the City of Evanston. The project meets the Three Green Globes Certification (LEED Gold equivalent), and will meet or exceed the proposed Illinois Stretch Energy Code. Specific sustainability measures include:

- All in-unit fixtures will be fully electric including cooktops, dryers and ovens.
- Project will engage ComEd to participate in their energy efficient program.
- White "Cool Roof", green roof and permeable surfacing utilized to decrease urban heat island effect
- High-efficiency heating, ventilation and air conditioning systems
- Energy Star kitchen appliances
- Water saving plumbing fixtures
- 100% LED lighting fixtures
- Installation of a 580kW solar array on the roof of the remaining commercial development to the south providing reduced energy consumption from conventional sources
- Promotion of bicycle use by residents.
- Public Transportation virtual screen in lobby will advertise live train and bus times for residents' convenience

In addition, This site was selected due to its ideal location in proximity to public transportation and it's ability to utilize parking spaces in an existing parking garage to satisfy demand/ordinance requirements.

In addition, The Applicant has committed to comply with the Evanston Bird Preservation Ordinance, as discussed with Bird-Friendly Evanston and Evanston building code officials. Detailed drawings that define the manner in which the Applicant will achieve compliance will be included at time of building permit submission.

Given the foregoing, the proposed development aligns with the current and future climate and sustainability goals of the City.

6-3-5-10(5) Public benefits that are appropriate to the surrounding neighborhood and the City as a whole will be derived from the approval of the requested site development allowance(s).

Response:

As delineated earlier in this report, the proposed development provides Public Benefits to the the surrounding neighborhood and the City as a whole as delineated in §6-3-6-3 of the Evanston Zoning Ordinance. These Public Benefits include:

- Preservation and enhancement of desirable site characteristics and open space.
- Use of design, landscape, or architectural features to create a pleasing environment or other special development features.
- Provision of a variety of housing types in accordance with the City's housing goals.
- The efficient use of the land resulting in more economic networks of utilities, streets, schools, public grounds, buildings, and other facilities.
- The substantial incorporation of generally recognized sustainable design practices and/or building materials to promote energy conservation and improve environmental quality, such as level silver or higher LEED (leadership in energy and environmental design) certification.

Regarding the “preservation and enhancement of desirable site characteristic” and “use of design, landscaping or architectural features to create a pleasing environment” the proposed site plan and ground floor configuration places the residential lobby and retail spaces in locations

that activate the streetscape and provide 24/7 “eyes on the street” enhancing pedestrian safety and comfort. The use of transparency – especially in the residential lobby – and high quality building materials along with landscaping and sidewalk improvements preserve and enhance desirable site characteristics and contribute to creating a pleasing environment.

Regarding the provision of “a variety of housing types in accordance with the City's housing goals” the proposed development includes 72 affordable units, significantly exceeding the ordinance requirement. with a range of configurations including ADA compliant and accessible units. These units are provided in the heart of Evanston's Downtown with superior access to transit, shopping and employment opportunities all in accordance with the City's housing goals delineated in tis Comprehensive Plan and its Housing4All Plan.

Regarding the “efficient use of land” the proposal redevelops an under-utilized parcel of land that was developed far below what the underlying district allows and brings it closer to an appropriate development capacity given its prominent location in Downtown adjacent to transit and other resources. With the proposed development real estate tax revenue derived by the Subject Property will be significantly increased over the existing condition. The addition of over 350 households and 500 persons with an anticipated annual local spend of up to \$13 million will help support Downtown retail and restaurant businesses.

Regarding “substantial incorporation of generally recognized sustainable design practices” the proposed development will achieve three Green Globes certification (equivalent to LEED Gold) incorporating such measures as fully electric in-unit fixtures including cooktops, dryers

and ovens; high-efficiency heating, ventilation and air conditioning systems; Energy Star kitchen appliances; Water saving plumbing fixtures; 100% LED lighting fixtures; and Installation of a 580kW solar array on the roof of the remaining commercial development to the south providing reducing energy consumption from conventional sources.

Given the foregoing, the proposed development allowances are appropriate in light of the Public Benefits that will be bestowed on the surrounding neighborhood and the City as a whole.

ADDITIONAL PLANNED DEVELOPMENT STANDARDS FOR THE RP RESEARCH PARK DISTRICT

It should be noted that many of the additional standards for Planned Developments in the RP Research Park District are redundant and addressed in earlier section of this report. Other standards are mechanical in nature setting minimum thresholds for review or requiring compliance with other standards typically addressed by detailed design/construction documents later in the development approval process. Responses to the listed standards may reference prior analysis or may treat several standards in omnibus fashion for efficiency.

§6-12-1-7. Planned Developments.

In addition to the general requirements for planned developments set forth in Section 6-3-6, "Planned Developments," the Land Use Commission shall not recommend approval of, nor shall the City Council adopt a planned development in the research park district unless they shall determine, based on written findings of fact, that the planned development adheres to the following standards:

§6-12-1-7(A) General Conditions:

1. Each planned development shall be compatible with surrounding development and not be of such a nature in height, bulk, or scale as to exercise any influence contrary to the purpose and intent of the Zoning Ordinance as set forth in Section 6-1-2, "Purpose and Intent."

Response:

As delineated earlier in this report, the proposed mixed-use development with its height, use and density is compatible, consistent with, and appropriate to, the existing Downtown development pattern and the recommendations for future development outlined in the recently adopted Comprehensive General Plan. It is also consistent with the purpose and intent of

the Zoning Ordinance as addressed in the prior analysis of the Special Use standards in the response to **§6-3-5-10(B)** *It is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time.*

2. Each planned development shall be compatible with and implement the research park master plan as amended and the Comprehensive General Plan as amended.

Response:

The Research Park Master Plan was drafted decades ago when other conditions influenced its creation. It is acknowledged as obsolete and reflective of current planning and development policies. Compatibility with the Comprehensive General plan is addressed in the prior analysis of the Special Use standards in the response to **§6-3-5-10(B)** *It is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time.*

3. Each planned development shall be completed within two (2) years of the issuance of the special use permit for the planned development. If extensive or staged development is approved as part of the planned development, however, the two (2) year requirement may be extended to provide for a more reasonable time schedule. The expanded time schedule shall be adopted as part of the planned development and so noted on the special use permit for a planned development.

Response:

The Applicant intends to comply with this requirement.

4. No special use permit for a planned development shall be valid for a period longer than one (1) year

unless a building permit is issued and construction is actually begun within that period and is diligently pursued to completion. The City Council may, however, for good cause shown, extend the one (1) year period for such time as it shall determine, without further hearing before the Land Use Commission. The City Council may, at its sole discretion, place conditions on the extension in order to assure that the planned development is diligently pursued to its completion.

Response:

The Applicant intends to comply with this requirement.

5. All landscaping treatment within the planned development shall be provided in accordance with requirements set forth in the research park master plan and Chapter 17, "Landscaping and Screening." All landscaping treatment shall be shown on the required landscape plan submitted as part of the planned development application.

Response:

The Applicant intends to comply with this requirement.

§6-12-1-7(B) Site Controls and Standards:

The following site controls and standards are established to provide a regulatory framework that will promote excellence in site design. Their establishment is not intended to restrict or inhibit the Design and Project Review Committee or the applicant from applying other site design principles and standards that may be applicable to the planned development being proposed and that may be found in the research park master plan, the City's Manual of Design Guidelines, or in common use by design professionals.

1. The minimum area for a planned development established in the research park districts shall be nineteen thousand five hundred (19,500) square

feet.

Response:

The existing Planned Development meets this minimum threshold.

2. For each planned development there shall be submitted a tree preservation statement evaluating each building site as to whether desirable tree stands or other natural features exist and can be preserved. The preservation statement shall be made part of the required landscape plan submitted as part of the planned development application.

Response:

The existing building site is completely developed and has no desirable tree stands or other natural features that exist or that can be preserved.

3. Walkways developed for a planned development shall form a logical, safe, and convenient system for pedestrian access to all dwelling units, all project facilities, as well as any off-site destination likely to attract substantial pedestrian traffic. Walkways, when used by substantial numbers of children as play areas, routes to school or other principal destinations, shall be so located and safeguarded as to minimize contacts with normal automobile traffic. Street crossings shall be located, designed, and marked to promote the utmost safety. If substantial bicycle traffic is anticipated, bicycle paths shall be incorporated into the walkway system. Pedestrian ways shall not be used by other automotive traffic.

Response:

The proposed development includes no internal walkways and will upgrade the existing adjacent public sidewalks and crosswalks to provide safe, and convenient systems for pedestrian access to all dwelling units, all project facilities, as well the adjacent parking garage where off-street parking for the development will be provided. Given the unit mix and tar-

get market for the residential component of the development is not anticipated that a substantial number of children will be present and there are no play areas, routes to school or other principal destinations that would draw children to the Subject Property.

4. The location, construction and operation of parking, loading areas and service areas, shall be designed to avoid adverse effects on residential uses within or adjoining the development.

Response:

As indicated earlier parking and loading areas are provided in a manner that requires no additional curb cuts that could introduce pedestrian/vehicular conflicts. Access to and from the adjacent parking garage where required off-street parking will be located is accessed through a signalized intersection providing adequate protection for pedestrian and vehicular traffic alike. Dedicated loading facilities for trucks are located on the east side of the building separated from residential pedestrian traffic. Given the foregoing, the location, construction and operation of parking, loading areas and service areas, are be designed to avoid adverse effects on residential uses within or adjoining the development.

5. Principal vehicular access points shall be designed to permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular and pedestrian traffic.

Response:

The traffic analysis by KLOA finds no safety or convenience issues with the proposed vehicular access points. As referenced earlier, no additional curb cuts that could introduce pedestrian/vehicular conflicts and access to and from the adjacent parking garage where

required off-street parking will be located is accessed through a signalized intersection providing adequate protection for pedestrian and vehicular traffic alike.

6. The planned development shall provide, if possible, for underground installation of utilities (including electricity and telephone) both in public ways and private extensions thereof. Provisions shall be made for acceptable design and construction of storm water facilities including grading, gutter, piping, and treatment of turf and maintenance of facilities.

Response:

The initial construction of Church Street Plaza addressed the requirements for providing underground utilities and storm management facilities.

7. The Zoning Administrator may, at his discretion, require of the applicant additional studies or impact analyses when he determines that a reasonable need for such investigation is indicated.

Response:

The Applicant intends to comply with this requirement should additional analyses be required.

§6-12-1-7 (C) Development Allowances:

As provided in Section 6-3-6, "Planned Developments," of this Title the Land Use Commission may recommend approval of, and the City Council may grant, site development allowances for planned developments established in the research park districts. These allowances shall be limited as follows:

1. The maximum height increase over that otherwise permitted in the research park districts shall be the minimum height necessary to achieve the desired building density as referenced in the research

park master plan.

Response:

The proposed height increase is the minimum necessary to achieve the density required for an economically viable development and provide the enhanced level of public benefits outlined.

2. The maximum increase in floor area ratio over that otherwise permitted in the research park district shall be 2.0 for buildings and 0.8 for parking structures.

Response:

The proposed development does not exceed the maximum 5.18 floor area ratio limit allowed in the RP District, nor will it cause the overall floor area ratio of the entirety of the Planned Development to exceed that limit.

(D) Mandatory Planned Development Minimum Thresholds:

Any development the land use of which is listed among the permitted uses or special uses for the zoning district in which the subject property is located meeting any one (1) of the following characteristics may only be authorized as a planned development in accordance with Section 6-3-6 of this Title. For purposes of this Subsection, "new construction" is defined as construction that results in the zoning lot being improved with substantially new structures, and/or construction conforming to the definition of a "substantial rehabilitation and substantial additions" in Section 6-18-3 of this Title.

1. The area of the zoning lot to be improved with new construction is in excess of thirty thousand (30,000) square feet.

2. The development provides for the construction of more than twenty-four (24) new residential units. The required inclusionary housing dwelling units and associated bonus dwelling units are not count-

ed towards the twenty-four (24) dwelling unit threshold when determining whether a planned development is required.

3. The development plan for which application for a building permit is made contains more than twenty-four (24) units of any one (1) type or in any combination of any commercial, business, retail or office uses.

4. The development plan for which application for a building permit is made contains more than twenty-four (24) units of any one (1) type or in any combination of any residential, commercial, business, retail, or office uses. The required inclusionary housing dwelling units and associated bonus dwelling units are not counted towards the twenty-four (24) dwelling unit threshold when determining whether a planned development is required.

5. The development plan for which application for a building permit is made provides for the new construction of more than twenty thousand (20,000) square feet of gross floor area under one (1) roof for any commercial, business, retail or office use. For purposes of this Subsection, gross floor area excludes the area of any floors or portion of floors the volume of which is below the established grade but shall include all accessory areas, areas devoted to parking or loading, elevator shafts, stairwells, space used solely for heating, cooling, mechanical, electrical and mechanical penthouses, refuse rooms and uses accessory to the building, notwithstanding floor areas excluded from the calculation of gross floor area by Section 6-18-3 of this Title.

Response:

The proposed development on the Subject property exceeds one or more of the thresholds for Mandatory Planned Developments and is pursuing approval subject to those requirements.

X. Summary and Conclusions

SUMMARY:

The redevelopment of Church Street Plaza as proposed by the Applicant aligns with City's recently adopted Comprehensive General Plan, Zoning Regulations, and Standards for Planned Developments and Special Uses.

- The development qualifies as a permitted special use in the Research Park District per §6-12-2-3.
- It is consistent with the 2026 Envision Evanston 2045 comprehensive plan, supporting high-density, transit-oriented, sustainable development. The project supports goals such as increasing affordable housing, promoting sustainable practices, and revitalizing downtown Evanston.
- It complies with Zoning Ordinance purposes including public health, safety, welfare, land use regulation, and economic development.
- The development will not cause negative cumulative effects or diminish property values, supported by traffic, wind, shadow, and other land use impact analyses.
- It is compatible with existing development and conforms to all applicable city regulations, aside from permitted height, dwelling units, parking, and loading allowances allowed under Planned Developments.
- Site circulation is designed for safety, with loading zones on less trafficked streets and improved pedestrian infrastructure.
- The design promotes pedestrian safety, activates streetscapes, and incorporates sustainable materials and practices.
- The project advances the City's climate and sustainability goals consistent with Evanston's Climate Action and Resilience Plan, achieving

Three Green Globes (LEED Gold equivalent) with features like all-electric fixtures, solar panels, green roofs, and energy-efficient systems.

- Public benefits include enhancing site characteristics, providing diverse housing options, increasing land use efficiency, and supporting local economy.
- The development's allowances are justified by the public benefits, including increased tax revenue, support for downtown retail, and environmental sustainability.

CONCLUSIONS:

Based on my review and analysis of the data referenced in this report and contained in my file, and my professional experience and qualifications, it is my professional opinion that the proposed development meets the standards for planned developments contained in §6-3-6-9 and by reference, the standards for special uses contained in §6-3-5-10 of the Evanston Zoning Ordinance along with additional standards for development allowances in planned developments (§6-3-6-5) and for Planned Developments in the Research Park District (§6-12-1-7).

**Evanston Row
900 Clark Street
Evanston, IL**

Fiscal Impact Study

April 20, 2026

**Prepared for
CSP Evanston Land, LLC
By
Johnson Research Group, Inc.**

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- A. Methodology for Estimating Property Tax Revenues

1 Executive Summary

Introduction

CSP Evanston Land, LLC (“Developer”) engaged Johnson Research Group, Inc. (“JRG”) to prepare an estimate of the fiscal impacts for a proposed mixed-use development, featuring 360 rental apartment units and 2,484 square feet of commercial space, at 900 Clark Street in the City of Evanston, Illinois (“City”). This study addresses the fiscal impacts to Evanston-Skokie Consolidated Community School District 65 (“CCSD 65”) and Evanston Township High School District 202 (“HSD 202”).

The Project

The Developer’s proposed mixed-use development at 900 Clark Street would include 286 market-rate and 74 affordable rental apartments and 2,484 square feet of commercial space (“Project”). The bedroom mix and rent levels are summarized below.

900 Clark Street: Unit Mix and Rent Levels

Unit Type	Average Size (Sq. Ft.)	Market Rate Units	Affordable Units	Total Units	Market Monthly Rent (\$)	Affordable Monthly Rent (\$)
Studio / Convertible	524	137	56	193	2,573	1,260
1 BR / 1BR + Den	787	93	11	104	3,318	1,350
2 BR	1,165	48	6	54	4,300	1,620
3 BR	1,769	8	1	9	5,900	1,871
Total		286	74	360		

Sources: CSP Evanston Land, LLC, JRG.

Net Fiscal Impact

Key impacts of the Project for the school districts after stabilization are as follows:

Evanston-Skokie School District 65

- The annual net fiscal impact for CCSD 65 will be positive \$845,543.
- The Project will generate \$1,076,807 in annual property tax revenue for CCSD 65.
- The Project’s 360 households could generate eight (8) public school students in grades K-8 and additional annual operating expenses of \$231,264. The two schools associated with the Project Site appear to have capacity to absorb these additional students.

Evanston Township High School District 202

- The annual net fiscal impact for HSD 202 is estimated to be positive \$523,706.
- The Project will generate a \$683,553 in property tax revenue for HSD 202.
- The Project’s 360 households could generate three (3) students in grades 9-12 and additional annual operating expenses of \$92,388. The high school associated with the Project Site has capacity to absorb these additional students.

2 Introduction

CSP Evanston Land, LLC (“Developer”) engaged Johnson Research Group, Inc. (“JRG”) to prepare an estimate of the fiscal impacts for a proposed mixed-use development, featuring 360 rental apartment units and 2,484 square feet of commercial space, at 900 Clark Street in the City of Evanston, Illinois (“City”). This study addresses the net fiscal impacts to Evanston-Skokie Consolidated Community School District 65 (“CCSD 65”) and Evanston Township High School District 202 (“HSD 202”).

2.1 The Project

The Developer’s proposed mixed-use development at 900 Clark Street will include 286 market-rate and 74 affordable rental apartment units, and 2,484 square feet of commercial space (“Project”). The bedroom mix and rent levels are summarized in Table 1 below.

Table 1. 900 Clark Street - Unit Mix and Sale Prices

Unit Type	Average Size (Sq. Ft.)	Market Rate Units	Affordable Units	Total Units	Market Monthly Rent (\$)	Affordable Monthly Rent (\$)
Studio / Convertible	524	137	56	193	2,573	1,260
1 BR / 1BR + Den	787	93	11	104	3,318	1,350
2 BR	1,165	48	6	54	4,300	1,620
3 BR	1,769	8	1	9	5,900	1,871
Total		286	74	360		

Sources: CSP Evanston Land, LLC, JRG.

Consistent with other fiscal impact studies, findings are presented in today’s dollars (2026\$), rather than dollars inflated to a future point in time when the Project is expected to be fully stabilized. Therefore, every year after the first year is assumed to have the same impact as this first stabilized year.

3 Student Population Estimates

3.1 Methodology

This section presents estimates of school-age children residing at the Project who might attend school in CCSD 65 and HSD 202 based on a widely used set of residential multipliers published by the Illinois School Consulting Service/Associated Municipal Consultants, Inc. The multipliers for school-age children are grouped by grade levels that allow for aggregation by school type. For purposes of this study, estimates are aggregated by grade for elementary school (grades K-5), junior high (grades 6-8) and high school (grades 9-12).

3.2 Public School Student Population Estimates

Table 2 below includes estimates of residents per unit, including adults and children by age (and grade) for each unit based on the number of bedrooms.

Table 2. Estimated Population Per Individual Dwelling Unit

Bedrooms	Pre-School (0-4 yrs.)	Grades K-5 (5-10 yrs.)	Grades 6-8 (11-13 yrs.)	Grades 9-12 (14-17 yrs.)	Adults (18+ yrs.)	Total
Studio / Convert.	0.000	0.000	0.000	0.000	1.294	1.294
1	0.000	0.002	0.001	0.001	1.754	1.758
2	0.047	0.086	0.042	0.046	1.693	1.914
3	0.052	0.234	0.123	0.118	2.526	3.053

Source: Illinois School Consulting Service/Associated Municipal Consultants, Inc.

Using the unit multipliers above, Table 3 presents the total estimated population, including adults and school-age children for the whole Project, based on the number of bedrooms per unit and the total number of units.

Table 3. Project Estimated Population by Number of Bedrooms

Bedrooms	Units	Pre-School (0-4 yrs.)	Grades K-5 (5-10 yrs.)	Grades 6-8 (11-13 yrs.)	Grades K-8 (5-13 yrs.)	Grades 9-12 (14-17 yrs.)	Adults (18+ yrs.)	Total
Studio	193	0.0	0.0	0.0	0.0	0.0	249.7	249.7
1	104	0.0	0.2	0.1	0.3	0.1	182.4	182.8
2	54	2.5	4.6	2.3	6.9	2.5	91.4	103.3
3	9	0.5	2.1	1.1	3.2	1.1	22.7	27.5
Total	360	3.0	6.9	3.5	10.4	3.7	546.2	563.3

Sources: Illinois School Consulting Service/Associated Municipal Consultants, Inc., JRG.

The Project could generate up to fifteen (15) school age children, including eleven (11) in grades K-8 and four (4) in grades 9-12; however, not all children from the Project would be expected to enroll in public school. Data from the 2024 American Community Survey (“ACS”) five-year estimates show that 77.0% of elementary school-age children (grades K-8) living in the attendance boundaries of CCSD 65 attend public school and 85.4% of high-school age children (grades 9-12) living in the attendance boundaries of HSD 225 attend public school. Applying these proportions to the fifteen (15) students generated by the Project results in eight (8) students enrolled in CCSD 65 and three (3) students enrolled in HSD 202 (see Table 4).

Table 4. Estimated Public School Enrollment

Grade Level	Project School-Age Children	Public School Enrollment (%)	Project Public School Students
Elementary (K-5)	7	77.0	5
Middle (6-8)	4	77.0	3
High School (9-12)	4	85.4	3
Total	15		11

Sources: U.S. Census Bureau: American Community Survey (2024, 5-Year Estimates), JRG.

4 Public School District Expenditures and School Capacity

4.1 Total Operating Expenditures Per Pupil

Additional school district expenditures due to student generation from the Project are estimated to be \$231,264 for CCSD 65 and \$92,388 HSD 202. Property tax revenue from residential properties supports 63.0% of CCSD 65 annual operating costs and 69.9% of HSD 202 annual operating costs (see Table 5). As a result, property taxes generated by the Project would be expected to cover \$145,706 of operating costs for CCSD 65 and \$64,555 of operating costs for HSD 202. These proportions are derived from an analysis of the various funding sources for each school district (see Table 6) and the proportion of property taxes that are paid by residential properties compared to other types of property like commercial and industrial (see Table 7).

Table 5. Operating Expenditures from New Students by School District

School District	New Students	OEPP (\$)	Total Expenditures (\$)	Property Tax / All Funding Sources (%)	Residential Share of Prop. Tax (%)	Residential Effective Share (%)	Project Share (\$)
CCSD 65	8	28,908	231,264	77.7	81.1	63.0	145,706
HSD 202	3	30,796	92,388	86.2	81.1	69.9	64,555
Total	11		323,652				210,261

Sources: Illinois State Board of Education, Cook County Clerk, JRG.

The estimates of additional expenses from public-school enrollment generated by the Project are based on each district's operating expenditures per pupil ("OEPP") published by the Illinois State Board of Education ("ISBE"). Estimates for the Project are based on FY 2023-24 OEPP, which are the most recent figures available from ISBE, and have been adjusted for inflation to align with the property tax estimates in this study. The FY 2023-24 OEPP for each district was adjusted for inflation from June 2024 to March 2026 by 5.10%, which is the most recent month available from the Bureau of Labor Statistics. FY 2023-24 OEPP for CCSD 65 was \$27,505, which equates to \$28,908 after adjusting for inflation. For HSD 202 FY 2023-24 OEPP was \$29,302 and is \$30,796 after adjusting for inflation.

Local property taxes account for 77.7% of revenue sources CCSD 65 and 86.2% of revenue for HSD 202 (see Table 6). The remainder comes from other local sources as well as state and federal grants.

Table 6. School District Revenue by Source (FY 2023-24)

Funding Source	CCSD 65 (\$)	CCSD 65 (%)	HSD 202 (\$)	HSD 202 (%)
Local Property Taxes	140,628,858	77.7	91,614,009	86.2
Other Local Funding	8,697,946	4.8	6,897,960	6.5
Evidence Based Funding	7,936,183	4.4	2,966,208	2.8
Other State Funding	8,138,871	4.5	1,737,426	1.6
Federal Funding	15,553,753	8.6	3,080,255	2.9
Total	180,955,611	100.0	106,295,858	100.0

Sources: Illinois State Board of Education, JRG.

The residential share of equalized assessed value (“EAV”) available to each school district is 81.0%, which also equates to residential properties share of each districts’ tax extension (see Table 7).

Table 7. School District Equalized Assessed Value by Valuation Type (Tax Year 2024)

Valuation Type	EAV in CCSD 65 (\$)	EAV in CCSD 65 (%)	EAV in HSD 202 (\$)	EAV in HSD 202 (%)
Residential	3,407,986,261	81.0	3,407,986,261	81.0
Farm	15,468	0.0	15,468	0.0
Commercial	756,135,337	18.0	756,135,337	18.0
Industrial	37,172,246	0.9	37,172,246	0.9
Railroad	2,377,069	0.1	2,377,069	0.1
Total	4,203,686,381	100.0	4,203,686,381	100.0

Sources: Cook County Clerk, JRG.

4.2 School Capacity

One measure of school capacity is the ratio of students to teachers or average class size. Table 8 lists the schools and grade levels with attendance boundaries that include the Project Site as well as average class size for each school starting with 2024-25, going back to 2017-18. Based on current attendance boundaries, students from the Project in grades K- 5 would attend Dewey Elementary, students in grades 6-8 would attend Nichols Middle School and students in grades 9-12 would attend Evanston Township High School. As Table 8 shows, 2024-25 average class sizes are near or below pre- COVID-19 pandemic levels at all three schools.

Table 8. Average Class Size by School and Academic Year

School	2024-25	2023-24	2022-23	2021-22	2020-21	2019-20	2018-19	2017-18
Dewey (K-5).	18.7	19.5	18.7	16.1	9.8	17.7	21.2	21.0
Nichols (6-8)	22.4	21.4	20.9	19.9	20.1	20.7	24.4	22.0
Evanston HS (9-12)	13.5	13.3	13.5	14.2	14.5	16.6	14.9	19.0

Sources: Illinois State Board of Education, JRG

Table 9 compares average class size for the 2024-25 academic year to an estimate of average class size that includes additional enrollment from the Project. As Table 9 shows, the Project will have a negligible impact on class size in elementary, middle school and high school.

Table 9. Average Class Size and Capacity by School

School (Grades)	2024-2025 Enrollment	Average Class Size	Project Enrollment	New Average Class Size	Change	Change (%)
Dewey (K-5)	318	18.7	5	19.0	0.3	1.6
Nichols (6-8)	612	22.4	3	22.5	0.1	0.5
Evanston HS (9-12)	3,476	13.5	3	13.5	0.0	0.1

Sources: Illinois State Board of Education, JRG

CCSD 65, for its part, projects district-wide enrollment will decline over the next decade. As part of its analysis, CCSD prepared a multi-year projection of enrollment for each school in the district from the 2024-25 school year through 2028-29 (see Table 10). CCSD 65 projects that

enrollment at Dewey Elementary will eventually decline to 325 by 2028-29, slightly below 2024-25 projected enrollment of 329. As for Nichols, enrollment is projected to grow, peaking at 651 in 2027-28 but then decline to 645 for 2028-2029.

Table 10. CCSD 65 Projected Enrollment by School, Grade, and School Year

School Grade	2024-25	2025-26	2026-27	2027-28	2028-29	Average
CCSD 65 – Dewey Elementary School						
K	55	53	53	54	53	54
1	57	55	53	53	54	54
2	55	57	55	53	53	55
3	59	55	57	55	53	55
4	56	59	55	57	55	56
5	47	56	59	55	57	55
Subtotal	329	335	332	327	325	
CCSD 65 – Nichols Middle School						
6	201	223	215	213	217	214
7	210	201	223	215	213	213
8	212	210	201	223	215	212
Subtotal	623	634	639	651	645	

Sources: CCSD 65: Sarita Smith, Director of Student Assignments, 11/13/2023 [Memorandum to Board of Education Re: Annual Students Assignment Process; 5-Year Enrollment Projections \(2023-24 to 2028-29\)](#)

Although HSD 202 does not prepare multi-year enrollment forecasts, its Annual Comprehensive Audit for FY 2024-25 indicates the school has capacity for 5,500 students, resulting in a capacity utilization rate of 63.2% based on enrollment of 3,476 students.

5 Property Tax Estimates

5.1 Methodology

Annual property tax estimates for the Project are based on the assumptions described below. The Developer provided information about the Project components, quantities, rents, construction timeline, and absorption. JRG gathered all other relevant information from the following sources: Cook County Assessor, Cook County Clerk, Cook County Treasurer and CoStar. Appendix A provides a detailed explanation of how property taxes are calculated in Cook County.

5.2 Current Equalized Assessed Value and Property Taxes

The Project Site, as proposed, will occupy a fraction of two existing PINS (approximately 14%), requiring a PIN split as part of the Development process. The larger PINs currently generate \$1,829,987 in total property taxes. The prorated share attributable to the Project Site generates \$256,198, which includes \$106,270 (41.5%) generated by the CCSD 65 tax extension and \$67,460 (26.3%) generated by the HSD 202 tax extension on the Site.

The PINs within which the Project Site lies are listed in Table 11 and includes the most recent (tax year 2024) certified assessed values (“AV”) for both the land and improvements, as well as the equalized assessed value (“EAV”) and aggregate property tax extension for all taxing agencies for each PIN. JRG has not calculated the post-Project EAV for the remaining PIN following subdivision.

Table 11. Current Assessed Value, Equalized Assessed Value, and Property Tax by PIN (Tax Year 2024)

PIN	Land AV (\$)	Improved AV (\$)	Current EAV (\$)	Total Property Taxes (\$)
11-18-125-014-0000	1,145,900	6,049,564	21,841,831	1,826,940
11-18-125-016-0000	12,000	0	36,426	3,047
Totals	1,157,900	6,049,564	21,878,257	1,829,987

Sources: CSP Evanston Land, LLC, Cook County Clerk, City of Evanston, JRG.

5.3 Comparable Properties

JRG reviewed a market study and other documentation provided by the Client to generate a list of seven comparable Evanston multi-family properties to establish the level of valuation placed upon properties by the Cook County Assessor for tax purposes (see Table 12). Among the properties, five have been completed since 2010. Building heights range from five to 24 stories. Unit counts range between 112 and 355 units, totaling approximately 1,548 across all seven buildings. As proposed, the Project would be 27 stories with 360 units.

The seven comparable properties have an average “EAV” per unit of \$111,200, resulting in average taxes of \$9,300 per unit across all 1,548 existing units (see Table 12). The seven comparable properties also utilize a substantial land area, averaging 1.2 acres but as high as 2.0 acres for both the AMLI and the Reserve.

Table 12. Comparison of Evanston Multi-Family Properties

Properties	Unit Count	Year Built	Stories	Address	Class	Total EAV (\$)	Total Taxes (\$)	EAV/ Unit (\$)	Taxes/ Unit (\$)	Acres	Total Taxes per Acre (\$)
E2	355	2015	16	1890 Maple Ave	3-91	51,105,144	4,274,434	143,958	12,041	1.5	2,787,000
Albion Evanston	268	2019	15	1500 Sherman Ave	3-91	27,966,526	2,339,120	104,353	8,728	0.9	2,609,000
The Park Evanston	283	1997	24	1630 Chicago Ave	3-97	28,821,769	2,410,653	101,844	8,518	1.0	2,472,000
Reserve IL	193	2003	4	1930 Ridge Ave	3-91	17,647,095	1,453,062	91,436	7,529	2.0	728,000
The Main	112	2016	9	847 Chicago Ave	3-97	10,478,242	881,535	93,556	7,871	0.7	1,264,000
Tapestry Station	120	2024	5	740 Main St	3-91	3,422,675	291,783	28,522	2,432	0.6	453,000
AMLI Evanston	217	2012	5	737 Chicago Ave	3-97	32,722,608	2,752,953	150,795	12,686	2.0	1,374,000
Average	221	2012	11			24,594,866	2,057,649	111,200	9,300	1.2	1,647,000
Project	360	2027	27	900 Clark St		31,037,988	2,596,000	86,217	7,211	0.3	8,348,000

Source: JRG, Cook County Assessor, CSP Evanston Land, LLC .

At completion and stabilization in 2028, the Developer anticipates an average EAV per unit of 86,217 and average property taxes per unit of approximately \$7,211.

Instead of providing onsite parking for residents, the Developer proposes to lease spots in a City-owned parking garage across the street for Project residents. As a result of providing offsite parking, this concept requires 0.3 acres of land resulting in a per acre value of approximately \$8.3M, which far exceeds the average value of the comparable Evanston properties (\$1.6M). The Project also highlights the substantial property value that Evanston could capture by supporting similar projects that use under-utilized public parking assets in the downtown.

5.4 Project Valuation

Following stabilization, the EAV of the Project Site will be approximately \$31.0 million, compared to \$3.1 million before Project construction begins (see Table 13). Total annual base property taxes from the completed Project are estimated to be \$2,596,000 compared to \$256,198 in tax year 2024. This represents a ten-fold increase in the amount of property taxes generated when compared to its present use.

Table 13. Project Valuation Assumptions and Estimates

Assumption	Value
Net Operating Income (\$)	9,059,000
Cap Rate & Tax Load (%)	8.86
Fair Market Value (\$)	102,246,000
Level of Assessment (%)	10.0
Assessed Value (\$)	10,225,000
Equalization Factor	3.0355
Equalized Assessed Value (\$)	31,037,988
Tax Rate (%)	8.364409
Estimated Property Taxes (\$)	2,596,000
Estimated Property Taxes / Unit (\$)	7,200

Source: CSP Evanston Land, LLC, JRG

5.5 Affordable Housing Assessment Reduction

The Project will include 72 units of affordable housing, which makes the Project eligible for the Tier 3 property tax reduction set forth in 35 ILCS 200/15-178, signed into law in 2021. Tier 3 requires that at least 20% of the units be affordable to households earning 60% or less than the area median income ("AMI"). Under Tier 3, the Project will receive the following reductions in post-construction assessed value versus pre-development AV for the Project Site:

- Years 1-3: 100% reduction;
- Years 4-6: 80% reduction;
- Years 7-9: 60% reduction;
- Years 10-12: 40% reduction;
- Years 13-30: 20% reduction.

5.6 Estimated Property Taxes for School District 65 and High School District 202

Using the 2024 tax rates of 3.469511% for CCSD 65 and 2.202434% for HSD 202, the Project is estimated to generate annual property taxes of \$1,076,807 for CCSD 65 and \$683,553 for HSD 202 following full stabilization. As shown in Table 14, these amounts, when compared to 2024 levels, mark a net increase in property tax revenue of \$970,537 for CCSD 65 and \$616,094 for HSD 202. Table 14 also shows the current and potential property taxes for all other taxing agencies.

Table 14. Comparison of 2024 Property Taxes and Estimated Project Taxes by Taxing Agency

Taxing Agency	2024 Rate (%)	Proportion (%)	2024 Taxes (\$)	Total Project Taxes (\$)	Delta (\$)
Evanston-Skokie School District 65	3.469511	41.5	106,270	1,076,807	970,537
Evanston Township High School District 202	2.202434	26.3	67,460	683,553	616,094
Oakton Community College District Skokie Des Plaines	0.236541	2.8	7,245	73,413	66,168
City of Evanston	1.268443	15.2	38,852	393,677	354,825
Evanston Library Fund	0.230598	2.8	7,063	71,569	64,506
Evanston General Assistance	0.020054	0.2	614	6,224	5,610
Evanston Special Service Area 9	0.129713	1.6	3,973	40,258	36,285
Cook County	0.390469	4.7	11,960	121,187	109,227
Cook County Forest Preserve	0.068588	0.8	2,101	21,287	19,186
Water Reclamation District of Chicago	0.340445	4.1	10,428	105,661	95,234
North Shore Mosquito Abatement District	0.007613	0.1	233	2,363	2,130
Total	8.364409	100.0	256,198	2,596,000	2,339,802

Sources: Cook County Clerk, JRG

6 Parking Fee Revenue

The City operates a parking garage at 1800 Maple Street, on the northeast corner of Maple and Clark, across the street from the Project Site. The Developer intends to negotiate a lease agreement with the City to reserve up to 112 parking spaces for Project residents instead of providing parking onsite at the Project. The garage has 1,400 spaces and typically has between 1,100 to 1,200 parking spots available during the week. The City currently charges \$115 for a monthly parking pass. The Maple Street garage is one of three parking garages operated by the City, in addition to several surface parking lots and metered street parking spaces throughout Evanston.

Based on the assumptions above, the Project could generate as much as \$109,020 annually in parking revenue for the City based on a monthly parking rate \$115 for 79 spaces. This does not

include potential revenue from Project residents renting additional parking spaces or any parking fees that guests might generate while visiting Project residents.

7 Net Fiscal Impact on School District 65 and High School District 202

This section presents a brief recap of the revenues and operating expenses resulting from student generation by the Project and finishes with a comparison of the figures to produce the net fiscal impact for each school district.

7.1 School District Revenues

As noted earlier the Project is estimated to generate property taxes of \$1,076,807 for CCSD 65 and \$683,553 for HSD 202. These figures are used to estimate the Net Fiscal Impact to CCSD 65 and HSD 202 in Table 15 below.

7.2 School District Expenditures

The Project is estimated to generate eight (8) students and additional annual operating expenses of \$231,264 for CCSD 65, and three (3) students and \$92,388 of additional annual operating expenses for HSD 202. Although property taxes from residential property owners fund 63.0% of CCSD 65 operating expenses and 69.9% of HSD 202 of operating expense, the full operating expense estimates are used to calculate the net fiscal impact.

7.3 School District Net Fiscal Impact

Table 15 shows that annual net impact for CCSD 65 will be a positive \$845,543 and a positive \$591,165 for HSD 202.

Table 15. Project's Net Fiscal Impact on CCSD 65 and HSD 202

Project Impacts	CCSD 65 (\$)	HSD 202 (\$)
Property Tax Revenue	1,076,807	683,553
Operating Expenses	(231,264)	(92,388)
Net Fiscal Impact	845,543	591,165

Source: JRG

Appendices

A. Methodology for Estimating Property Tax Revenues

Appendix A

Methodology for Estimating Property Tax Revenues

Annual property tax estimates for the Project are based on the assumptions described below. The Developer provided information about the Project components, quantities, residential rent levels, construction timing and leasing absorption. JRG gathered all other relevant information from the following sources: Cook County Assessor, Cook County Treasurer, Cook County Clerk, and CoStar.

Property Tax Calculation. The formula for calculation of property taxes is shown in Figure 1 below.

Figure B-1. Property Tax Calculation

$$\text{Property Tax} = \text{Assessor's Fair Market Value} \times \text{Assessment Rate} \times \text{Equalization Factor} \times \text{Tax Rate}$$

Assessor's Fair Market Value (FMV). The Project's FMV was estimated using the sales approach for residential components of the Project. An Assessor Discount Factor of 12% is then applied to the estimated market value to estimate the Assessor's Fair Market Value (e.g. estimated market value x 88% = Assessor's Fair Market Value).

Assessment Level. The residential units are assessed at 10% of FMV.

State Equalization Factor. The most recent (2024) State Equalization Factor for Cook County is 3.0355.

Tax Rates. For purposes of these estimates, the most recent tax rates (2024) for CCSD 65 and HSD 202 and other taxing districts extensions utilized. The property tax rates for tax assessment year 2024, payable in 2025 are shown in the following table.

Table A-1. Tax Year 2024 Tax Rates by Taxing Agency

Taxing Agency	2024 Rate (%)	Proportion (%)
Evanston-Skokie School District 65	3.469511	41.5
Evanston Township High School District 202	2.202434	26.3
Oakton Community College District Skokie Des Plaines	0.236541	2.8
City of Evanston	1.268443	15.2
Evanston Library Fund	0.230598	2.8
Evanston General Assistance	0.020054	0.2
Evanston Special Service Area 9	0.129713	1.6
Cook County	0.390469	4.7
Cook County Forest Preserve	0.068588	0.8
Water Reclamation District of Chicago	0.340445	4.1
Total	8.364409	100.0

Source: Cook County Clerk

Fully Assessed Taxes. Based on these assumptions, the Project will have a total EAV of \$31,037,988 the first full year following full stabilization and generate \$2,596,000 in property taxes.

Traffic Impact Study Church Street Plaza Residential Development

Evanston, Illinois



Prepared for:

Continuum Development, LLC



June 1, 2026

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Executive Summary

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development located in Evanston, Illinois. The development is to be located along the north end of the Church Street Plaza development which is located on the east side of Maple Avenue between Church Street and Clark Street. To accommodate the development, approximately 23,775 square feet of gross floor area at Church Street Plaza will be removed which is currently occupied by Chili's Grill & Bar, Dogtopia of Downtown Evanston, and a portion of the AMC movie theater.

The objective of the traffic study was as follows:

- Determine the existing vehicular, pedestrian, bicycle, and public transportation conditions in the study area to establish existing condition.
- Assess the impact that the proposed development will have on transportation conditions in the area.
- Determine any roadway, access, bicycle, and pedestrian modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Accessibility to and from the area is enhanced by the public transportation and various alternative modes of transportation. The Metra Union Pacific North Line (UP-N) and Chicago Transit Authority (CTA) Rapid Transit Purple Line have stations less than 0.2 miles from the site and several CTA bus routes have stops in the area. In addition, pedestrian facilities including sidewalks and crosswalks are generally provided on all roadways within the area. Barrier-protected bike lanes are provided on Church Street and Davis Street. Car-sharing vehicles are also located within the area.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday morning and evening peak periods in order to determine the general transportation conditions during these time periods. The following intersections were analyzed as part of this study:

- Maple Street with Church Street
- Maple Avenue with the midblock pedestrian crossing
- Maple Avenue with Clark Street and the Maple Avenue parking garage access drive
- Maple Avenue with University Place
- Benson Avenue with Clark Street

The proposed Transit Oriented Development (TOD) will be a mixed-use development containing approximately 360 apartment units with 193 studios, 104 one-bedroom units, 54 two-bedroom units, and nine three-bedroom units and approximately 2,500 square feet of commercial space. Parking for the development will be provided via the City of Evanston Maple Street parking garage located directly west of the site. In addition, the development will provide indoor parking for 360 bicycles.

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

- The volume of new traffic to be generated by the development will be reduced due to (1) the public transportation and alternative modes of transportation serving the area and (2) the fact that the development will be replacing approximately 23,775 square feet of gross floor area at Church Street Plaza which is currently occupied by Chili's Grill & Bar, Dogtopia of Downtown Evanston, and a portion of the AMC movie theater.
- Parking for the development will be provided via the Maple Street parking garage located directly west of the site. Primary access to the parking garage is provided via an access drive located on the west side of Maple Avenue aligned opposite Clark Street. The access drive has one inbound lane and three outbound lanes striped for a separate left-turn lane, a shared through/left-turn lane, and a separate right-turn lane. The intersection of Maple Avenue with Clark Street and the parking garage access drive is under traffic signal control. Secondary access to the parking garage is provided via an access road that extends from the south side of University Place to the entrance of the parking garage. The access road provides one lane in each direction with the northbound lane under stop sign control at its intersection with University Place.
- As proposed, the parking along the south side of Clark Street along the frontage of the development is to be eliminated to extend the sidewalk and to provide a dedicated loading zone for three passenger vehicles. The loading zone will be used for short-term drop-off/pick-up of residents, guests, and commercial patrons via private vehicles, taxis, and ride share companies as well as for food deliveries. Loading for all truck deliveries will occur in the loading dock. The three-space loading zone should be sufficient to accommodate the peak demand of the development and is similar to what is provided at other residential developments.
- Access to the loading dock to be located on the east side of the building will be provided via the existing north-south alley that extends between Church Street Plaza and the CTA tracks. All deliveries will be accommodated via the loading dock which is designed for single-unit trucks.
- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All the intersections within the study area are projected to continue to operate at a good level of service assuming the additional traffic to be generated by the proposed development and the other area growth. As such, no roadway improvements and/or traffic control modifications are required.
- The following summarizes measures to be implemented by the development and/or recommendations to further minimize the impact of the development, foster alternative modes of transportation, and to enhance pedestrian/bicycle safety:
 - o The development will provide covered parking for approximately 360 bicycles.

- Parking at the Maple Street parking garage will be an additional cost and is not included in the base unit lease. Charging for parking or unbundling parking costs from unit leases is an effective method to reduce traffic to and from the development as well as reduce the demand for on-site parking.
- Consideration should be given to making transit information available to residents by providing an information kiosk in the leasing office with information on the CTA Purple line, the Metra Pacific North Line, and local bus routes.
- Consideration should be given to replacing the standard style crosswalks with high visibility, ladder style crosswalks at the following intersections:
 - On all four legs of the intersection of Maple Avenue with Clark Street and the Maple Street parking garage access drive.
 - On all four legs of the intersection of Benson Avenue with Clark Street.
- Parking for the development is proposed to be provided via the Maple Avenue parking garage located directly west of the site. If the development is approved, the owners of the development have committed to lease from the City of Evanston a minimum of 112 designated parking spaces within the Maple Avenue parking garage. Further, the City of Evanston has indicated that the Maple Avenue parking garage has sufficient vacancy to accommodate in excess of 125 leased parking spaces for the proposed development. The range of the parking ratios for the proposed development is comparable, particularly the ratios per bedroom, to the parking ratios for several recently approved developments in the City of Evanston.

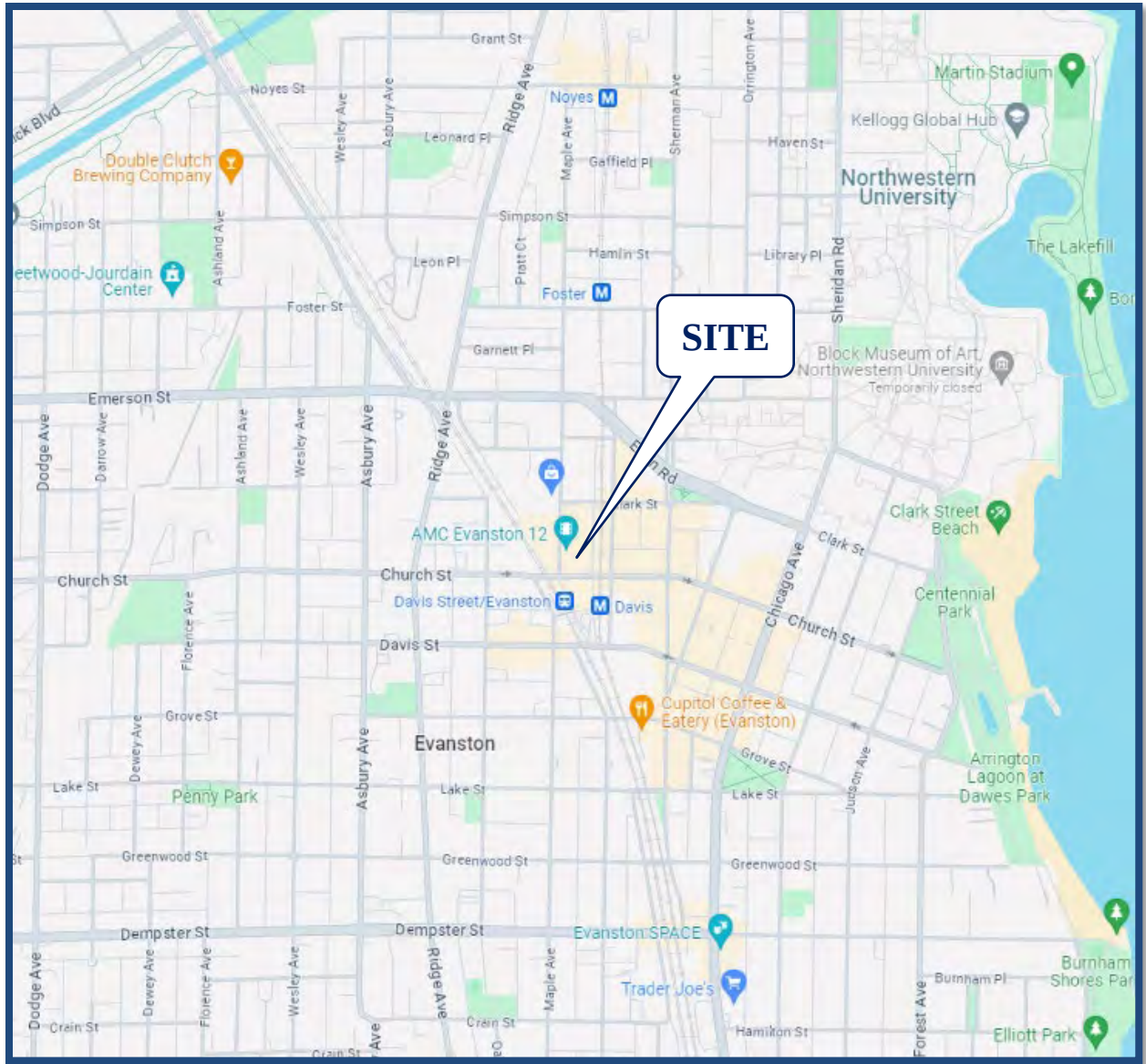
1. Introduction

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development located in Evanston, Illinois. The development is to be located along the north end of the Church Street Plaza development which is located on the east side of Maple Avenue between Church Street and Clark Street. To accommodate the development, approximately 23,775 square feet of gross floor area at Church Street Plaza will be removed which is currently occupied by Chili's Grill & Bar, Dogtopia of Downtown Evanston, and a portion of the AMC movie theater. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of Church Street Plaza and the subject site.

The proposed Transit Oriented Development (TOD) will be a mixed-use development with approximately 360 apartments with 193 studios, 104 one-bedroom units, 54 two-bedroom units, and nine three-bedroom units and approximately 2,500 square feet of commercial space. Parking for the development will be provided via the City of Evanston Maple Street parking garage located directly west of the site. In addition, the development will provide indoor parking for 360 bicycles. As proposed, the parking along the south side of Clark Street along the frontage of the development is to be eliminated to extend the sidewalk and to provide a dedicated loading zone for three passenger vehicles.

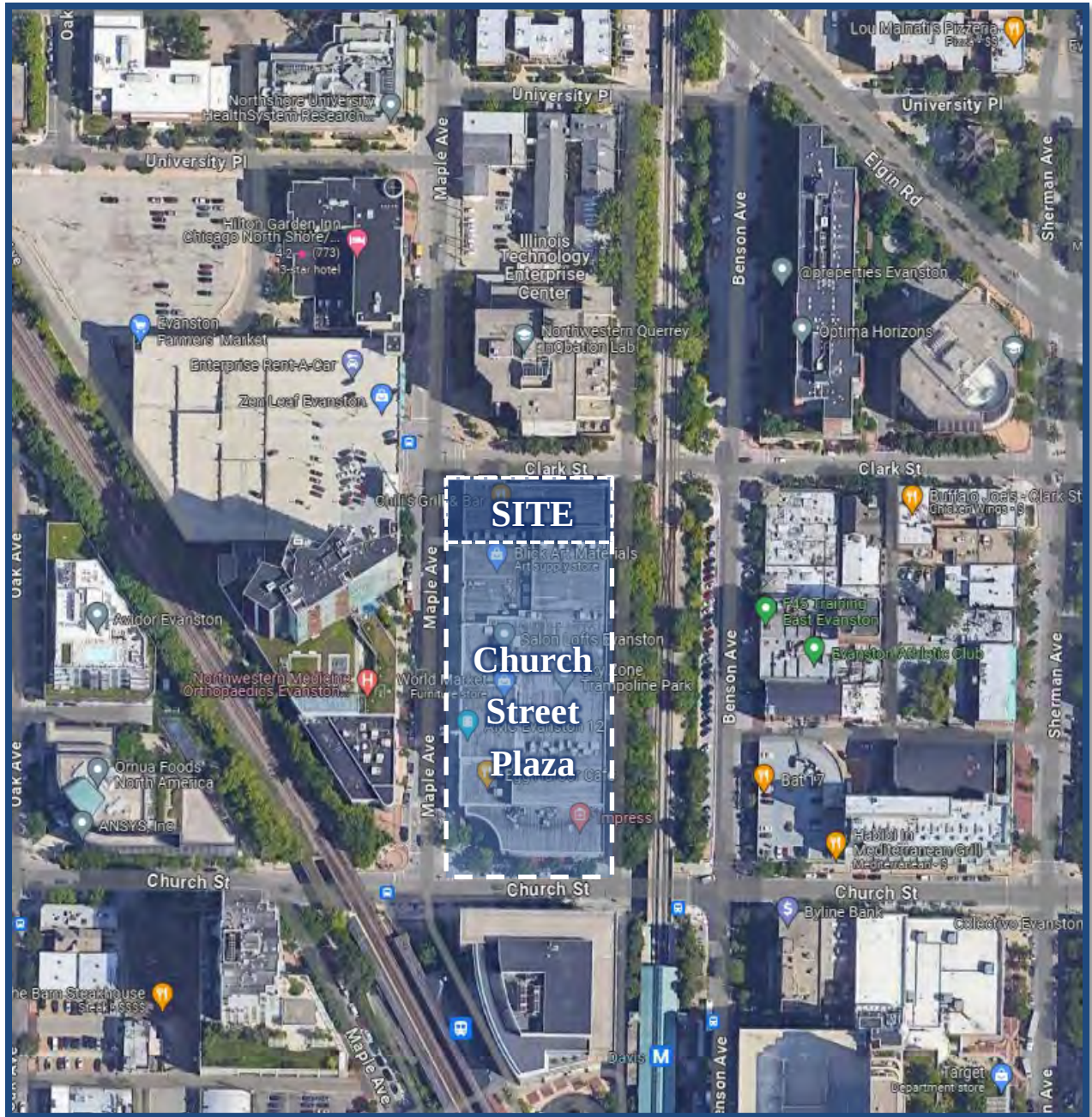
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. The sections of this report present the following:

- Existing transportation conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent transportation system
- Evaluation of the proposed parking supply



Site Location

Figure 1



Aerial View of Site

Figure 2

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

1. Year 2024 Existing Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes.
2. Year 2030 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes increased by a regional growth factor and including the traffic to be generated by other proposed and/or approved area developments.
3. Year 2030 Total Projected Conditions – Analyzes the capacity of the projected roadway system assuming projected traffic volumes which include the existing traffic volumes, ambient area growth not attributable to any particular development, the traffic to be generated by other proposed/approved area developments, and the traffic estimated to be generated by the proposed subject development.

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a data base 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 and the public transportation and alternative modes of transportation serving the area.

Site Location

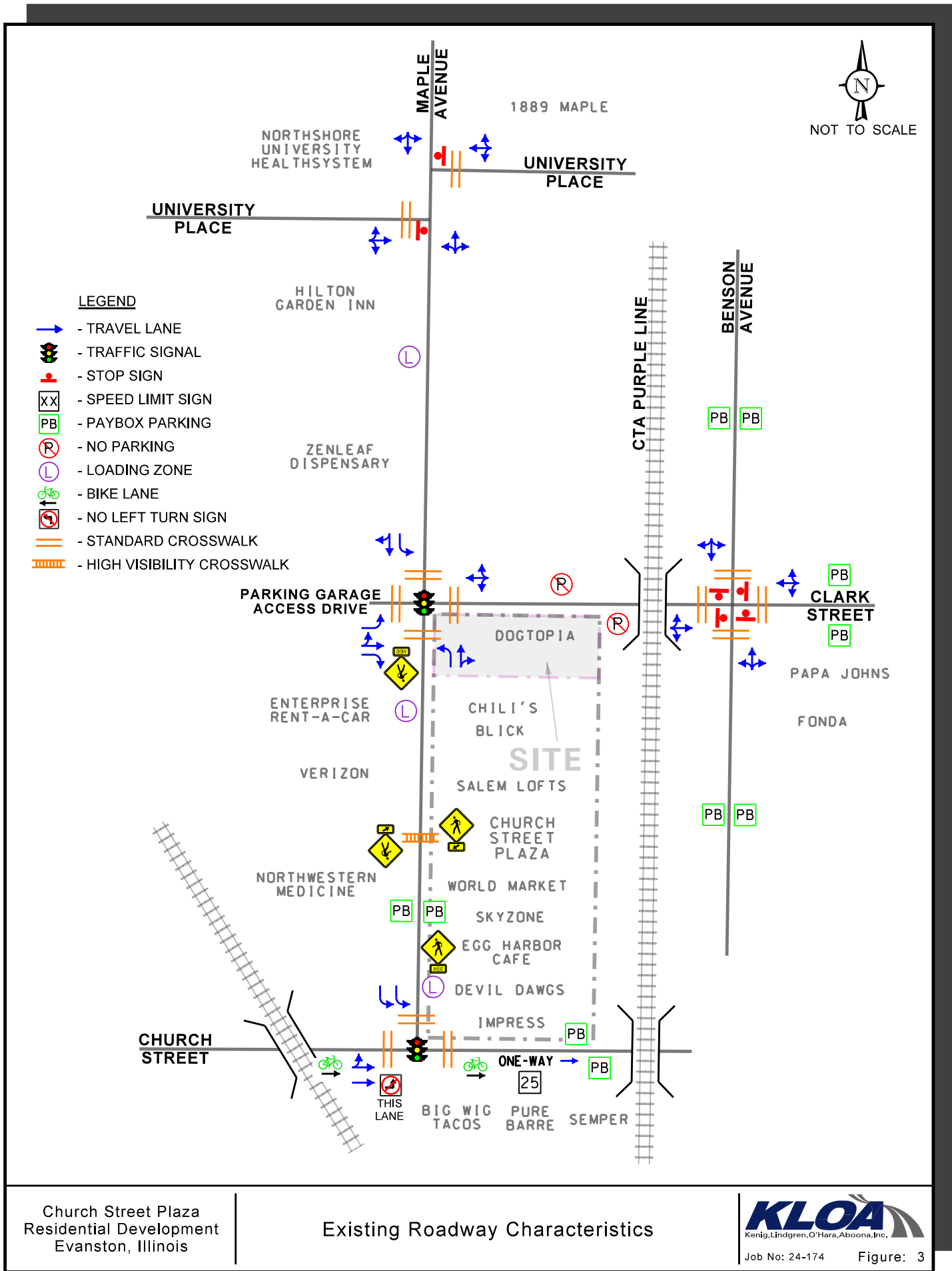
The development is to be located along the north end of the Church Street Plaza development which is located on the east side of Maple Avenue between Church Street and Clark Street. To accommodate the development, approximately 23,775 square feet of gross floor area at Church Street Plaza will be removed which is currently occupied by Chili's Grill & Bar, Dogtopia of Downtown Evanston, and a portion of the AMC movie theater. Located within Evanston's central business district, the land uses surrounding the site generally consist of commercial, office, and multi-story residential developments. The City of Evanston Maple Street parking garage is located directly west of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways within the study area are illustrated in **Figure 3** and described below. All roadways are under the jurisdiction of the City of Evanston unless otherwise stated.

Maple Avenue is a north-south, local road that has one lane in each direction with parking and loading generally permitted on both sides of the road. At its signalized T-intersection with Church Street, Maple Avenue has dual left-turn lanes and a standard-style crosswalk on the southbound approach. At its signalized intersection with Clark Street/parking garage access drive, Maple Avenue has a separate left-turn lane and a shared through/right-turn lane as well as a standard crosswalk on both approaches. At its unsignalized, off-set intersections with University Place, Maple Avenue has single-lane approaches. In addition, a mid-block crosswalk with a high visibility, ladder style crosswalk and pedestrian warning signs is located on Maple Avenue approximately halfway between Clark Street and Church Street.

Benson Avenue is a north-south, local road that has one lane in each direction with parking and loading generally permitted on both sides of the road north of Clark Street and prohibited on both sides of the road south of Clark Street. At its all-way stop sign controlled intersection with Clark Street, Benson Avenue has single-lane approaches with standard style crosswalks on both legs of the intersection.



Church Street is generally a one-way eastbound road that has two eastbound vehicle lanes, a barrier-protected eastbound bike lane on the north side of the road, and parking and loading generally permitted on both sides of the road. At its signalized intersection with Maple Avenue, Church Street has a through lane and a shared through/right-turn lane on the eastbound approach. Both the east and west legs of the intersection provide standard style crosswalks. Church Street is classified as a major collector road and carries an average annual daily traffic (AADT) volume of 7,600 vehicles (Illinois Department of Transportation [IDOT] 2023).

Clark Street is generally an east-west, local road that has one lane in each direction with parking and loading generally permitted on both sides of the road. At its signalized intersection with Maple Avenue, Clark Street is aligned opposite the Maple Street parking garage access drive and has a single-lane approach with a standard style crosswalk. The Maple Street parking garage access drive has a separate left-turn lane, a shared through/left-turn lane, and a separate right-turn lane with a standard style crosswalk. At its all-way stop sign controlled intersection with Benson Avenue, Clark Street has single-lane approaches with standard style crosswalks on both legs of the intersection.

University Place is an east-west, local road that has an off-set intersection with Maple Avenue and provides one lane in each direction with parking generally prohibited on both sides of the road. At unsignalized intersections with Maple Avenue, University Place has single-lane approaches that are under stop sign control. In addition, standard style crosswalks are provided on both legs of University Place at its intersections with Maple Avenue.

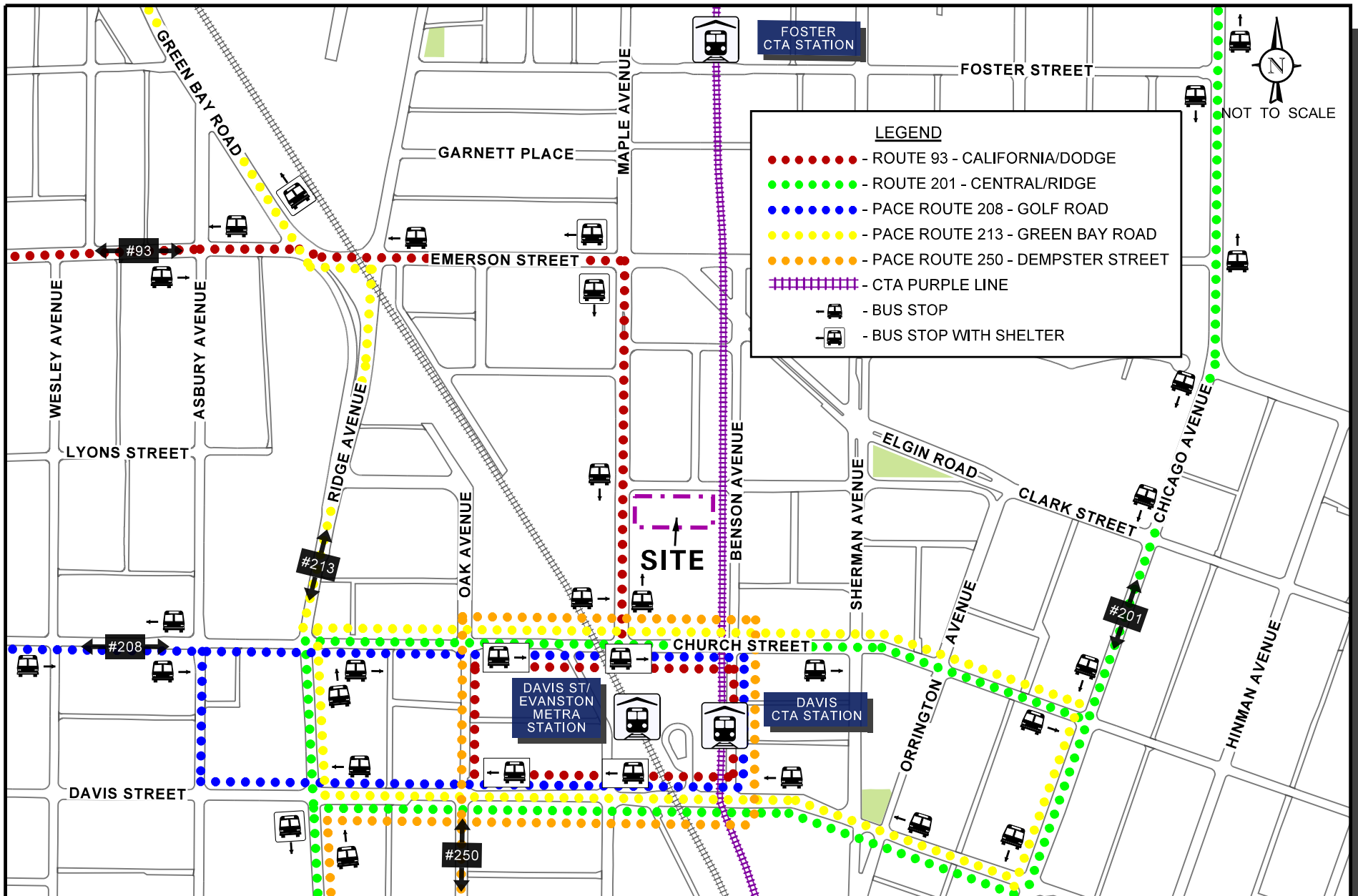
Alternative Modes of Transportation

Accessibility to and from the Evanston central business district is enhanced by the alternative modes of transportation serving the area as summarized below.

Public Transportation. The area is served by several modes of public transportation including Metra commuter rail, CTA rapid transit service, and several bus lines.

The following summarizes the rail lines providing service to the area:

- The *Metra Union Pacific/North Line (UP-N)* has a local stop at Benson Avenue just north of Davis Street, which is located approximately 0.1 miles or a three-minute walk north of the site. This line provides daily service between Ogilvie Transportation Center in Chicago and Kenosha, Wisconsin.
- The *CTA Purple Transit Line* has a local stop at Benson Avenue, which is located approximately 0.2 miles or a four-minute walk north of the site. This line provides daily service between the Linden station in Wilmette and the Howard station on the border of Chicago and Evanston. In addition, weekday peak period express service is provided between the Howard station and downtown Chicago.



Church Street Plaza
Residential Development
Evanston, Illinois

Public Transportation

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

Job No: 24-174

Figure: 4

The following bus routes serve the immediate area with bus stops located between 0.1 to 0.3 miles or a one- to eight-minute walk from the site:

- *Route 208 (Golf)* generally runs along Golf Road between the Davis Street CTA station and Woodfield Mall. Service is provided weekdays and Saturdays.
- *Route 213 (Green Bay Road)* generally runs along Chicago Avenue and Green Bay Road between the Howard Street CTA station and downtown Highland Park with a stop at the Davis Street CTA station. Service is provided on weekdays and Saturdays.
- *Route 201 (Dempster and Dempster Pulse Line)* generally runs along Dempster Street between the Davis Street CTA station and O'Hare Airport and Old Orchard Mall. Service is provided seven days a week.

Non-Motorized Transportation Systems. Most of the roads within the immediate area have sidewalks on both sides of the road. Standard style crosswalks are generally provided on all approaches under traffic signal or stop sign control in the study area. In addition, countdown pedestrian traffic signals are provided at the intersection of Maple Avenue with Church Street and Maple Avenue with Clark Street and the parking garage access drive. In addition, a mid-block crosswalk with a high visibility, ladder style crosswalk with pedestrian warning signs is located on Maple Avenue approximately halfway between Clark Street and Church Street.

According to the City of Evanston's Area Bike Map, Maple Avenue, Church Street, and Davis Street are designated bike routes. In addition, Davis Street and Church Street provide barrier-protected bike lanes within the vicinity of the site.

Divvy Bike Share System. One Divvy bike share station is located within 0.2 miles of the site at the Benson Avenue and Church Street intersection and contains 12 bike docks.

Car-Sharing Transportation Availability. Multiple car-sharing services serve the area.

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. performed peak period transportation counts at the following intersections:

- Maple Avenue with Church Street
- Maple Avenue with the midblock pedestrian crossing
- Maple Avenue with Clark Street and the Maple Street parking garage access drive
- Maple Avenue with University Place
- Benson Avenue with Clark Street

All the traffic counts were conducted during the weekday morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods on Thursday, July 11, 2024. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:00 A.M. to 9:00 A.M. and the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M. **Figure 5** illustrates the Year 2024 existing peak hour traffic volumes and **Figure 6** illustrates the existing pedestrian and bicycle peak hour volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Summary

KLOA, Inc. obtained crash data¹ from IDOT for the most recent available five years (2019 to 2023) for the four intersections within the study area. The crash data at the Maple Avenue with Church Street intersection is summarized in **Table 1**. The following summarizes the number of crashes at the other intersections:

- Only one crash occurred in the five-year period at the Maple Avenue/Clark Street/parking garage access drive intersection.
- Only one crash occurred in the five-year period at the Maple Avenue/University Place intersections.
- Only two crashes occurred in the five-year period at the Clark Street/Benson Avenue intersection.

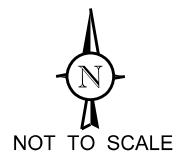
Further, it should be noted that no fatalities were reported at these intersections during the five-year period.

Table 1

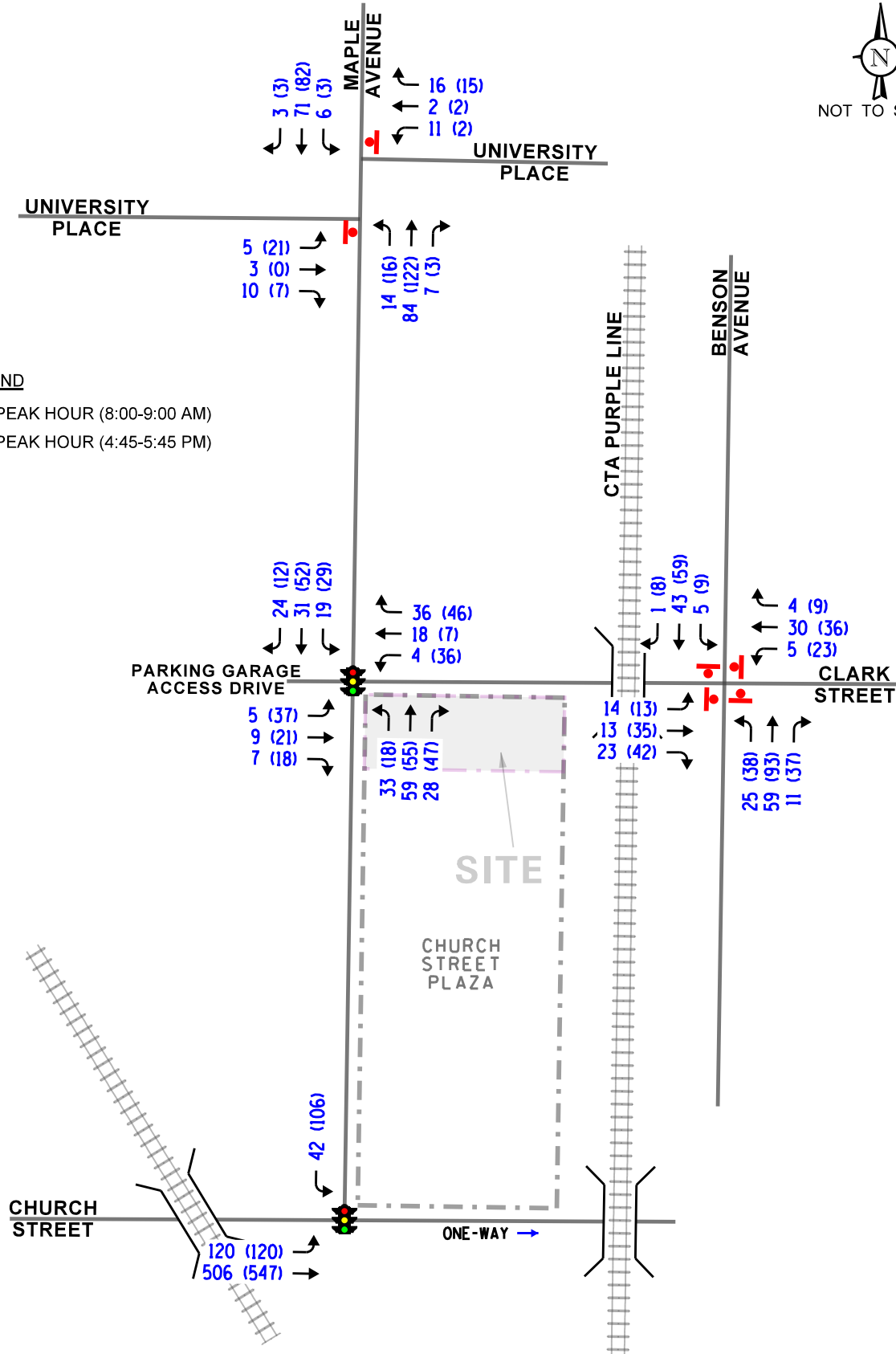
MAPLE AVENUE WITH CHURCH STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2019	0	0	0	0	2	3	1	6
2020	0	0	1	0	0	1	0	2
2021	0	0	0	0	0	3	1	4
2022	0	0	1	0	1	0	0	2
2023	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	0	0	3	0	3	7	2	15
Average	0	0	<1.0	0	<1.0	1.4	<1.0	3.0

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).



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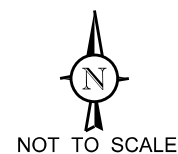
Church Street Plaza
Residential Development
Evanston, Illinois

Existing Traffic Volumes

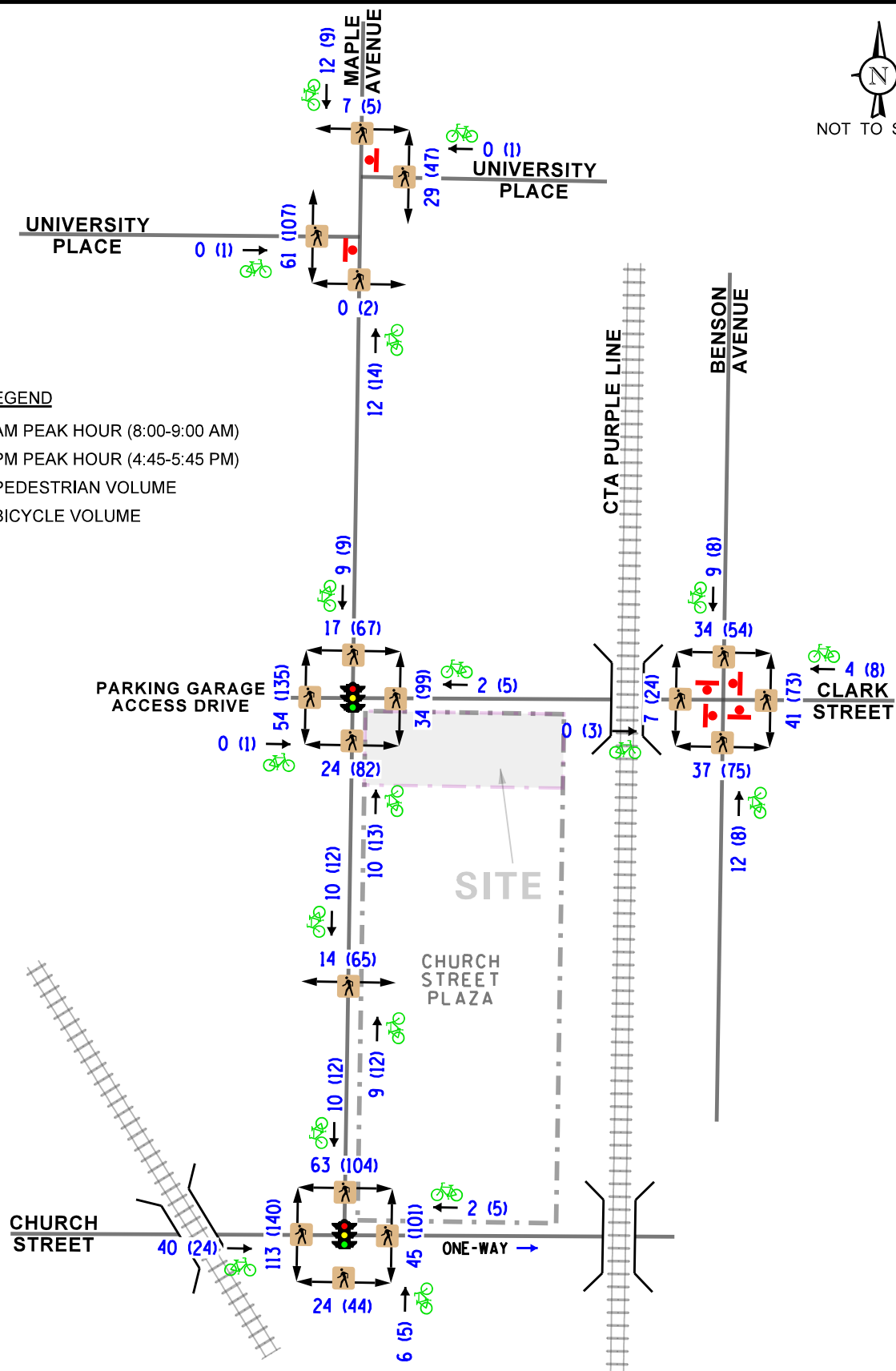


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Figure: 5



- LEGEND**
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 - (00) - PM PEAK HOUR (4:45-5:45 PM)
 - 00 (00) [pedestrian icon] - PEDESTRIAN VOLUME
 - 00 (00) [bicycle icon] - BICYCLE VOLUME



Church Street Plaza
Residential Development
Evanston, Illinois

Existing Pedestrian and Bicycle Traffic Volumes



Job No: 24-174

Figure: 6

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 Plan

The proposed TOD will be a mixed-use development containing approximately 360 apartment units with 193 studios, 104 one-bedroom units, 54 two-bedroom units, and nine three-bedroom units and approximately 2,500 square feet of commercial space. To accommodate the development, approximately 23,775 square feet of gross floor area at Church Street Plaza will be removed which is currently occupied by Chili's Grill & Bar, Dogtopia of Downtown Evanston, and a portion of the AMC movie theater. In addition, the development will provide indoor parking for 360 bicycles.

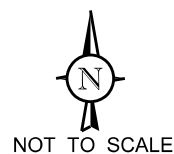
Parking for the development will be provided via the Maple Street parking garage located directly west of the site. Primary access to the parking garage is provided via an access drive located on the west side of Maple Avenue aligned opposite Clark Street. The access drive has one inbound lane and three outbound lanes striped for a separate left-turn lane, a shared through/left-turn lane, and a separate right-turn lane. The intersection of Maple Avenue with Clark Street and the parking garage access drive is under traffic signal control. Secondary access to the parking garage is provided via an access road that extends from the south side of University Place to the entrance of the parking garage. The access road provides one lane in each direction with the northbound lane under stop sign control at its intersection with University Place.

In addition, the parking along the south side of Clark Street along the frontage of the development is proposed to be eliminated to extend the sidewalk and to provide a dedicated loading zone for three passenger vehicles. The loading zone will be used for short term drop-off/pick-up of residents, guests, and commercial patrons via private vehicles, taxis, and ride share companies as well as for food deliveries. Loading for all truck deliveries will occur in the loading dock.

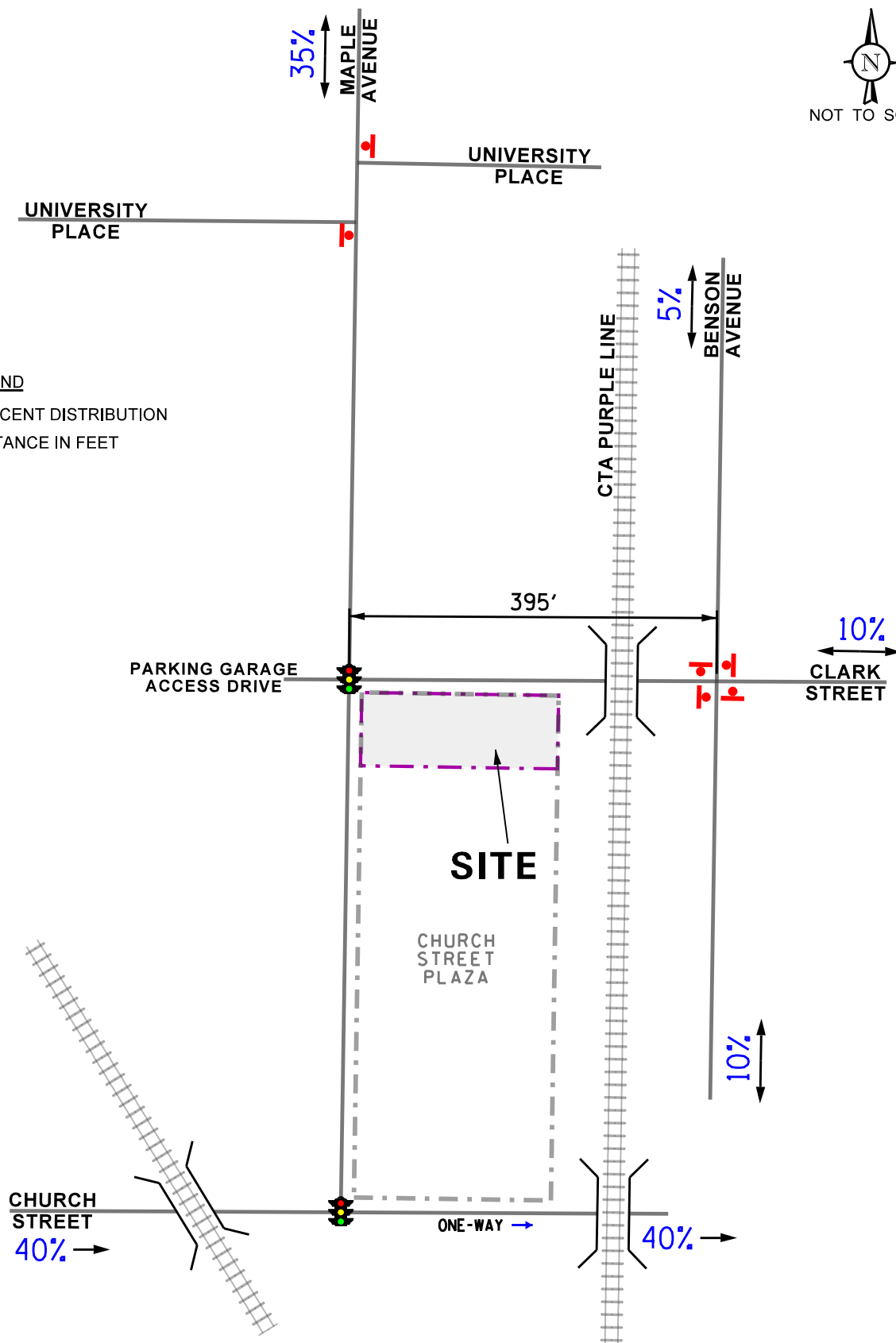
Access to the loading dock to be located on the east side of the building will be provided via the existing north-south alley that extends between Church Street Plaza and the CTA tracks. All deliveries will be accommodated via the loading dock which is designed for single-unit trucks. Truck maneuvering exhibits of the trucks backing in and pulling out of the loading docks are included in the Appendix.

Directional Distribution

The directions from which development-generated traffic will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 7** illustrates the directional distribution of the development-generated traffic.



LEGEND
00% - PERCENT DISTRIBUTION
00' - DISTANCE IN FEET



Church Street Plaza
Residential Development
Evanston, Illinois

Directional Distribution



Job No: 24-174

Figure: 7

Development Traffic Generation

The number of peak hour vehicle trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in the *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). It should be noted that the ITE trip rates are based on suburban rates where the primary mode of transportation is the automobile. Given the location of the proposed site within the central business district and its proximity to alternative modes of transportation, the number of additional vehicle trips generated by the development will be reduced. A review of the U.S. Census data in the area showed that only approximately 50 percent of residents in the area drive a car to work. In addition, it was assumed that five percent of the trips will be made via taxi or ride share. **Table 2** summarizes the estimated gross trips and the projected vehicle trips anticipated with the development during the weekday morning and weekday evening peak hours. Copies of the ITE trip generation sheets are included in the Appendix.

Table 2
DEVELOPMENT-GENERATED TRAFFIC VOLUMES

Land Use/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Gross Trips						
Apartments – 360 units (LUC 220)	33	106	139	112	68	180
Retail – 2,500 s.f. (LUC 822)	5	5	10	15	15	30
Total Gross Trips	38	111	149	127	79	206
Vehicle Trips						
Vehicle Trips (50 Percent)	19	55	74	63	40	103
Ride-share, taxi, etc. (5 Percent)	7	7	14	9	9	18
Total Vehicle Trips	26	62	68	72	49	121

As discussed previously, to accommodate the development, approximately 23,775 square feet of gross floor area at Church Street Plaza will be removed which is currently occupied by Chili's Grill & Bar, Dogtopia of Downtown Evanston, and a portion of the AMC movie theater. As such, the traffic to be generated by the proposed development will not be all new traffic to the area roadway system as it will be replacing existing uses that currently generate traffic.

4. Projected Traffic Conditions

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

Development Traffic Assignment

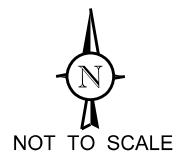
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the road system in accordance with the previously described directional distribution (Figure 7) and are illustrated in **Figure 8**.

Background (No-Build) Traffic Conditions

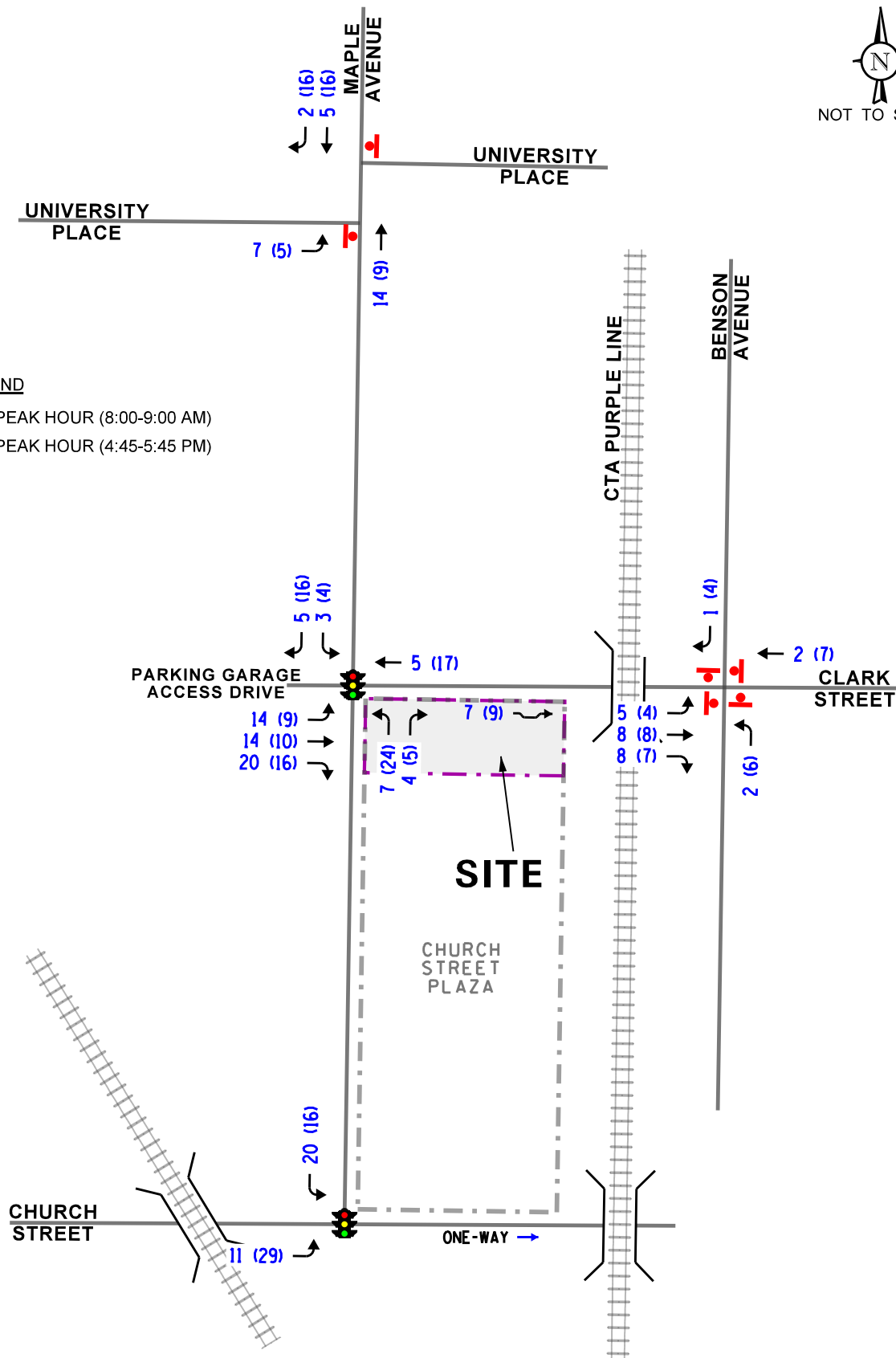
The Year 2024 existing traffic volumes (Figure 5) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on employment and population projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated July 11, 2024 the existing traffic volumes in the study area were increased by a compounded growth rate of 0.70 percent per year for six years for a total of approximately 4.3 percent. A copy of the CMAP letter is included in the Appendix. Further, since the existing traffic counts were performed in the summer when enrollment at Northwestern University is lower, all the existing traffic volumes were increased by an additional 15 percent for a total increase in traffic of 19.3 percent.

In addition, the traffic study included the buildout of the following proposed and/or approved area developments:

- An office development that was previously approved to be located at 605 Davis Street that is to contain approximately 200,000 square feet of office space. It should be noted that the current plans call for 419 residential units and 3,000 square feet of ground floor commercial spaces. To provide a worst-case analysis, this study assumed the traffic to be generated by the office development as opposed to the residential development.
- The office development recently constructed at 710 Clark Street that contains approximately 123,00 square feet of office/laboratory space and 5,200 square feet of ground floor retail space.
- The Emerson development approved to be located at 1900 Sherman Avenue that is to contain approximately 168 age-restricted units. It should be noted that the approval for this development has expired. However, to provide a worst-case analysis, the traffic to be generated by this development was included in this study.
- A residential development proposed to be located at 1012-1034 Chicago Avenue that is to contain 110 units and approximately 7,000 square feet of ground floor retail space.



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Church Street Plaza
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Site-Generated Traffic Volumes



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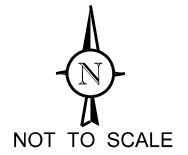
Figure: 8

- The redevelopment of the Varsity Theater located at 1706 Sherman Avenue that contains 35 units and approximately 10,000 square feet of ground floor retail space.
- A residential development proposed to be located at 1103-1105 Emerson Street which is to include 30 multi-family dwelling units.

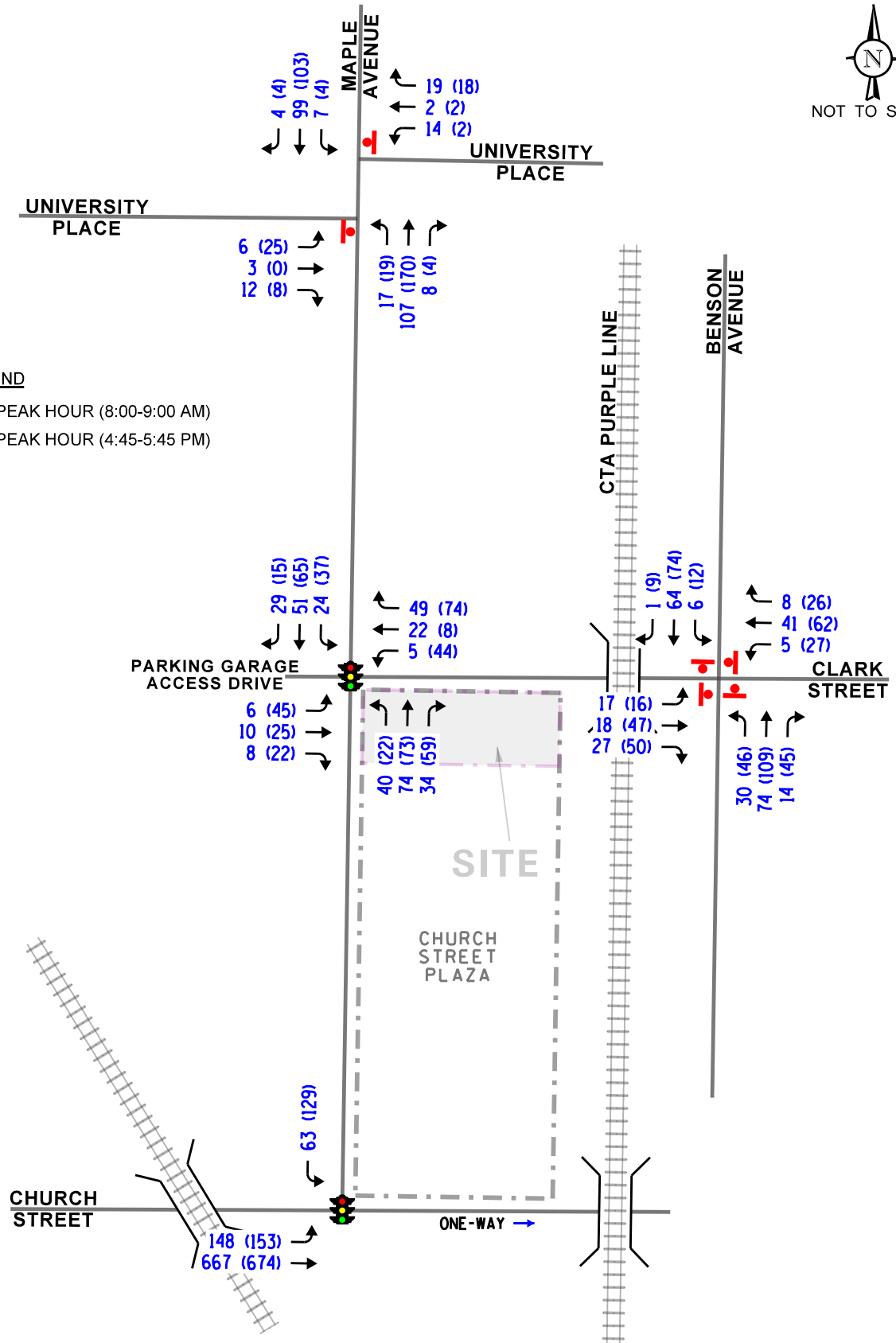
The Year 2030 no-build traffic volumes are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The development-generated traffic (Figure 8) was added to the Year 2024 existing traffic volumes accounting for background growth (Figure 9) to determine the Year 2030 total projected traffic volumes, shown in **Figure 10**.



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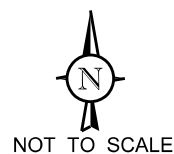
Church Street Plaza
Residential Development
Evanston, Illinois

Year 2030 No-Build Traffic Volumes

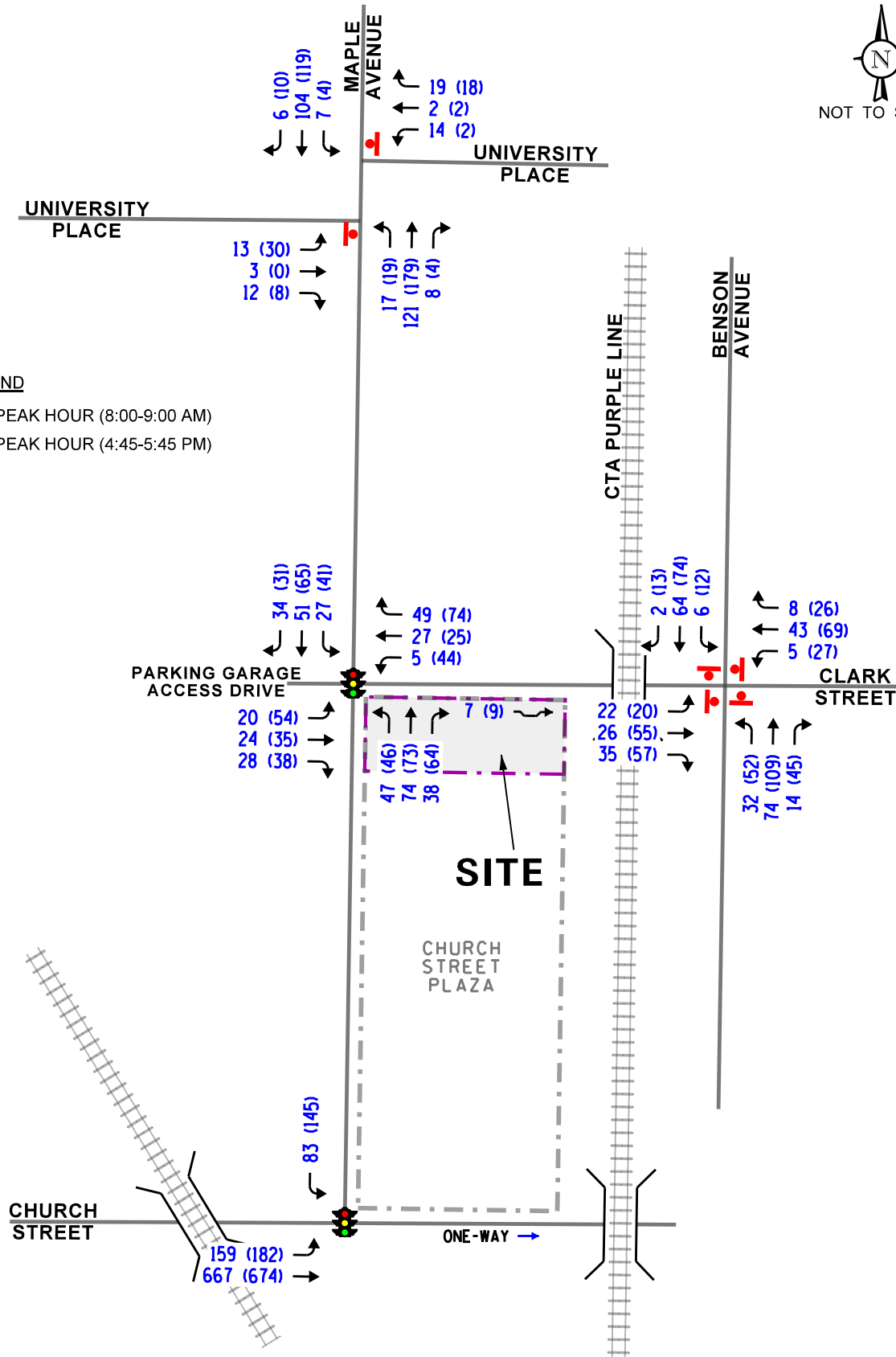


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Figure: 9



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Church Street Plaza
Residential Development
Evanston, Illinois

Year 2030 Total Traffic Volumes

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 Year 2024 existing, Year 2030 no-build, and Year 2030 total traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic computer software. The analyses for signalized intersections were done using field measured cycle lengths and phasings.

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 Year 2024 existing, Year 2030 no-build, and Year 2030 total projected conditions for the study area intersections are presented in **Tables 3** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

MAPLE AVENUE WITH CLARK STREET/GARAGE ACCESS DRIVE – SIGNALIZED

Year 2024 Existing Conditions	Peak Hour	Eastbound			Westbound	Northbound		Southbound		Overall	
		L	T	R	L/T/R	L	T/R	L	T/R		
	Weekday Morning	C 30.2	C 30.1	A 0.3	C 21.3	A 2.4	A 2.3	A 6.4	A 4.4	A 8.5	
		C – 20.6				A – 2.3		A – 4.9			
	Weekday Evening	C 32.7	C 28.8	A 0.7	C 26.0	A 3.0	A 2.9	A 5.8	A 4.8	B 13.1	
		C – 24.0				A – 2.9		A – 5.1			
	Year 2030 No-Build Conditions	Weekday Morning	C 29.3	C 29.5	A 0.3	C 20.9	A 3.1	A 3.7	A 6.8	A 4.9	A 9.0
			C – 20.1				A – 3.6		A – 5.3		
		Weekday Evening	C 34.7	C 27.6	A 0.7	C 24.8	A 4.6	A 4.7	A 7.6	A 6.4	B 14.2
			C – 24.8				A – 4.7		A – 6.8		
Year 2030 Projected Conditions	Weekday Morning	C 31.4	C 30.8	A 1.2	C 21.5	A 3.1	A 3.7	A 7.0	A 4.8	B 10.2	
		C – 19.5				A – 3.5		A – 5.3			
	Weekday Evening	D 35.7	C 27.3	A 1.4	C 27.2	A 5.2	A 5.4	A 9.1	A 6.7	B 15.0	
		C – 23.1				A – 5.3		A – 7.5			
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn							

Table 4

MAPLE AVENUE WITH CHURCH STREET– SIGNALIZED

Year 2024 Existing Conditions	Peak Hour	Eastbound L/T	Southbound L	Overall
	Weekday Morning	A 3.3	C 33.4	A 5.2
	Weekday Evening	B 11.9	B 17.0	B 12.8
Year 2030 No-Build Conditions	Weekday Morning	B 12.9	C 24.9	B 13.8
	Weekday Evening	B 13.1	B 18.8	B 13.9
Year 2030 Projected Conditions	Weekday Morning	B 12.9	C 23.2	B 13.8
	Weekday Evening	B 13.5	B 18.7	B 14.2
Letter denotes Level of Service Delay is measured in seconds. L – Left Turn T – Through R – Right Turn				

Table 5

BENSON AVENUE WITH CLARK STREET – ALL-WAY STOP CONTROL

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2024 Existing Conditions				
• Overall	A	7.7	A	8.2
• Eastbound Approach	A	7.4	A	7.9
• Westbound Approach	A	7.6	A	8.1
• Northbound Approach	A	7.8	A	8.6
• Southbound Approach	A	7.9	A	8.0
Year 2030 No-Build Conditions				
• Overall	A	8.0	A	8.8
• Eastbound Approach	A	7.7	A	8.4
• Westbound Approach	A	7.9	A	8.6
• Northbound Approach	A	8.2	A	9.3
• Southbound Approach	A	8.2	A	8.5
Year 2030 Projected Conditions				
• Overall	A	8.1	A	9.0
• Eastbound Approach	A	7.9	A	8.7
• Westbound Approach	A	7.9	A	8.8
• Northbound Approach	A	8.3	A	9.6
• Southbound Approach	A	8.3	A	8.6
LOS = Level of Service Delay is measured in seconds.				

Table 6

MAPLE AVENUE WITH UNIVERSITY PLACE – TWO-WAY STOP CONTROL

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2024 Existing Conditions				
• Eastbound Approach	B	10.3	B	12.4
• Westbound Approach	B	10.1	B	10.3
• Northbound Left	A	7.8	A	8.0
• Southbound Left	A	7.7	A	7.7
Year 2030 No-Build Conditions				
• Eastbound Approach	B	10.8	B	13.9
• Westbound Approach	B	10.6	B	10.8
• Northbound Left	A	7.9	A	8.1
• Southbound Left	A	7.8	A	7.9
Year 2030 Projected Conditions				
• Eastbound Approach	B	11.4	B	14.8
• Westbound Approach	B	10.8	B	11.0
• Northbound Left	A	7.9	A	8.2
• Southbound Left	A	7.9	A	7.9
LOS = Level of Service 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 traffic.

Maple Avenue with Church Street

The results of the capacity analysis indicate that this signalized intersection currently operates at an overall Level of Service (LOS) C during the weekday morning and evening peak hours. Both approaches currently operate at LOS C or better during both peak hours. Under Year 2030 no-build and total conditions, the overall intersection is projected to continue to operate at LOS C during the weekday morning and evening peak hours. Further, both approaches are projected to continue to operate at LOS C or better during both 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 improvements or traffic control modifications will be required.

Maple Avenue with Clark Street and Parking Garage Access Drive

The results of the capacity analysis indicate that this signalized intersection currently operates at an overall LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. All the approaches and movements currently operate at LOS C or better during both peak hours. Under Year 2030 no-build conditions, the overall intersection is projected to continue to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. Further, all the approaches and movements are projected to continue to operate at LOS C or better during both peak hours. Under Year 2030 projected conditions, the overall intersection is projected to continue to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. Further, all the approaches and movements are projected to continue to operate at LOS C or better during both peak hours, except the eastbound left-turn movement. During the weekday evening peak hour, the left-turn movement is projected to operate on the threshold of LOS C/D. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications will be required.

Clark Street with Benson Avenue

The results of the capacity analysis indicate that this all-way stop sign controlled intersection overall and all four approaches currently operate at LOS A during the weekday morning and evening peak hours. Under Year 2030 no-build and total conditions, the overall intersection and all four approaches are projected to continue to operate at LOS A during the weekday morning and evening 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 improvements or traffic control modifications will be required.

Maple Avenue with University Place

The results of the capacity analysis indicate that the critical approaches and movements at this unsignalized intersection currently operate at LOS B or better during the weekday morning and evening peak hours. Under Year 2030 no-build and total conditions, the critical approaches and movements at this intersection are projected to continue to operate at LOS B or better during the weekday morning and evening 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 improvements or traffic control modifications will be required.

Operation of Clark Street Loading Zone

As proposed, the parking along the south side of Clark Street along the frontage of the development is to be eliminated to extend the sidewalk and to provide a dedicated loading zone for three passenger vehicles. The loading zone will be used for short term drop-off/pick-up of residents, guests, and commercial patrons via private vehicles, taxis, and ride share companies as well as for food deliveries. Loading for all truck deliveries and/or longer-term deliveries will occur in the loading dock. It is important to note the residential portion of the development will have a doorman that will manage the loading zone. In addition, all food deliveries will be dropped off with the doorman, reducing the time that the food delivery vehicles will be in the loading zone. As such, the loading zone should be sufficient to accommodate the peak development demand and is similar to what is provided at other residential developments.

Transportation Sustainability Conclusions and Recommendations

The following summarizes measures to be implemented by the development and/or recommendations to further minimize the impact of the development, foster alternative modes of transportation other than the automobile, and to enhance pedestrian/bicycle safety:

- The development will provide covered parking for approximately 360 bicycles.
- Parking at the Maple Street parking garage will be an additional cost and is not included in the base unit lease. Charging for parking or unbundling parking costs from unit leases is an effective method to reduce traffic to and from the development as well as reduce the demand for on-site parking.
- Consideration should be given to making transit information available to residents by providing an information kiosk in the leasing office with information on the CTA Purple line, the Metra Pacific North Line, and local bus routes.
- Consideration should be given to replacing the standard style crosswalks with high visibility, ladder style crosswalks at the following intersections:
 - On all four legs of the intersection of Maple Avenue with Clark Street and the Maple Street parking garage access drive.
 - On all four legs of the intersection of Benson Avenue with Clark Street.

Parking Analysis

The development is proposed to have a total of 360 apartment units with 193 studios, 104 one-bedroom units, 54 two-bedroom units, and nine three-bedroom units. As proposed, parking for the development will be provided via the Maple Avenue parking garage located directly west of the site. If the development is approved, the owners of the development have committed to lease from the City of Evanston a minimum of 112 designated parking spaces within the Maple Avenue parking garage. Further, the City of Evanston has indicated that the Maple Avenue parking garage has sufficient vacancy to accommodate in excess of 125 leased parking spaces for the proposed development. As such, based on the ability to lease between 112 to 125 parking spaces, the development will have a parking ratio as follows:

- A parking ratio of 0.31 to 0.35 parking spaces per unit
- A parking ratio of 0.26 to 0.29 parking spaces per bedroom

It is important to note that the range of the parking ratios for the proposed development is comparable, particularly the ratios per bedroom, to the parking ratios for several recently approved developments in the City of Evanston. Furthermore, given the location of the development within downtown Evanston and its proximity to public transportation and alternative modes of transportation, the development is considered a Transit Oriented Development (TOD). As such, the development's parking demand will be reduced given the following:

- Numerous studies have shown that TODs have a lower parking demand than typical developments. For example, *Empty Parking Spaces: Real Parking Needs at Five TODs*, published by Smart Growth America, found that the parking demands of the five TODs were 55 to 80 percent lower than what would be estimated based on parking generation rates published by ITE. The lower parking demand of TODs is due in part to the proximity of TODs to public transportation and alternative modes of transportation. As indicated previously, the area is served by several modes of transportation, and it is anticipated that a minimum of 50 percent of the residents will commute to work via alternative modes of transportation.
- The 88 percent of the units within the development will be studio and one-bedroom units. *Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability*, published by the Center for Neighborhood Technology (CNT), is a study that summarizes the results and findings of parking surveys performed at 41 TODs in the City of Chicago. The study showed that parking demand for buildings comprised entirely of studio and one-bedroom units was approximately one-half the parking demand of buildings comprised entirely of two- and three-bedroom units.
- Approximately 60 of the units within the development will be reserved as inclusionary units. The vehicle ownership of inclusionary units is typically lower than vehicle ownership for market rate units.

- Further reducing the car ownership at TODs is the growth of ride hailing and car sharing services over the past decade. The reliability and affordability of these services as well as rental car services has greatly reduced the need to own a vehicle, particularly considering the costs of the vehicle, gas, maintenance, and parking. Several car sharing vehicles are located within walking distance of the site. It is important to note that the costs for parking in the TOD will be extra and not included in the base rent for the unit.

6. Conclusion

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

- The volume of new traffic to be generated by the development will be reduced due to (1) the public transportation and alternative modes of transportation serving the area and (2) the fact that the development will be replacing approximately 23,775 square feet of gross floor area at Church Street Plaza which is currently occupied by Chili's Grill & Bar, Dogtopia of Downtown Evanston, and a portion of the AMC movie theater.
- Parking for the development will be provided via the Maple Street parking garage located directly west of the site. Primary access to the parking garage is provided via an access drive located on the west side of Maple Avenue aligned opposite Clark Street. The access drive has one inbound lane and three outbound lanes striped for a separate left-turn lane, a shared through/left-turn lane, and a separate right-turn lane. The intersection of Maple Avenue with Clark Street and the parking garage access drive is under traffic signal control. Secondary access to the parking garage is provided via an access road that extends from the south side of University Place to the entrance of the parking garage. The access road provides one lane in each direction with the northbound lane under stop sign control at its intersection with University Place.
- As proposed, the parking along the south side of Clark Street along the frontage of the development is to be eliminated to extend the sidewalk and to provide a dedicated loading zone for three passenger vehicles. The loading zone will be used for short term drop-off/pick-up of residents, guests, and commercial patrons via private vehicles, taxis, and ride share companies as well as for food deliveries. Loading for all truck deliveries will occur in the loading dock. The three-space loading zone should be sufficient to accommodate the peak demand of the development and is similar to what is provided at other residential developments.
- Access to the loading dock to be located on the east side of the building will be provided via the existing north-south alley that extends between Church Street Plaza and the CTA tracks. All deliveries will be accommodated via the loading dock which is designed for single-unit trucks.
- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All the intersections within the study area are projected to continue to operate at a good level of service assuming the additional traffic to be generated by the proposed development and the other area growth. As such, no roadway improvements and/or traffic control modifications are required.

- The following summarizes measures to be implemented by the development and/or recommendations to further minimize the impact of the development, foster alternative modes of transportation, and to enhance pedestrian/bicycle safety:
 - The development will provide covered parking for approximately 360 bicycles.
 - Parking at the Maple Street parking garage will be an additional cost and is not included in the base unit lease. Charging for parking or unbundling parking costs from unit leases is an effective method to reduce traffic to and from the development as well as reduce the demand for on-site parking.
 - Consideration should be given to making transit information available to residents by providing an information kiosk in the leasing office with information on the CTA Purple line, the Metra Pacific North Line, and local bus routes.
 - Consideration should be given to replacing the standard style crosswalks with high visibility, ladder style crosswalks at the following intersections:
 - On all four legs of the intersection of Maple Avenue with Clark Street and the Maple Street parking garage access drive.
 - On all four legs of the intersection of Benson Avenue with Clark Street.
- Parking for the development is proposed to be provided via the Maple Avenue parking garage located directly west of the site. If the development is approved, the owners of the development have committed to lease from the City of Evanston a minimum of 112 designated parking spaces within the Maple Avenue parking garage. Further, the City of Evanston has indicated that the Maple Avenue parking garage has sufficient vacancy to accommodate in excess of 125 leased parking spaces for the proposed development. The range of the parking ratios for the proposed development is comparable, particularly the ratios per bedroom, to the parking ratios for several recently approved developments in the City of Evanston.

Appendix

Traffic Count Summary Sheets

Site Plan

Truck Maneuvering Exhibits

Trip Generation Sheets

Level of Service Criteria

Capacity Analysis Summary Sheets

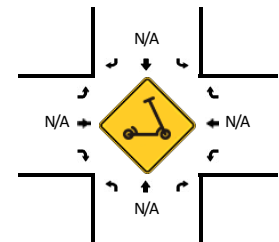
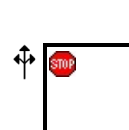
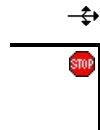
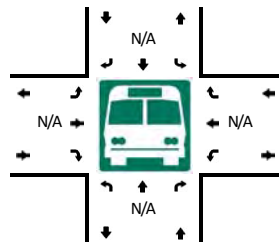
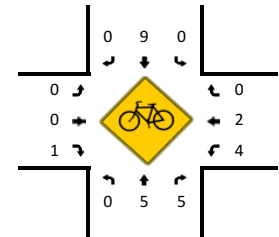
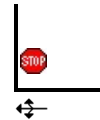
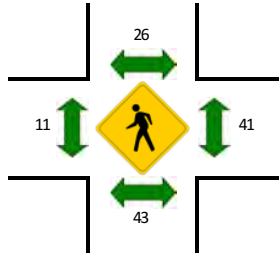
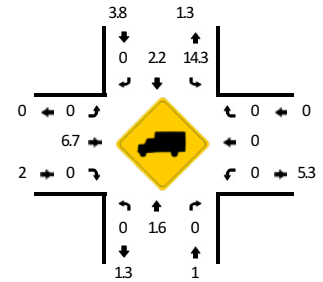
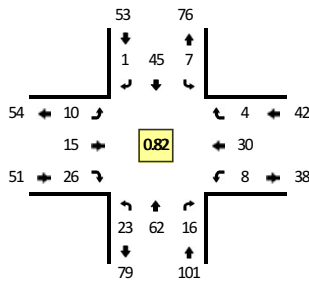
Traffic Count Summary Sheets

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Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Benson Ave (Northbound)				Benson Ave (Southbound)				Clark St (Eastbound)				Clark St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	8	6	0	0	10	0	0	0	4	2	0	2	2	0	0	36	
7:15 AM	4	4	6	0	3	5	0	0	0	2	3	0	1	1	0	0	29	
7:30 AM	5	5	3	0	1	8	0	0	1	3	1	0	2	6	0	0	35	
7:45 AM	5	21	10	0	3	10	0	0	1	5	8	0	4	8	0	0	75	175
8:00 AM	7	15	2	0	2	8	1	0	1	3	5	0	0	9	2	0	55	194
8:15 AM	5	11	1	0	1	16	0	0	1	5	3	0	1	7	1	0	52	217
8:30 AM	6	15	3	0	1	11	0	0	7	2	10	0	3	6	1	0	65	247
8:45 AM	7	18	5	0	1	8	0	0	5	3	5	0	1	8	0	0	61	233
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	84	40	0	12	40	0	0	4	20	32	0	16	32	0	0	300	
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	0		8	
Buses																		
Pedestrians		56				16				16				40			128	
Bicycles	0	4	0		0	0	0		0	0	4		4	8	0		20	
Scooters																		

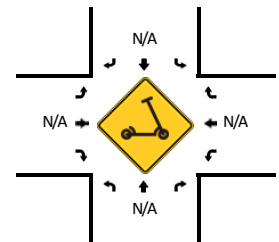
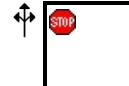
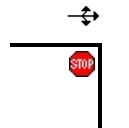
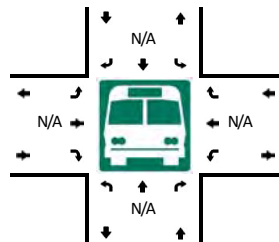
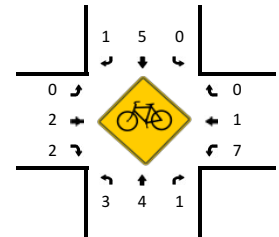
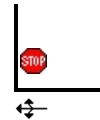
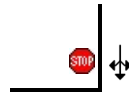
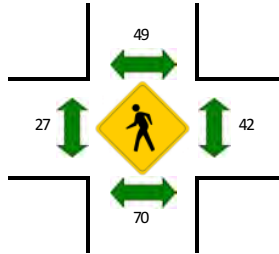
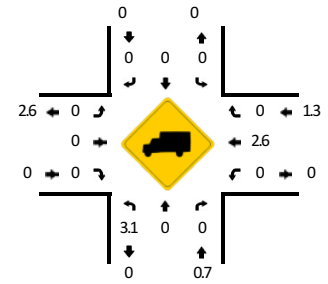
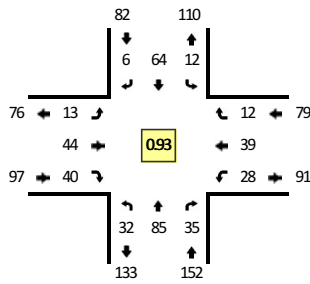
Comments:

Report generated on 7/16/2024 9:17 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Benson Ave -- Clark St**CITY/STATE:** Evanston, IL**QC JOB #:** 16659802**DATE:** Thu, Jul 11 2024

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



15-Min Count Period Beginning At	Benson Ave (Northbound)				Benson Ave (Southbound)				Clark St (Eastbound)				Clark St (Westbound)				Total	Hourly Totals
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4:00 PM	8	19	11	0	1	14	4	0	2	5	9	0	3	7	3	0	86	
4:15 PM	8	19	9	0	2	16	1	0	4	10	7	0	8	11	5	0	100	
4:30 PM	5	21	8	0	5	18	1	0	2	14	8	0	8	6	2	0	98	
4:45 PM	7	24	9	1	3	15	0	0	4	14	12	0	7	12	2	0	110	394
5:00 PM	11	21	9	0	2	15	4	0	3	6	13	0	5	10	3	0	102	410
5:15 PM	8	27	7	0	2	19	2	0	1	9	5	0	5	10	1	0	96	406
5:30 PM	11	21	12	0	2	10	2	0	5	4	12	0	6	4	3	0	92	400
5:45 PM	9	24	6	0	3	9	0	0	1	6	5	0	6	6	3	0	78	368
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	96	36	4	12	60	0	0	16	56	48	0	28	48	8	0	440	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Buses																		
Pedestrians		60				40				20				40			160	
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Scooters																		

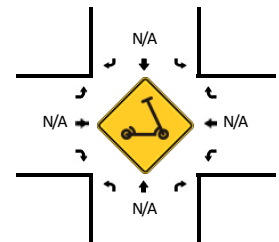
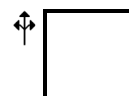
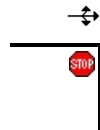
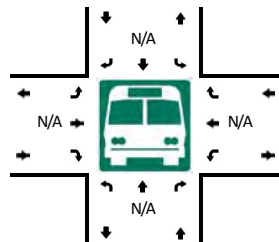
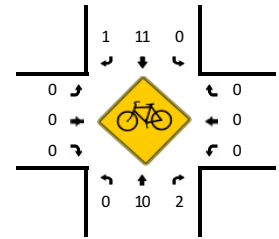
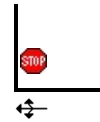
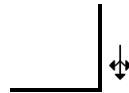
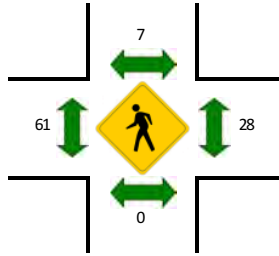
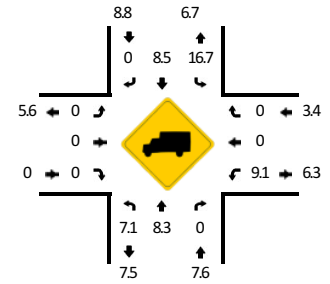
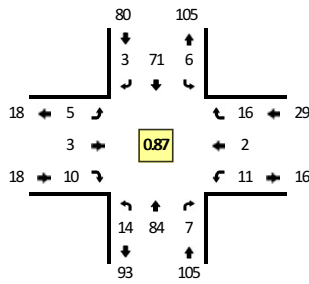
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Report generated on 7/16/2024 9:17 AM

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Peak 15-Min: 8:30 AM -- 8:45 AM



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7:15 AM	0	10	2	0	2	13	0	0	2	0	2	0	1	0	5	0	37	
7:30 AM	3	9	2	0	2	11	0	0	1	0	3	0	2	2	1	0	36	
7:45 AM	2	22	2	0	1	21	1	0	2	0	1	0	2	0	5	0	59	
8:00 AM	3	27	0	1	2	12	1	0	1	0	2	0	2	0	0	0	51	
8:15 AM	0	25	0	0	1	17	0	0	0	0	0	0	2	0	5	0	50	196
8:30 AM	6	16	4	0	1	23	0	0	2	1	6	0	5	1	2	0	67	227
8:45 AM	4	16	3	0	2	19	2	0	2	2	2	0	2	1	9	0	64	232
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	64	16	0	4	92	0	0	8	4	24	0	20	4	8	0	268	
Heavy Trucks	0	4	0	0	4	8	0	0	0	0	0	0	0	0	0	0	16	
Buses																		
Pedestrians		0				24				96				28			148	
Bicycles	0	16	4		0	8	0		0	0	0		0	0	0		28	
Scoters																		

Comments:

Report generated on 7/16/2024 9:17 AM

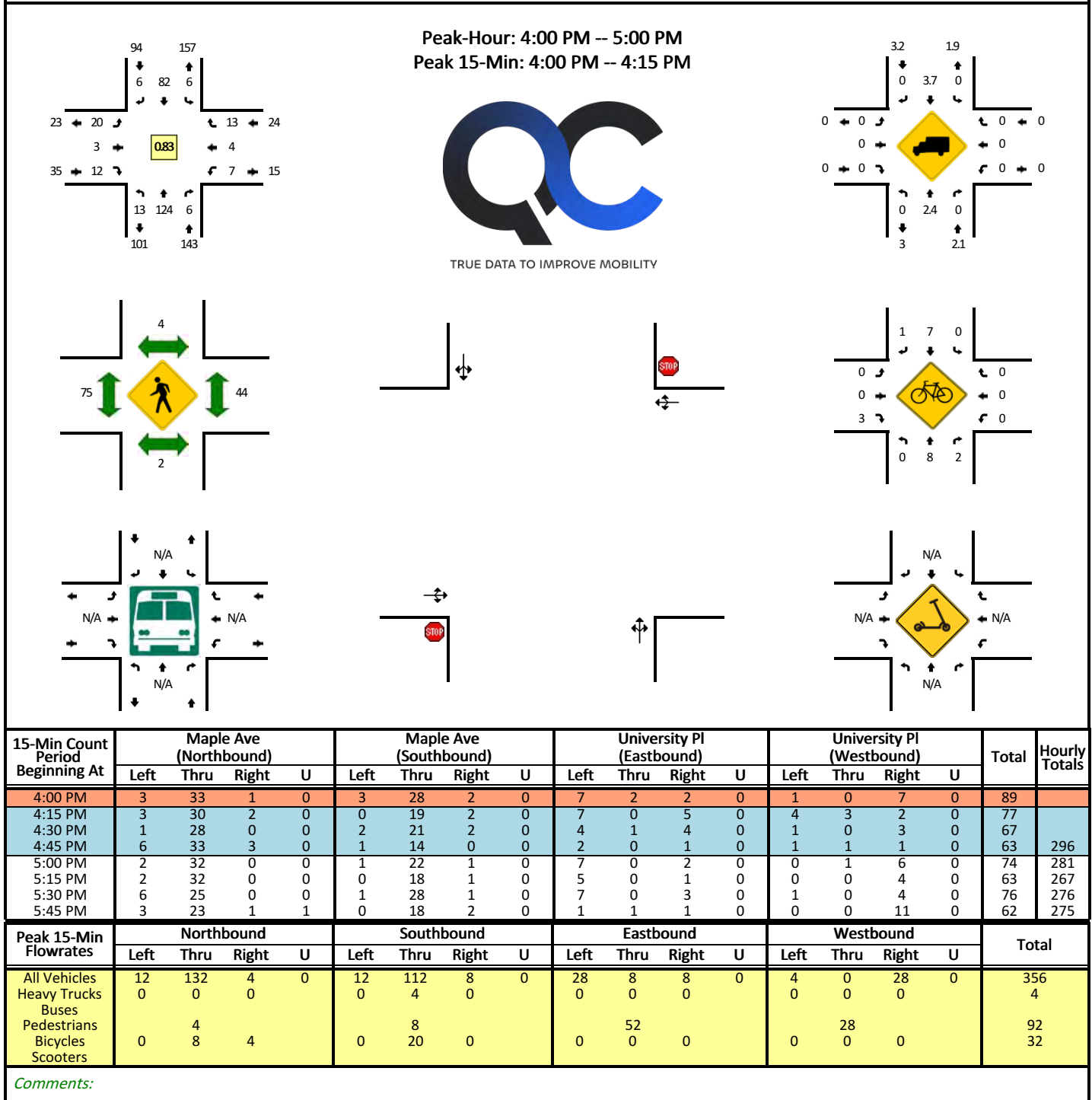
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Maple Ave -- University Pl

QC JOB #: 16659804

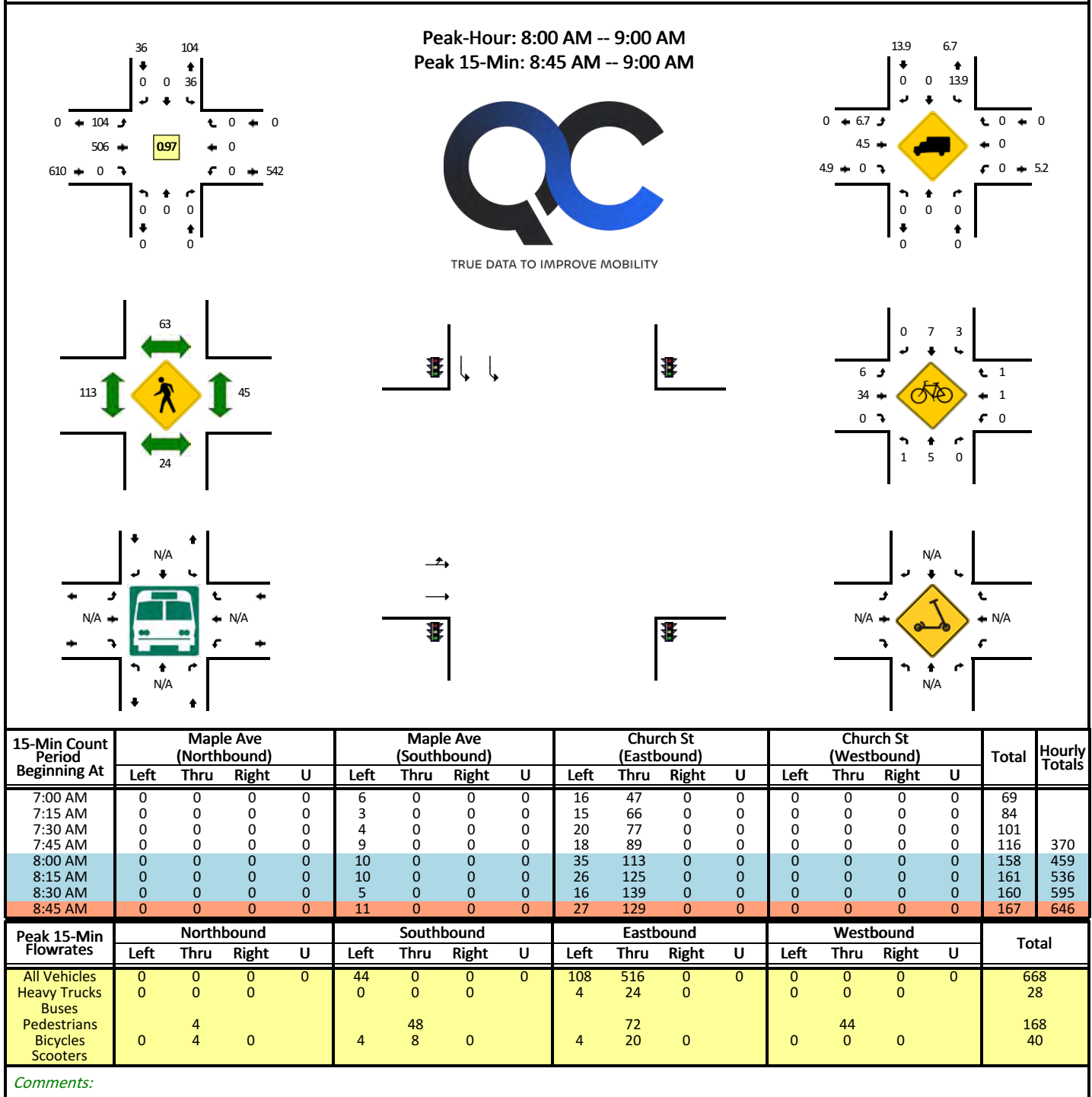
CITY/STATE: Evanston, IL

DATE: Thu, Jul 11 2024



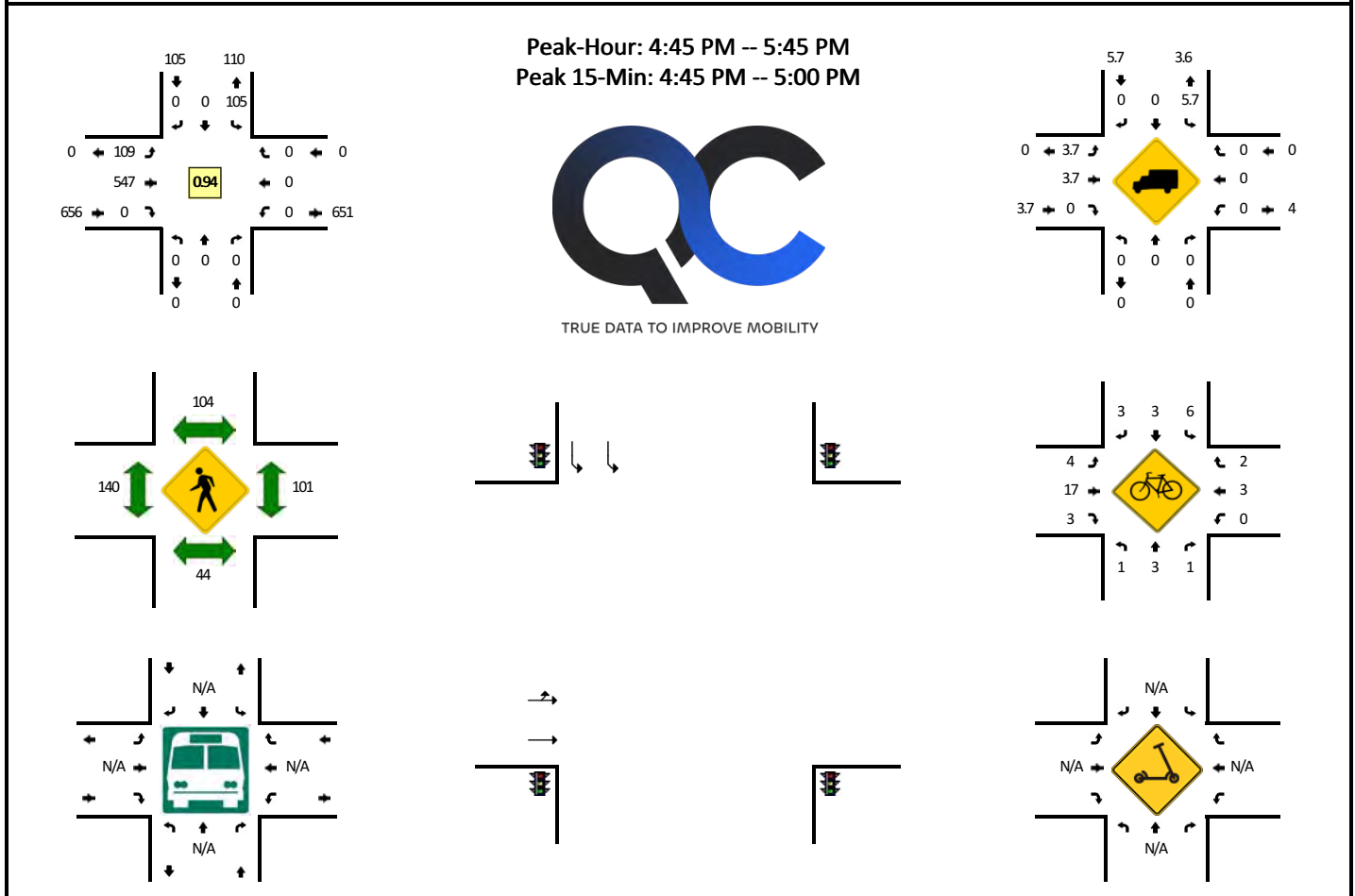
LOCATION: Maple Ave -- Church St
CITY/STATE: Evanston, IL

QC JOB #: 16659805
DATE: Thu, Jul 11 2024



LOCATION: Maple Ave -- Church St
CITY/STATE: Evanston, IL

QC JOB #: 16659806
DATE: Thu, Jul 11 2024



15-Min Count Period Beginning At	Maple Ave (Northbound)				Maple Ave (Southbound)				Church St (Eastbound)				Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	29	0	0	0	30	100	0	0	0	0	0	0	159	
4:15 PM	0	0	0	0	26	0	0	0	16	111	0	0	0	0	0	0	153	
4:30 PM	0	0	0	0	19	0	0	0	31	119	0	0	0	0	0	0	169	
4:45 PM	0	0	0	0	28	0	0	1	34	140	0	0	0	0	0	0	203	684
5:00 PM	0	0	0	0	28	0	0	0	26	135	0	0	0	0	0	0	189	714
5:15 PM	0	0	0	0	28	0	0	0	26	138	0	0	0	0	0	0	192	753
5:30 PM	0	0	0	0	20	0	0	0	23	134	0	0	0	0	0	0	177	761
5:45 PM	0	0	0	0	20	0	0	0	16	105	0	0	0	0	0	0	141	699
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	112	0	0	4	136	560	0	0	0	0	0	0	812	
Heavy Trucks	0	0	0	0	0	0	0	0	4	28	0	0	0	0	0	0	32	
Buses																		
Pedestrians		44				116				144				124			428	
Bicycles	0	4	4		4	4	0		4	8	0		0	0	0		28	
Scooters																		

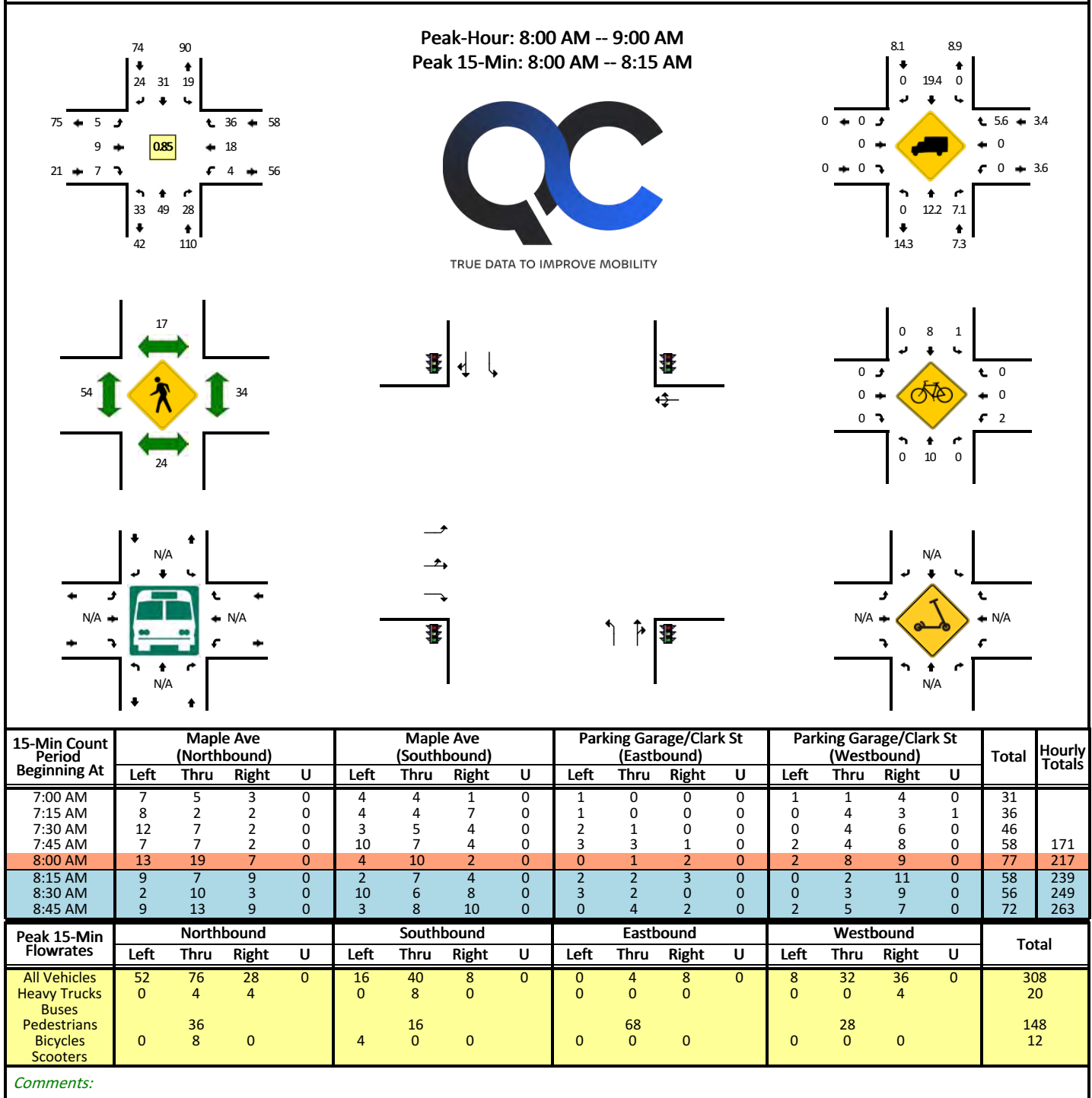
Comments:

Report generated on 7/16/2024 9:17 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

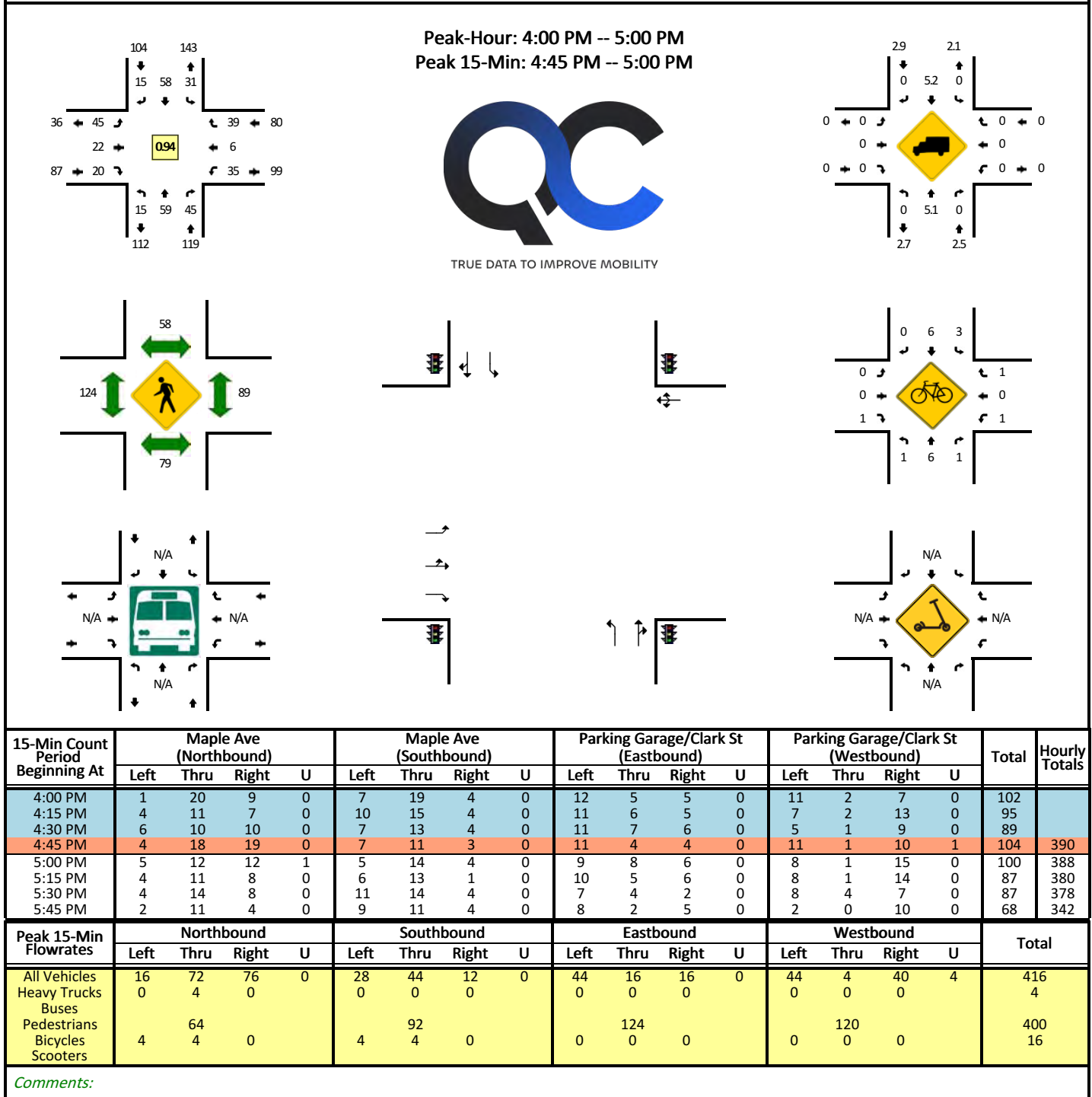
LOCATION: Maple Ave -- Parking Garage/Clark St
CITY/STATE: Evanston, IL

QC JOB #: 16659807
DATE: Thu, Jul 11 2024

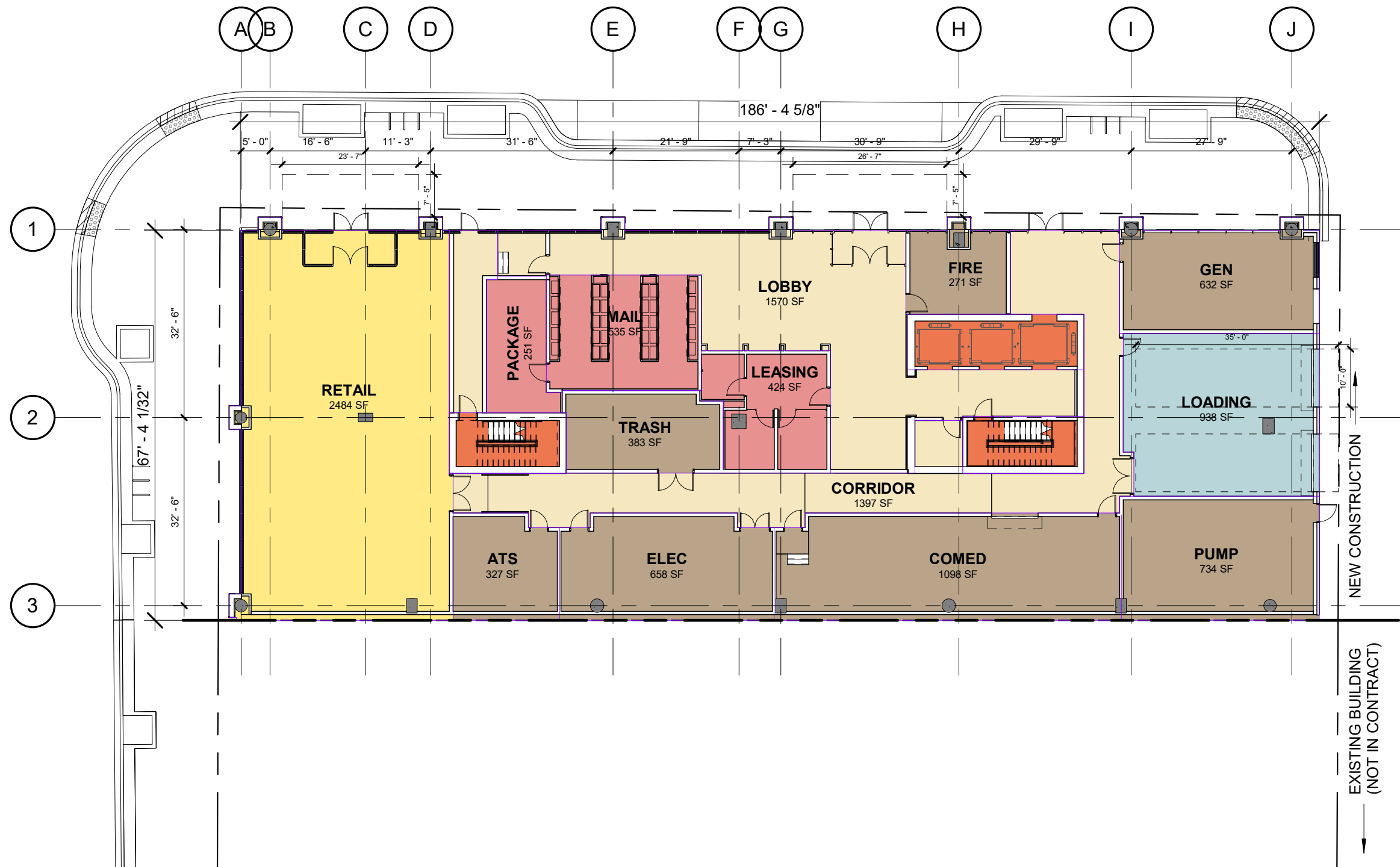


LOCATION: Maple Ave -- Parking Garage/Clark St
CITY/STATE: Evanston, IL

QC JOB #: 16659808
DATE: Thu, Jul 11 2024



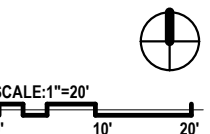
Site Plan



900 CLARK ST

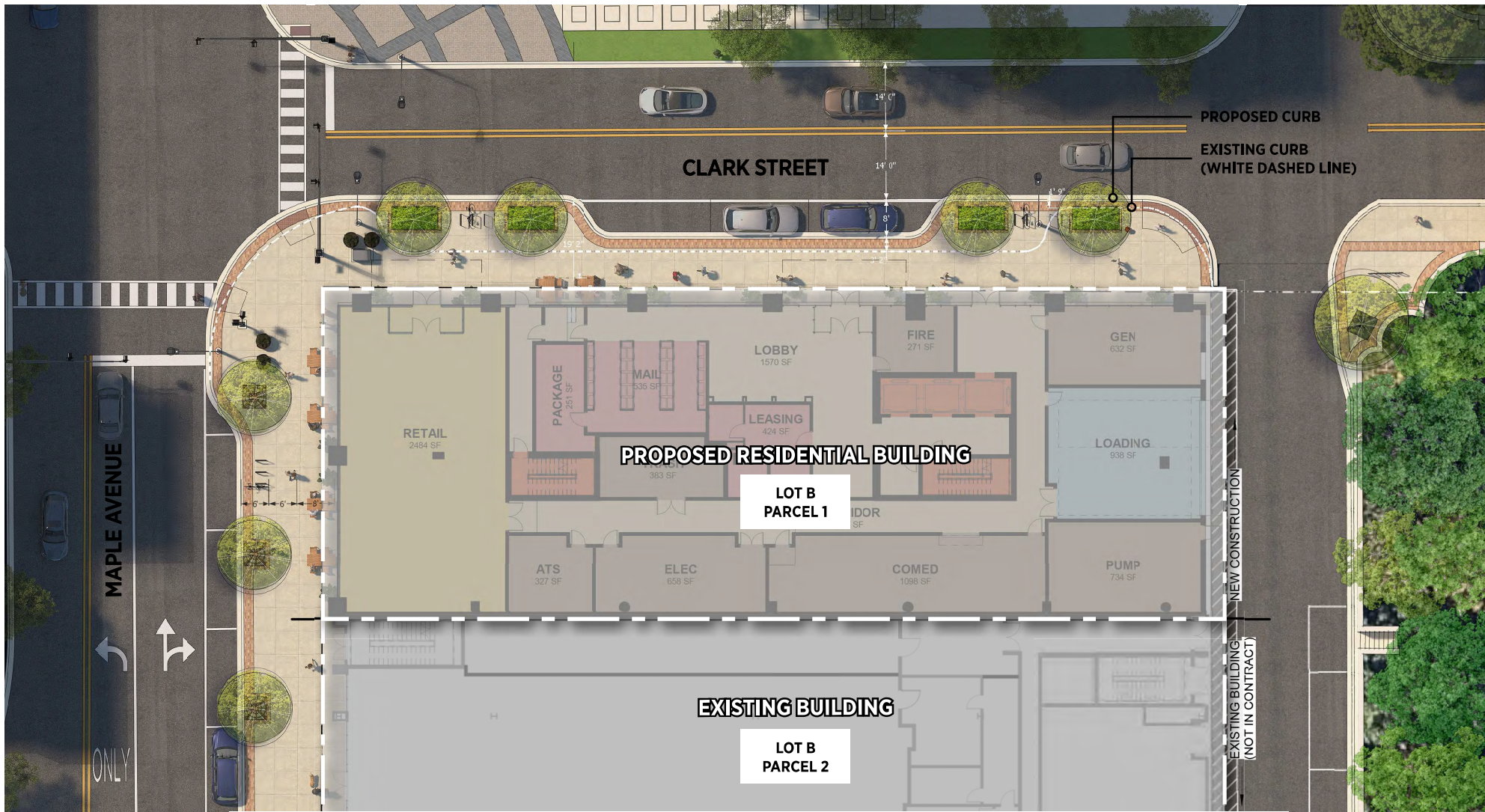
EVANSTON, IL 60201

ANTUNOVICH ASSOCIATES - ARCHITECT | 224 WEST HURON STREET, CHICAGO IL 60654 | MAIN: 312. 266. 1126 FAX: 312. 266. 7123



LEVEL 1

01/21/26



CHURCH STREET PLAZA

ANTUNOVICH ASSOCIATES • ARCHITECTURE, PLANNING, INTERIOR DESIGN • CONTINUUM DEVELOPMENT • DEVELOPER

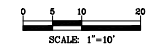
PROPOSED STREETScape IMPROVEMENTS

EVANSTON, ILLINOIS • JUNE 3, 2026

PAVEMENT LEGEND	
	HEAVY DUTY PAVEMENT REPLACE PAVEMENT IN KIND (SEE NOTE 13)
	CONCRETE PAVEMENT (ALLEY) 8" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6 X 6 W1.4 W/F 4" COMPACTED AGGREGATE BASE, TYPE B
	CONCRETE SIDEWALK 8" PORTLAND CEMENT CONCRETE 4" COMPACTED AGGREGATE BASE COURSE, TYPE B
	BRICK PAVER ARCH. TO PROVIDE TYPICAL SECTION

NOTE: PAVEMENT DESIGN PROVIDED BY GEOTECHNICAL REPORT. CONTRACTOR SHALL ADHERE TO RECOMMENDATION IN THE GEOTECHNICAL REPORT INCLUDING SUBGRADE PREPARATION.

SITE DATA	
SITE AREA	18,340 S.F.
NEW BUILDING AREA	12,420 S.F.
(1ST FLOOR)	
NEW PAVEMENT AREA	2,190 S.F.
NEW SIDEWALK AREA	4,375 S.F.
NEW LANDSCAPE AREA	200 S.F.
PARKING PROVIDED	3 SPACES



PAVEMENT MARKING LEGEND	
	6" SOLID WHITE
	4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. W/ 4" YELLOW BORDER
	24" WHITE STOP BAR
	4" DOUBLE YELLOW AT 12° C-C

- SITE DIMENSIONAL AND PAVING NOTES:**
1. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
 2. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
 3. ALL CURB RADIUS SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
 4. THE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER WITH 2'-6" BARS X 18" LONG DOWELED INTO EXISTING CURB.
 5. BUILDING DIMENSIONS AND ADJACENT PARKING HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE, CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PROPOSE BUILDING DIMENSIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. BUILDING DIMENSIONS SHOWN SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT OF BUILDING.
 6. IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, FENCES, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, AND TRANSFORMERS, ETC. HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
 7. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DRIVEWAY. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
 8. ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
 9. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
 10. PROVIDE DEPRESSED CURB AND RAMP AT ALL HANDICAP ACCESSIBLE SIDEWALK AND PATH LOCATIONS PER FEDERAL AND STATE STANDARDS.
 11. THE CONTRACTOR SHALL CONTACT ILLINOIS (1-800-882-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
 12. ALL ROADWAY AND PARKING LOT IMPROVEMENTS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS, LATEST EDITION.
 13. BASE COURSE SHALL BE INSPECTED BY THE GEOTECHNICAL ENGINEER AND REMOVED AND REPLACED IF RECOMMENDED.

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION OF SIDEWALKS, SIDEWALK SLOPING, BENCHES, BIKE RACKS, FLAG POLES, ETC. DIMENSIONS OF VESTIBULE, RAMPS AND TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS.

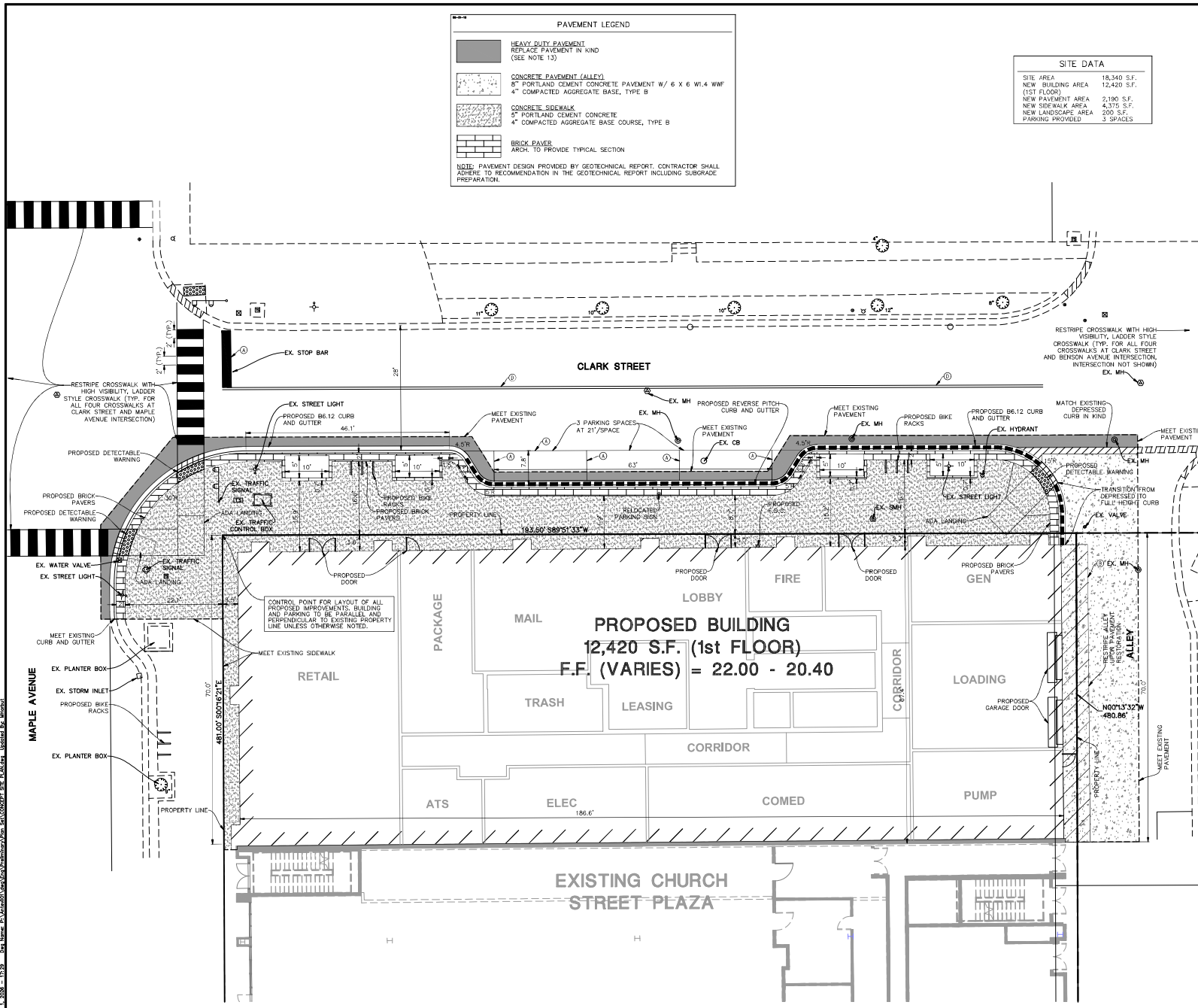
DATE	12-18-24
DESIGNED BY	J.M.C.
CHECKED BY	M.B.H.
IN CHARGE	J.M.C.
PROJECT NO.	24-001
SHEET NO.	5



CHURCH STREET PLAZA NORTH
CITY OF EVANSTON, ILLINOIS
SITE DIMENSIONAL AND PAVING PLAN

PROJECT NO.	24-001
DATE	12-18-24
SCALE	1"=10'
SHEET	5
ANTVLO1	

PRELIMINARY ENGINEERING - NOT FOR CONSTRUCTION

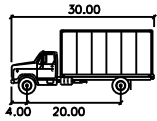


Truck Maneuvering Exhibits



SCALE: 1" = 30'

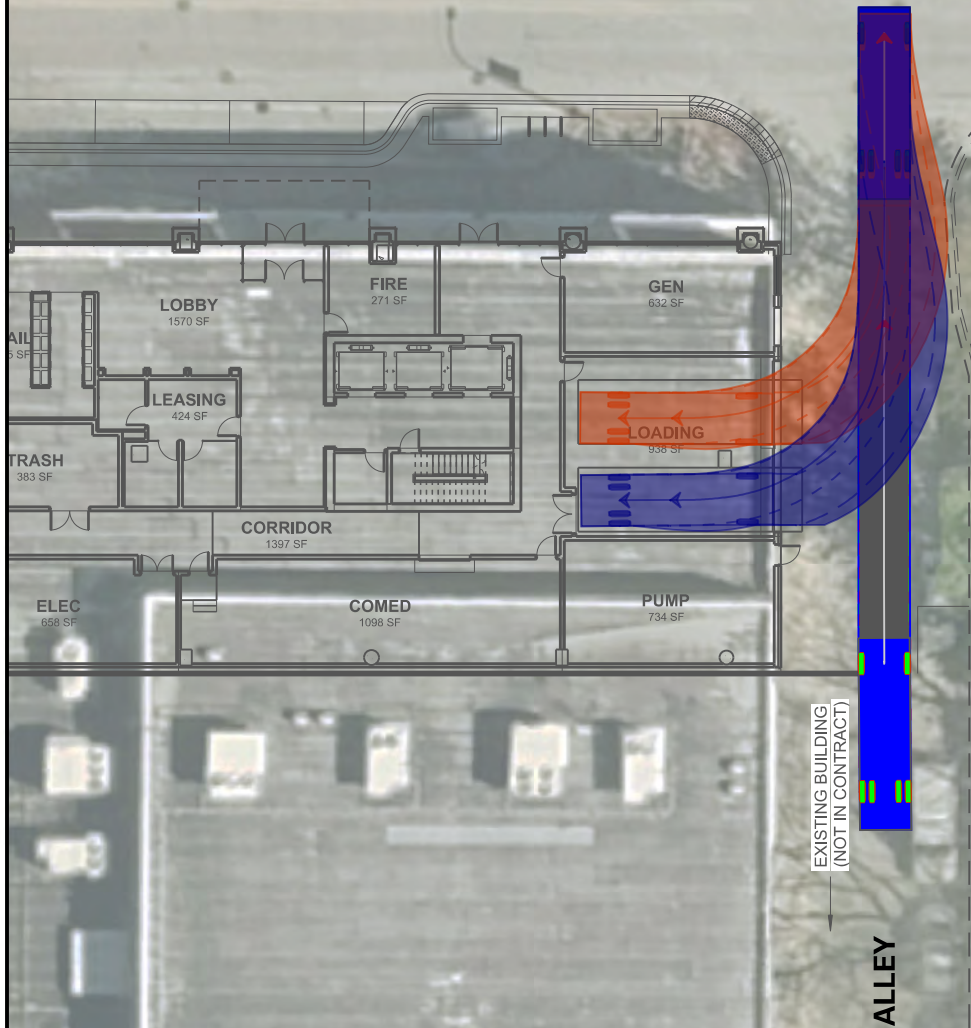
SINGLE-UNIT TRUCK



WIDTH	: 8.00
TRACK	: 8.00
LOCK TO LOCK TIME	: 6.00
STEERING ANGLE	: 31.8

- BODY OF VEHICLE - —
- FRONT TIRES PATH - - - -
- REAR TIRES PATH - - - -

CLARK STREET



NOTE:
AUTURN MANEUVERS ARE BASE ON
AERIAL IMAGERY AND CAD OF SITE.
TOPOGRAPHIC SURVEY IS REQUIRED
TO CONFIRM ACCURACY.

SINGLE-UNIT TRUCK

FEET

WIDTH

: 8.00

TRACK

: 8.00

LOCK TO LOCK TIME

: 6.00

STEERING ANGLE

: 31.8

BODY OF VEHICLE -

FRONT TIRES PATH -

REAR TIRES PATH -

SCALE: 1" = 30'

CLARK STREET

CITA

EXISTING BUILDING
(NOT IN CONTRACT)

ALLEY

NOTE:
AUTURN MANEUVERS ARE BASE ON
AERIAL IMAGERY AND CAD OF SITE.
TOPOGRAPHIC SURVEY IS REQUIRED
TO CONFIRM ACCURACY.

CHURCH STREET
STATION
EVANSTON, ILLINOIS

SINGLE-UNIT TRUCK OUTBOUND MANEUVERS
TO ALLEY

DRAWN: MD
DATE: 02-03-20
PROJECT #: 26-174
EXHIBIT: B

CHECKED: MW
REV: 02-05-20

KLOA
Kensington, Lindgren, O'Hara, Associates, Inc.

Trip Generation Sheets

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

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: 51

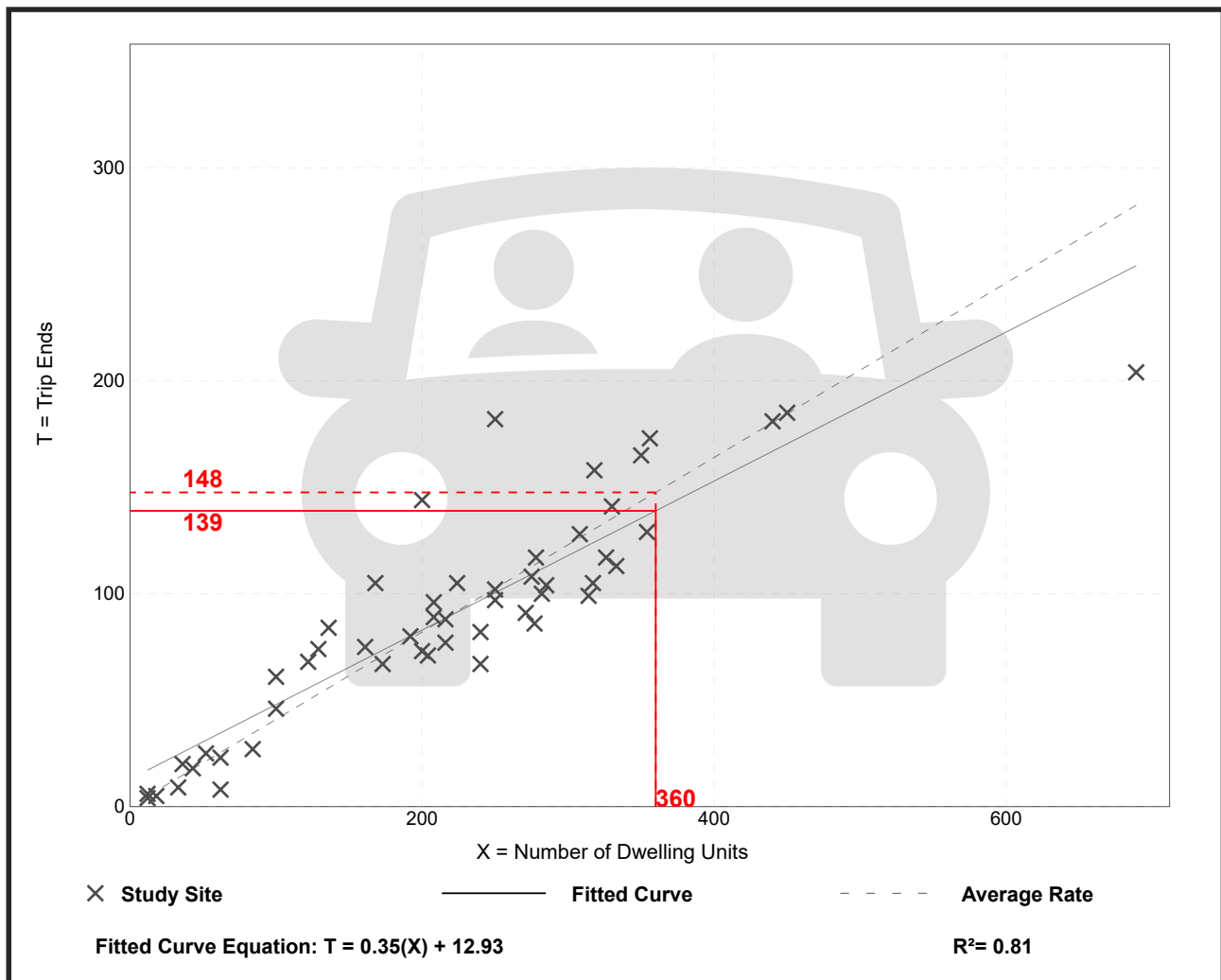
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

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: 61

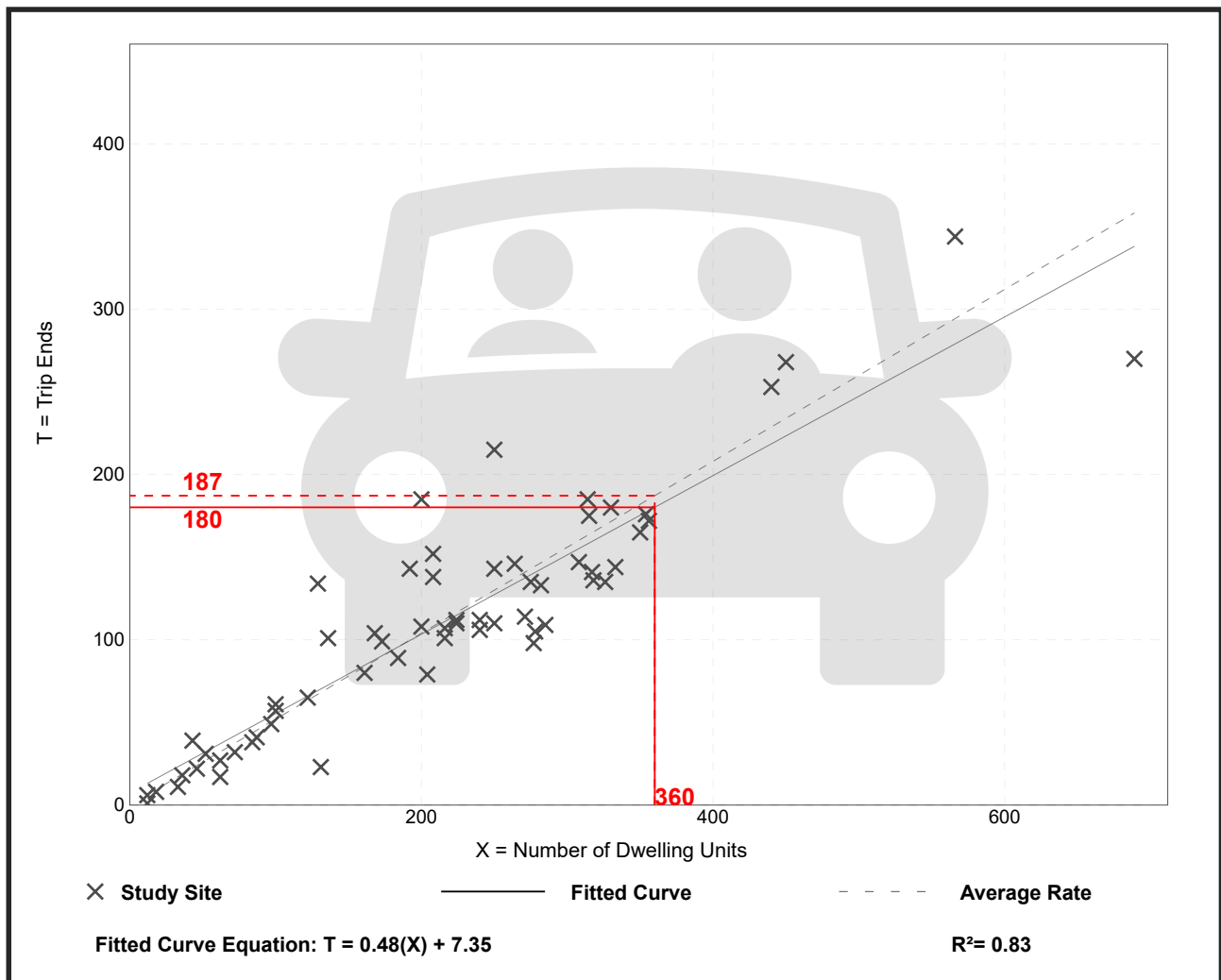
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Strip Retail Plaza (<40k)

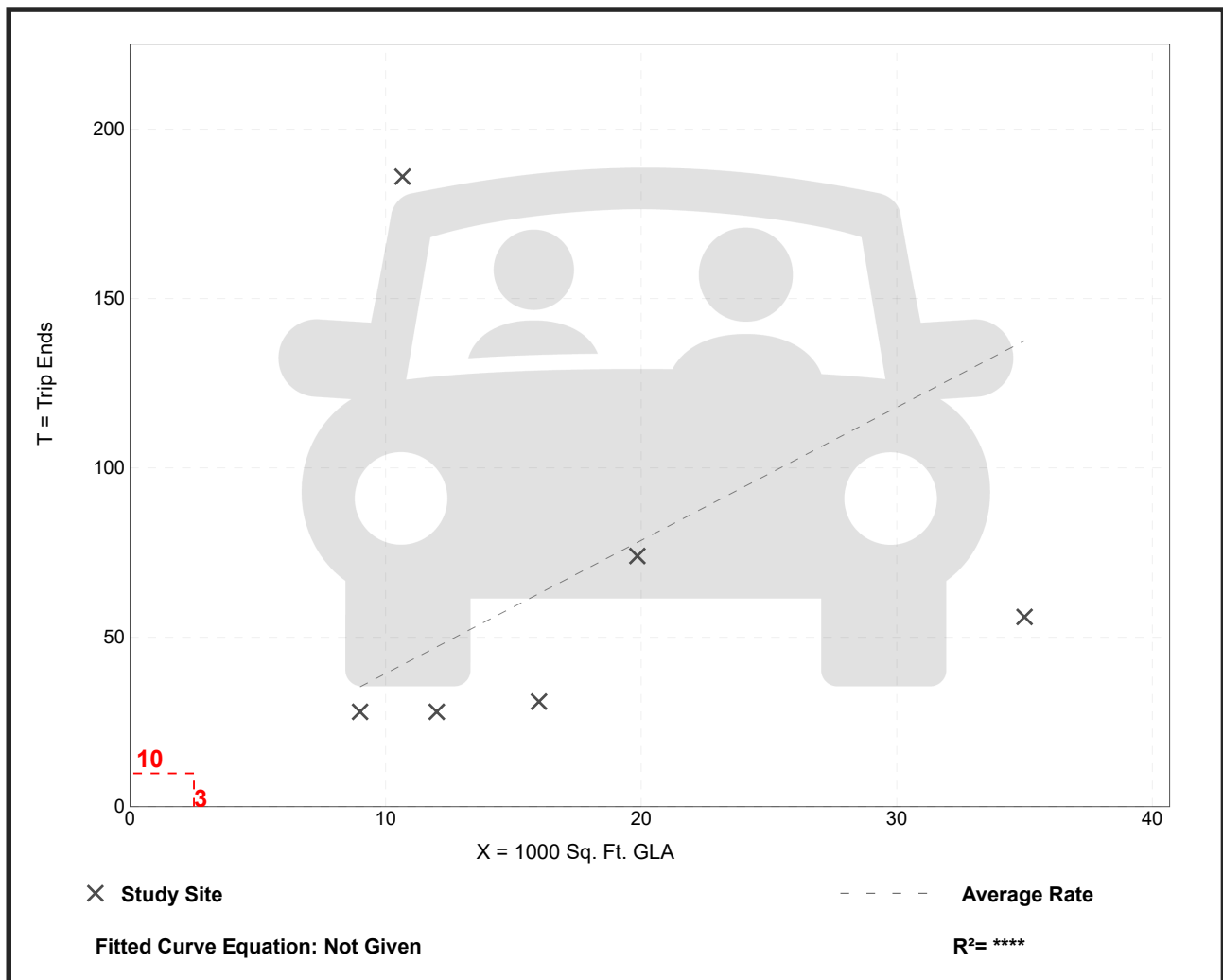
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 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: 6
 Avg. 1000 Sq. Ft. GLA: 17
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



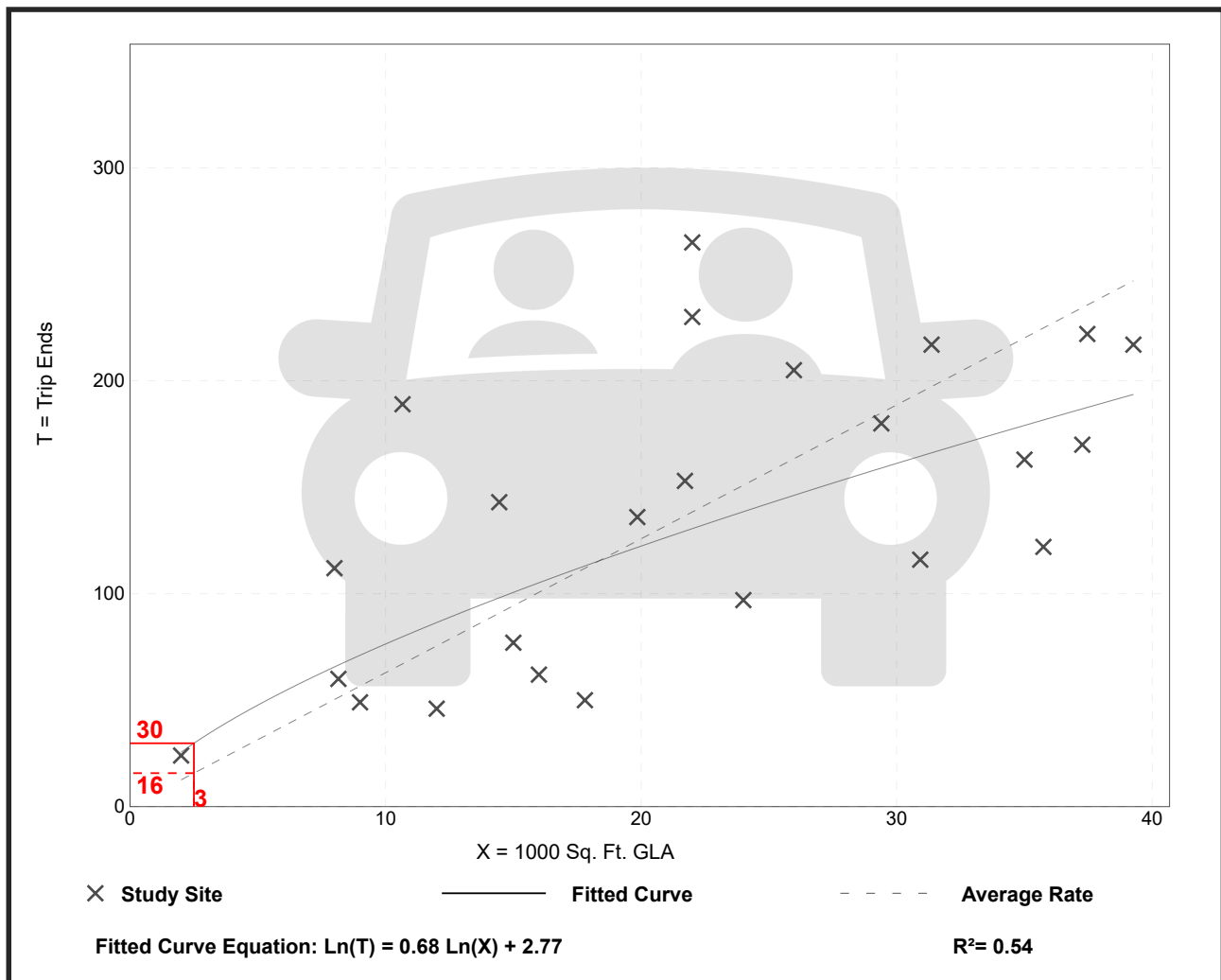
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 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: 24
 Avg. 1000 Sq. Ft. GLA: 22
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



Level of Service Criteria

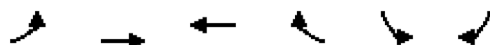
LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service		Average Total Delay (SEC/VEH)
A		0 - 10
B		> 10 - 15
C		> 15 - 25
D		> 25 - 35
E		> 35 - 50
F		> 50
Source: <i>Highway Capacity Manual</i> , 2010.		

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – Existing Conditions

Lanes, Volumes, Timings
2: Church Street & Maple Avenue

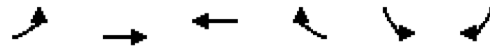
04/08/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	120	506	0	0	42	0
Future Volume (vph)	120	506	0	0	42	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	80	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Ped Bike Factor		0.97			0.91	
Flt						
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	3395	0	0	3072	0
Flt Permitted		0.991			0.950	
Satd. Flow (perm)	0	3310	0	0	2784	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		25	25		25	
Link Distance (ft)		536	831		575	
Travel Time (s)		14.6	22.7		15.7	
Confl. Peds. (#/hr)	63				45	
Confl. Bikes (#/hr)						10
Peak Hour Factor	0.95	0.95	0.95	0.96	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	5%	2%	2%	14%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	659	0	0	44	0
Turn Type	Perm	NA			Perm	
Protected Phases		4				
Permitted Phases	4				6	
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	5.0	5.0			5.0	
Minimum Split (s)	24.0	24.0			24.0	
Total Split (s)	45.0	45.0			30.0	
Total Split (%)	60.0%	60.0%			40.0%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max			Min	
Act Effct Green (s)		56.3			6.7	
Actuated g/C Ratio		0.75			0.09	

Lanes, Volumes, Timings
2: Church Street & Maple Avenue

04/08/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio		0.27			0.18	
Control Delay (s/veh)		3.3			33.4	
Queue Delay		0.0			0.0	
Total Delay (s/veh)		3.3			33.4	
LOS		A			C	
Approach Delay (s/veh)		3.3			33.4	
Approach LOS		A			C	
Queue Length 50th (ft)		39			11	
Queue Length 95th (ft)		62			28	
Internal Link Dist (ft)		456	751		495	
Turn Bay Length (ft)					80	
Base Capacity (vph)		2485			890	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.27			0.05	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.27

Intersection Signal Delay (s/veh): 5.2

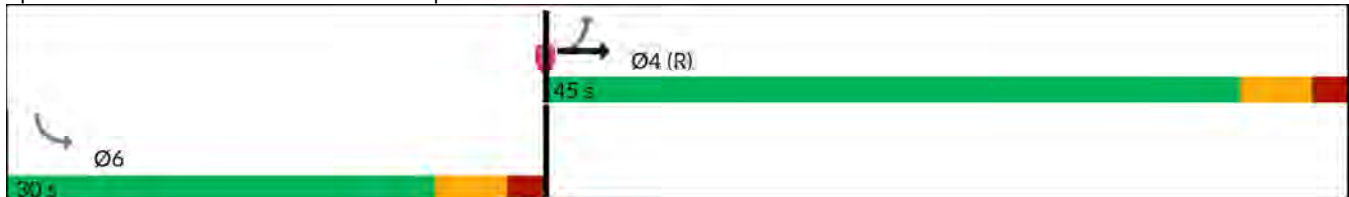
Intersection LOS: A

Intersection Capacity Utilization 31.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Church Street & Maple Avenue



Lanes, Volumes, Timings

5: Maple Avenue & Garage Drive/Clark Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	9	7	4	18	36	33	59	28	19	31	24
Future Volume (vph)	5	9	7	4	18	36	33	59	28	19	31	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	75		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.93		0.96		0.91	0.97		0.94	0.94	
Frt			0.850		0.917			0.951			0.934	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1614	0	1805	1586	0	1805	1507	0
Flt Permitted	0.713				0.972		0.668			0.691		
Satd. Flow (perm)	1311	1900	1504	0	1570	0	1151	1586	0	1232	1507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95		42			33			28	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		163			399			575			378	
Travel Time (s)		4.4			10.9			15.7			10.3	
Confl. Peds. (#/hr)	17		24	24		17	54		34	34		54
Confl. Bikes (#/hr)						2			10			9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	12%	7%	0%	19%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	11	8	0	68	0	39	102	0	22	64	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		9.5	24.0		24.0	24.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	45.0		35.0	35.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		13.3%	60.0%		46.7%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	7.2	7.2	7.2		7.2		60.6	59.3		53.5	53.5	
Actuated g/C Ratio	0.10	0.10	0.10		0.10		0.81	0.79		0.71	0.71	

Lanes, Volumes, Timings

5: Maple Avenue & Garage Drive/Clark Street

04/08/2026

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.05	0.06	0.03		0.36		0.04	0.08		0.03	0.06	
Control Delay (s/veh)	30.2	30.1	0.3		21.3		2.4	2.3		6.4	4.4	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	30.2	30.1	0.3		21.3		2.4	2.3		6.4	4.4	
LOS	C	C	A		C		A	A		A	A	
Approach Delay (s/veh)		20.6			21.3			2.3			4.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	3	5	0		11		3	7		3	7	
Queue Length 95th (ft)	12	18	0		42		9	21		12	23	
Internal Link Dist (ft)		83			319			495			298	
Turn Bay Length (ft)							100			75		
Base Capacity (vph)	419	608	545		530		986	1261		879	1083	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.01	0.02	0.01		0.13		0.04	0.08		0.03	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay (s/veh): 8.5

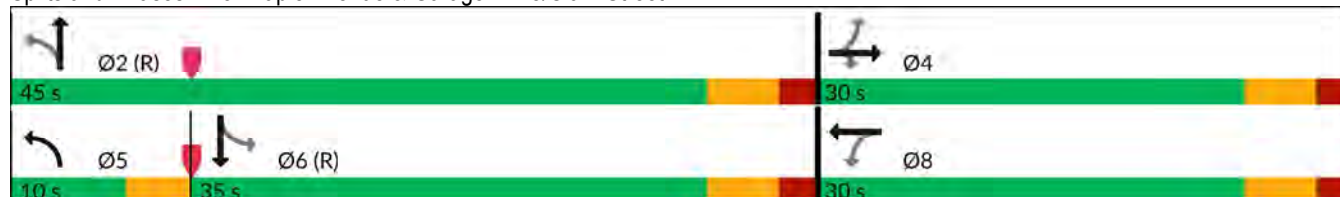
Intersection LOS: A

Intersection Capacity Utilization 49.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Maple Avenue & Garage Drive/Clark Street



Intersection

Intersection Delay, s/veh 7.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	13	23	5	30	4	25	59	11	5	43	1
Future Vol, veh/h	14	13	23	5	30	4	25	59	11	5	43	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	7	0	0	0	0	0	2	0	14	2	0
Mvmt Flow	17	16	28	6	37	5	30	72	13	6	52	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.6	7.8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	28%	13%	10%
Vol Thru, %	62%	26%	77%	88%
Vol Right, %	12%	46%	10%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	50	39	49
LT Vol	25	14	5	5
Through Vol	59	13	30	43
RT Vol	11	23	4	1
Lane Flow Rate	116	61	48	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.132	0.07	0.057	0.073
Departure Headway (Hd)	4.116	4.126	4.322	4.424
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	873	833	799
Service Time	2.194	2.127	2.324	2.511
HCM Lane V/C Ratio	0.135	0.07	0.058	0.075
HCM Control Delay, s/veh	7.8	7.4	7.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.2	0.2	0.2

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	3	10	11	2	16	14	84	7	6	71	3
Future Vol, veh/h	5	3	10	11	2	16	14	84	7	6	71	3
Conflicting Peds, #/hr	7	0	0	0	0	7	61	0	29	29	0	61
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	9	0	0	7	8	0	17	9	0
Mvmt Flow	6	3	11	13	2	18	16	97	8	7	82	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	295	324	144	259	322	137	146	0	0	134	0	0
Stage 1	158	158	-	162	162	-	-	-	-	-	-	-
Stage 2	137	166	-	97	160	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.2	4.17	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.3	2.263	-	-	2.353	-	-
Pot Cap-1 Maneuver	661	597	908	680	599	917	1406	-	-	1364	-	-
Stage 1	849	771	-	824	768	-	-	-	-	-	-	-
Stage 2	871	765	-	892	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	592	537	856	636	538	886	1324	-	-	1326	-	-
Mov Cap-2 Maneuver	592	537	-	636	538	-	-	-	-	-	-	-
Stage 1	795	722	-	791	737	-	-	-	-	-	-	-
Stage 2	834	734	-	871	721	-	-	-	-	-	-	-

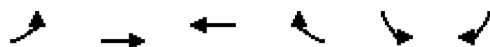
Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.3		10.08		1.03		0.58	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	236	-	-	700	742	134	-
HCM Lane V/C Ratio	0.012	-	-	0.03	0.045	0.005	-
HCM Ctrl Dly (s/v)	7.8	0	-	10.3	10.1	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour – Existing Conditions

Lanes, Volumes, Timings
2: Church Street & Maple Avenue

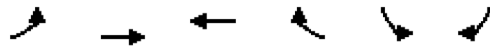
04/08/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	120	547	0	0	106	0
Future Volume (vph)	120	547	0	0	106	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	80	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Ped Bike Factor		0.96			0.79	
Fr t						
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	3440	0	0	3303	0
Flt Permitted		0.991			0.950	
Satd. Flow (perm)	0	3306	0	0	2608	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		25	25		25	
Link Distance (ft)		536	831		575	
Travel Time (s)		14.6	22.7		15.7	
Confl. Peds. (#/hr)	104				101	
Confl. Bikes (#/hr)						12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	710	0	0	113	0
Turn Type	Perm	NA			Prot	
Protected Phases		4			6	
Permitted Phases	4					
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	5.0	5.0			5.0	
Minimum Split (s)	24.0	24.0			24.0	
Total Split (s)	45.0	45.0			30.0	
Total Split (%)	60.0%	60.0%			40.0%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max			Max	
Act Effct Green (s)		39.0			24.0	
Actuated g/C Ratio		0.52			0.32	

Lanes, Volumes, Timings
2: Church Street & Maple Avenue

04/08/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio		0.41			0.11	
Control Delay (s/veh)		11.9			17.0	
Queue Delay		0.0			0.0	
Total Delay (s/veh)		11.9			17.0	
LOS		B			B	
Approach Delay (s/veh)		11.9			17.0	
Approach LOS		B			B	
Queue Length 50th (ft)		102			17	
Queue Length 95th (ft)		143			37	
Internal Link Dist (ft)		456	751		495	
Turn Bay Length (ft)					80	
Base Capacity (vph)		1719			1056	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.41			0.11	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 12.6

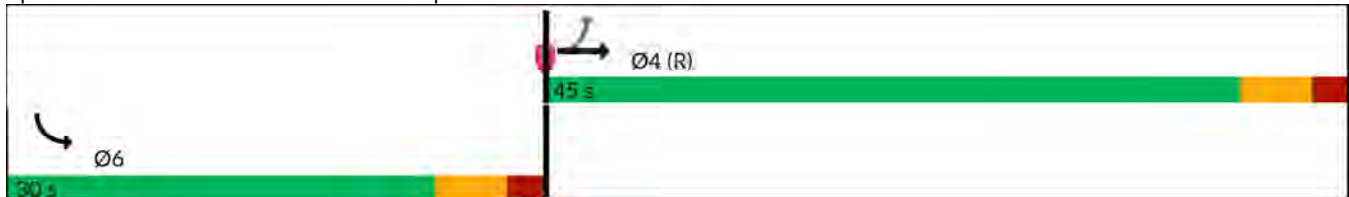
Intersection LOS: B

Intersection Capacity Utilization 32.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Church Street & Maple Avenue



Lanes, Volumes, Timings

5: Maple Avenue & Garage Drive/Clark Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	21	18	36	7	46	18	55	47	29	52	12
Future Volume (vph)	37	21	18	36	7	46	18	55	47	29	52	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	75		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.88		0.81		0.85		0.77	0.89		0.82	0.94	
Frt			0.850		0.930			0.931			0.971	
Flt Protected	0.950				0.980		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1538	0	1805	1443	0	1805	1507	0
Flt Permitted	0.816				0.858		0.667			0.687		
Satd. Flow (perm)	1360	1900	1311	0	1256	0	975	1443	0	1074	1507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95		49			50			13	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		163			399			575			378	
Travel Time (s)		4.4			10.9			15.7			10.3	
Confl. Peds. (#/hr)	67		82	82		67	135		99	99		135
Confl. Bikes (#/hr)			1			5			13			9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	12%	7%	0%	19%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	22	19	0	94	0	19	109	0	31	68	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		9.5	24.0		25.0	25.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	45.0		35.0	35.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		13.3%	60.0%		46.7%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Act Effect Green (s)	8.6	8.6	8.6		8.6		59.2	57.9		55.9	55.9	
Actuated g/C Ratio	0.11	0.11	0.11		0.11		0.79	0.77		0.75	0.75	

Lanes, Volumes, Timings

5: Maple Avenue & Garage Drive/Clark Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.25	0.10	0.08		0.50		0.02	0.10		0.04	0.06	
Control Delay (s/veh)	32.7	28.8	0.7		26.0		3.0	2.9		5.8	4.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	32.7	28.8	0.7		26.0		3.0	2.9		5.8	4.8	
LOS	C	C	A		C		A	A		A	A	
Approach Delay (s/veh)		24.0			26.0			2.9			5.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	17	9	0		20		2	7		3	6	
Queue Length 95th (ft)	41	27	0		59		m6	30		18	34	
Internal Link Dist (ft)		83			319			495			298	
Turn Bay Length (ft)							100			75		
Base Capacity (vph)	435	608	484		435		841	1124		800	1126	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.09	0.04	0.04		0.22		0.02	0.10		0.04	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 13.1

Intersection LOS: B

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Maple Avenue & Garage Drive/Clark Street



Intersection

Intersection Delay, s/veh 8.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	35	42	23	36	9	38	93	37	9	59	8
Future Vol, veh/h	13	35	42	23	36	9	38	93	37	9	59	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	3	0	3	0	0	0	0	0
Mvmt Flow	14	38	45	25	39	10	41	100	40	10	63	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	8.1	8.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	14%	34%	12%
Vol Thru, %	55%	39%	53%	78%
Vol Right, %	22%	47%	13%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	90	68	76
LT Vol	38	13	23	9
Through Vol	93	35	36	59
RT Vol	37	42	9	8
Lane Flow Rate	181	97	73	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.218	0.116	0.093	0.101
Departure Headway (Hd)	4.344	4.329	4.592	4.446
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	829	782	807
Service Time	2.36	2.35	2.613	2.466
HCM Lane V/C Ratio	0.218	0.117	0.093	0.102
HCM Control Delay, s/veh	8.6	7.9	8.1	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.3	0.3

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	0	7	2	2	15	16	122	3	3	82	3
Future Vol, veh/h	21	0	7	2	2	15	16	122	3	3	82	3
Conflicting Peds, #/hr	5	0	2	2	0	5	107	0	47	47	0	107
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	25	0	8	2	2	18	19	147	4	4	99	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	407	451	210	342	451	201	209	0	0	198	0	0
Stage 1	215	215	-	234	234	-	-	-	-	-	-	-
Stage 2	192	236	-	108	217	-	-	-	-	-	-	-
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	558	507	836	616	507	845	1373	-	-	1387	-	-
Stage 1	792	729	-	773	715	-	-	-	-	-	-	-
Stage 2	815	713	-	902	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	476	426	749	569	426	804	1233	-	-	1325	-	-
Mov Cap-2 Maneuver	476	426	-	569	426	-	-	-	-	-	-	-
Stage 1	709	652	-	726	671	-	-	-	-	-	-	-
Stage 2	776	670	-	888	651	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.35		10.26		0.9		0.26	
HCM LOS	B		B					

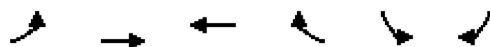
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	203	-	-	523 707	61	-	-
HCM Lane V/C Ratio	0.016	-	-	0.064 0.032	0.003	-	-
HCM Ctrl Dly (s/v)	8	0	-	12.4 10.3	7.7	0	-
HCM Lane LOS	A	A	-	B B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.1	0	-	-

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – No-Build Conditions

Lanes and Geometrics

2: Church Street & Maple Avenue

05/04/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	148	667	0	0	63	0
Future Volume (vph)	148	667	0	0	63	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	80	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Ped Bike Factor		0.97			0.90	
Fr t						
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	3395	0	0	3072	0
Flt Permitted		0.991			0.950	
Satd. Flow (perm)	0	3307	0	0	2752	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		25	25		25	
Link Distance (ft)		536	831		575	
Travel Time (s)		14.6	22.7		15.7	
Confl. Peds. (#/hr)	69				50	
Confl. Bikes (#/hr)						11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	5%	2%	2%	14%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	858	0	0	66	0
Turn Type	Perm	NA			Perm	
Protected Phases		4				
Permitted Phases	4				6	
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	5.0	5.0			5.0	
Minimum Split (s)	24.0	24.0			24.0	
Total Split (s)	45.0	45.0			30.0	
Total Split (%)	60.0%	60.0%			40.0%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max			Max	
Act Effct Green (s)		39.0			24.0	
Actuated g/C Ratio		0.52			0.32	
v/c Ratio		0.50			0.08	
Control Delay (s/veh)		12.9			24.9	
Queue Delay		0.0			0.0	
Total Delay (s/veh)		12.9			24.9	
LOS		B			C	
Approach Delay (s/veh)		12.9			24.9	

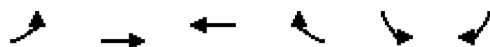
A.M. Peak Hour
Year 2030 No Build Traffic

Synchro 12 Report

Lanes and Geometrics

2: Church Street & Maple Avenue

05/04/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		B			C	
Queue Length 50th (ft)		132			14	
Queue Length 95th (ft)		181			34	
Internal Link Dist (ft)		456	751		495	
Turn Bay Length (ft)					80	
Base Capacity (vph)		1719			880	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.50			0.08	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 13.8

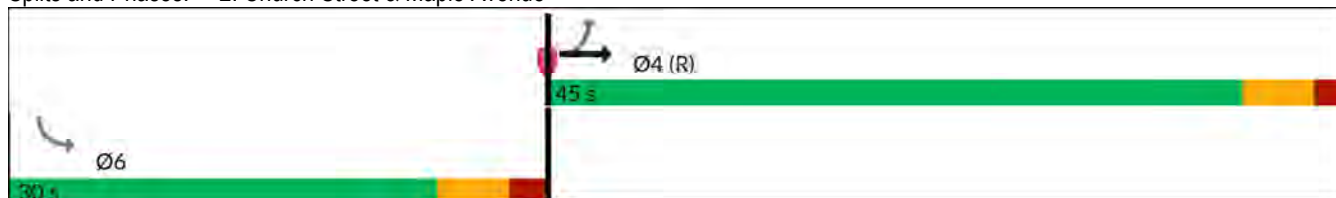
Intersection LOS: B

Intersection Capacity Utilization 36.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Church Street & Maple Avenue



Lanes and Geometrics

5: Maple Avenue & Garage Drive/Clark Street

05/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	10	8	5	22	49	40	74	34	24	51	29
Future Volume (vph)	6	10	8	5	22	49	40	74	34	24	51	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	75		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.93		0.96		0.90	0.97		0.94	0.95	
Frt			0.850		0.913			0.953			0.946	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1600	0	1805	1587	0	1805	1517	0
Flt Permitted	0.870				0.974		0.650			0.676		
Satd. Flow (perm)	1595	1900	1497	0	1557	0	1115	1587	0	1201	1517	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95		58			40			34	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		163			399			575			378	
Travel Time (s)		4.4			10.9			15.7			10.3	
Confl. Peds. (#/hr)	19		26	26		19	59		37	37		59
Confl. Bikes (#/hr)						2			11			10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	12%	7%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	12	9	0	90	0	47	127	0	28	94	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		9.5	24.0		24.0	24.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	45.0		35.0	35.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		13.3%	60.0%		46.7%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	7.5	7.5	7.5		7.5		60.3	59.0		53.1	53.1	
Actuated g/C Ratio	0.10	0.10	0.10		0.10		0.80	0.79		0.71	0.71	
v/c Ratio	0.04	0.06	0.04		0.43		0.05	0.10		0.03	0.09	
Control Delay (s/veh)	29.3	29.5	0.3		20.9		3.1	3.7		6.8	4.9	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	29.3	29.5	0.3		20.9		3.1	3.7		6.8	4.9	
LOS	C	C	A		C		A	A		A	A	
Approach Delay (s/veh)		20.1			20.9			3.6			5.3	

A.M. Peak Hour
Year 2030 No Build Traffic

Synchro 12 Report

Lanes and Geometrics

5: Maple Avenue & Garage Drive/Clark Street

05/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			A			A		
Queue Length 50th (ft)	3	5	0		14		4	9		5	11	
Queue Length 95th (ft)	13	18	0		48		m13	42		15	33	
Internal Link Dist (ft)	83			319			495			298		
Turn Bay Length (ft)							100			75		
Base Capacity (vph)	510	608	543		537		956	1256		850	1083	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.01	0.02	0.02		0.17		0.05	0.10		0.03	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 9.0

Intersection LOS: A

Intersection Capacity Utilization 50.5%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Maple Avenue & Garage Drive/Clark Street



Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	18	27	5	41	8	30	74	14	6	64	1
Future Vol, veh/h	17	18	27	5	41	8	30	74	14	6	64	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	7	0	0	0	0	0	2	0	14	2	0
Mvmt Flow	21	22	33	6	50	10	37	90	17	7	78	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.9	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	27%	9%	8%
Vol Thru, %	63%	29%	76%	90%
Vol Right, %	12%	44%	15%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	62	54	71
LT Vol	30	17	5	6
Through Vol	74	18	41	64
RT Vol	14	27	8	1
Lane Flow Rate	144	76	66	87
Geometry Grp	1	1	1	1
Degree of Util (X)	0.172	0.09	0.081	0.111
Departure Headway (Hd)	4.297	4.297	4.442	4.619
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	835	809	778
Service Time	2.311	2.313	2.458	2.635
HCM Lane V/C Ratio	0.172	0.091	0.082	0.112
HCM Control Delay, s/veh	8.2	7.7	7.9	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.4

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	3	12	14	2	19	17	107	8	7	99	4
Future Vol, veh/h	6	3	12	14	2	19	17	107	8	7	99	4
Conflicting Peds, #/hr	8	0	0	0	0	8	67	0	32	32	0	67
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	9	0	0	7	8	0	17	9	0
Mvmt Flow	7	3	14	16	2	22	20	123	9	8	114	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	370	402	183	330	400	168	185	0	0	164	0	0
Stage 1	199	199	-	199	199	-	-	-	-	-	-	-
Stage 2	171	203	-	132	201	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.2	4.17	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.3	2.263	-	-	2.353	-	-
Pot Cap-1 Maneuver	590	540	865	610	541	882	1360	-	-	1328	-	-
Stage 1	807	740	-	787	740	-	-	-	-	-	-	-
Stage 2	835	737	-	855	738	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	519	479	809	564	480	848	1273	-	-	1288	-	-
Mov Cap-2 Maneuver	519	479	-	564	480	-	-	-	-	-	-	-
Stage 1	751	688	-	751	706	-	-	-	-	-	-	-
Stage 2	792	703	-	831	687	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.82	10.62	1.01	0.5
HCM LOS	B	B		

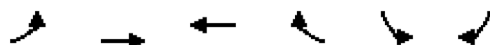
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	229	-	-	643	681	114	-
HCM Lane V/C Ratio	0.015	-	-	0.038	0.059	0.006	-
HCM Ctrl Dly (s/v)	7.9	0	-	10.8	10.6	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour – No-Build Conditions

Lanes and Geometrics

2: Church Street & Maple Avenue

05/04/2026



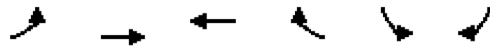
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	153	674	0	0	129	0
Future Volume (vph)	153	674	0	0	129	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	80	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Ped Bike Factor		0.96			0.77	
Fr t						
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	3440	0	0	3303	0
Flt Permitted		0.991			0.950	
Satd. Flow (perm)	0	3289	0	0	2540	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		25	25		25	
Link Distance (ft)		536	831		575	
Travel Time (s)		14.6	22.7		15.7	
Confl. Peds. (#/hr)	114				111	
Confl. Bikes (#/hr)						13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	2%	2%	6%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	880	0	0	137	0
Turn Type	Perm	NA			Prot	
Protected Phases		4			6	
Permitted Phases	4					
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	5.0	5.0			5.0	
Minimum Split (s)	24.0	24.0			24.0	
Total Split (s)	45.0	45.0			30.0	
Total Split (%)	60.0%	60.0%			40.0%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max			Max	
Act Effct Green (s)		39.0			24.0	
Actuated g/C Ratio		0.52			0.32	
v/c Ratio		0.51			0.13	
Control Delay (s/veh)		13.1			18.8	
Queue Delay		0.0			0.0	
Total Delay (s/veh)		13.1			18.8	
LOS		B			B	
Approach Delay (s/veh)		13.1			18.8	

P.M. Peak Hour
Year 2030 No Build Traffic

Synchro 12 Report

Lanes and Geometrics
2: Church Street & Maple Avenue

05/04/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		B			B	
Queue Length 50th (ft)		135			20	
Queue Length 95th (ft)		185			44	
Internal Link Dist (ft)		456	751		495	
Turn Bay Length (ft)					80	
Base Capacity (vph)		1710			1056	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.51			0.13	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 13.9

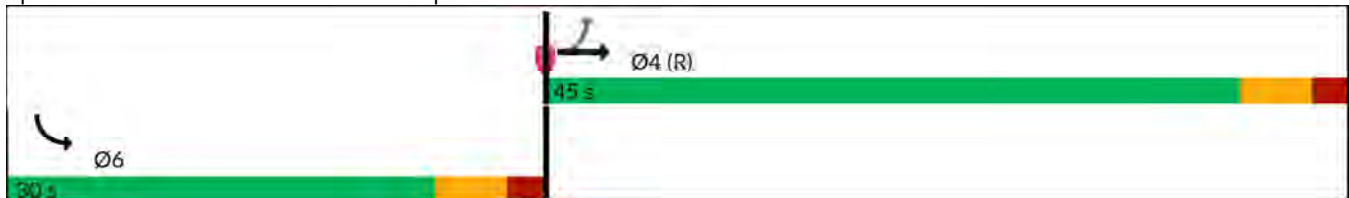
Intersection LOS: B

Intersection Capacity Utilization 37.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Church Street & Maple Avenue



Lanes and Geometrics

5: Maple Avenue & Garage Drive/Clark Street

05/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	25	22	44	8	74	22	73	59	37	65	15
Future Volume (vph)	45	25	22	44	8	74	22	73	59	37	65	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	75		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.88		0.80		0.84		0.75	0.89		0.81	0.94	
Frt			0.850		0.921			0.933			0.972	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1491	0	1805	1434	0	1805	1500	0
Flt Permitted	0.663				0.874		0.655			0.667		
Satd. Flow (perm)	1104	1900	1284	0	1242	0	935	1434	0	1031	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95		79			63			16	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		163			399			575			378	
Travel Time (s)		4.4			10.9			15.7			10.3	
Confl. Peds. (#/hr)	74		90	90		74	149		109	109		149
Confl. Bikes (#/hr)			1			5			14			10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	12%	7%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	27	23	0	135	0	23	141	0	39	85	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		9.5	24.0		25.0	25.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	45.0		35.0	35.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		13.3%	60.0%		46.7%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Act Effect Green (s)	9.6	9.6	9.6		9.6		58.2	56.9		53.0	53.0	
Actuated g/C Ratio	0.13	0.13	0.13		0.13		0.78	0.76		0.71	0.71	
v/c Ratio	0.34	0.11	0.09		0.59		0.03	0.13		0.05	0.08	
Control Delay (s/veh)	34.7	27.6	0.7		24.8		4.6	4.7		7.6	6.4	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.7	27.6	0.7		24.8		4.6	4.7		7.6	6.4	
LOS	C	C	A		C		A	A		A	A	
Approach Delay (s/veh)		24.8			24.8			4.7			6.8	

P.M. Peak Hour
Year 2030 No Build Traffic

Synchro 12 Report

Lanes and Geometrics

5: Maple Avenue & Garage Drive/Clark Street

05/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			A			A		
Queue Length 50th (ft)	21	11	0		24		2	9		4	9	
Queue Length 95th (ft)	47	30	0		70		m8	56		24	43	
Internal Link Dist (ft)	83			319			495			298		
Turn Bay Length (ft)							100			75		
Base Capacity (vph)	353	608	475		451		800	1102		728	1065	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.14	0.04	0.05		0.30		0.03	0.13		0.05	0.08	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 14.2

Intersection LOS: B

Intersection Capacity Utilization 59.2%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Maple Avenue & Garage Drive/Clark Street



Intersection

Intersection Delay, s/veh 8.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	47	50	27	62	26	46	109	45	12	74	9
Future Vol, veh/h	16	47	50	27	62	26	46	109	45	12	74	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	3	0	3	0	0	0	0	0
Mvmt Flow	17	51	54	29	67	28	49	117	48	13	80	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.6	9.3	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	14%	23%	13%
Vol Thru, %	54%	42%	54%	78%
Vol Right, %	23%	44%	23%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	113	115	95
LT Vol	46	16	27	12
Through Vol	109	47	62	74
RT Vol	45	50	26	9
Lane Flow Rate	215	122	124	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.272	0.154	0.161	0.133
Departure Headway (Hd)	4.555	4.557	4.698	4.694
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	787	785	762	761
Service Time	2.594	2.598	2.74	2.739
HCM Lane V/C Ratio	0.273	0.155	0.163	0.134
HCM Control Delay, s/veh	9.3	8.4	8.6	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.5	0.6	0.5

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	0	8	2	2	18	19	170	4	4	103	4
Future Vol, veh/h	25	0	8	2	2	18	19	170	4	4	103	4
Conflicting Peds, #/hr	5	0	2	2	0	5	118	0	52	52	0	118
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	30	0	10	2	2	22	23	205	5	5	124	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	511	562	247	441	562	264	247	0	0	262	0	0
Stage 1	254	254	-	305	305	-	-	-	-	-	-	-
Stage 2	257	307	-	136	257	-	-	-	-	-	-	-
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	476	439	797	530	439	779	1331	-	-	1314	-	-
Stage 1	755	701	-	709	666	-	-	-	-	-	-	-
Stage 2	752	664	-	872	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	395	361	706	483	361	737	1181	-	-	1249	-	-
Mov Cap-2 Maneuver	395	361	-	483	361	-	-	-	-	-	-	-
Stage 1	667	619	-	659	619	-	-	-	-	-	-	-
Stage 2	708	617	-	855	618	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	13.94		10.82		0.8		0.28	
HCM LOS	B		B					

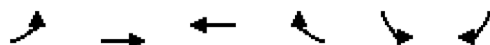
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	176	-	-	443	645	64	-
HCM Lane V/C Ratio	0.019	-	-	0.09	0.041	0.004	-
HCM Ctrl Dly (s/v)	8.1	0	-	13.9	10.8	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – Projected Conditions

Lanes and Geometrics

2: Church Street & Maple Avenue

05/04/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	159	667	0	0	83	0
Future Volume (vph)	159	667	0	0	83	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	80	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Ped Bike Factor		0.97			0.90	
Frt						
Flt Protected		0.990			0.950	
Satd. Flow (prot)	0	3391	0	0	3072	0
Flt Permitted		0.990			0.950	
Satd. Flow (perm)	0	3297	0	0	2752	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		25	25		25	
Link Distance (ft)		536	831		575	
Travel Time (s)		14.6	22.7		15.7	
Confl. Peds. (#/hr)	69				50	
Confl. Bikes (#/hr)						11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	5%	2%	2%	14%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	852	0	0	86	0
Turn Type	Perm	NA			Perm	
Protected Phases		4				
Permitted Phases	4				6	
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	5.0	5.0			5.0	
Minimum Split (s)	24.0	24.0			24.0	
Total Split (s)	45.0	45.0			30.0	
Total Split (%)	60.0%	60.0%			40.0%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max			Max	
Act Effct Green (s)		39.0			24.0	
Actuated g/C Ratio		0.52			0.32	
v/c Ratio		0.50			0.10	
Control Delay (s/veh)		12.9			23.2	
Queue Delay		0.0			0.0	
Total Delay (s/veh)		12.9			23.2	
LOS		B			C	
Approach Delay (s/veh)		12.9			23.2	

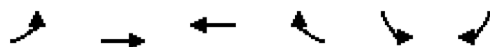
A.M. Peak Hour
Year 2030 Total Traffic

Synchro 12 Report

Lanes and Geometrics

2: Church Street & Maple Avenue

05/04/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		B			C	
Queue Length 50th (ft)		131			18	
Queue Length 95th (ft)		180			40	
Internal Link Dist (ft)		456	751		495	
Turn Bay Length (ft)					80	
Base Capacity (vph)		1714			880	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.50			0.10	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 13.8

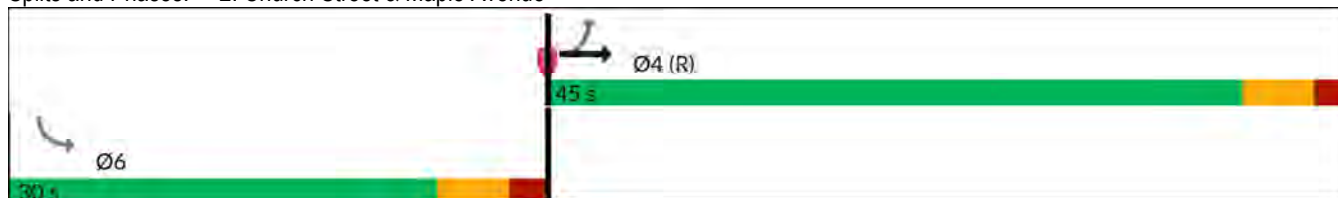
Intersection LOS: B

Intersection Capacity Utilization 37.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Church Street & Maple Avenue



Lanes and Geometrics

5: Maple Avenue & Garage Drive/Clark Street

05/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	24	28	5	27	49	47	74	38	27	51	34
Future Volume (vph)	20	24	28	5	27	49	47	74	38	27	51	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	75		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97		0.93		0.96		0.90	0.96		0.94	0.94	
Frt			0.850		0.918			0.949			0.940	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1616	0	1805	1578	0	1805	1508	0
Flt Permitted	0.826				0.975		0.646			0.673		
Satd. Flow (perm)	1515	1900	1497	0	1575	0	1109	1578	0	1197	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95		58			45			40	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		163			399			575			378	
Travel Time (s)		4.4			10.9			15.7			10.3	
Confl. Peds. (#/hr)	19		26	26		19	59		37	37		59
Confl. Bikes (#/hr)						2			11			10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	12%	7%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	28	33	0	96	0	55	132	0	32	100	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		9.5	24.0		24.0	24.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	45.0		35.0	35.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		13.3%	60.0%		46.7%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Act Effect Green (s)	7.8	7.8	7.8		7.8		60.0	58.7		52.8	52.8	
Actuated g/C Ratio	0.10	0.10	0.10		0.10		0.80	0.78		0.70	0.70	
v/c Ratio	0.15	0.14	0.14		0.45		0.06	0.11		0.04	0.09	
Control Delay (s/veh)	31.4	30.8	1.2		21.5		3.1	3.7		7.0	4.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	31.4	30.8	1.2		21.5		3.1	3.7		7.0	4.8	
LOS	C	C	A		C		A	A		A	A	
Approach Delay (s/veh)		19.5			21.5			3.5			5.3	

A.M. Peak Hour
Year 2030 Total Traffic

Synchro 12 Report

Lanes and Geometrics

5: Maple Avenue & Garage Drive/Clark Street

05/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			C			A			A		
Queue Length 50th (ft)	10	12	0		17		4	9		5	11	
Queue Length 95th (ft)	28	31	0		52		m16	43		17	35	
Internal Link Dist (ft)	83			319			495			298		
Turn Bay Length (ft)							100			75		
Base Capacity (vph)	484	608	543		543		948	1245		841	1072	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.05	0.05	0.06		0.18		0.06	0.11		0.04	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay (s/veh): 10.2

Intersection LOS: B

Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Maple Avenue & Garage Drive/Clark Street



Intersection												
Intersection Delay, s/veh	8.1											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	26	35	5	43	8	32	74	14	6	64	2
Future Vol, veh/h	22	26	35	5	43	8	32	74	14	6	64	2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	7	0	0	0	0	0	2	0	14	2	0
Mvmt Flow	27	32	43	6	52	10	39	90	17	7	78	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	7.9	8.3	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	27%	9%	8%
Vol Thru, %	62%	31%	77%	89%
Vol Right, %	12%	42%	14%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	83	56	72
LT Vol	32	22	5	6
Through Vol	74	26	43	64
RT Vol	14	35	8	2
Lane Flow Rate	146	101	68	88
Geometry Grp	1	1	1	1
Degree of Util (X)	0.178	0.122	0.085	0.114
Departure Headway (Hd)	4.37	4.322	4.489	4.683
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	831	799	767
Service Time	2.388	2.34	2.51	2.704
HCM Lane V/C Ratio	0.178	0.122	0.085	0.115
HCM Control Delay, s/veh	8.3	7.9	7.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.4	0.3	0.4

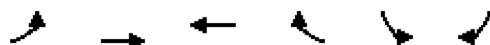
Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	3	12	14	2	19	17	121	8	7	104	6
Future Vol, veh/h	13	3	12	14	2	19	17	121	8	7	104	6
Conflicting Peds, #/hr	8	0	0	0	0	8	67	0	32	32	0	67
Sign 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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	9	0	0	7	8	0	17	9	0
Mvmt Flow	15	3	14	16	2	22	20	139	9	8	120	7
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	393	425	190	352	424	184	193	0	0	180	0	0
Stage 1	206	206	-	215	215	-	-	-	-	-	-	-
Stage 2	187	219	-	137	210	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.2	4.17	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.3	2.263	-	-	2.353	-	-
Pot Cap-1 Maneuver	570	524	857	590	525	864	1350	-	-	1310	-	-
Stage 1	801	735	-	772	729	-	-	-	-	-	-	-
Stage 2	819	725	-	849	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	501	464	802	545	465	831	1264	-	-	1270	-	-
Mov Cap-2 Maneuver	501	464	-	545	465	-	-	-	-	-	-	-
Stage 1	744	683	-	736	695	-	-	-	-	-	-	-
Stage 2	776	691	-	825	681	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.44		10.79		0.92		0.47					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	207	-	-	591	662	107	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.054	0.061	0.006	-	-				
HCM Ctrl Dly (s/v)	7.9	0	-	11.4	10.8	7.9	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-				

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour – Projected Conditions

Lanes and Geometrics

2: Church Street & Maple Avenue

05/04/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	182	674	0	0	145	0
Future Volume (vph)	182	674	0	0	145	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	80	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	1.00
Ped Bike Factor		0.95			0.77	
Fr						
Flt Protected		0.989			0.950	
Satd. Flow (prot)	0	3433	0	0	3303	0
Flt Permitted		0.989			0.950	
Satd. Flow (perm)	0	3259	0	0	2540	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		25	25		25	
Link Distance (ft)		536	831		575	
Travel Time (s)		14.6	22.7		15.7	
Confl. Peds. (#/hr)	114				111	
Confl. Bikes (#/hr)						13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	2%	2%	6%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	911	0	0	154	0
Turn Type	Perm	NA			Prot	
Protected Phases		4			6	
Permitted Phases	4					
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	5.0	5.0			5.0	
Minimum Split (s)	24.0	24.0			24.0	
Total Split (s)	45.0	45.0			30.0	
Total Split (%)	60.0%	60.0%			40.0%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max			Max	
Act Effct Green (s)		39.0			24.0	
Actuated g/C Ratio		0.52			0.32	
v/c Ratio		0.54			0.15	
Control Delay (s/veh)		13.5			18.7	
Queue Delay		0.0			0.0	
Total Delay (s/veh)		13.5			18.7	
LOS		B			B	
Approach Delay (s/veh)		13.5			18.7	

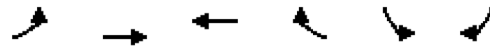
P.M. Peak Hour
Year 2030 Total Traffic

Synchro 12 Report

Lanes and Geometrics

2: Church Street & Maple Avenue

05/04/2026



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		B			B	
Queue Length 50th (ft)		143			27	
Queue Length 95th (ft)		196			46	
Internal Link Dist (ft)		456	751		495	
Turn Bay Length (ft)					80	
Base Capacity (vph)		1694			1056	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.54			0.15	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 14.2

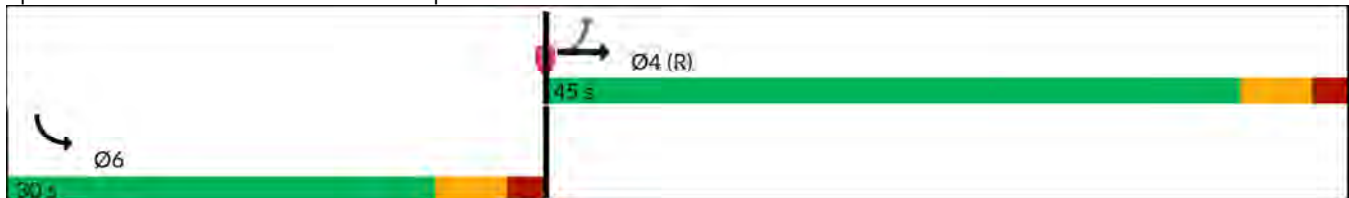
Intersection LOS: B

Intersection Capacity Utilization 38.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Church Street & Maple Avenue



Lanes and Geometrics

5: Maple Avenue & Garage Drive/Clark Street

05/04/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	35	38	44	25	74	46	73	64	41	65	31
Future Volume (vph)	54	35	38	44	25	74	46	73	64	41	65	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	75		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.88		0.80		0.86		0.76	0.88		0.81	0.89	
Frt			0.850		0.930			0.930			0.951	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1535	0	1805	1423	0	1805	1430	0
Flt Permitted	0.624				0.883		0.641			0.664		
Satd. Flow (perm)	1046	1900	1284	0	1301	0	922	1423	0	1028	1430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95		75			68			33	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		163			399			575			378	
Travel Time (s)		4.4			10.9			15.7			10.3	
Confl. Peds. (#/hr)	74		90	90		74	149		109	109		149
Confl. Bikes (#/hr)			1			5			14			10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	12%	7%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	37	40	0	153	0	49	146	0	44	102	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		9.5	24.0		25.0	25.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	45.0		35.0	35.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		13.3%	60.0%		46.7%	46.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Act Effect Green (s)	10.4	10.4	10.4		10.4		55.1	52.6		46.6	46.6	
Actuated g/C Ratio	0.14	0.14	0.14		0.14		0.73	0.70		0.62	0.62	
v/c Ratio	0.39	0.14	0.15		0.63		0.07	0.14		0.07	0.11	
Control Delay (s/veh)	35.7	27.3	1.4		27.2		5.2	5.4		9.1	6.7	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	35.7	27.3	1.4		27.2		5.2	5.4		9.1	6.7	
LOS	D	C	A		C		A	A		A	A	
Approach Delay (s/veh)		23.1			27.2			5.3			7.5	

P.M. Peak Hour
Year 2030 Total Traffic

Synchro 12 Report

Lanes and Geometrics

5: Maple Avenue & Garage Drive/Clark Street

05/04/2026

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			A			A		
Queue Length 50th (ft)	25	15	0		34		5	12		8	15	
Queue Length 95th (ft)	54	36	2		83		m19	61		28	49	
Internal Link Dist (ft)	83			319			495			298		
Turn Bay Length (ft)							100			75		
Base Capacity (vph)	334	608	475		467		755	1018		638	900	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.17	0.06	0.08		0.33		0.06	0.14		0.07	0.11	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 15.0

Intersection LOS: B

Intersection Capacity Utilization 59.3%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Maple Avenue & Garage Drive/Clark Street



Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	55	57	27	69	26	52	109	45	12	74	13
Future Vol, veh/h	20	55	57	27	69	26	52	109	45	12	74	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	3	0	3	0	0	0	0	0
Mvmt Flow	22	59	61	29	74	28	56	117	48	13	80	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.8	9.6	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	15%	22%	12%
Vol Thru, %	53%	42%	57%	75%
Vol Right, %	22%	43%	21%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	206	132	122	99
LT Vol	52	20	27	12
Through Vol	109	55	69	74
RT Vol	45	57	26	13
Lane Flow Rate	222	142	131	106
Geometry Grp	1	1	1	1
Degree of Util (X)	0.286	0.182	0.174	0.141
Departure Headway (Hd)	4.641	4.609	4.763	4.756
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	775	749	749
Service Time	2.69	2.662	2.817	2.812
HCM Lane V/C Ratio	0.288	0.183	0.175	0.142
HCM Control Delay, s/veh	9.6	8.7	8.8	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.7	0.6	0.5

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	8	2	2	18	19	179	4	4	119	10
Future Vol, veh/h	30	0	8	2	2	18	19	179	4	4	119	10
Conflicting Peds, #/hr	5	0	2	2	0	5	118	0	52	52	0	118
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	36	0	10	2	2	22	23	216	5	5	143	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	545	595	269	471	599	275	273	0	0	272	0	0
Stage 1	277	277	-	316	316	-	-	-	-	-	-	-
Stage 2	268	318	-	155	283	-	-	-	-	-	-	-
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	453	420	774	506	418	769	1301	-	-	1302	-	-
Stage 1	734	685	-	699	659	-	-	-	-	-	-	-
Stage 2	742	657	-	852	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	375	345	686	461	343	727	1155	-	-	1238	-	-
Mov Cap-2 Maneuver	375	345	-	461	343	-	-	-	-	-	-	-
Stage 1	649	605	-	650	612	-	-	-	-	-	-	-
Stage 2	698	610	-	835	602	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.76		10.97		0.77		0.24	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	169	-	-	414	630	53	-
HCM Lane V/C Ratio	0.02	-	-	0.11	0.042	0.004	-
HCM Ctrl Dly (s/v)	8.2	0	-	14.8	11	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-