



# LAND USE COMMISSION

Wednesday, October 16, 2024 | 7:00 P.M.  
James C. Lytle City Council Chamber, Second Floor  
Lorraine H. Morton Civic Center, 2100 Ridge Avenue

## AGENDA

Those wishing to make public comments at the Land Use Commission meeting may submit written comments in advance or sign up to provide public comment in-person during the meeting by calling/texting 847-448-4311 or completing the Land Use Commission meeting online comment form available by clicking [here](#), or visiting the Land Use Commission webpage, <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>, clicking on How You Can Participate, then clicking on Public Comment Form. Community members may watch the Land Use Commission meeting online at [www.cityofevanston.org/channel16](http://www.cityofevanston.org/channel16) or on Cable Channel 16.

### I. CALL TO ORDER/DECLARATION OF A QUORUM

### II. NEW BUSINESS

#### **A. Planned Development | 1621-1631 Chicago Avenue | 24PLND-0036**

Jeffrey Michael, applicant, Horizon Group XXIII, LLC, submits for a Special Use for a Planned Development for the construction of a new 12-story mixed-use building with approximately 10,832 square feet of ground floor and basement commercial space, 110 dwelling units (including 32 bonus dwelling units per IHO), and 48 parking spaces within a 2-level parking garage in the D4 Downtown Transition District. The applicant requests the following site development allowances: 1) 78 dwelling units (including 10% on-site inclusionary) + 32 market rate bonus units for 110 total dwelling units where a maximum site development allowance of 54 dwelling units plus IHO bonus units is allowed; 2) increase to the maximum allowed building height to 114.7' where a maximum height of 105' is allowed in the D4 District; 3) reduction to the number of required parking spaces from 91 to 48 (includes 2 compact spaces); and 4) to allow two parking stalls at 15' in length where 18' in length is required. The applicant may seek and the Land Use Commission may consider additional site development allowances as may be necessary or desirable for the proposed development. The Land Use Commission makes a

*Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>. Questions can be directed to Meagan Jones, Neighborhood and Land Use Planner, at [mmjones@cityofevanston.org](mailto:mmjones@cityofevanston.org) or 847-448-4311. The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact 847-866-2919 (Voice) or 847-866-5095 (TTY). Requests for access assistance must be made 48 hours (two working days) in advance. Requests received with less than 48 hours (two working days) advance notice will be attempted using best efforts, but cannot be guaranteed.*

*La ciudad de Evanston está obligada a hacer accesibles todas las reuniones públicas a las personas minusválidas o las quines no hablan inglés. Si usted necesita ayuda, favor de ponerse en contacto con la Oficina de Administración del Centro a 847/866-2916 (voz) o 847/448-8052 (TDD).*

recommendation to the City Council, the determining body for this case. PIN:  
11-18-403-021-0000

**III. DISCUSSION**

**A. Envision Evanston 2045: Landscaping & Greenspace Referral**

Planning staff will facilitate a discussion regarding a City Council referral seeking new landscaping and green space standards as part of Envision Evanston 2045.

**IV. PUBLIC COMMENT**

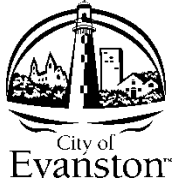
**V. ADJOURNMENT**

The next meeting of the Evanston Land Use Commission will be held **on Wednesday, October 23, 2024, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

1621-1631 Chicago Avenue

Planned Development  
24PLND-0036

LUC Recommending Body



# Memorandum

To: Chair and Members of the Land Use Commission

From: Sam Hubbard, Senior Planner

CC: Sarah Flax, Director of Community Development  
Elizabeth Williams, Planning Manager & Interim Housing & Grants Manager

Subject: Planned Development for 1621-31 Chicago Avenue, 24PLND-0036

Date: October 11, 2024

## **Request**

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The applicant and property owner, Jeffrey Michael of Horizon Group XXIII, LLC, has applied for a Special Use for a Planned Development at 1621-31 Chicago Avenue to construct a 12-story mixed-use residential building with 10,832 sq. ft. of ground floor and basement commercial space, 110 dwelling units (including 32 bonus dwelling units per the Inclusionary Housing Ordinance), and 48 parking spaces within a 2-level parking garage in the D4 Downtown Transition District. As part of this application, the following Site Development Allowances have been requested:

- 1) 78 dwelling units (including 8 on-site inclusionary units) + 32 market rate bonus units for 110 total dwelling units where a maximum of 54 dwelling units (plus IHO bonus units) is allowed;
- 2) 114.7' building height where a height of 105' is allowed in the D4 District (overall building height is 135');
- 3) 48 parking spaces (including 2 compact spaces) where 91 parking spaces are required, and;
- 4) To allow two parking stalls at 15' in length where 18' in length is required.

The applicant may seek and the Land Use Commission may consider additional Site Development Allowances as may be necessary or desirable for the proposed development.

## **Notice**

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The application has been filed in conformance with applicable procedural and public notice requirements including publication in the Chicago Sun Times on October 1, 2024.

Additionally, two community meetings were held, one on [August 7, 2024](#) and a second on [September 4, 2024](#), to introduce the project to surrounding neighbors and provide

opportunities to ask questions regarding the proposed development.

### *Public Comment*

Four written comments from the public were submitted for consideration by the Land Use Commission, which are included in the attached materials. Additionally, the applicant has provided three letters of support from nearby business owners, which are also attached.

### **General Information**

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**Applicant/Owner:** Jeffrey Michael  
Horizon Group XXIII, LLC  
1946 W. Lawrence Avenue  
Chicago, IL 60640

**PIN:** 11-18-403-021-0000

### **Existing Conditions and Project Background**

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The subject property is approximately 0.5 acres (21,644 square feet) in size and located on the east side of Chicago Avenue, between Church Street to the north and Davis Street to the south. The lot is rectangular with 127 feet of frontage along Chicago Avenue and alley access to the east. It is currently developed with a single-story commercial building of approximately 15,000 square feet dispersed within several tenant spaces, all of which are currently vacant with exception to one restaurant (La Cocinita). Below is an aerial image of the block with the site outlined in orange.

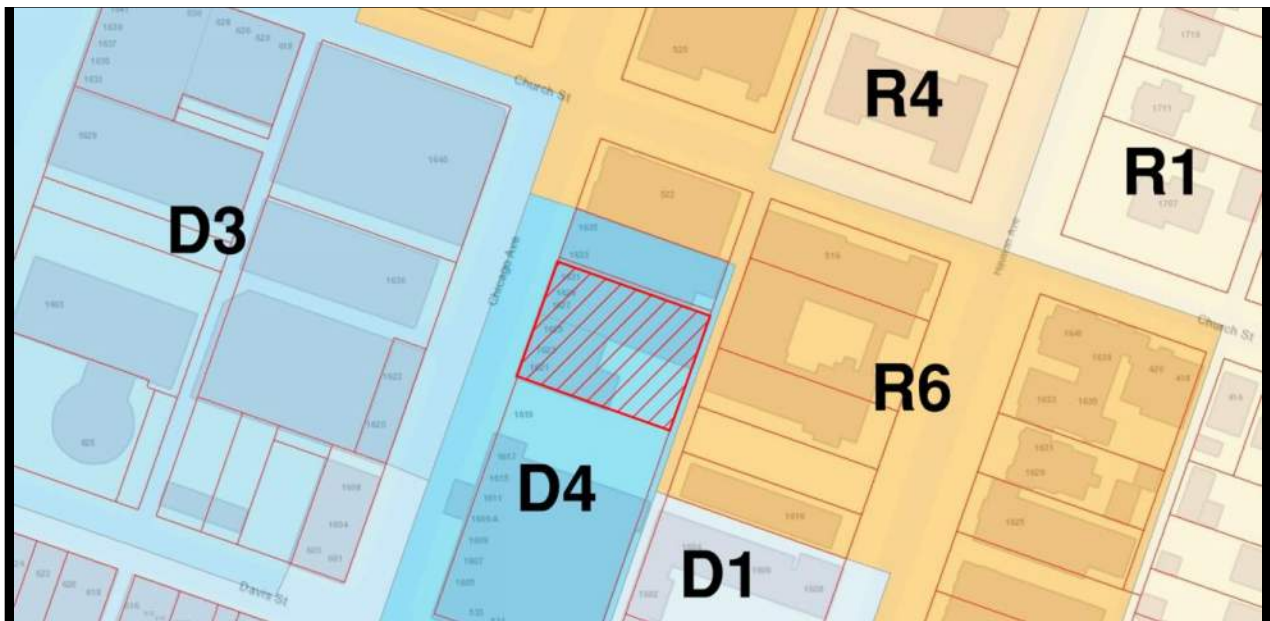


1621-31 Chicago Avenue - aerial noting site boundary

Immediately to the north of the subject property is a one-story commercial building, and further north of that is a seven-story residential building at the southeast corner of Church and Chicago. Immediately south is the eight-story addition to The Merion, a senior independent living facility with ground floor commercial, also owned by the applicant. The original Merion building is seven to seven-and-a-half stories and extends down the block to the northeast corner of Church and Davis. Across the street on the

west side of Chicago Avenue are one and two-story commercial buildings, with one 24-story residential building with ground-floor commercial at the southwest corner of Church and Chicago, commonly known as The Park Evanston.

The land use pattern in the block includes a mix of both commercial, residential, and mixed-use buildings with varying heights and minimal to no setbacks. The subject property's location within Downtown Evanston makes it ideal for a multi-story development including a dense mixed-use component. The site is within a quarter mile of the CTA Davis Street Purple line stop and just over a quarter mile from the Davis Street Metra stop. With appropriate site design and planning, redevelopment of this property can maximize its pedestrian oriented location near major transit corridors and comply with many of the objectives within the City's Downtown Master Plan and Climate Action and Resilience Plan.



Zoning map – subject property *red with diagonal hatching*

|              | Zoning Districts  | Land Use   |
|--------------|---|--|
| <b>North</b> | D4 Downtown Transition                                  | Commercial   |
| <b>South</b> | D4 Downtown Transition                                  | Mixed-use Senior Living Facility                     |
| <b>East</b>  | R6 General Residential                                  | Religious institution                                |
| <b>West</b>  | D3 Downtown Core Development<br>D2 Downtown Retail Core | Commercial (grocery) w/ parking garage, Multi-family |

Project Background

This site has had multiple development proposals over the last several years, some of which have been initially discussed with city staff or the community but never formally

proposed, and others which have gone through many of the zoning entitlement steps but never received final approval from the City. Below is a summary of the most recent post-pandemic development proposals for this site that have appeared before the Land Use Commission/Plan Commission within the last several years:

- 2020: Mixed-use building with 215 dwelling units and 17 floors.
- 2022: Mixed-use building with 180 dwelling units and 18 floors.
- 2023: Mixed-use building with 140 dwelling units and 15 floors.

A graphic depiction of the previous development proposals along with additional development attributes is included within **Exhibit 1** at the end of this report.

### Analysis

The applicant proposes demolition of the existing one-story commercial building on the subject property and construction of a 12-story, 135-foot tall, mixed-use building with 110 dwelling units. Also proposed within the building is a 48-stall parking garage to be located on levels 2-3. Below is a summary of each floor’s uses:

|                         |  |
|-------------------------|--|
| <b>Partial Basement</b> | 4,020 sq. ft. commercial floor area  |
| <b>Floor 1 (Ground)</b> | 6,812 sq. ft commercial floor area, residential lobby, leasing office, bike room, trash/mechanical space, alley loading zone |
| <b>Floor 2</b>          | Parking, storage areas   |
| <b>Floor 3</b>          | Parking, Apartments  |
| <b>Floors 4-11</b>      | Apartments   |
| <b>Floor 12 (top)</b>   | Pool, Resident Lounge/Amenity areas, Dog Run   |

The ground floor commercial space (6,812 sq. ft.) is designed to accommodate one large tenant or can be broken up into smaller spaces for multiple tenants as necessary. The basement commercial area is not shown as having a separate public entrance and it is assumed that this area will most likely be used for storage by the ground floor tenants. Two loading berths are included at the rear of the building with access from the alley and which will be used for both commercial and residential loading/trash collection. Future commercial uses within the building must conform to all requirements of the D4 District or seek zoning relief. The proposed mixed-use building is a permitted use within the D4 District.

The bedroom mix of the building is shown below:

|               | Number           | Percentage  |
|---------------|------------------|-------------|
| Studio        | 34               | 31%         |
| 1-bedroom     | 44               | 40%         |
| 2-bedroom     | 32               | 29%         |
| <b>Total:</b> | <b>110 units</b> | <b>100%</b> |

The 48 onsite parking stalls will be available for lease by the residential tenants; however, the applicant is contemplating up to 5 of these stalls to be available for lease

by the commercial tenants, leaving 43 parking stalls for residential use. Additional analysis and discussion on parking and access is contained within the Transportation & Mobility section below.

### Bulk, Height & Density

The proposed structure is built with zero lot line setbacks on all four sides, which is typical in a downtown setting and complies with all setback requirements. It should be noted that above the 3<sup>rd</sup> floor, the remaining floors (4-12) are setback 42.25' from the southern lot line and 15.25' from the northern lot line. Additionally, the 12<sup>th</sup> floor is further recessed and setback approximately 43' from the Chicago Avenue (western) property line and approximately 43' from the alley (eastern) property line. These upper-story setbacks help to mitigate for the building's height and to bring natural light and air into the residential portion of the building while preserving light and airflow to surrounding properties.

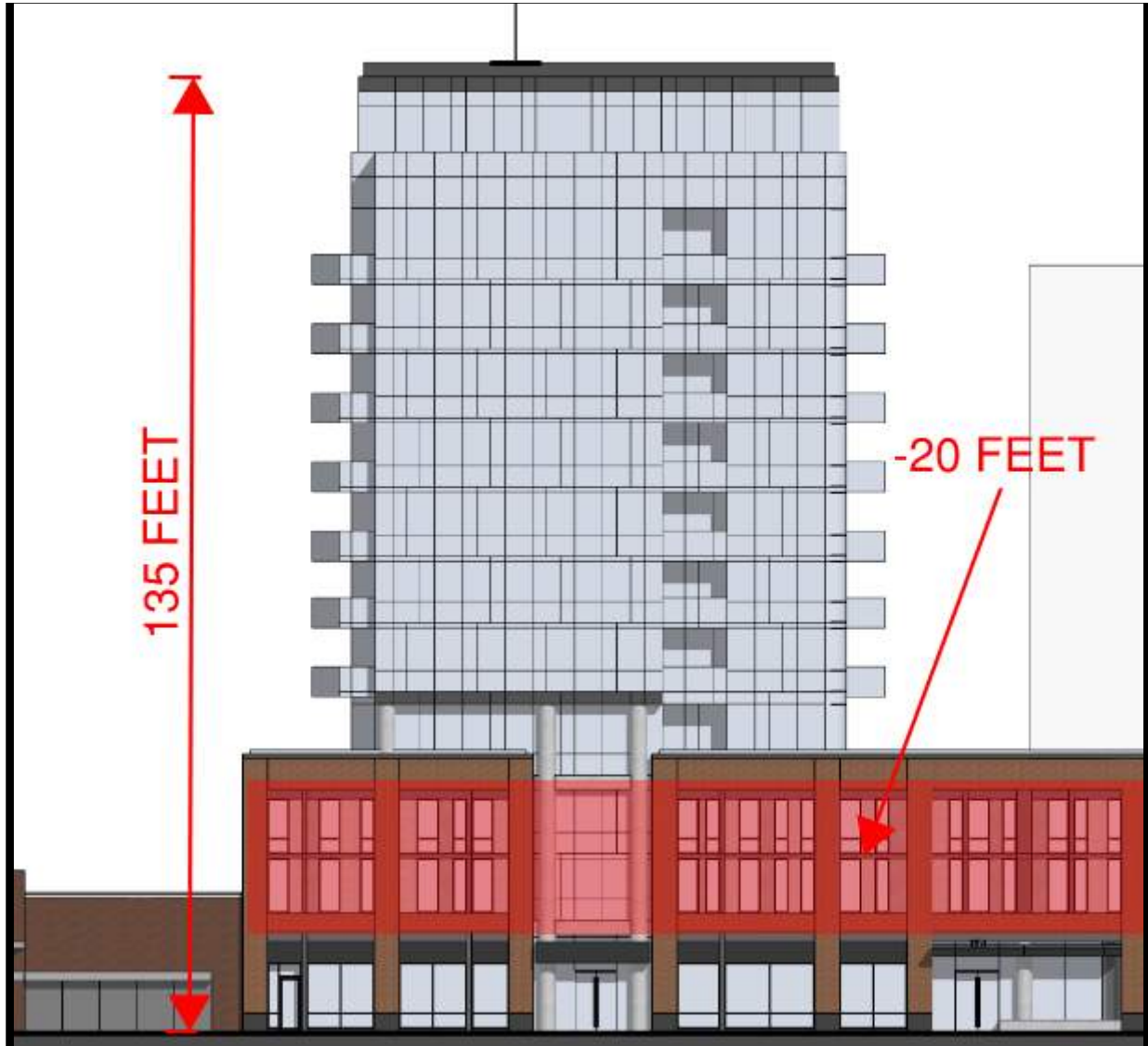
Per Code, a total of 54 market-rate dwelling units are allowed on the site and additional bonus units are allowed based upon compliance with the Inclusionary Housing Ordinance (IHO). Specifically, this allowance exempts 32 units from the density calculations, meaning that while 110 units are proposed, only 78 of these units count towards the density requirement. Accordingly, the following Site Development Allowance has been requested: **to allow 78 dwelling units where 54 are allowed.** Zoning relief is not required for the 32 bonus units.

Site development allowances may be granted by the City as an incentive for providing the benefits of a planned development. The requested density increase is appropriate for the context of the site along a major arterial corridor and within the Downtown Evanston mixed-use environment. Concentrating density within areas of the City that have the appropriate infrastructure and city services helps to enhance the value of taxable land, contribute to the vibrancy of the Downtown area, and reduce the carbon footprint of the future residents. The City does not anticipate an undue burden on municipal services/resources in the vicinity and acknowledges that while the development will result in an increase in residential units, the amount of commercial floor area on the subject property will decrease in comparison to the existing amount on the property. Automobile traffic from the residential component has been well designed with both residential and loading/service traffic being routed to the rear of the site and via the existing alley. The Community Development Department is supportive of the requested density allowance.

The maximum allowed building height for structures containing dwelling units is 105 feet in the D4 district. The proposed building is 135 feet tall as measured from grade to the top of the roofline. As a means to discourage surface parking lots in the Downtown area, City Code allows building floors containing at least 75% of their gross floor area as parking to be omitted from the height calculations. Accordingly, floors 2 and 3, as shown in the graphic on the next page, do not count towards the building height when calculated from a zoning perspective, meaning the building is approximately 115' tall. This height exceeds the maximum building height allowance in the D4 district, and one **Site Development Allowance is required to allow a building height of 115 feet**



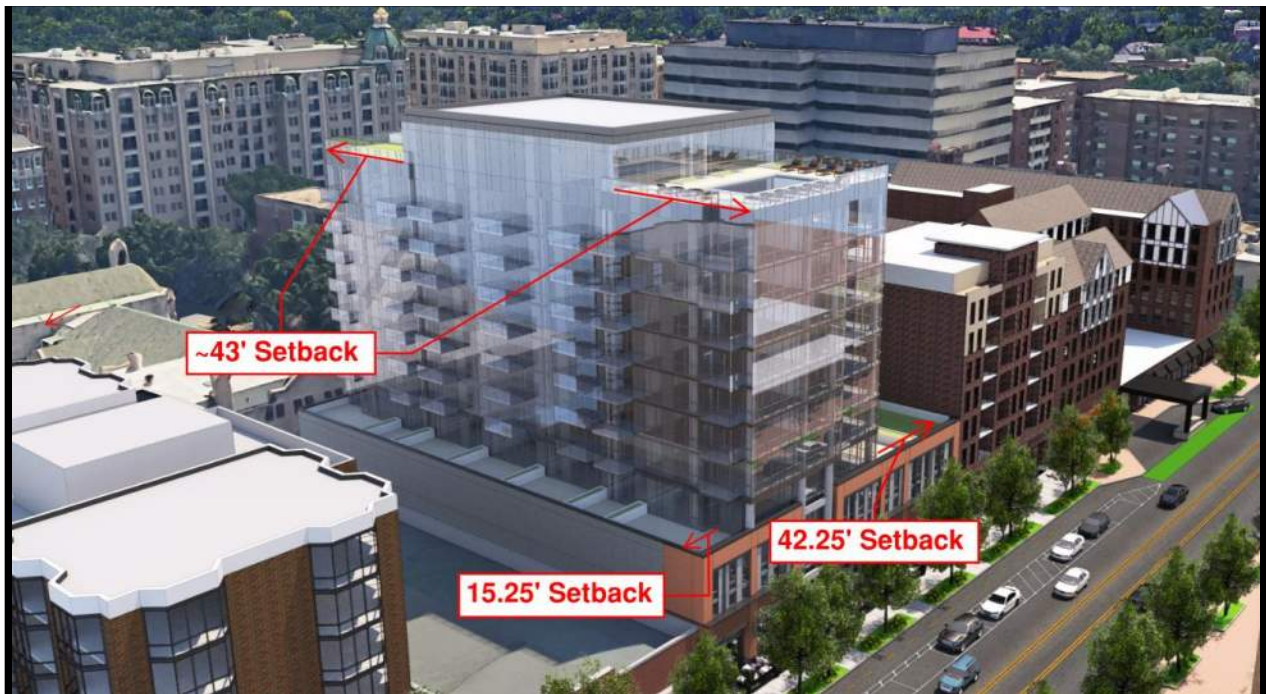
where a maximum of 105 feet is permitted. Per the Planned Development guidelines, any site development allowance for a Planned Development may be requested as necessary to achieve a particular design objective and/or to make provision for public improvements. The graphic below illustrates how the zoning height of the building is calculated:



*West elevation - red is 2nd/3rd floors for parking garage*

The overall 135' building height is within the site development allowance threshold for what the Zoning Ordinance permits as part of a Planned Development within the D4 District (145' is the maximum allowed PD site development allowance). Furthermore, the aforementioned upper-story setbacks provide visual relief that mitigate for the height of the building and reduce the visual impact while preserving natural light and airflow to surrounding properties. While a 105' tall building could be built on the site without any height relief required, the upper-story setbacks would need to be reduced or eliminated in this scenario, which would increase the visual impact of the structure. The proposed height and setbacks strike a balance between what can be achieved through PD site

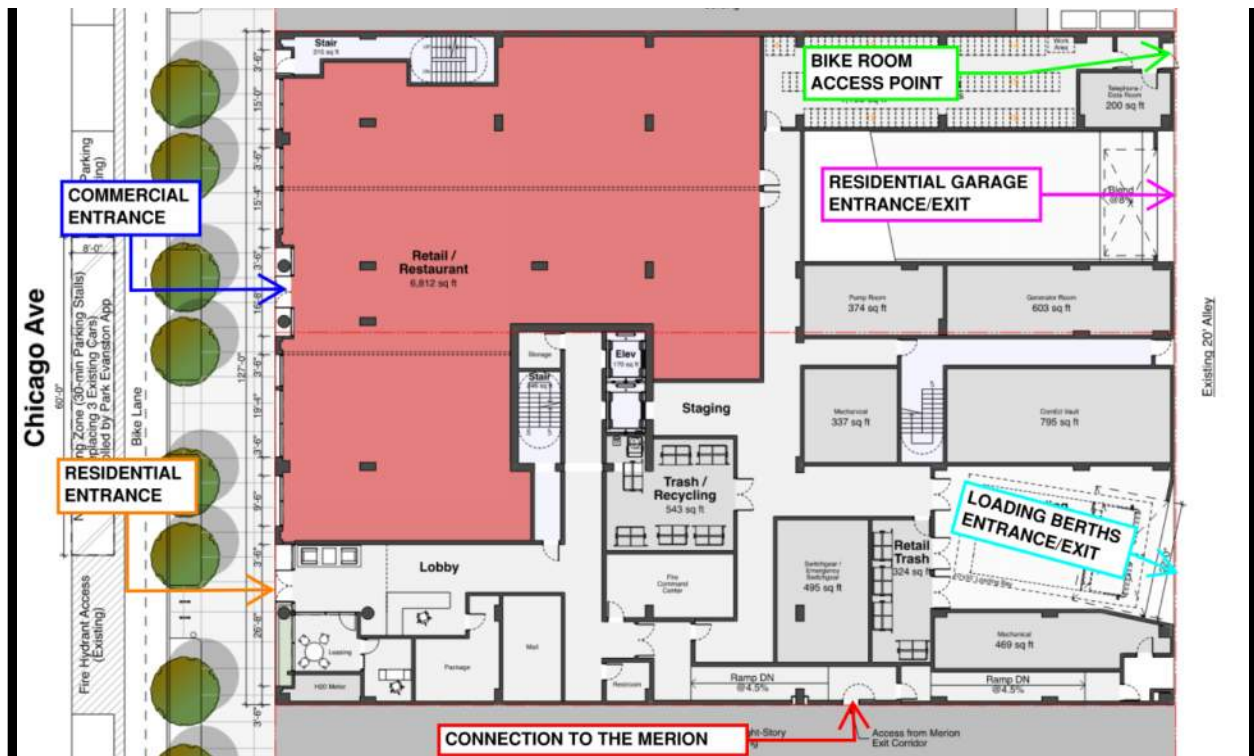
development allowances, the transitional nature of the site, and the bulk and mass of the building. The graphic below shows the extent of the upper-story setbacks.



The maximum allowed floor area ratio (FAR) for structures containing dwelling units is 5.4 in the D4 district. The proposed building has a floor area ratio of 5.29 and complies with the City requirement. It should be noted that the IHO incentives include a FAR bonus of +2.0 for properties in the Downtown zoning districts for a total allowed FAR of 7.4 without requiring a Site Development Allowance. However, the proposed FAR complies with the base zoning district limit without needing to take advantage of the FAR bonus allowed by the IHO.

#### Site Design & Access

The proposed development is pedestrian-oriented in terms of access at the ground level. For residents, the primary pedestrian entrance is at the southern side of the front facade on Chicago Avenue. The first floor of the residential component includes the leasing office, residential lobby, and various back of house items (mechanical, trash, interior generator room, etc.). The commercial component has its primary entrance toward the center of the building. The bike room, which will contain 110 bike parking stalls, is located towards the rear of the ground floor and designed with primary ingress and egress from the alley, which would keep bike traffic off the Chicago Avenue sidewalk. Additionally, an interior connection to The Merion development (abutting subject property to the south), which is also owned by the applicant, is proposed along the southern side of the building. This connection must remain and is needed for The Merion to be able to comply with Building Code requirements. The floorplan on the next page illustrates primary site access points:



For passenger vehicles, the singular access point is proposed on the east elevation of the building and off of the public alley. Those driving a passenger vehicle may enter the site by either: traveling westbound on Davis, turning right (northbound) into the public alley, and then turning left into the parking garage; or by traveling eastbound on Church, turning right (southbound) into the public alley, and then turning right into the parking garage.

For commercial vehicles (refuse collection, move-in/move-outs, commercial deliveries), a two-berth loading zone is proposed with access to the rear alley. Truck traffic will access the loading zone from Church to head southbound in the alley for eventual reversal into the interior loading zone. Egress loading traffic will leave the site and head southbound within the alley for an eventual right-hand turn onto westbound Davis Street. The Traffic Study (attached) includes turning diagrams for trucks and automobiles. Lakeshore Recycling Systems (LRS), the City’s vendor for refuse collection, has reviewed the plans and confirmed that they will not have issues accessing the interior dumpsters for refuse/recycling collection.

The developer has worked with the City to propose enhancements to the Chicago Avenue streetscape abutting the subject property. The existing streetscape includes approximately 375 square feet of greenspace/planters and the applicant has proposed increasing this greenspace to approximately 515 square feet (38% increase). There are currently no bike racks adjacent to the subject property and the developer will be installing four new bike racks within the Chicago Avenue streetscape.

A 60’ long loading zone has been proposed to replace three metered street parking stalls at the front entrance to the building along Chicago Avenue, which would be used

for parcel/package/food deliveries (Amazon, FedEx, UberEats, etc) for building residents and for rideshare drop-off/pick-up. The Public Works Department has requested that the proposed loading zone be converted to three on-street metered parking stalls limited to 30-minute-maximums. This would allow the stalls to stay part of the City’s street parking system while also enabling them for use by delivery vehicles and food drop-offs.

Parking, Transportation & Mobility

The applicant proposes 48 on-site parking stalls within a two-story parking garage located on floors 2 and 3. Per the City Code, a total of 91 parking stalls are required for the residential and commercial uses proposed in the building (assuming all commercial floor area will be occupied by a restaurant). The following site development allowance is therefore required: **to allow 48 parking stalls where 91 parking stalls are required.** As noted above, a maximum of 5 stalls will be made available to the commercial tenant(s) within the development, leaving 43 stalls for the building residents. Additional parking stalls are available for lease from the City within the Church Street garage, either for residential or commercial tenants. Customers of the commercial businesses are expected to park within the on-street parking stalls or within nearby City public parking garages. Staff verified that adequate capacity exists within the Church Street parking garage to accommodate any overflow demand from the development. Residential tenants will be prohibited from obtaining on-street residential parking passes, so they will need to either lease a space within the development or find viable off-site and off-street parking options.

To verify the adequacy of the proposed residential parking supply, staff has analyzed parking in relation to similar multi-unit residential apartment developments in comparable transit oriented areas:

|   | Total Units | Total Bedrooms | Parking Stalls (Total)     | Parking (devoted to Residential) | Residential Parking per Unit | Residential Parking per Bedroom |
|---|-------------|----------------|----------------------------|----------------------------------|------------------------------|---------------------------------|
| <b>The Legacy<br/>SUBJECT PROPERTY</b>  | 110         | 142            | 48                         | 43                               | 0.39                         | 0.30                            |
| <b>811 Emerson<br/>The Linc</b>         | 242         | 411            | 174                        | 170                              | 0.70                         | 0.41                            |
| <b>718 Main St<br/>Tapestry Station</b> | 120         | 144            | 47                         | 43                               | 0.36                         | 0.30                            |
| <b>1101 Church<br/>Sojourner Church</b> | 30          | 43             | 14                         | 14                               | 0.47                         | 0.33                            |
| <b>1710 Sherman<br/>Varsity Theater</b> | 35          | 61             | 18 (2 onsite + 16 offsite) | 18                               | 0.51                         | 0.30                            |
| <b>1453 Maple<br/>Masonic Temple</b>    | 30          | 38             | 10 (offsite)               | 10                               | 0.33                         | 0.26                            |

The table above shows that the proposed parking supply is generally compatible with

similar developments in Evanston as based on the number of parking stalls provided per bedroom within the development. While the building falls short of the City Code requirement for total number of parking spaces, it is on par with recent comparable developments that provide parking based on current market need. The City is aware that the Code required parking minimums are out-of-date and is currently exploring the elimination of onsite parking minimums. In consideration of the City's goals to increase housing without increasing vehicular traffic in the community, the availability of the Church Street garage to provide any overflow parking capacity (if necessary), as well as the City's objectives for sustainability and climate resiliency, staff is supportive of the requested site development allowance to reduce the parking requirements for this project. Future building residents will be prohibited from obtaining residential parking passes to park on the street.

In addition to the above-required parking stalls, the applicant must provide Electric Vehicle (EV) installed, ready, and capable parking stalls as noted below. The development complies with Code requirements and will provide the following:

- 10% EV-Installed → 5 stalls
- 20% EV-Ready → 10 stalls
- 70% EV-Capable → 33 stalls
- EV-installed and EV-Ready to increase 10% every 3 years with remainder of spaces being EV-Capable

The parking garage consists of 90-degree stalls abutting the exterior walls of the second and third floors of the building. Two (2) stalls on the second floor along the west wall are 15 feet in depth, where a minimum depth of 18 feet is required. **One Site Development Allowance is required to allow two (2) compact parking stalls with a depth of 15 feet where a minimum depth of 18 feet is required.** Staff is supportive of this variation and notes that these spaces could be leased to residents with a motorcycle or smart car.

#### Loading

A key component to the success of this project will be management of alley usage, including loading/move-ins/out and refuse collection. The applicant has submitted an initial Alley Management Plan that outlines operations and management procedures proposed within the alley. Substantial compliance with the general parameters of the Alley Management Plan is recommended as part of any approval of this project. As one of their public benefits, the applicant has proposed a \$400,000 contribution towards alley improvements, which would entail stormwater improvements and a complete resurfacing of the deteriorating pavement within the alley. Per Code, two loading berths are required and two are provided.

All commercial deliveries, refuse collection, and residential move-ins/move-outs will utilize the two interior loading berths within the rear alley, keeping these operations onsite within the subject property. Management will have cameras within the loading area to enable secured access, and LRS, the City's refuse vendor, has reviewed the preliminary plans and confirmed that refuse collection (including loading of the

dumpsters) can occur within the interior loading area. The developer has proposed a box baler within one of the interior refuse rooms, which will reduce waste volumes. In comparison to how refuse is currently collected, which requires storage of dumpsters within the alley and multiple pick-up points, the proposed configuration will improve upon the existing conditions by consolidating dumpsters into a singular building interior and eliminating dumpster storage within the alley.

### Traffic and Circulation

The subject property is within a transit-rich location; it is located along a major arterial street (Chicago Avenue) and within a quarter mile (approximately) of the CTA elevated Purple Line Davis Street station and the Union Pacific North Metra station. Three major bus stops (CTA #201, Pace #208, Pace #213) are located within 0.1 to 0.8 miles of the subject property. Additionally, both Chicago Avenue and Davis Street have designated bike paths and a two-way bike lane runs in front of the subject property on the east side of Chicago Avenue. The applicant is exploring whether barrier protection equipment is needed between the bike lane that abuts the subject property and the parking lane and will integrate as necessary.

Kenig, Lindgrin, O'hara & Abonna (KLOA), a professional traffic engineer, has prepared a Traffic Impact Study to analyze possible impacts of the proposed development on traffic in the area. The study collected vehicle and pedestrian data in 2021, and again in 2024, and projected future traffic conditions at major intersections within the vicinity of the subject property. Overall, the study found that the proposed development would have a minimal impact on traffic flow through the neighboring intersections, with most intersections operating at acceptable levels of service upon full occupancy of the development. The study does not suggest roadway improvements and/or traffic control modifications are needed, but suggested that consideration be given to providing car-sharing vehicles within the parking garage or in the vicinity of the site. Staff agrees that this should be done to supplement nearby car-share vehicles and could be added as a possible condition should the development be approved.

### Inclusionary Housing Ordinance (IHO)

The development has a base of 70 dwelling units and proposes eight (8) on-site affordable units. Since the development is located within a Downtown zoning district, it is eligible for up to four (4) additional bonus units for every on-site affordable unit provided, for a total of up to 32 additional units. The development meets the City's Inclusionary Housing Ordinance (IHO) requirements, however, the City has asked the developer to evaluate the inclusion of additional onsite IHO units, which would increase the affordable housing supply within the downtown area and could serve as an additional public benefit.

### Architecture & Landscaping

The building utilizes high quality materials and has a strong orientation towards the street, preserving the Chicago Avenue street wall and taking into consideration the surrounding properties. In working with community members, the architect has revised the architecture on the first three floors to incorporate enhancements to the design. Any canopies or building overhangs that encroach into the public Right-of-Way will need to

obtain the necessary approvals from the city as part of building permit review. The rendering below depicts the current design proposed:



The upper story setbacks provide relief from a bulk perspective, which helps to preserve sunlight and airflow to surrounding properties. The pedestrian scale of the first three floors is compatible to the existing fabric of the streetscape.

The proposed exterior building materials include:

- Prefinished window wall (glass)
- Architectural brick
- Two tones of metal panels
- Glass railings
- Colored concrete block
- Two tones of fiber cement panels
- Aluminum louvers

In addition to the materials and design, the proposed building will be required to provide bird-friendly design elements per Ordinance 83-O-22 at the time of building permit application. The applicant appeared before Design Evanston on September 17<sup>th</sup>, 2024, and received a favorable review. The formal review comments from this meeting are included in the materials provided to the Land Use Commission.

### Sustainability

The applicant recognizes the importance of sustainability to the community of Evanston and has outlined several features of the development that support these initiatives:

- The building shall be required to obtain 3 Green Globes, or comparable equivalent and must conform to the 2022 Green Building Ordinance.
- Composting will be available to commercial and residential tenants.
- The residential component of the development is proposed without gas-powered stoves or dryers and all hot water to the residential units will come from an electric powered heat pump.
- Green roofs are proposed on the 4<sup>th</sup> floor and 12<sup>th</sup> floor.
- Bike parking will be available for all residential units with provisions made to provide power for electric bikes and scooters.
- EV parking will be available in compliance with Evanston regulations, with future increases required every three years.

Compliance with the Zoning Ordinance

The applicant is actively working with the City to establish a preliminary Construction Management Plan (CMP), which will establish general parameters for management of the construction operations. A finalized and detailed CMP will be required prior to building permit issuance, for final review and approval by the City. The preliminary CMP must be provided prior to any appearance of this project before the Planning & Development Committee.

Compliance with the Zoning Ordinance

The D4 downtown fringe district is intended to provide for business and office development at compact locations. The massing and scale of structures within the district should be reflective of established uses and should provide suitable transition between the adjacent residential districts and the more intense downtown districts. Mixed-use development is encouraged within the district through the planned development review process.

The applicant has provided upper-story setbacks to reduce the height and bulk of the development in response to its transitional location. The requested 10' height relief above the 105' maximum height allowance is reasonable and mitigated by the upper-story setbacks, which take into consideration the transitional location of the property. The following Site Development Allowances are requested as part of this development.

| Base zoning, allowable Planned Development site development allowance, and IHO bonuses |                    |                                      |                                  |                            |              |
|--|--------------------|--------------------------------------|----------------------------------|----------------------------|--------------|
|  | Base Requirements  | IHO Bonus                            | Site Development Allowance (SDA) | Proposed                   |              |
| <b>Density (DUs)</b>   | 54 dwelling units  | +32 dwelling units                   | –                                | 78 + 32 bonus = 110        | SDA required |
| <b>Zoning Height</b>   | 105'               | NA                                   | +40 = 145'                       | 114.7'                     | SDA required |
| <b>Parking Spaces</b>  | 91 spaces          | Parking for 8 IHO units not required | –                                | 48 (with 2 compact stalls) | SDA required |
|  | 8.5x18' stall size | –                                    | –                                | 2 stalls at 8.5x15'        | SDA required |



### Compliance with the Comprehensive Plan

The proposal generally complies with the Evanston Comprehensive General Plan with regards to use. The following objectives and actions within the Comprehensive Plan should also be considered:

- *Several of Evanston's major corridors have potential for increased housing and residential/commercial mixed-use development. Along Chicago Avenue, parcels of land are presently available for redevelopment and others may become so in the future. The strong mass transit service along the corridor makes multifamily housing a strong possibility for redevelopment. Such housing will be desirable to both young professional households as well as retirees. Careful design considerations will be important in order to respect the current pedestrian scale of the area and to avoid congestion:* The proposed development is mixed-use with ground floor commercial and 110 apartments within a transit-oriented area. The building separates the commercial/parking function from the residential with different massing. The upper-story setbacks respect the pedestrian scale of this corridor and the zero lot line setback along Chicago Avenue maintains the existing street wall. All vehicle access to the building is designed to come from the alley, which will help to avoid congestion on Chicago Avenue and interference with the primary pedestrian environment in that area.
- *Downtown Evanston is an area undergoing frequent change. There is potential for increased residential activity within the area. New housing development will bring residents close to both the Downtown's variety of businesses and strong mass transit connections to the city of Chicago. In keeping with the pedestrian character of the Central Business District, new developments and adaptive reuses should include ground-floor retail spaces when located on primary retail blocks:* The proposed development includes 110 new residential units with ground floor commercial.
- *Recognize the benefits of mixing residential, commercial, and institutional uses in neighborhoods:* The proposed Planned Development will provide additional housing options for residents including a total of 8 on-site affordable units, and includes 10,832 square feet of ground floor/basement commercial space within the City's Downtown.
- *Preserve neighborhood character while supporting redevelopment efforts that add to neighborhood desirability:* The proposed development separates the commercial/parking function of the building from the residential to attempt to break up the mass of the building. The overall building height is taller than those immediately adjacent to the subject property but is shorter than the building directly across the street (The Park Evanston).
- *Encourage new developments to complement existing street and sidewalk patterns:* The proposed development does not include a new curb cut and driveway onto Chicago Avenue and therefore maintains the existing protected bike lane and requires all building residents and commercial vehicles to access the building from the alley to the east.
- *...Sensitive consideration of scale and design are important to preserve the quality of surrounding neighborhoods:* The upper-story setbacks reduce the bulk/mass of the building in response to the transitional nature of the property.

While a shorter and height-compliant development could be proposed, it would increase the bulk of the building and reduce natural light and airflow to surrounding properties. The 135' tall building is comparable in height to developments to the east/southeast (The Mather at 124' and 500 Davis at 131'), and shorter than developments in the Downtown core to the west (The Park Evanston at 236' tall).

- *Increased housing density should be oriented toward mass transit to help reduce automobile traffic:* The proposed development is located within walking distance of the Davis Street transit station and multiple Pace and CTA bus stops. The proposed development includes 110 bicycle parking spaces for building residents which encourages the use of the protected bike lane that runs in front of the building. The proposed development also provides a parking ratio of 0.39 stalls/DU.
- *Parking requirements should be sufficient to meet the needs of new residents and to prevent a shortage of on-street parking:* The proposed development is located within walking distance of the Davis Street transit station and multiple Pace and CTA bus stops and includes 110 bicycle parking spaces. Capacity exists within the Church Street garage to accommodate additional parking for building tenants, which will help reduce the burden on on-street parking stalls.
- *...Overuse of curb cuts should be discouraged as it increases the frequency at which pedestrians and automobiles cross paths:* The proposed development has removed the previously proposed curb cut on Chicago Avenue. All vehicle traffic into the building will utilize the existing alley.
- *Implement strategies that enhance the economic vitality of Downtown Evanston:* The proposed development provides a mixed-used building that adds additional residents and potential customers to the downtown in addition to new commercial space. This ground floor space replaces some existing locally based businesses that add to the unique character of this stretch of Chicago Avenue. The only tenant within the existing building (La Cosinita) has signed a lease to relocate to The Merion that abuts the subject property to the south.
- *Promote higher-density residential and mixed-use development near transit nodes to support non-automobile-dependent lifestyles:* The proposed development is located within walking distance of the Davis Street transit station and multiple Pace and CTA bus stops and includes 110 bicycle parking spaces for building residents which encourages the use of the protected bike lane that runs in front of the building. The proposed development also provides a parking ratio of 0.39 stalls/dwelling unit.

#### Compliance with the Downtown Plan

This site is within the designated East Edge subarea (pg. 47) and is recognized as a site susceptible to change. The East Edge subarea provides a guideline for mixed-use development with ground floor retail or office and heights between 6 and 10 stories (66 feet to 110 feet) to keep a walkable commercial stretch for this area of the Downtown. The plan does not specify whether the height guideline is based on the zoning height or the overall building height. As based on the zoning height, the proposed building is approximately 5' above the maximum recommended height (less than 5% overage) and is therefore substantially compliant with the plan. As measured from overall height, the

building is approximately 25' above the maximum recommended height. However, the proposed upper-story setbacks minimize the impact of the building height and staff believe that the building meets the intent and spirit of the Downtown Plan with regards to the transitional nature of the property and proposed building height.

The Downtown Plan also highlights the need to maintain a compact, walkable mixed-use transit-oriented character while promoting sustainable development that can be an economic engine. Much of this is provided through the ground floor commercial and the provision of appealing amenities for building residents, such as the bicycle parking room, swimming pool, and dog run area. The green roofs, non-gas features of the residential units, and the applicant's commitment to obtain 3 Green Globes are tangible sustainable features that will be included within the development.

#### Compliance with the Design Guidelines for Planned Developments

The building reduces bulk and mass impacts with the setbacks on floors 4-11 from the north and south property lines, providing terrace space for building residents on the 4th floor as well as a green roof area. The ground floor commercial and parking podium maintains the street wall at a pedestrian scale and helps to break up the perception of the massing for a portion of the façade. The commercial space has been designed to take advantage of the ample sidewalk space for exterior dining, and enlargement to the landscape areas within the streetscape will enhance the pedestrian experience while also preserving 6' for pedestrian clearance.

#### Public Benefits

Public benefits are intended to address impacts development has on the community. The applicant proposes the following public benefits as part of their development package:

1. Alley Improvements – A \$400,000 contribution towards alley improvements, which includes upgrades to the stormwater elements within the alley and resurfacing of the entire alley between Church Street and Davis Street. This is an estimated 80% of the overall project cost. The remaining cost for these improvements will be funded by the City. Adjacent property owners will not be required to contribute.
2. Transportation Improvements – A \$5,000 contribution to the City's Transportation Fund to assist with transportation improvements in the project vicinity.
3. GC Apprenticeship Program - GC will be required to implement an apprentice program to make career opportunities in the building trades available to local residents. The program is intended to create at least 5 apprentice opportunities in the building trades including sponsorship and support of entry into trade union training programs, and a guarantee of employment as an apprentice on the Legacy project during its construction.
4. LEP Participant Hiring - As a condition to being awarded the General Contracting job, Horizon Realty Group will require the GC to hire at least one (1) Local Employment Program (LEP) participant.
5. Education Scholarship Contribution - Partnering with Oakton Community College to fund a property management or building maintenance scholarship program for

students that are residents of Evanston, capped at \$10,000 per student and \$50,000 in the aggregate.

6. Ownership Apprenticeship Program - Enter into a workforce agreement with the City of Evanston whereby Horizon Realty Group shall commit to provide at least one paid apprenticeship program for at least 12 weeks with the intention of providing full-time employment thereafter for a staff position of assistant property manager, assistant building engineer or door attendant.

### **Department Recommendation**

The Community Development Department believes the developer has responded positively to concerns raised by the community in response to previous iterations of this project. The present proposal strikes a reasonable balance between what is achievable from a Code perspective and the transitional nature of the property as outlined in the Downtown Plan. This development will contribute towards several of the goals and objectives within the Climate Action & Resiliency Plan, the Inclusionary Housing Ordinance, the Green Building Ordinance, and the strategic priorities of the City Council. Staff recommends Commissioners review the Planned Development to determine if the applicable standards are met. If the Land Use Commission determines the Standards for Approval are met, the Commission should recommend approval of the request to the City Council, and may include conditions for approval including but not limited to:

1. That up to three (3) on-street parking stalls immediately in front of the subject property be changed to 30-minute-maximum metered stalls;
2. The subject property shall be operated in substantial compliance with the Alley Management Plan for Legacy Apartments, dated 10/9/24. Should use of the alley become problematic, which shall be at the discretion of the City, the applicant agrees to further modify the Alley Management Plan to address any such problems, which may require additional restrictions on move-ins/move-outs, refuse collection, and commercial deliveries, among other strategies for addressing any such problems identified by the City.
3. Residential tenants will be prohibited from obtaining on-street residential parking passes for street parking in the vicinity of the subject property.
4. Prior to appearing before the Planning & Development Committee, the applicant must provide a preliminary Construction Management and Staging Plan that outlines general construction parameters that will be maintained during site development, for review and approval by City staff.
5. The applicant shall enter into a final Construction Management Plan (CMP) with the City of Evanston prior to the issuance of any building or demolition permits. The final CMP must include but is not limited to the following: water and sewer utility connections, construction staging plan, on-street and on-site construction parking restrictions, hours of operation, a plan including cross-sections showing pedestrian access around the site with the use of curb ramps, signage and/or striping, if necessary, foundation survey of surrounding structures including weekly reporting of seismographs for the duration of construction, submittal of environmental testing report prior to construction, visibility diagram for all construction site access points, a proposed schedule for street opening for utility

connections with cross-section details, and project updates via monthly newsletter and project website.

6. Compliance with all applicable related regulations including but not limited to the Inclusionary Housing Ordinance and the Green Building Ordinance, and the Bird Friendly Building Design Ordinance.
7. Applicant must enter into the appropriate agreement with the City for the encroachment of any building (balcony, canopy, etc.) or site elements within the public ROW.
8. The subject property will provide and maintain a connection to the abutting property to the south which shall allow and provide for adequate egress through the subject property as necessary for the abutting property to the south to comply with any applicable Building Code or Life/Safety requirements.
9. Substantial compliance with the documents and testimony on record.

### **Standards for Approval**

Prior to making a recommendation of approval, approval with conditions, or denial of any Special Use for a Planned Development, the LUC must review the request against the following standards: 1) Standards for Special Uses (§6-3-5-10) 2) Standards for Planned Developments (§6-3-6-9) and 3) and General Conditions, Site Controls, and Standards for Planned Developments in the Downtown zoning districts (§6-11-1-10). As the Commission makes its findings, it may also consider how the requested planned development provides public benefits, as listed in §6-3-6-3.

For the Land Use Commission to recommend that the City Council grant a Special Use, the Land Use Commission must find that the proposed Special Use:

- A.** Is one of the special uses specifically listed in the zoning ordinance;
- B.** Is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time;
- C.** 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;
- D.** Does not interfere with or diminish the value of property in the neighborhood;
- E.** Can be adequately served by public facilities and services;
- F.** Does not cause undue traffic congestion;
- G.** Preserves significant historical and architectural resources;
- H.** Preserves significant natural and environmental features; and
- I.** 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.

For the Land Use Commission to recommend that the City Council grant a Special Use for the Planned Development with the requested Site Development Allowances, the Land Use Commission must find:

- A. 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.
- B. The proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property.
- C. 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.
- D. The proposed development aligns with the current and future climate and sustainability goals of the City.
- E. 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).

For the Land Use Commission to recommend that the City Council grant a Special Use for the Planned Development with the requested Site Development Allowances in the D4 Downtown Transition District, the Land Use Commission must find:

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 §6-1-2, "Purpose and Intent."

If the proposed planned development is for a property listed as an Evanston landmark, or for property located within a historic district listed on the National Register of Historic Places or for property located within a historic district so designated by the Evanston Preservation Commission, the planned development shall be compatible with the "Secretary of the Interior's Standards for Rehabilitation" as set forth in the National Historic Preservation Act of 1966, as amended.

- 2. Each planned development shall enhance the identity and character of the downtown, by preserving where possible character-giving buildings, enhancing existing streetscape amenities, maintaining retail continuity in areas where it is prominent, strengthening pedestrian orientation and scale, and contributing to the mixed-use vitality of the area.
- 3. Each planned development shall be compatible with and implement the adopted Comprehensive General Plan, as amended, the Plan for Downtown Evanston, any adopted land use or urban design plan specific to the area, this Zoning Ordinance, and any other pertinent City planning and development policies, particularly in terms of: (a) Land use (b) Land use intensity (c) Housing (d) Preservation (e) Environmental (f) Urban design (g) Traffic impact and parking (h) Impact on schools, public services and facilities (i) Essential character of the downtown district, the

surrounding residential neighborhoods, and abutting residential lots (j) Neighborhood planning (k) Conservation of the taxable value of land and buildings throughout the City, and retention of taxable land on tax rolls.

4. 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.

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.

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

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 or interpolated from the Plan for Downtown Evanston, and the City's Manual of Design Guidelines or in common use by design professionals.

1. Walkways developed for a planned development shall form a logical, safe and convenient system for pedestrian access to all project facilities and off-site destinations likely to attract substantial pedestrian traffic. Pedestrian ways shall not be used by other automotive traffic.
2. 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 and, where possible, provide additional parking beyond that required for the planned development to service the downtown district in which it is located.

3. Principal vehicular access points shall be designed to permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. If the planned development employs local streets within the development, said streets shall not be connected to streets outside the development in such a way as to encourage their use by through traffic.
4. 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, treatment of turf, and maintenance of facilities.
5. For every planned development there shall be provided a market feasibility statement that shall indicate the consumer market areas for all uses proposed in the development, the population potential of the area or areas to be served by the uses proposed and other pertinent information concerning the need or demand for such uses of land.
6. For every planned development there shall be provided a traffic circulation impact study which shall show the effect of all proposed uses upon adjacent and nearby roads and highways. The study shall also show the amount and direction of anticipated traffic flow and clearly describe what road and traffic control improvements might become necessary as a result of the construction of the proposed development.
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.

Finally, in relation to Standard 6-3-6-9(E), below are examples of “the public benefits to the surrounding neighborhood and the City as a whole that are intended to be derived from the approval of planned developments, [which] include, but are not limited to:”

- A. Preservation and enhancement of desirable site characteristics and open space.
- B. A pattern of development which preserves natural vegetation, topographic and geologic features.
- C. Preservation and enhancement of historic and natural resources that significantly contribute to the character of the City.
- D. Use of design, landscape, or architectural features to create a pleasing environment or other special development features.
- E. Provision of a variety of housing types in accordance with the City's housing goals.
- F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation.
- G. Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base.



- H. The efficient use of the land resulting in more economic networks of utilities, streets, schools, public grounds, buildings, and other facilities.
- I. 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.

### **Action by the Commission**

After making findings of fact as to whether or not the requested Special Use for a Planned Development with Site Development Allowances (zoning relief) meets or does not meet the aforementioned standards, the Land Use Commission may make a recommendation or recommendations to the Planning & Development Committee of the City Council to approve, approve with conditions, or deny the zoning relief as requested.

The Land Use Commission is the recommending body and the City Council is the determining body.

### **Attachments**

1. Aerial
2. Streetview Image
3. Zoning Map
4. Project Narrative
5. Plans
6. Fiscal Impact Analysis
7. Market Feasibility Study
8. Traffic Impact Study
9. Alley Management Plan
10. Application Materials
11. Inclusionary Housing Application
12. Statement of Public Benefits
13. Applicant Response to Zoning Approval Standards
14. Zoning Analysis Report/Summary
15. Applicant Response to PRO Team comments
16. Design Evanston Review Comments
17. LRS Review Letter
18. Letters of Support (Applicant Provided)
19. Public Comments
20. Public Mailing Card

**Exhibit 1: Prior Development Proposals**

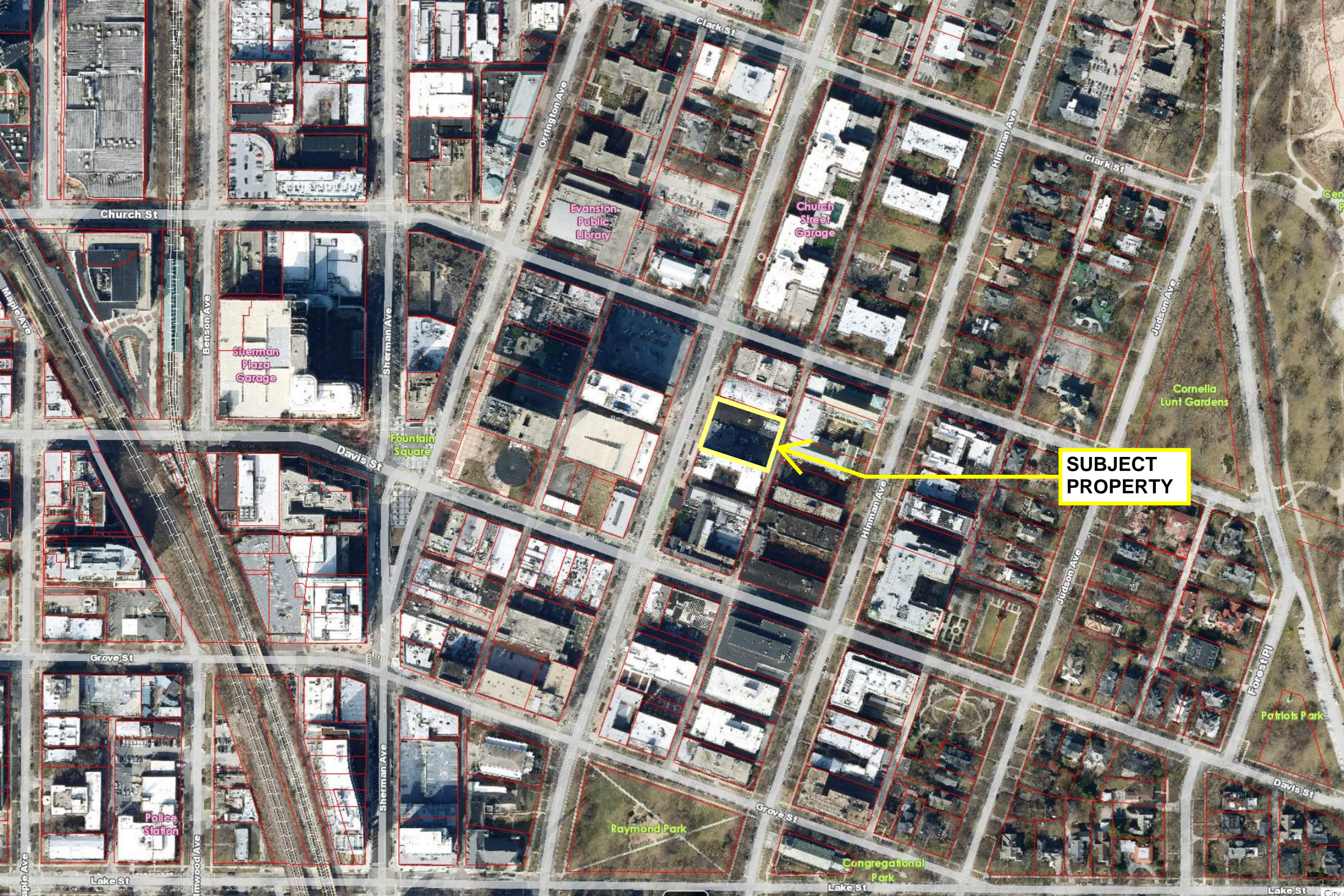


| <u>2020</u>            |                   |
|------------------------|-------------------|
| <u>Zoning Height:</u>  | Approx. 185'      |
| <u>Overall Height:</u> | Approx. 185'      |
| <u>Dwelling Units:</u> | 215               |
| <u>F.A.R.:</u>         | 10.38             |
| <u>Total Parking:</u>  | 85 (.40 per unit) |
| <u>Commercial:</u>     | 3,289 sq. ft.     |

| <u>2022</u>            |                   |
|------------------------|-------------------|
| <u>Zoning Height:</u>  | Approx. 175'      |
| <u>Overall Height:</u> | Approx. 195'      |
| <u>Dwelling Units:</u> | 180               |
| <u>F.A.R.:</u>         | 7.8               |
| <u>Total Parking:</u>  | 57 (.32 per unit) |
| <u>Commercial:</u>     | 7,192 sq. ft.     |

| <u>2023</u>            |                   |
|------------------------|-------------------|
| <u>Zoning Height:</u>  | Approx. 145'      |
| <u>Overall Height:</u> | Approx. 165'      |
| <u>Dwelling Units:</u> | 140               |
| <u>F.A.R.:</u>         | 6.33              |
| <u>Total Parking:</u>  | 57 (.41 per unit) |
| <u>Commercial:</u>     | 7,195 sq. ft.     |

| <u>Current Proposal</u> |                   |
|-------------------------|-------------------|
| <u>Zoning Height:</u>   | Approx. 115'      |
| <u>Overall Height:</u>  | Approx. 135'      |
| <u>Dwelling Units:</u>  | 110               |
| <u>F.A.R.:</u>          | 5.29              |
| <u>Total Parking:</u>   | 48 (.44 per unit) |
| <u>Commercial:</u>      | 10,832 sq. ft.    |



**SUBJECT  
PROPERTY**

Church St

Clark St

Orrington Ave

Minnman Ave

Clark St

Evanston  
Public  
Library

Church  
Street  
Garage

Benson Ave

Sherman  
Plaza  
Garage

Sherman Ave

Judson Ave

Cornelia  
Lunt  
Gardens

Fountain  
Square

Davis St

**SUBJECT  
PROPERTY**

Minnman Ave

Judson Ave

Grove St

Forest Pl

Patto's Park

Police  
Station

Raymond Park

Congregational  
Park

Maple Ave

Lake St

Linwood Ave

Sherman Ave

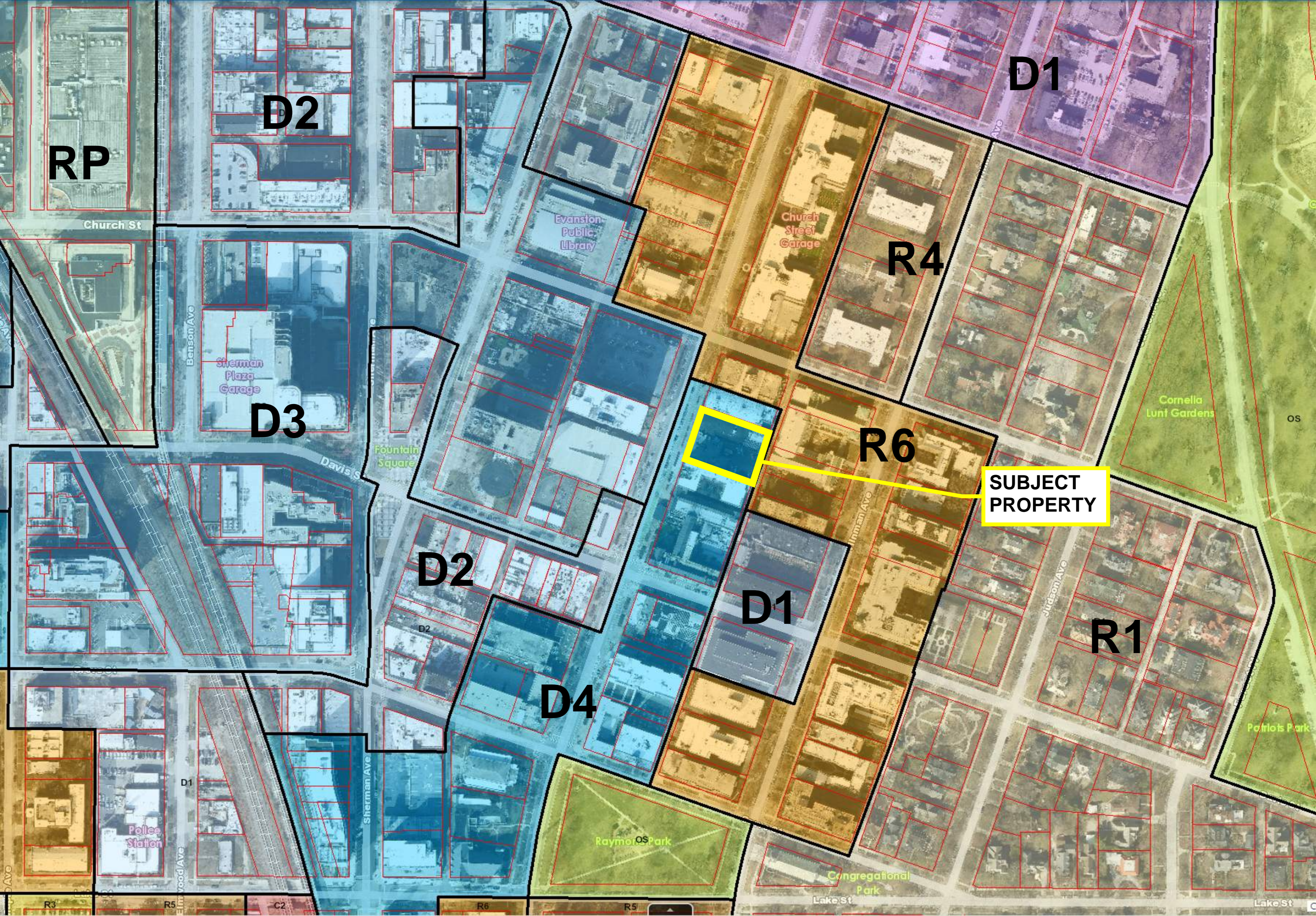
Grove St

Davis St

Lake St

**SUBJECT  
PROPERTY**





**RP**

**D2**

**D1**

Church St

Evanston  
Public  
Library

Church  
Street  
Garage

**R4**

Benson Ave

Sherman  
Plaza  
Garage

**D3**

Fountain  
Square

**R6**

**SUBJECT  
PROPERTY**

Cornelia  
Lunt Gardens

Davis St

**D2**

**D1**

**R1**

Inman Ave

Judson Ave

**D4**

Raymor OS Park

Congregational  
Park

Polio's Park

D1

Police  
Station

Elmwood Ave

Sherman Ave

R3

R5

C2

R6

R5

Lake St

Lake St

**The Legacy**  
**1621-31 Chicago Avenue**  
**Proposed Planned Development**  
**NARRATIVE**

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**I. Applicant**

Horizon Group XXIII, LLC (“Applicant”) is also the owner of 1621-31 Chicago Avenue (“Property”). Horizon Realty Group (established in 1984) is an experienced real estate development firm which owns and operates 26 apartment buildings in the Lincoln Park, Lakeview, Uptown, Edgewater and South Loop neighborhoods in Chicago, and The Merion senior living building at 1611 Chicago Avenue in Evanston (“The Merion”).

Horizon Realty Group purchased The Merion in 2012 which at that time was in severe disrepair. While the more profitable avenue would have been to convert The Merion to market rate apartments, the Applicant pursued a course of action that was ethically superior by maintaining and enhancing the existing home for many of Evanston’s seniors. The Applicant invested more than \$40 million into the renovation of The Merion and provided residents what they had long desired and deserved which was and is a modern and luxurious facility that supports them in their senior years.

With its proposed redevelopment of the Property, Horizon Realty Group will further its commitment to the City of Evanston through its proposed mixed-use development referred to as “The Legacy.” The Legacy will achieve economic growth in the City of Evanston’s downtown, while creating new living opportunities, expanding the City’s tax base and bringing new shoppers and business customers to downtown Evanston.

**II. Modifications**

The Applicant has made significant changes to the project as compared to its prior applications submitted in 2018 and March 2022. The changes include the following:

- A. Further reduced building height by 36%, from 211’8” to 165’0” and now to 135’.
- B. Further reduced the number of stories by 36%, from 19 to 15 and now to 12.
- C. Parking ingress relocated from Chicago Avenue to alley at the request of City staff.
- D. Further reduced density by reducing the number of dwelling units by 54%, from 240 to 140 and now to 110.
- F. Changed the exterior wall materials from predominantly painted concrete to predominantly tinted glass on the residential floors and masonry brick at the base. A redesign of the base of the building was also undertaken to address community comments.
- G. Doubled the number of loading berths from one (1) to two (2).
- H. Increased the overall public benefits including a revised and improved Alley Management Plan (including in the application materials), which includes: 1) Applicant’s commitment to fund

\$400,000 toward the alley resurfacing cost, with the City agreeing to pay for the balance of the cost, with no contribution required from neighbors also abutting the alley from Church to Davis Streets; and 2) Applicant's revised commitment to manage the alley in concert and cooperation with adjacent neighbors and Evanston in a manner so as to reduce alley congestion, and improve safety in the alley with the inclusion of lighting and security cameras.

- I. Furthering an already strong commitment to sustainability and solid environmentally friendly features such that the building now includes the commitment of an all-electric, residential portion of the building.

### **III. Existing Site Conditions**

The Subject Property, consisting of 21,644 sq. ft., is located at 1621-31 Chicago Avenue, within the D4 Downtown Transition District. The Subject Property is improved with a 1- story masonry commercial building that is functionally obsolete and vacant.

### **IV. Description of adjacent land uses and neighborhood characteristics**

The Legacy will be set immediately north of The Merion senior living residences which was redeveloped by Horizon Realty Group. Further north of the Property is Prairie Moon (1635 Chicago Avenue). The corner of Chicago Avenue and Church Street is an eight-story condominium building at 522 Church Street, built in 1982. Behind The Legacy property and across the alley is the First United Methodist Church, built in 1911 at 516 Church Street and with entrances also on Hinman Avenue. The church's parking lot is adjacent to the alley that runs north-south between The Legacy property and the church. Directly across Chicago Avenue is the 24-story, 236 foot tall, Park Evanston, with 283 rental units, built in 1997 along with the adjacent Whole Foods store. This site was the subject of Evanston's first Tax Increment Finance district, replacing the headquarters of Washington National Insurance Company.

### **V. Proposed Planned Development**

The Applicant is seeking a Special Use Permit for a Planned Development ("PD") in order to permit the construction of a new 11-story, plus partial, setback, amenity and mechanical 12<sup>th</sup>- floor penthouse. The proposed mixed-use building will contain a) approximately 7,000 sq. ft. of ground commercial space; b) forty-eight (48) parking spaces within the 2nd and 3rd floors; c) 110 dwelling units located within the 3rd-11th floors, d) two loading berths, e) a bicycle storage room with 1:1 bicycle parking, and f) an amenity level on the 12h floor. The maximum height of the proposed building is 135 feet (zoning height of 114.7 feet).

### **VI. Proposed 12-story Mixed Use Building**

#### **A. Retail/Commercial Units**

Retail/commercial space of approximately 7,000 sq. ft. located within the first floor of the proposed mixed-use building. The Applicant plans to focus on continuing to lease to small, locally owned business(es) including a possible restaurant. The Applicant plans to establish a well-landscaped outdoor sidewalk dining / open air features as part of its retail space.

**B. Amenity/Lobby space**

The proposed mixed-use building's first floor will also include a lobby and bike room, containing 110 bicycle parking spaces. The lobby entrance is located directly off of Chicago Avenue. The Applicant shall also provide 8 exterior bicycle spaces for the use and enjoyment of visitors and guests of the Legacy.

**C. Parking**

The second and third floors of the proposed mixed-use building will include 48 dedicated automobile parking spaces for building residents. The Property is in a Transit Served Location, given its close proximity to public transportation. As a result, the proposed 48 residential parking spaces will adequately serve the anticipated parking demand. However, if there is an increase in parking demand, the Applicant commits to leasing parking spaces from the City of Evanston's Church Street garage for the benefit of its residents.

**D. Residential dwelling units (3rd – 11th floors)**

With a mix of studio, one-, and two-bedroom apartments, including 8 affordable units.

**E. 11-story, plus partial, setback, amenity and mechanical 12th- floor penthouse.**

The amenity level will include a lounge, dog run and swimming pool for the use by building residents.

**VI. IHO Units**

The Applicant will provide eight (8) IHO units at 60% AMI. The unit mix and location of the IHO will comply with the Inclusionary Housing Ordinance (Chapter 5-7 of the Evanston Code of Ordinances).

The IHO requirement is calculated as follows:

78 base dwelling units proposed by the Applicant, with 10% inclusionary dwelling units (8 rounded up). As the subject property is located within a D4 District, each inclusionary unit yields four (4) bonus market rate units for a total of 32 bonus market rate units for a total of 110 new units for Evanston's downtown. The Legacy would be the first market-rate building in the First Ward with IHO units.

**VII. Site Access**

Access to The Legacy is directly off of Chicago Avenue through its lobby entrance. In response to the review of the plans for The Legacy's 2018 development plan, the garage entry/exit is off of the alley, instead of Applicant's previously proposed porte cochere which would have avoided the use of the alley for automobile access to the parking garage. The 2018 plan for a porte cochere would also have created a pick-up, drop-off, and delivery parking area on private property within the development. At the request of City staff, the Applicant has revised its plans to shift the parking ingress and egress to the alley. The Applicant has also added a proposed short-term, 30 minute, loading zone in lieu of three on-street parking spaces as depicted on the attached site plan.

**VIII. Building Materials**

The Applicant has incorporated modern façade materials and glass into the design of the proposed mixed-use building. The proposed building will consist of concrete frame, predominately glass clad (with bird strike deterrent glass where required). The building materials have been changed on the



lower floors to masonry brick application in congruence with surrounding structures. The proposed building is slimmer and sleeker in design than Applicant's 2018 building design.

#### **IX. Environmental Efficiencies**

The Applicant plans to provide the following environmental efficiencies:

- A. Green Globes certification: 3 Green Globes
- B. Compliance with Bird Friendly requirements
- C. EV parking spaces
- D. Bike room with storage for 110 bikes
- E. Waste composting and recycling.
- F. All-electric residential portion of the building.

#### **X. Labor and Educational Offerings**

As set forth in the Public Benefits statement, the Applicant remains committed to:

- A. The GC Apprenticeship Program.
- B. LEP Participant Hiring.
- C. Education Scholarship Contribution
- D. Ownership Apprenticeship Program

#### **XI. Economic Impacts**

Along with the redevelopment of the Property, the City of Evanston will achieve direct and indirect economic benefits. In terms of property taxes, beginning in 2029, the proposed development is estimated to pay over \$718,000 annually, which is nearly seven times more than the Subject Property currently yields. The City of Evanston's share in 2029 will be approximately \$112,000 compared to the approximately \$16,000 it currently receives. Additionally, beginning in 2028, with the building fully occupied, the residents and patrons of the building will spend approximately \$7.15 million annually in the local economy of Evanston, generating almost \$300,000 in new sales tax revenue for the community each year. In addition, the new residents will also generate over \$56,000 annually in new income tax and utility taxes to the City of Evanston.



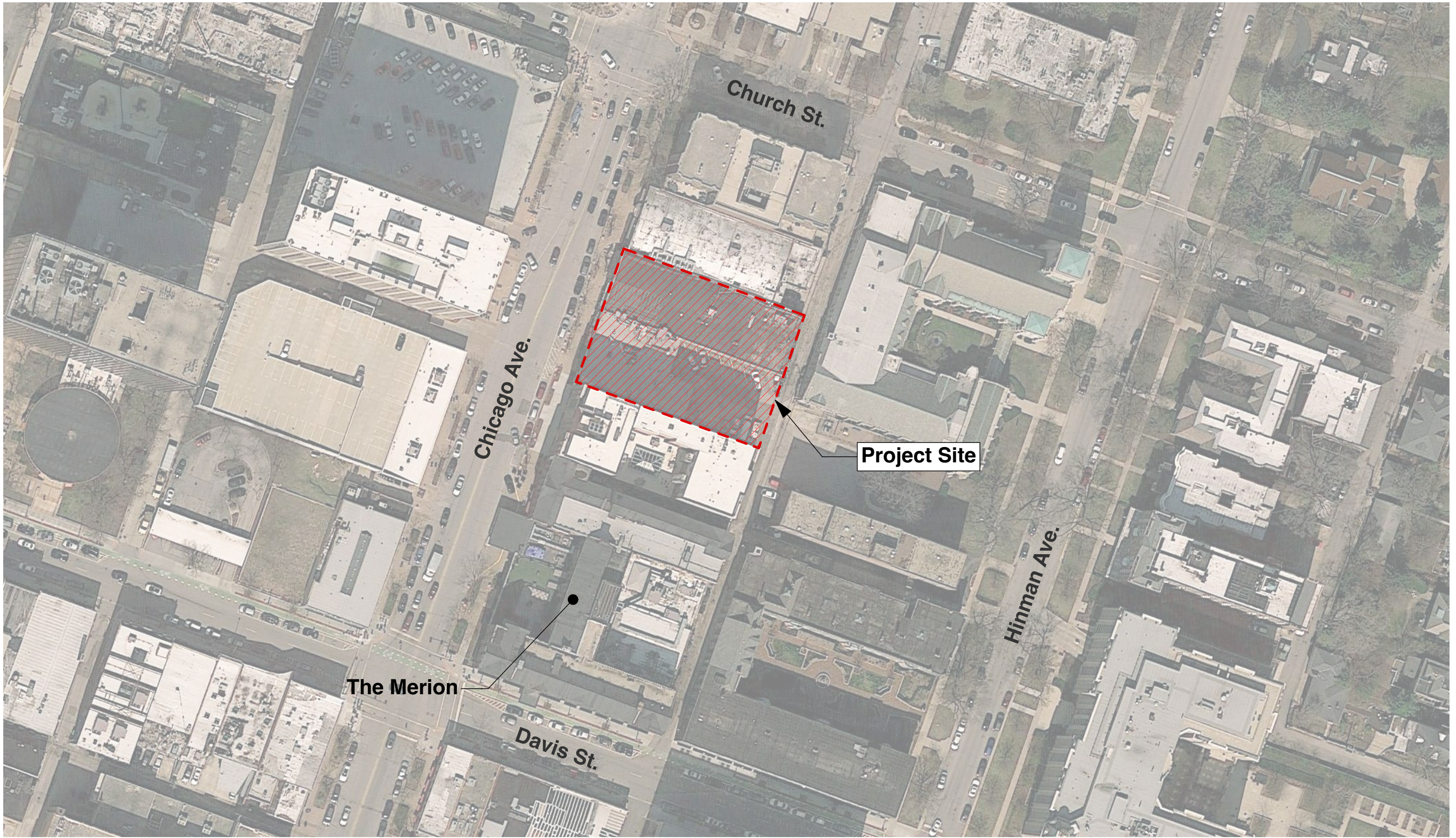
**1621-31 Chicago Ave. - Evanston, IL**



Area Map  
8/20/24



PAPPAGEORGE  
HAYMES



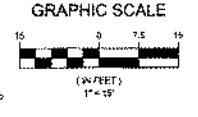
**1621-31 Chicago Ave. - Evanston, IL**



Area Map  
8/20/24



PAPPAGEORGE  
HAYMES

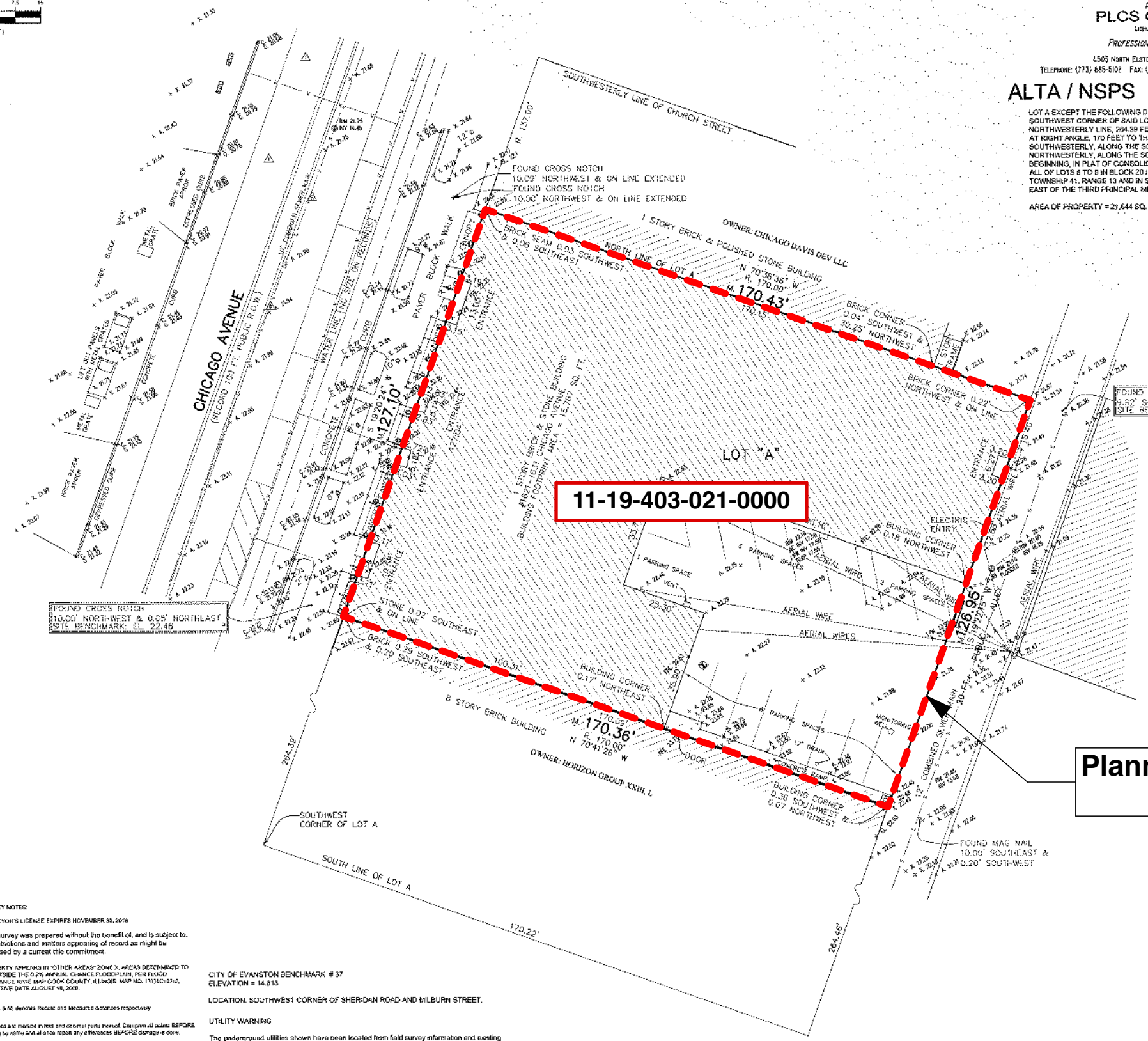


**GREMLEY & BIEDERMANN**  
 A Division of  
**PLCS Corporation**  
License No. 184-005312  
 PROFESSIONAL LAND SURVEYORS  
 1505 NORTH ELSTON AVENUE, CHICAGO, IL 60630  
 TELEPHONE: (773) 685-5102 FAX: (773) 286-4084 EMAIL: INFO@PLCS-SURVEY.COM

**ALTA / NSPS Land Title Survey**

LOT A EXCEPT THE FOLLOWING DESCRIBED PROPERTY: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT; THENCE NORTHEASTERLY, ALONG THE NORTHWESTERLY LINE, 264.39 FEET; THENCE SOUTHEASTERLY AT APPROXIMATELY AT RIGHT ANGLE, 170 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT; THENCE SOUTHWESTERLY, ALONG THE SOUTHEASTERLY LINE, 264.48 FEET; THENCE NORTHWESTERLY, ALONG THE SOUTHWESTERLY LINE, 170 FEET TO THE POINT OF BEGINNING, IN PLAT OF CONSOLIDATION OF LOT 4 (EXCEPT THE NORTH 5 FEET) AND ALL OF LOTS 5 TO 9 IN BLOCK 20 IN THE VILLAGE OF EVANSTON IN SECTION 13, TOWNSHIP 41, RANGE 13 AND IN SECTIONS 7, 18 AND 19 IN TOWNSHIP 41, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.  
 AREA OF PROPERTY = 21,844 SQ. FT. OR 0.50 ACRES MORE OR LESS

- LEGEND**
- ☉ Storm CB
  - ☉ San Storm Combo MH
  - ☉ Water Hurd Hole
  - ☉ Water Meter
  - ☉ Water Fire Hydrant
  - ☉ Utility Pole
  - ☉ Guy Anchor
  - ☉ Electric Vault
  - ☉ Electric Meter
  - ☉ Electric Light Pole
  - ☉ Electric Mounted Wall Light
  - ☉ Electric Outlet
  - ☉ Gas Meter
  - ☉ Tree - Deciduous
  - ☉ Parking Meter
  - ☉ Sign Post
  - ☉ Bumper Post
  - ☉ Ure Rock
  - ☉ Unclassified Manhole
  - ☉ HK Nail
  - ☉ Cut Cross
  - ☉ J.U.E. Mark - Telephone
  - ☉ J.U.E. Mark - Water
  - ☉ Monitoring Well
- A = ASPHALT ELEVATION  
 GR = GRAVEL ELEVATION  
 FFE = FINISHED FLOOR ELEVATION  
 W = WALK ELEVATION  
 X = CONCRETE ELEVATION  
 TOE = TOP OF SLOPE ELEVATION  
 TOS = TOP OF BANK ELEVATION  
 C = CURB ELEVATION  
 G = GUTTER ELEVATION  
 EL = ELEVATION



**11-19-403-021-0000**

**Planned Development Boundary**

**SURVEY NOTES:**

SURVEYOR'S LICENSE EXPIRES NOVEMBER 30, 2018  
 This survey was prepared without the benefit of, and is subject to, all restrictions and matters appearing of record as might be disclosed by a current title commitment.

PROPERTY AREAS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS (MAP NO. 170102240), EFFECTIVE DATE AUGUST 19, 2008.

Note R, & M, denotes Recent and Measured distances respectively  
 Distances are marked in feet and decimal parts thereof. Distances adjacent BEFORE are followed by minus and all other reports are effective UNLESS otherwise stated.

For easements, building lines and other restrictions not shown on this plat refer to your plat(s), deed, contract, site plan and local building regulations.  
 NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted herein the Bearing Basis, Elevation Datum and Coordinate System shall be as SHOWN.  
 UTM/ETRS89 GRENLEY & BIEDERMANN, INC. 2017 "All Rights Reserved"

CITY OF EVANSTON BENCHMARK # 37  
 ELEVATION = 14.813  
 LOCATION: SOUTHWEST CORNER OF SHERIDAN ROAD AND MILBURN STREET.

**UTILITY WARNING**  
 The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.  
 Call DIGGER - (312) 744-7000 within the City of Chicago.  
 Outside of the City of Chicago call J.U.L.I.E. (800) 862-0123 prior to construction or excavation.

LEGAL DESCRIPTION UPDATED AND STRIPING ADDED APRIL 30, 2018 (JMB)  
 REGENERATED APRIL 30, 2018 PER ORDER 2018-2304 (JMB)

|            |                      |         |                        |          |               |
|------------|----------------------|---------|------------------------|----------|---------------|
| ORDER NO.  | 2017-23693-001       | DATE    | MAY 14 2018            | PAGE NO. | 1 OF 1        |
| ORDER BY   | HORIZON REALTY GROUP | PROJECT | 1621-31 CHICAGO AVENUE | DATE     | APRIL 30 2018 |
| ORDERED BY | GREMLEY & BIEDERMANN | DATE    | APRIL 30 2018          | SCALE    | AS SHOWN      |

6:\CAD\2017\2017-23693\2017-23693-001.dwg

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 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, 7(a), 7(b)(1), 8, 9, 11 and 20 of Table A thereof.

The field work was completed on APRIL 30, 2018  
 Date of Plat May 1, 2018  
 By: [Signature]  
 Robert G. Biedermann  
 Professional Illinois Land Surveyor No. 2382



**1621-31 Chicago Ave. - Evanston, IL**

**Planned Development Boundary**  
 8/20/24

**PAPPAGEORGE HAYMES**



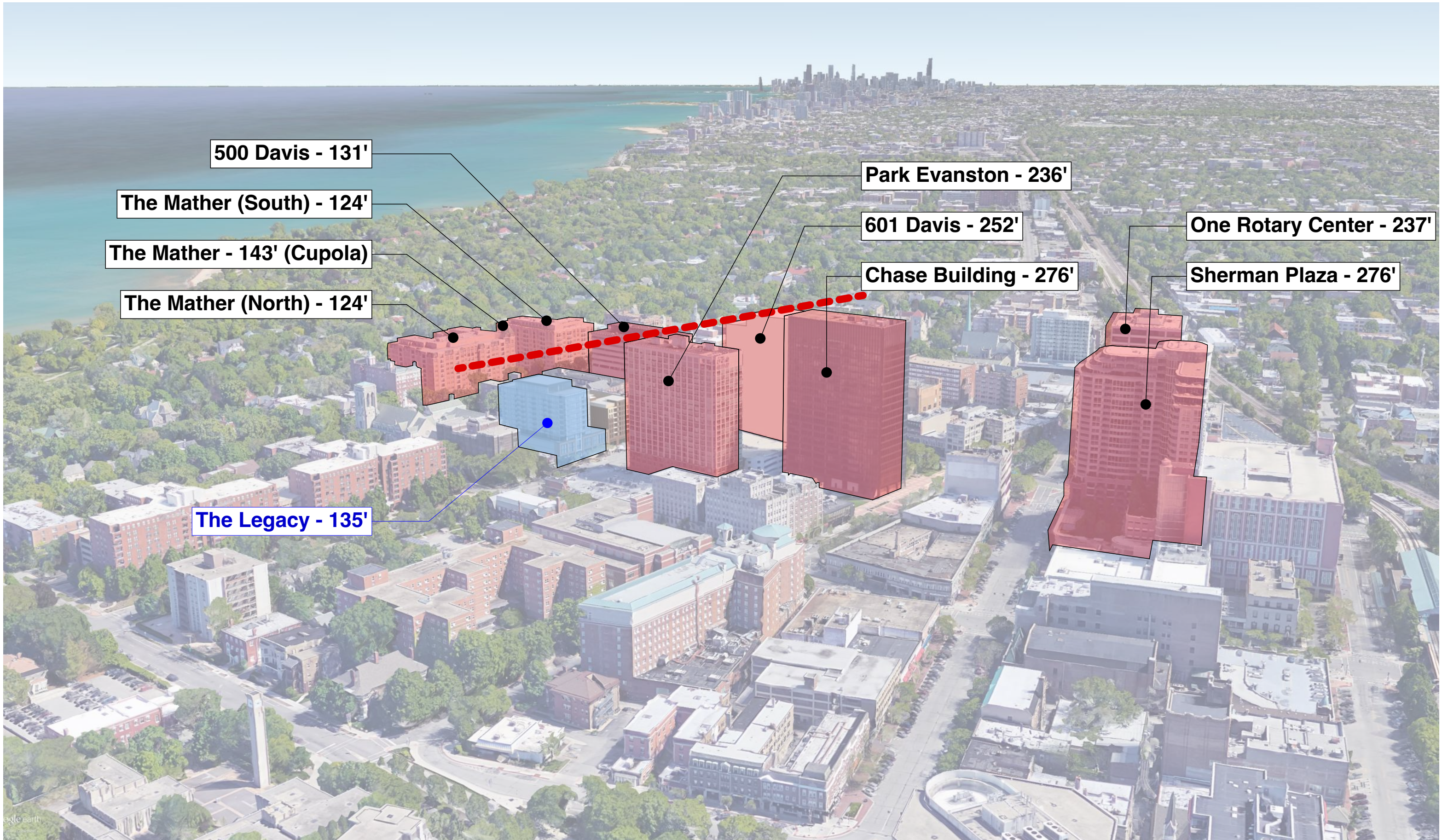
google earth



**1621-31 Chicago Ave. - Evanston, IL**

**Context View from Northwest**  
8/20/24

**PAPPAGEORGE**  
**HAYMES**



500 Davis - 131'

The Mather (South) - 124'

The Mather - 143' (Cupola)

The Mather (North) - 124'

The Legacy - 135'

Park Evanston - 236'

601 Davis - 252'

Chase Building - 276'

One Rotary Center - 237'

Sherman Plaza - 276'

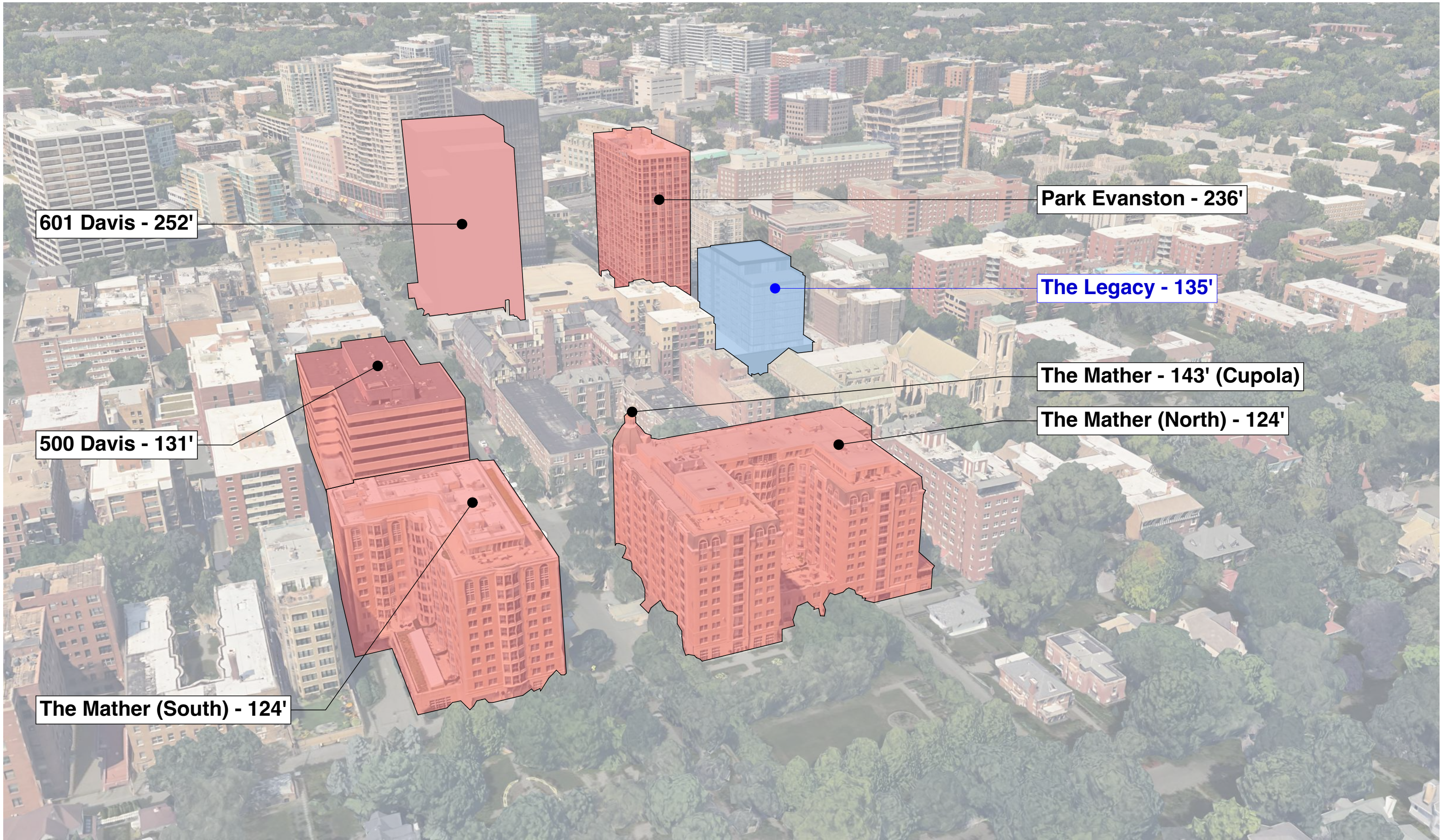


**1621-31 Chicago Ave. - Evanston, IL**

**Context View from East**  
8/20/24

**PAPPAGEORGE  
HAYMES**





601 Davis - 252'

Park Evanston - 236'

The Legacy - 135'

500 Davis - 131'

The Mather - 143' (Cupola)

The Mather (North) - 124'

The Mather (South) - 124'



1621-31 Chicago Ave. - Evanston, IL

Context View from East  
8/20/24

PAPPAGEORGE  
HAYMES





**1621-31 Chicago Ave. - Evanston, IL**

**Aerial from Northwest**  
10/7/24

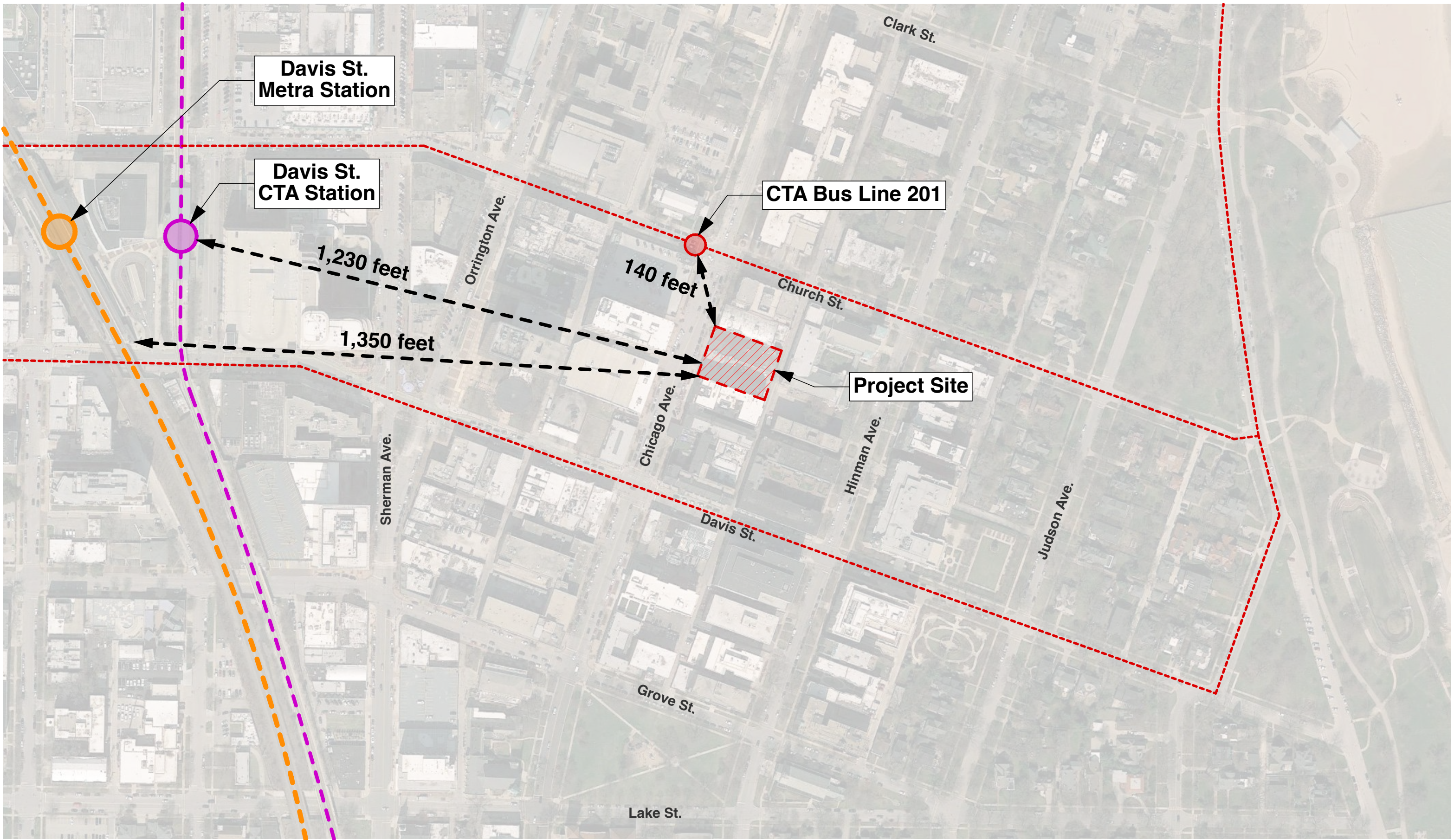
**PAPPAGEORGE  
HAYMES**



**Chicago Ave. Looking North**



**Location of New Structure**



**Davis St.  
Metra Station**

**Davis St.  
CTA Station**

**CTA Bus Line 201**

**Project Site**

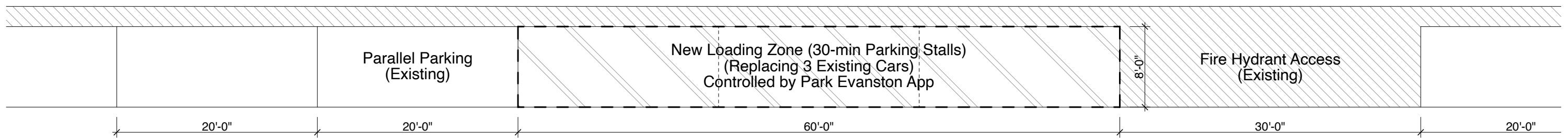
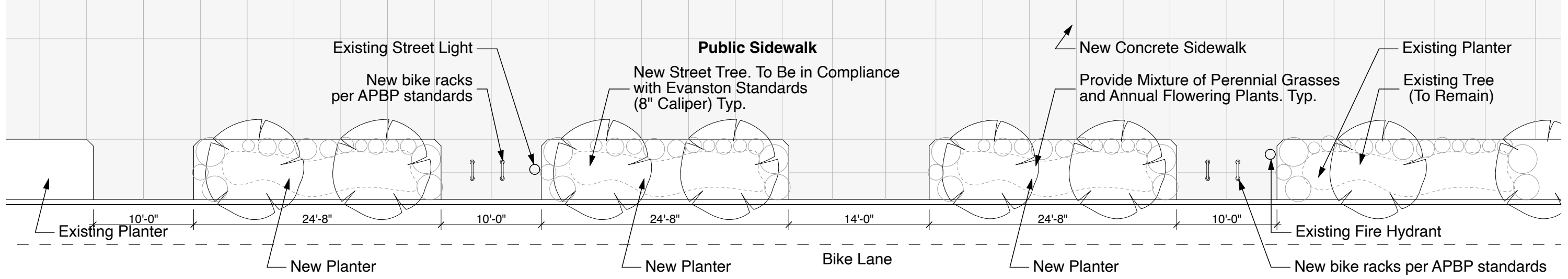
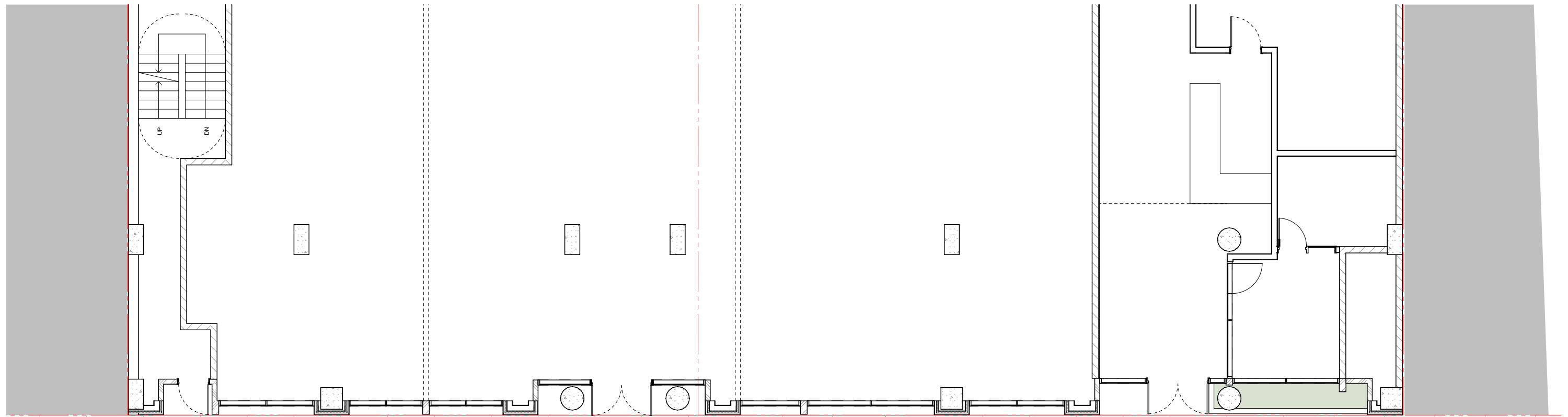
1,230 feet

1,350 feet

140 feet

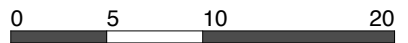
**1621-31 Chicago Ave. - Evanston, IL**





# Chicago Ave

**Landscaping Plan**  
SCALE: 1" = 10'

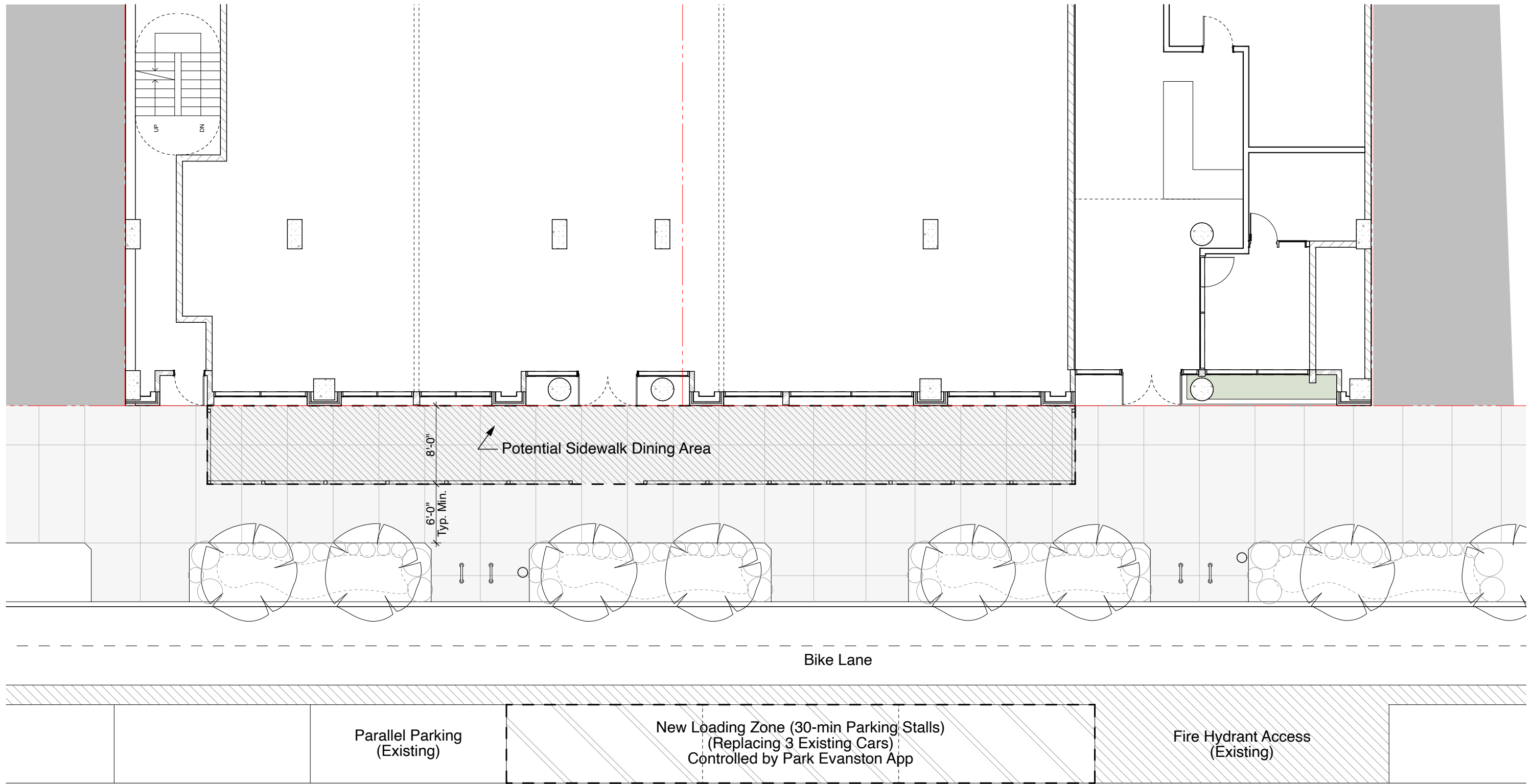


**1621-31 Chicago Ave. - Evanston, IL**

**Landscape Plan**  
8/20/24



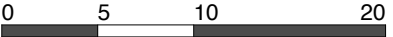
**PAPPAGEORGE HAYMES**



# Chicago Ave

## Sidewalk Dining Plan

SCALE: 1" = 10'



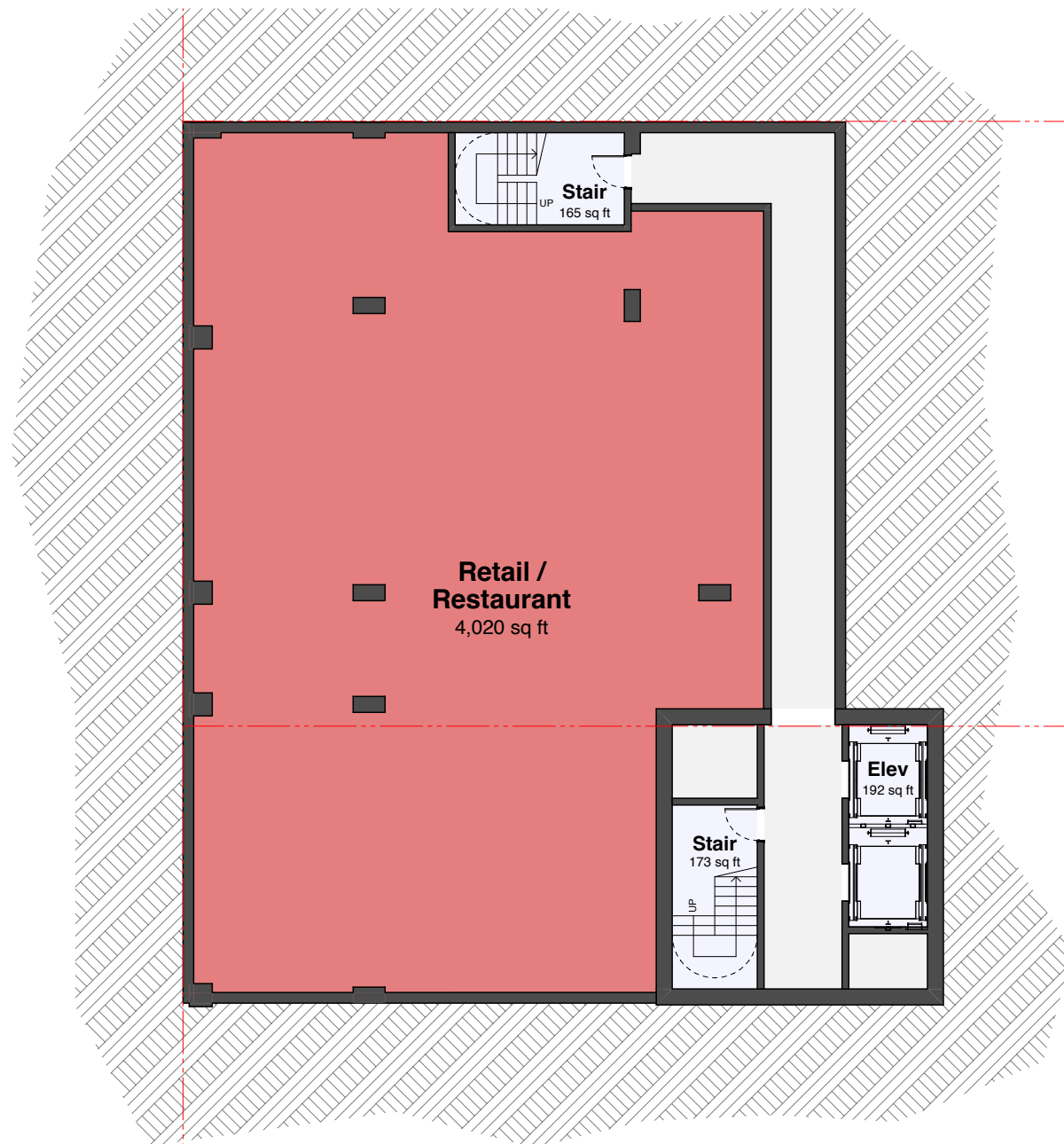
1621-31 Chicago Ave. - Evanston, IL

Sidewalk Dining Plan

8/20/24

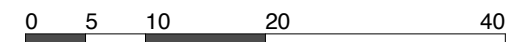


PAPPAGEORGE  
HAYMES



**Basement Floor Plan**

SCALE: 1/16" = 1'-0"



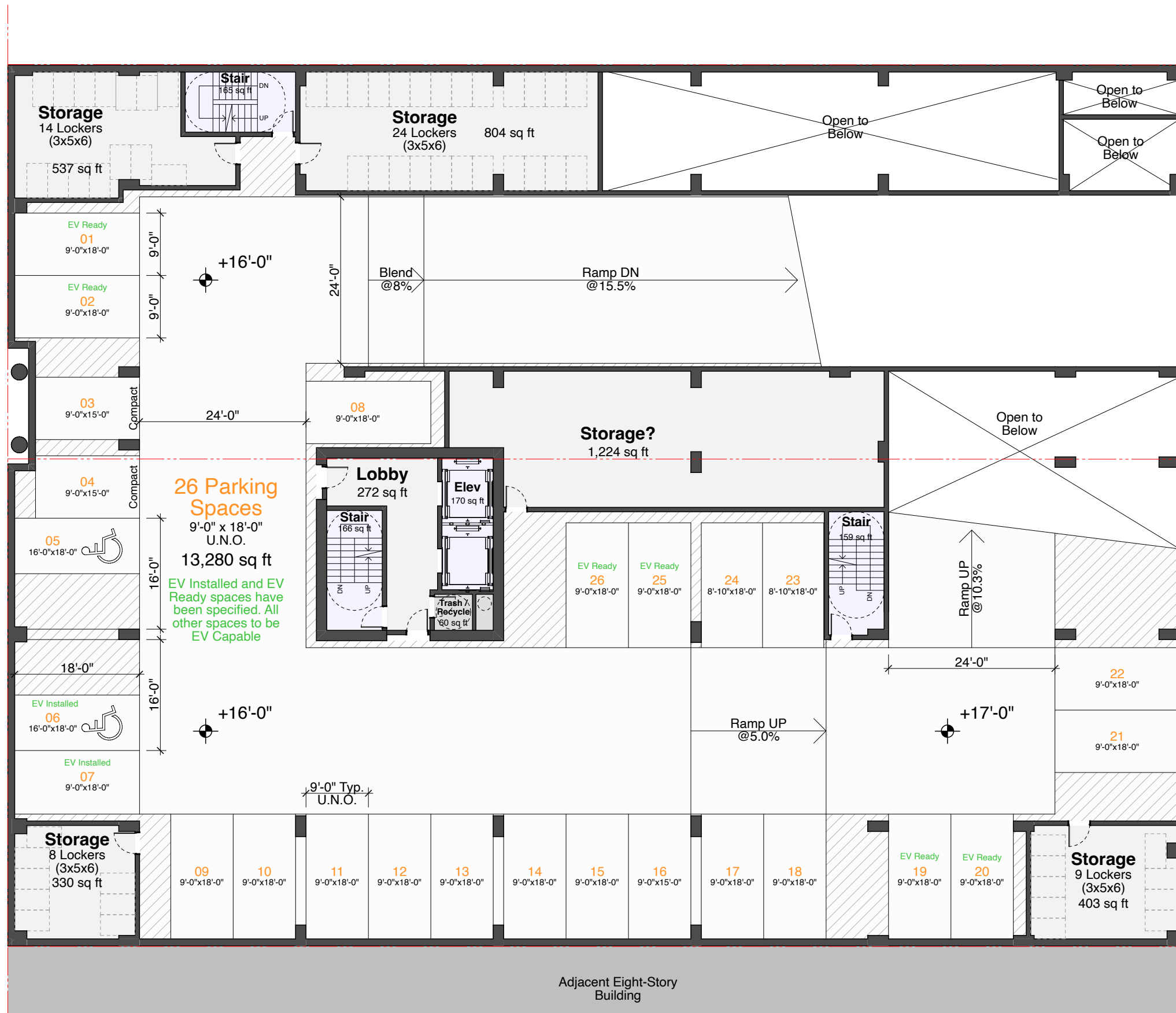
# Chicago Ave



**Ground Floor Plan**

SCALE: 1/16" = 1'-0"

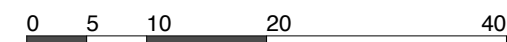




**48 Total Parking Spaces**  
 5 (10.4%) EV-Installed Spaces  
 10 (20.8%) EV-Ready Spaces  
 33 (68.8%) EV-Capable Spaces  
*(Per Section 406.2.7 of the 2021 IBC)*

**Parking Space Types**  
 44 Standard  
 2 Compact  
 2 ADA Accessible

**Second Floor**  
 SCALE: 1/16" = 1'-0"



**1621-31 Chicago Ave. - Evanston, IL**

**Second Floor**  
 8/20/24



**PAPPAGEORGE HAYMES**



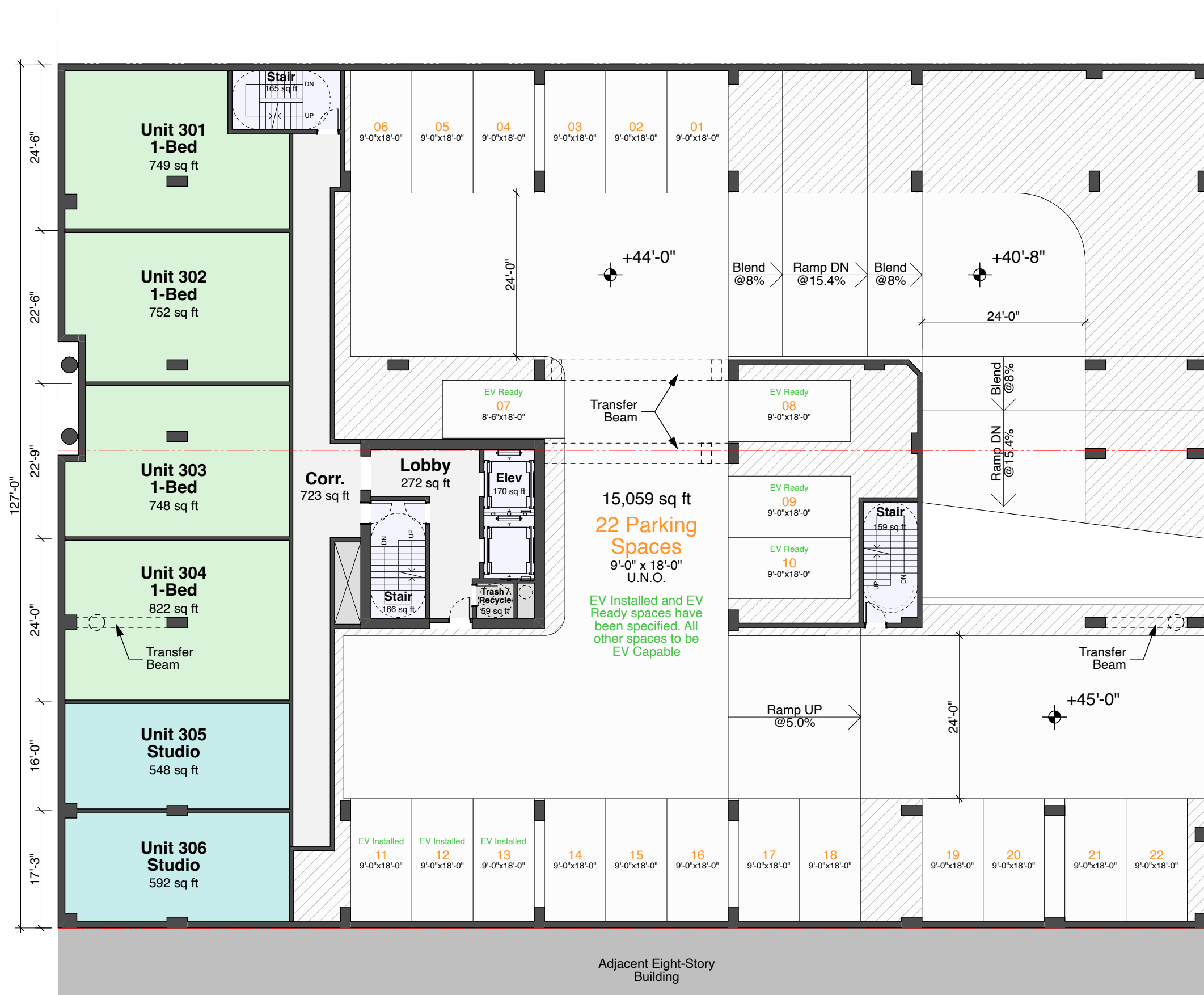


Note: Unit square footages are approximate and are subject to final engineering.

Typical Tower Plan - (5th-11th Floor)

SCALE: 1/16" = 1'-0"





**48 Total Parking Spaces**  
 5 (10.4%) EV-Installed Spaces  
 10 (20.8%) EV-Ready Spaces  
 33 (68.8%) EV-Capable Spaces  
 (Per Section 406.2.7 of the 2021 IBC)

**Parking Space Types**  
 44 Standard  
 2 Compact  
 2 ADA Accessible

**Third Floor**  
 SCALE: 1/16" = 1'-0"





Note: Unit square footages are approximate and are subject to final engineering.

**Fourth Floor**  
SCALE: 1/16" = 1'-0"

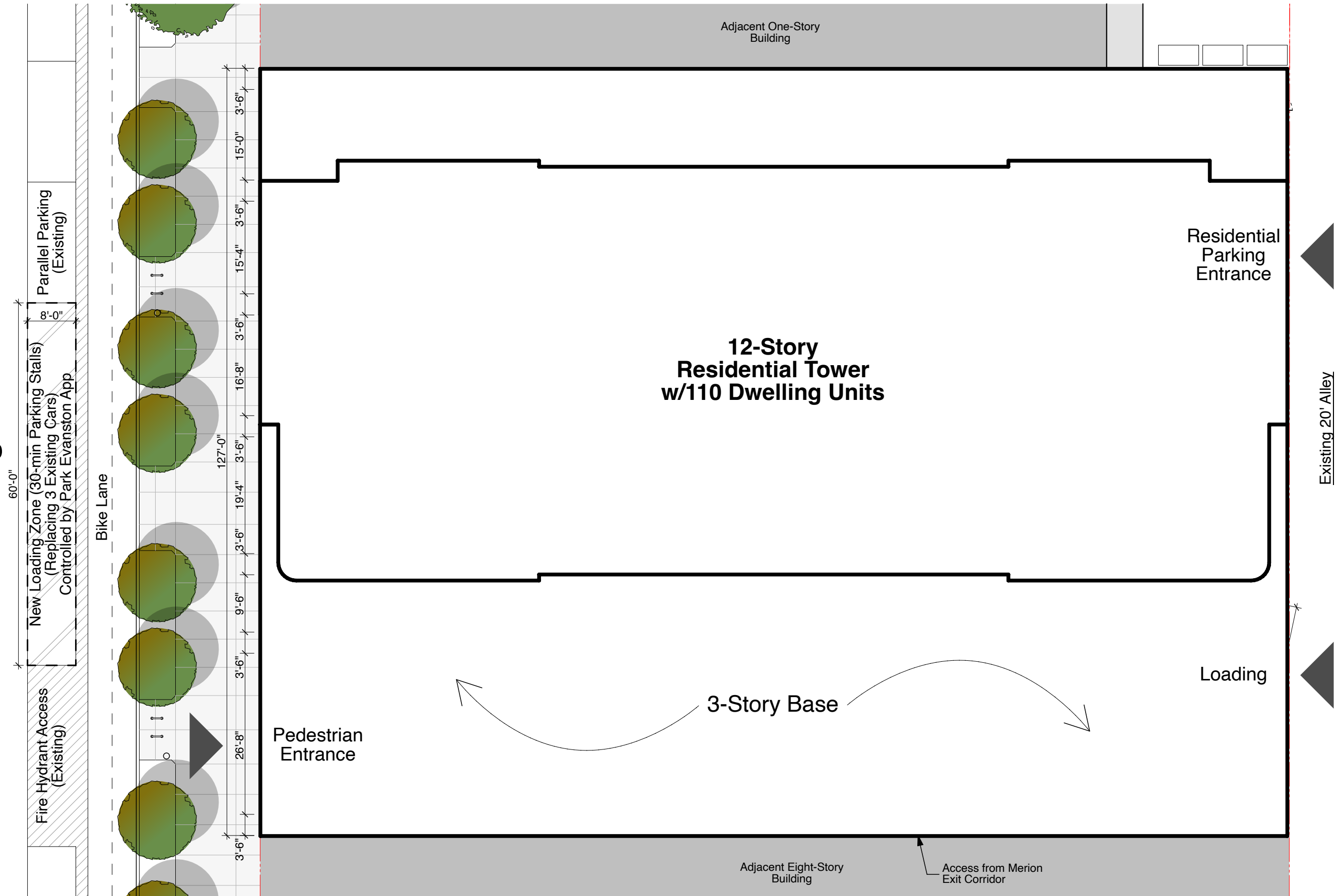




**Amenity Level (12th Floor)**  
 SCALE: 1/16" = 1'-0"



# Chicago Ave



**Site Plan**  
SCALE: 1/16" = 1'-0"



## 1621-31 Chicago Data - 2 Levels Above-Grade Parking, 12 Stories

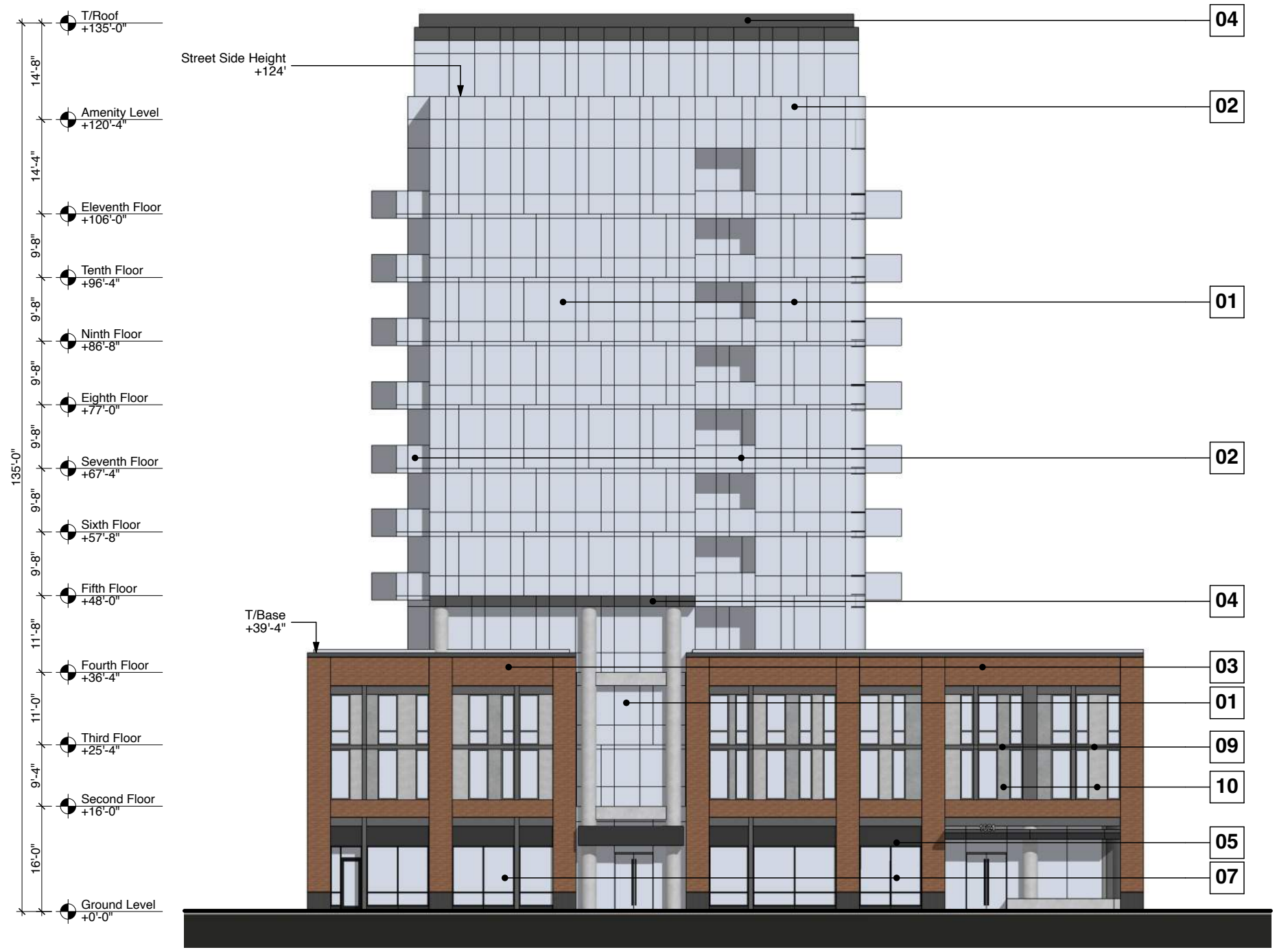
|   | Floor          | Building  |                |             | Unit Mix           |                    |                   |                    | Building Data  |   |               |               |              |                  |                           |              | Parking        |                |            |          |           |
|---|----------------|-----------|----------------|-------------|--------------------|--------------------|-------------------|--------------------|----------------|---|---------------|---------------|--------------|------------------|---------------------------|--------------|----------------|----------------|------------|----------|-----------|
|   |                | # Floors  | Height (ft)    | Height (in) | Zoning Height (ft) | Studio (442-592sf) | 1 Bed (683-822sf) | 2 Bed (899-1062sf) | Total Units/FL | Retail / Rest.  | Resi SF       | Common SF     | Amenity SF   | Parking/ Load SF | Vertical Service          | Mech SF      | Gross SF       | FAR SF*        | Standard   | Compact  | ADA       |
|   | Basement       | 1         | 12             | 0           | 0                  |                    |                   |                    | 0              | 4,020   | 0             | 870           | 0            | 0                | 530                       | 0            | 5,420          | 4,890          | 0          | 0        | 0         |
|   | Ground Floor   | 1         | 16             | 0           | 16                 |                    |                   |                    | 0              | 6,812   | 0             | 6,006         | 0            | 2,523            | 1,162                     | 4,231        | 20,734         | 12,818         | 0          | 0        | 0         |
| Parking                                     | Second Floor   | 1         | 9              | 4           | 0                  |                    |                   |                    | 0              |   | 0             | 3,571         | 0            | 13,280           | 661                       | 60           | 17,572         | 3,571          | 22         | 2        | 2         |
|   | Third Floor    | 1         | 11             | 0           | 0                  | 2                  | 4                 | 0                  | 6              |   | 4,211         | 996           | 0            | 15,059           | 661                       | 122          | 21,049         | 5,207          | 22         | 0        | 0         |
| Tier 1                                      | Fourth Floor   | 1         | 9              | 8           | 9.67               | 4                  | 5                 | 4                  | 13             |   | 9,582         | 910           | 0            | 0                | 514                       | 190          | 11,196         | 10,492         |            |          |           |
|   | Fifth Floor    | 1         | 9              | 8           | 9.67               | 4                  | 5                 | 4                  | 13             |   | 9,715         | 910           | 0            | 0                | 502                       | 190          | 11,317         | 10,625         |            |          |           |
|   | Sixth Floor    | 1         | 9              | 8           | 9.67               | 4                  | 5                 | 4                  | 13             |   | 9,715         | 910           | 0            | 0                | 502                       | 190          | 11,317         | 10,625         |            |          |           |
|   | Seventh Floor  | 1         | 9              | 8           | 9.67               | 4                  | 5                 | 4                  | 13             |   | 9,715         | 910           | 0            | 0                | 502                       | 190          | 11,317         | 10,625         |            |          |           |
|   | Eighth Floor   | 1         | 9              | 8           | 9.67               | 4                  | 5                 | 4                  | 13             |   | 9,715         | 910           | 0            | 0                | 502                       | 190          | 11,317         | 10,625         |            |          |           |
|   | Ninth Floor    | 1         | 9              | 8           | 9.67               | 4                  | 5                 | 4                  | 13             |   | 9,715         | 910           | 0            | 0                | 502                       | 190          | 11,317         | 10,625         |            |          |           |
|   | Tenth Floor    | 1         | 9              | 8           | 9.67               | 4                  | 5                 | 4                  | 13             |   | 9,715         | 910           | 0            | 0                | 502                       | 190          | 11,317         | 10,625         |            |          |           |
|   | Eleventh Floor | 1         | 14             | 4           | 14.33              | 4                  | 5                 | 4                  | 13             |   | 9,715         | 910           | 0            | 0                | 502                       | 190          | 11,317         | 10,625         |            |          |           |
|   | Amenity Level  | 1         | 16             | 8           | 16.67              | 0                  | 0                 | 0                  | 0              |   | 0             | 744           | 2,426        | 0                | 680                       | 1,843        | 5,693          | 3,170          |            |          |           |
| <b>Total</b>                                |                | <b>12</b> | <b>135.000</b> |             | <b>114.690</b>     | <b>34</b>          | <b>44</b>         | <b>32</b>          | <b>110</b>     | <b>10,832</b>   | <b>81,798</b> | <b>19,467</b> | <b>2,426</b> | <b>30,862</b>    | <b>7,722</b>              | <b>7,776</b> | <b>160,883</b> | <b>114,523</b> | <b>44</b>  | <b>2</b> | <b>2</b>  |
| Percentage                                  |                |           |                |             |                    | 31%                | 40%               | 29%                |                |   |               |               |              |                  | Total FAR (7.4 Allowable) |              |                | <b>5.29</b>    | Total Cars |          | <b>48</b> |
| Affordable Units (% of Units per Unit Type) |                |           |                |             |                    | 2 (25%)            | 4 (50%)           | 2 (25%)            | <b>8 Total</b> | *FAR SF is calculated from the Gross SF minus Mechanical, Vertical Service and Parking/Loading areas. |               |               |              |                  |                           |              |                |                |            |          |           |

| Building Information     |          |
|--------------------------|----------|
| Total Units              | 110 DU   |
| Avg Unit Size            | 744 SF   |
| Typ. Floor Eff. - Tier 1 | 85.84%   |
| Total Eff.               | 59.58%   |
| Amenity/Unit             | 22.05 SF |

| Site Information        |            |
|-------------------------|------------|
| Site Area               | 21,644 SF  |
| Total FAR Allowed (7.4) | 160,166 SF |
| Proposed FAR Area       | 114,523 SF |
| Proposed FAR Ratio      | 5.29       |
| Unused FAR              | 45,643 SF  |

| Parking Information  |              |
|--|--------------|
| Total Cars Provided  | 48           |
| Parking Ratio  | 0.47 /DU     |
| Parking Efficiency   | 643 SF/Space |
| Total Cars Required*   | 91           |
| *Cars required assumes .55 cars for units 1-Bed or less, 1.10 cars for 2-Bed units and 80% of the cars required for a restaurant use (1 per 250sf). 8 Affordable units not included in calculation |              |



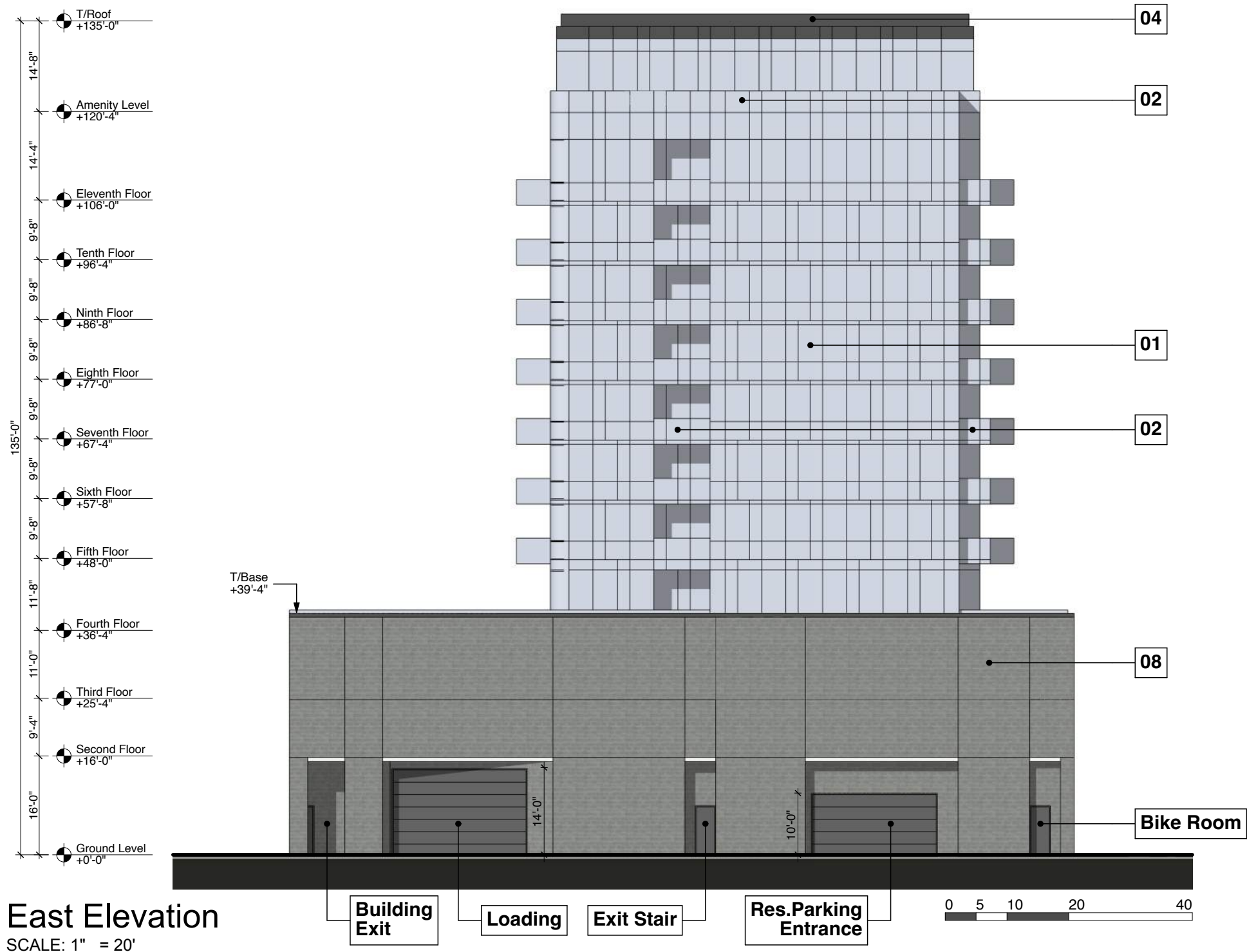


West Elevation

SCALE: 1" = 20'

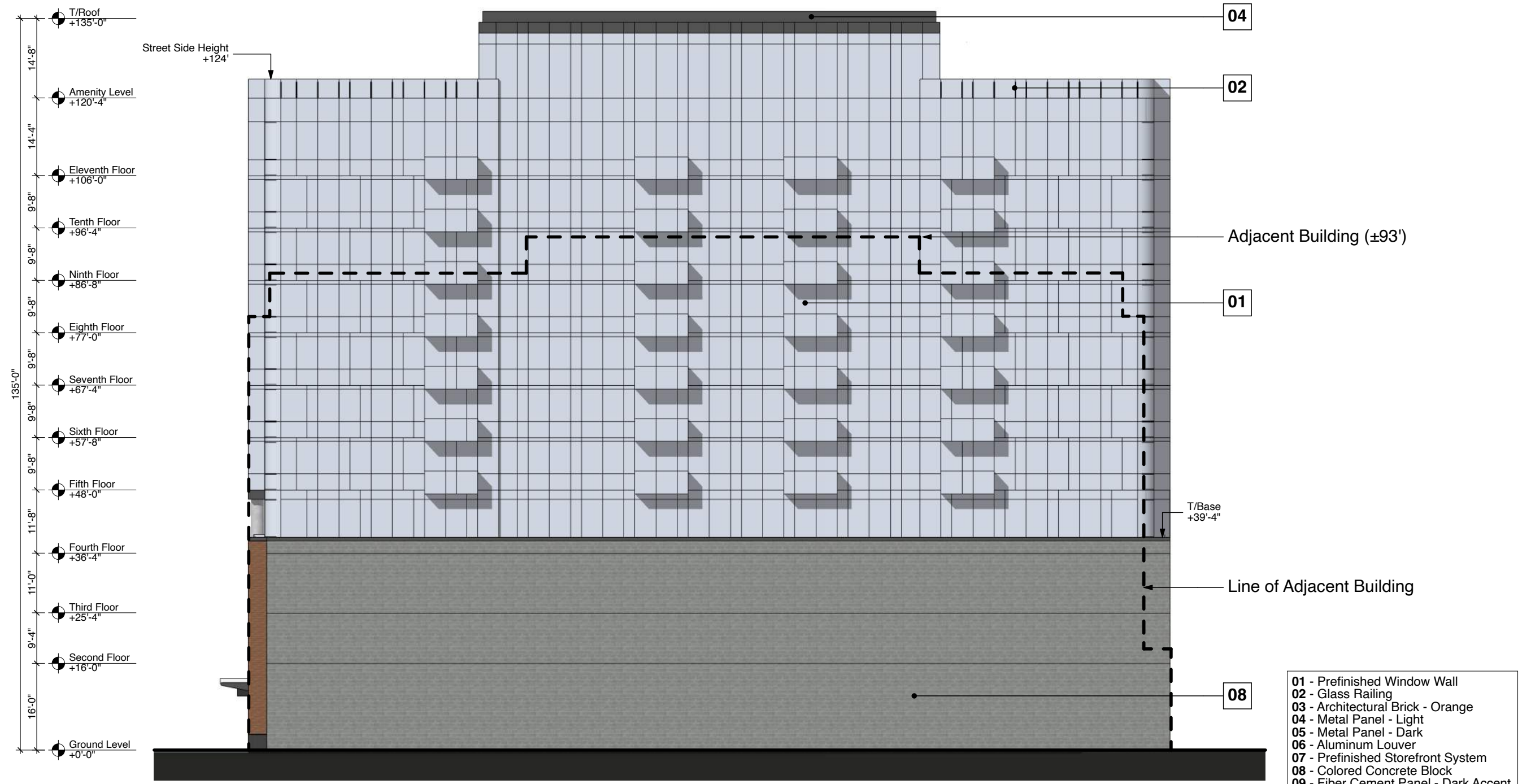


- 01 - Prefinished Window Wall
- 02 - Glass Railing
- 03 - Architectural Brick - Orange
- 04 - Metal Panel - Light
- 05 - Metal Panel - Dark
- 06 - Aluminum Louver
- 07 - Prefinished Storefront System
- 08 - Colored Concrete Block
- 09 - Fiber Cement Panel - Dark Accent
- 10 - Fiber Cement Panel - Light Accent



- 01 - Prefinished Window Wall
- 02 - Glass Railing
- 03 - Architectural Brick - Orange
- 04 - Metal Panel - Light
- 05 - Metal Panel - Dark
- 06 - Aluminum Louver
- 07 - Prefinished Storefront System
- 08 - Colored Concrete Block
- 09 - Fiber Cement Panel - Dark Accent
- 10 - Fiber Cement Panel - Light Accent





**South Elevation**

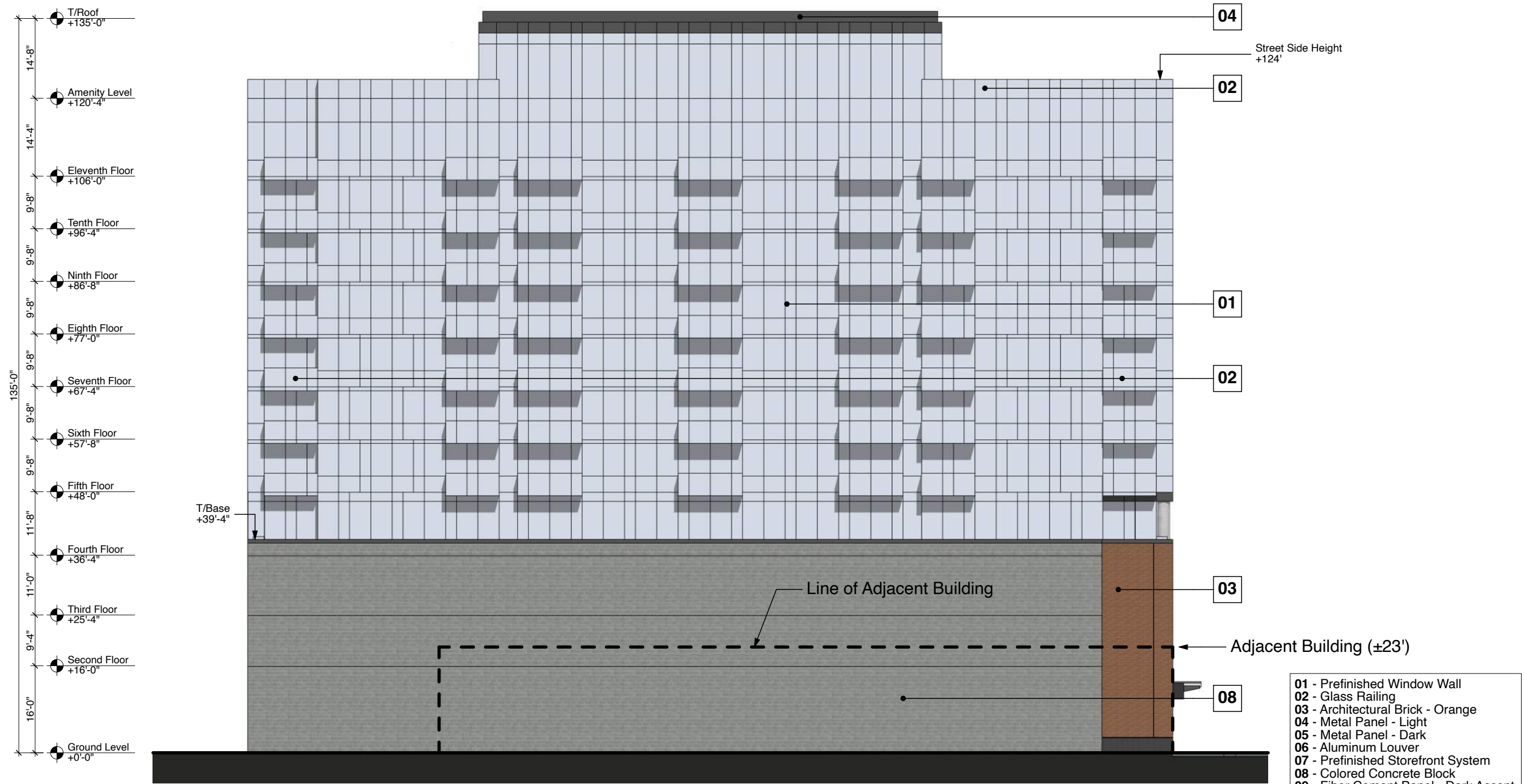
SCALE: 1" = 20'



**1621-31 Chicago Ave. - Evanston, IL**

**South Elevation**  
8/20/24

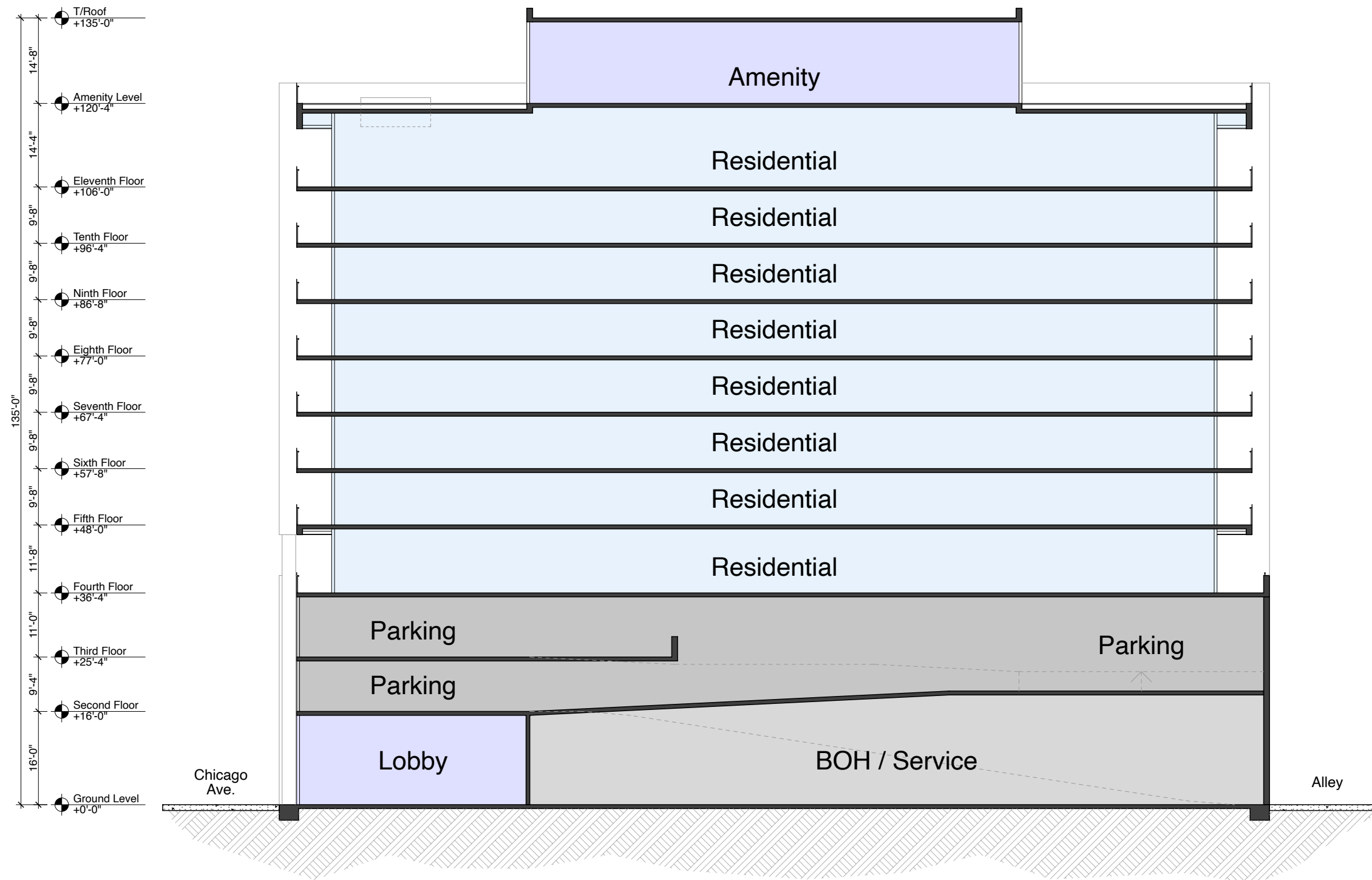
**PAPPAGEORGE**  
**HAYMES**



**North Elevation**

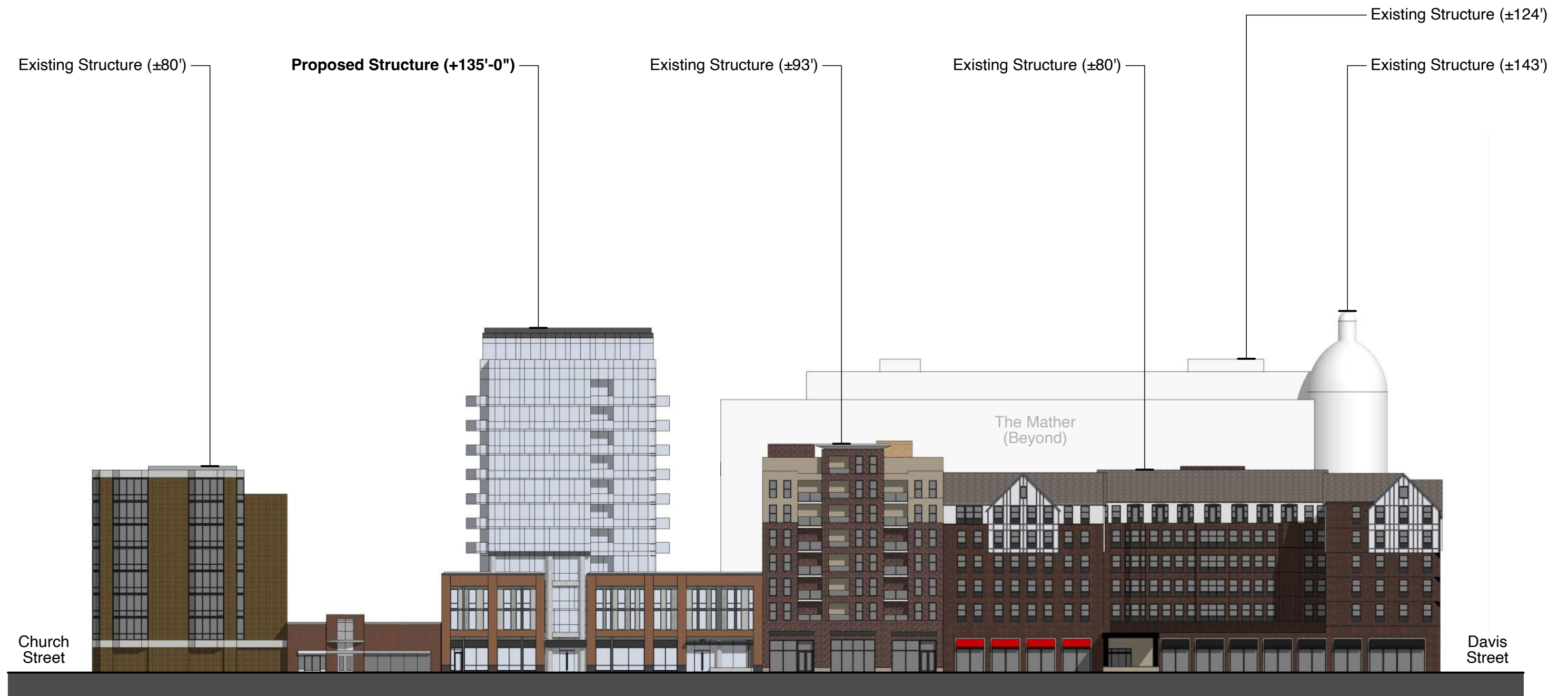
SCALE: 1" = 20'

- 01 - Prefinished Window Wall
- 02 - Glass Railing
- 03 - Architectural Brick - Orange
- 04 - Metal Panel - Light
- 05 - Metal Panel - Dark
- 06 - Aluminum Louver
- 07 - Prefinished Storefront System
- 08 - Colored Concrete Block
- 09 - Fiber Cement Panel - Dark Accent
- 10 - Fiber Cement Panel - Light Accent



**Building Section**

SCALE: 1" = 20'



**Chicago Avenue Elevation**  
 SCALE: 1" = 40'





**1621-31 Chicago Ave. - Evanston, IL**

**View from Southwest - Revised Design**  
9/13/24

**PAPPAGEORGE  
HAYMES**





**1621-31 Chicago Ave. - Evanston, IL**

**View from Northwest - Revised Design**  
9/13/24

**PAPPAGEORGE  
HAYMES**





**1621-31 Chicago Ave. - Evanston, IL**

**View from West - Revised Design**  
9/13/24

**PAPPAGEORGE  
HAYMES**









**1621-31 Chicago Ave. - Evanston, IL**

**Aerial from Southwest**  
10/10/24

**PAPPAGEORGE  
HAYMES**





**1621-31 Chicago Ave. - Evanston, IL**

**View from Hinman**  
8/20/24

**PAPPAGEORGE  
HAYMES**



**1621-31 Chicago Ave. - Evanston, IL**

**View from Hinman**  
8/20/24

**PAPPAGEORGE  
HAYMES**



1621-31 Chicago Ave. - Evanston, IL

Alley (Before)  
8/20/24

PAPPAGEORGE  
HAYMES



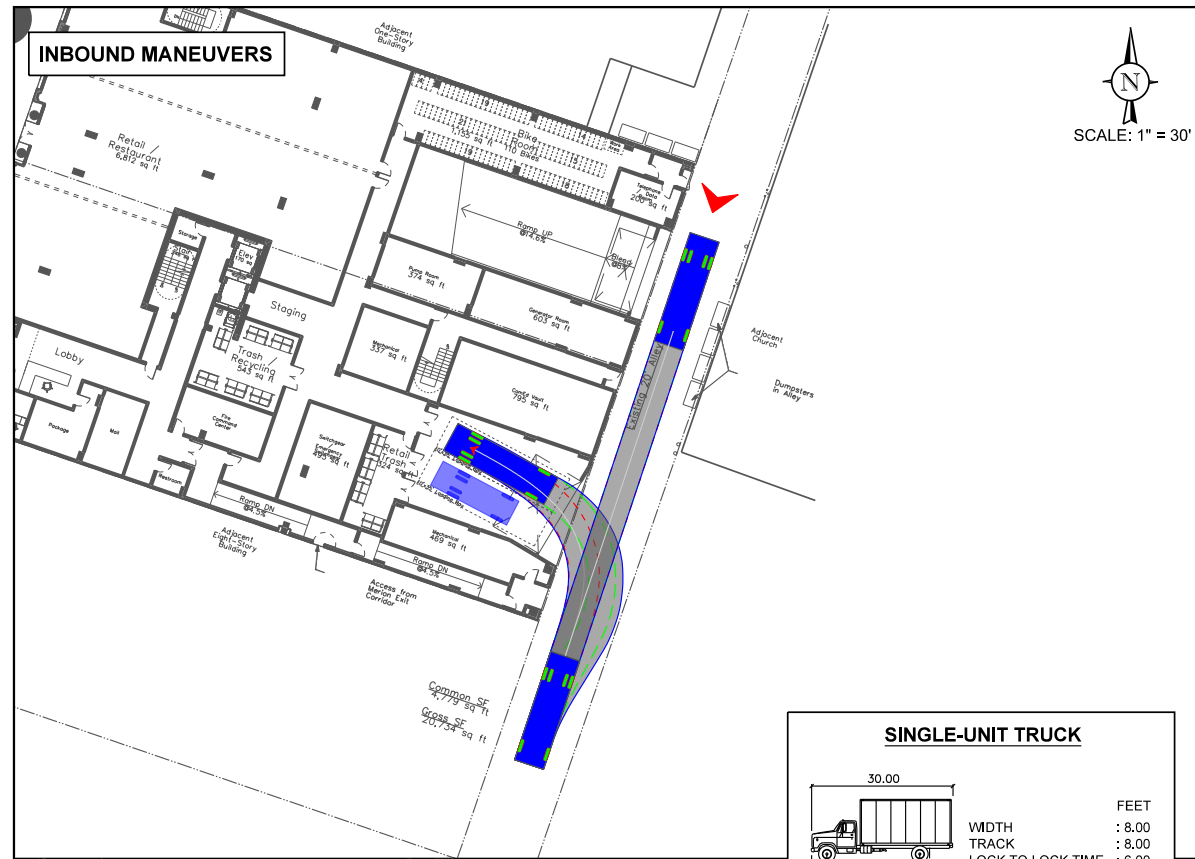


**1621-31 Chicago Ave. - Evanston, IL**

**Alley (After)**  
8/20/24

**PAPPAGEORGE  
HAYMES**

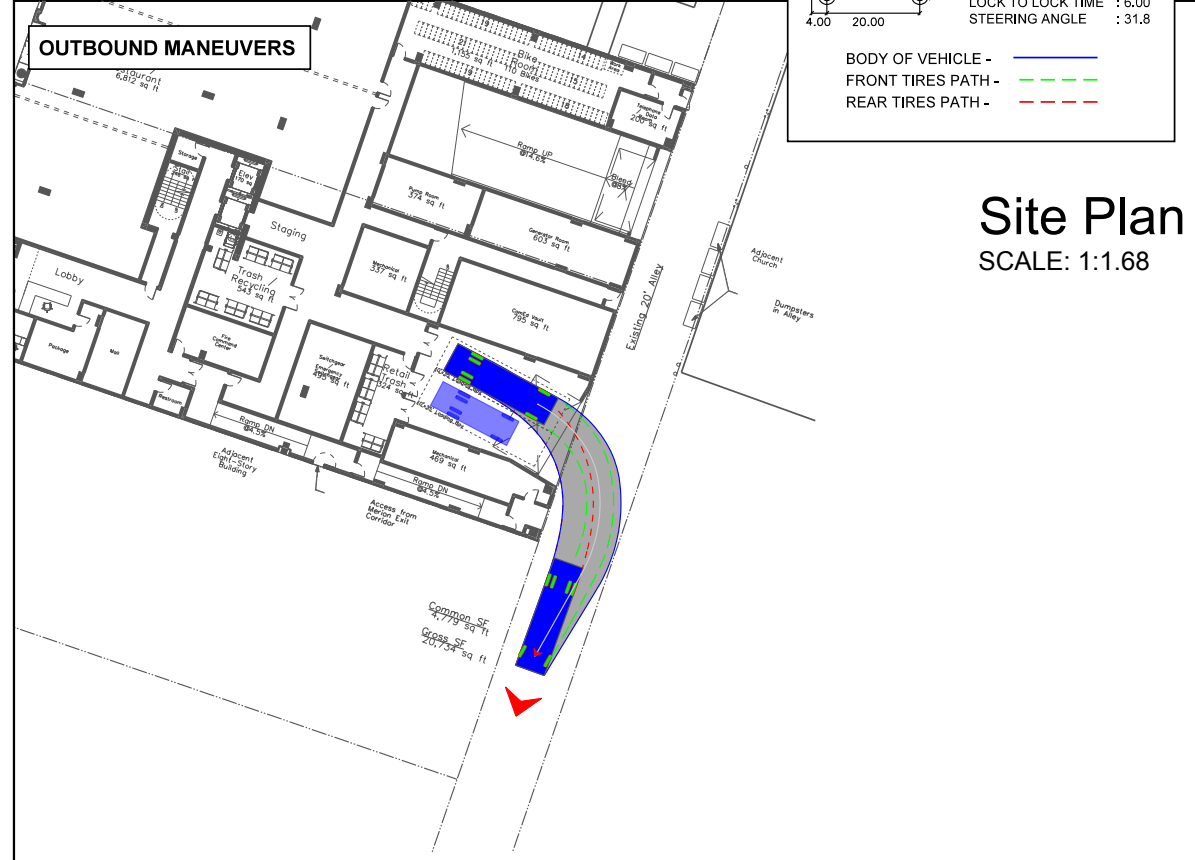




**SINGLE-UNIT TRUCK**

|                   |        |      |
|-------------------|--------|------|
| WIDTH             | : 8.00 | FEET |
| TRACK             | : 8.00 |      |
| LOCK TO LOCK TIME | : 6.00 |      |
| STEERING ANGLE    | : 31.8 |      |

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



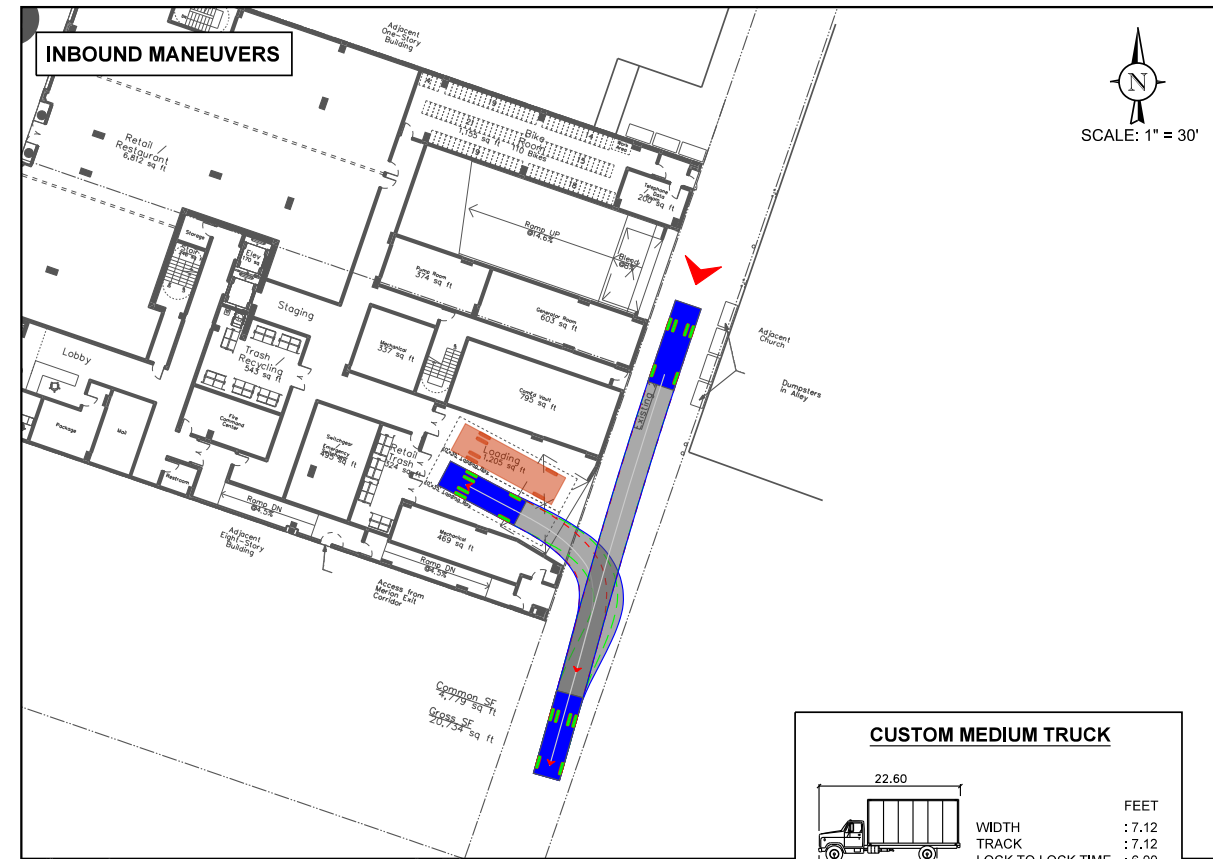
**Site Plan**  
SCALE: 1:1.68

1621-28 CHICAGO AVENUE  
APARTMENT DEVELOPMENT  
EVANSTON, ILLINOIS

**SINGLE-UNIT TRUCK MANEUVERS**  
NORTH LOADING DOCK

DRAWN: MD  
 DATE: 06-23-20  
 PROJECT: # 17-039  
 FIGURE: A1

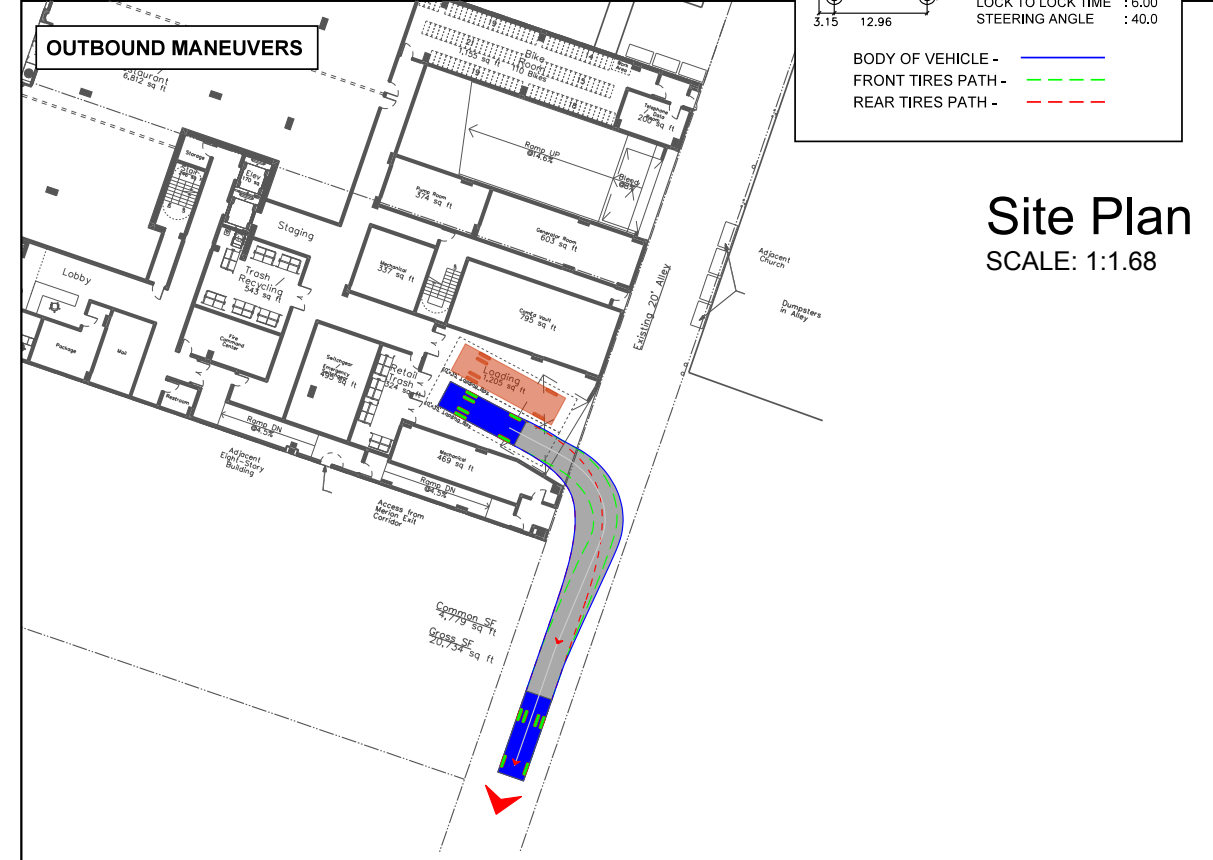
CHECKED: MM  
 REV: 06-23-24



**CUSTOM MEDIUM TRUCK**

|                   |        |      |
|-------------------|--------|------|
| WIDTH             | : 7.12 | FEET |
| TRACK             | : 7.12 |      |
| LOCK TO LOCK TIME | : 6.00 |      |
| STEERING ANGLE    | : 40.0 |      |

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



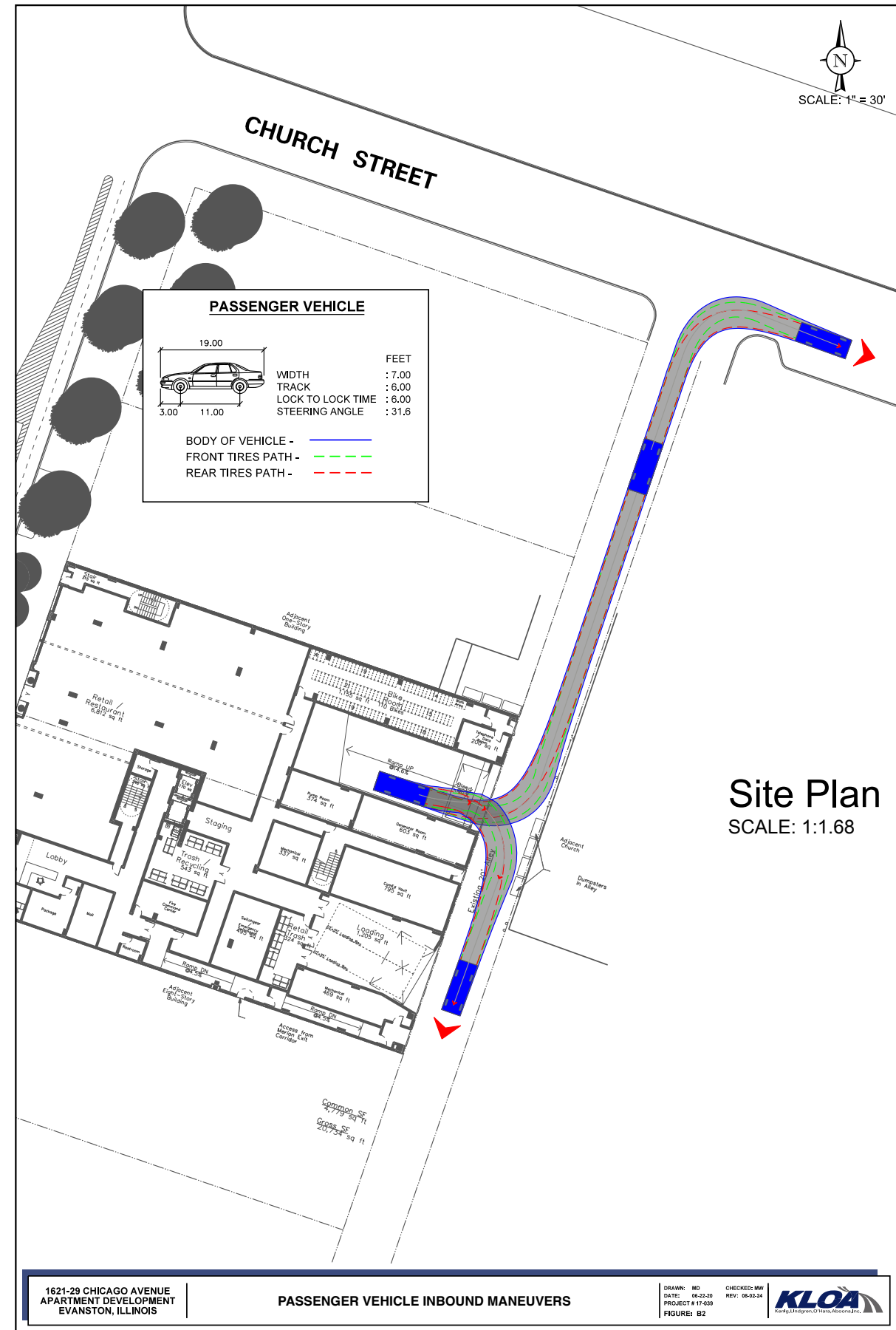
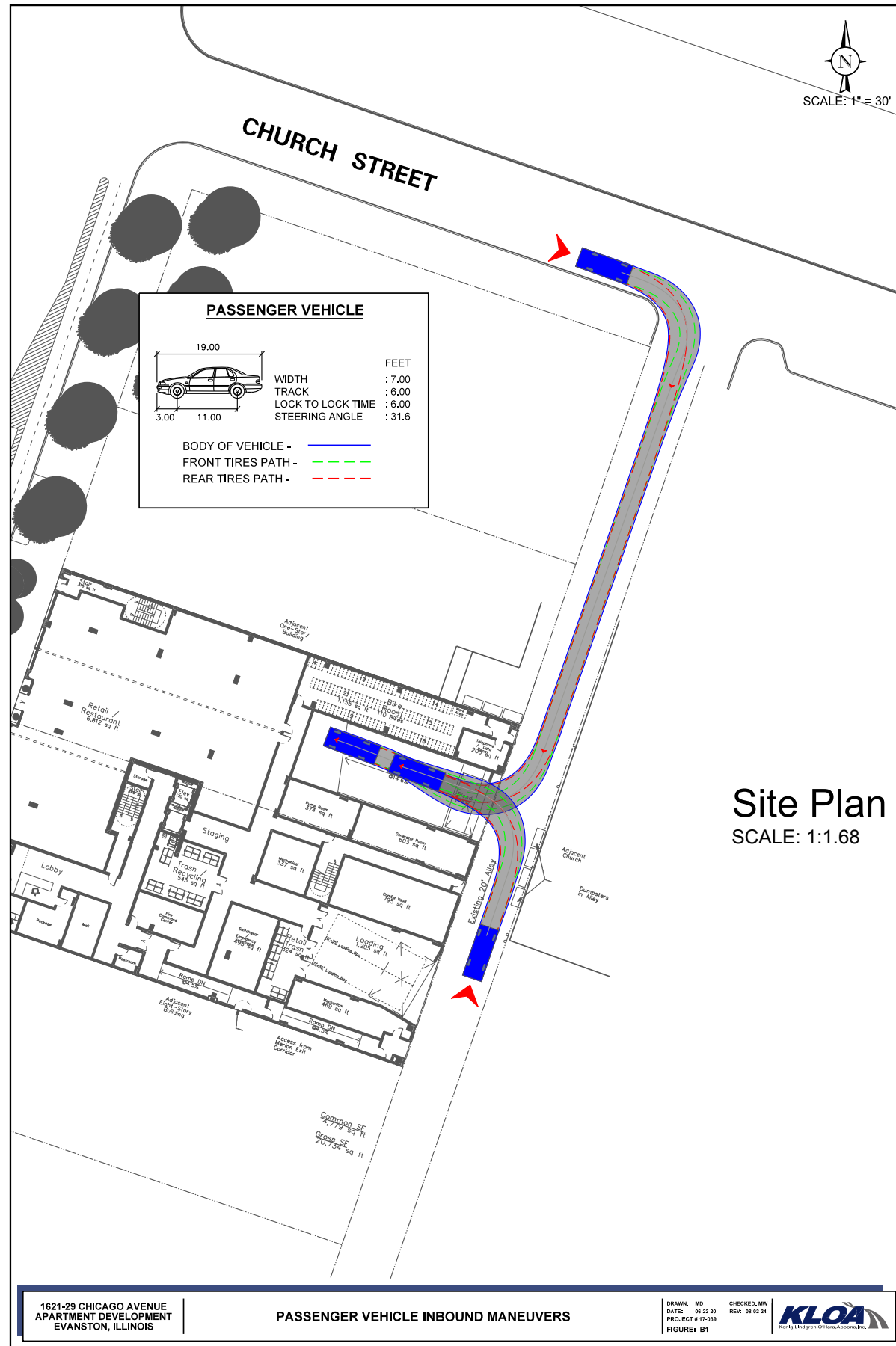
**Site Plan**  
SCALE: 1:1.68

1621-28 CHICAGO AVENUE  
APARTMENT DEVELOPMENT  
EVANSTON, ILLINOIS

**TRUCK MANEUVERS**  
SOUTH LOADING DOCK

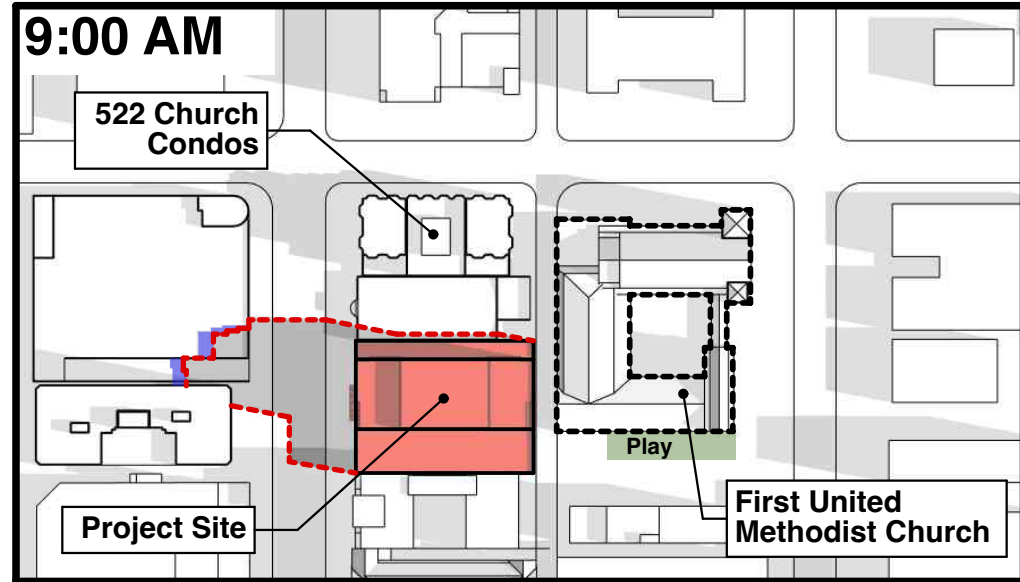
DRAWN: MD  
 DATE: 06-23-20  
 PROJECT: # 17-039  
 FIGURE: A2

CHECKED: MM  
 REV: 06-23-24

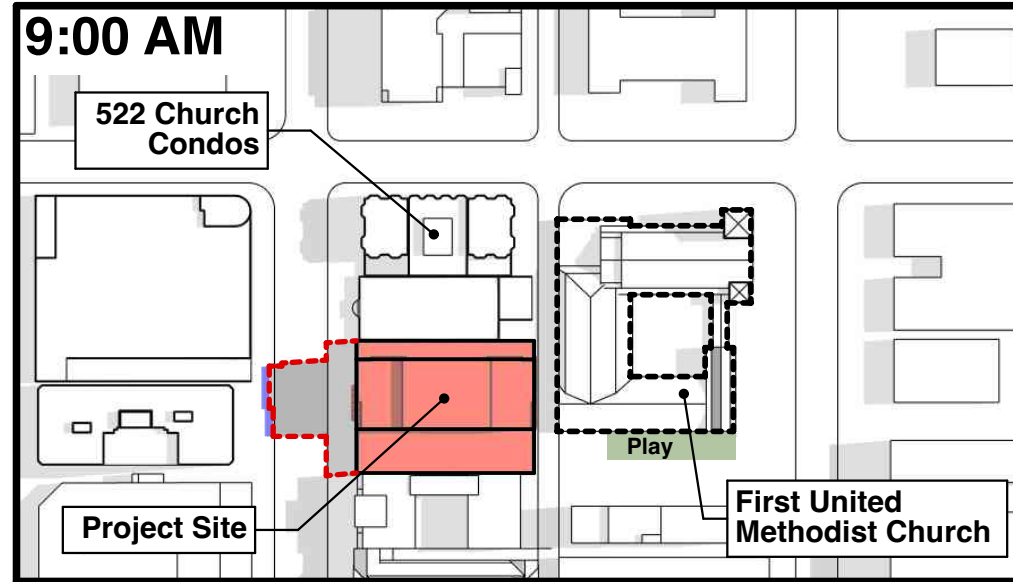




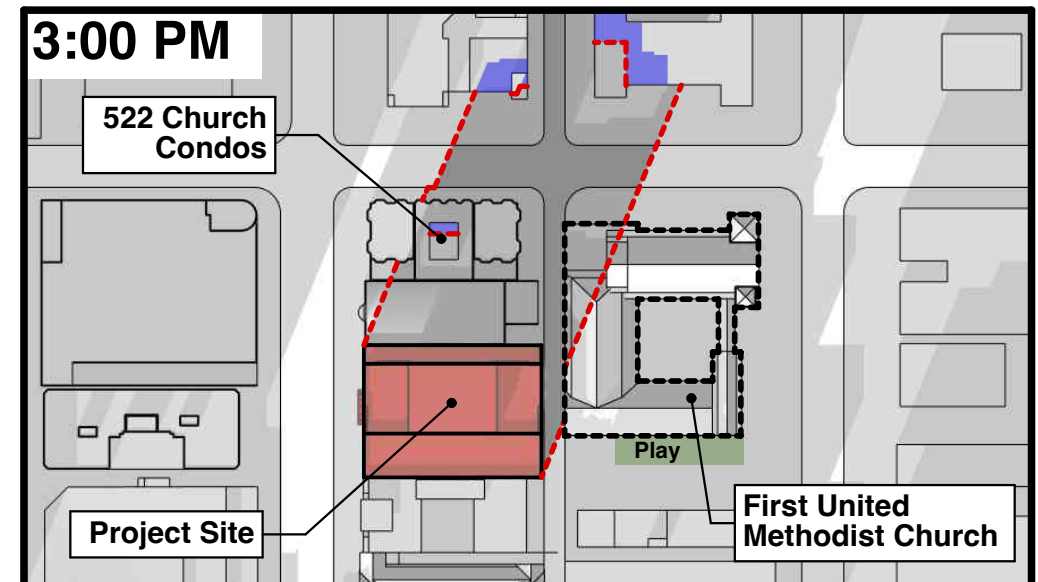
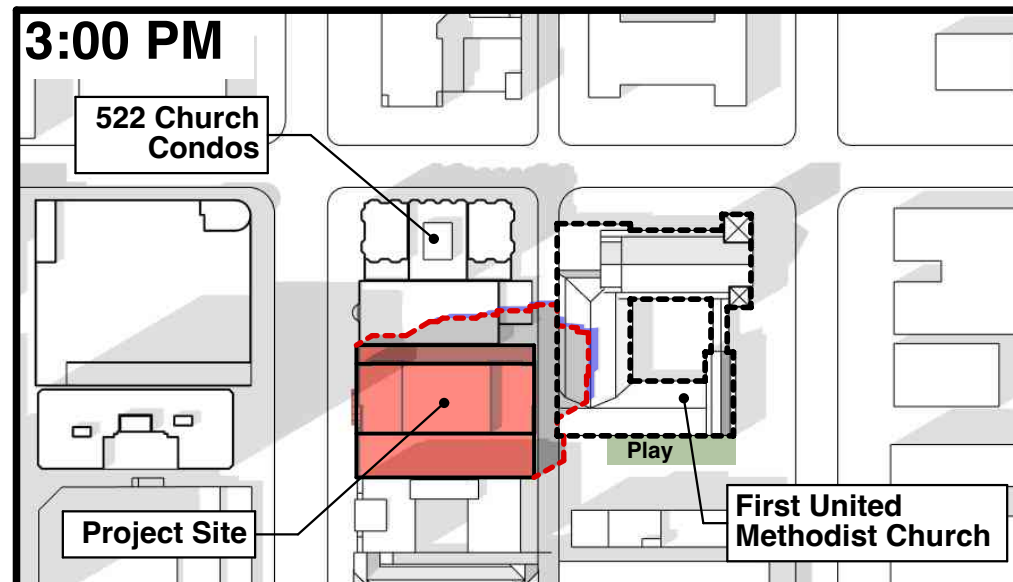
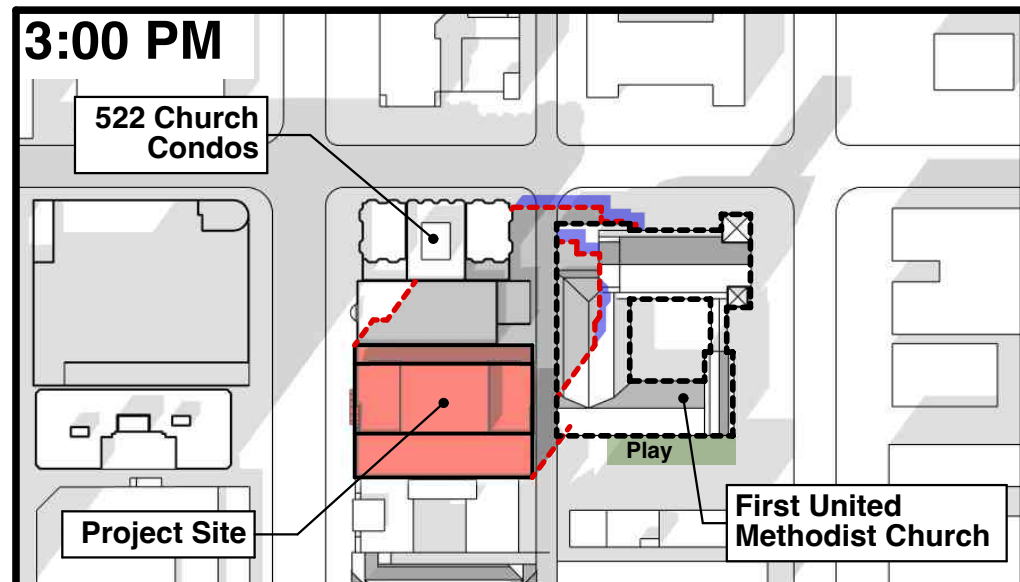
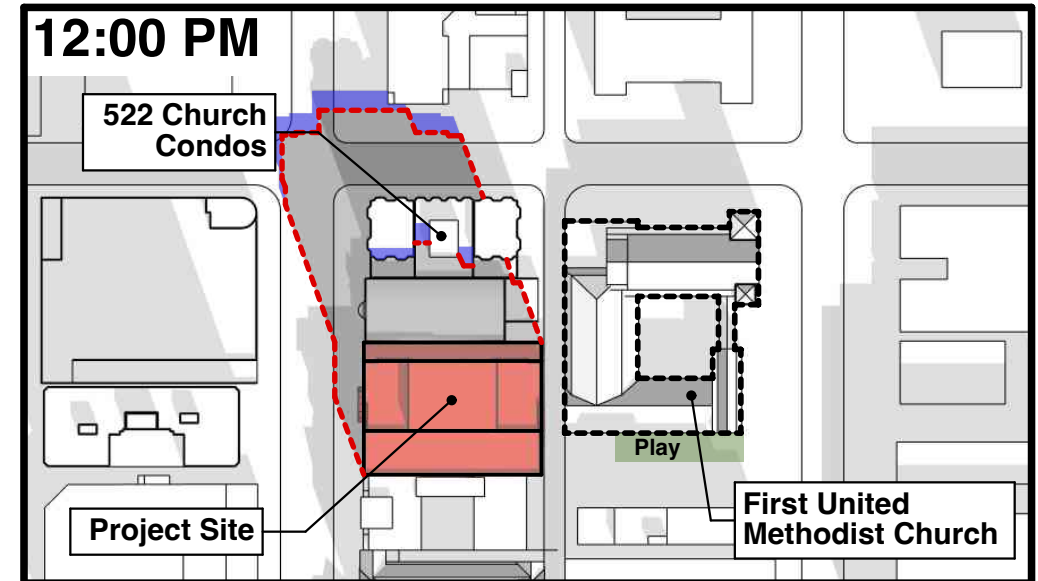
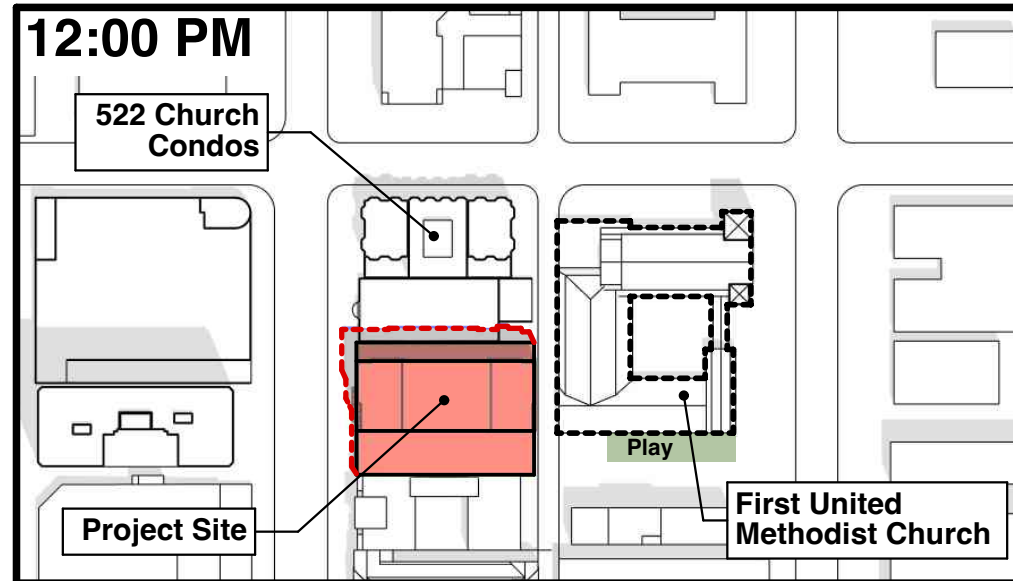
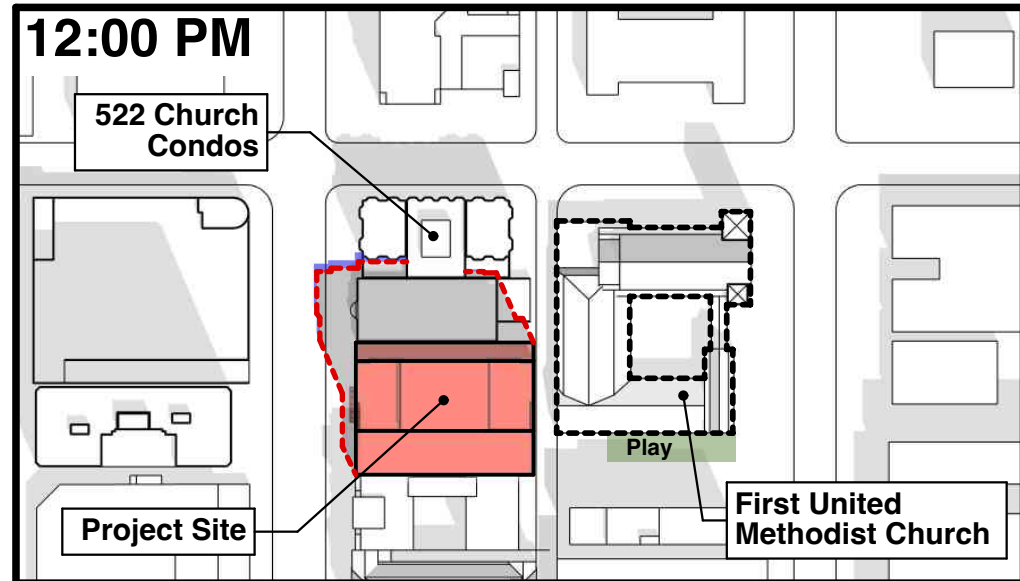
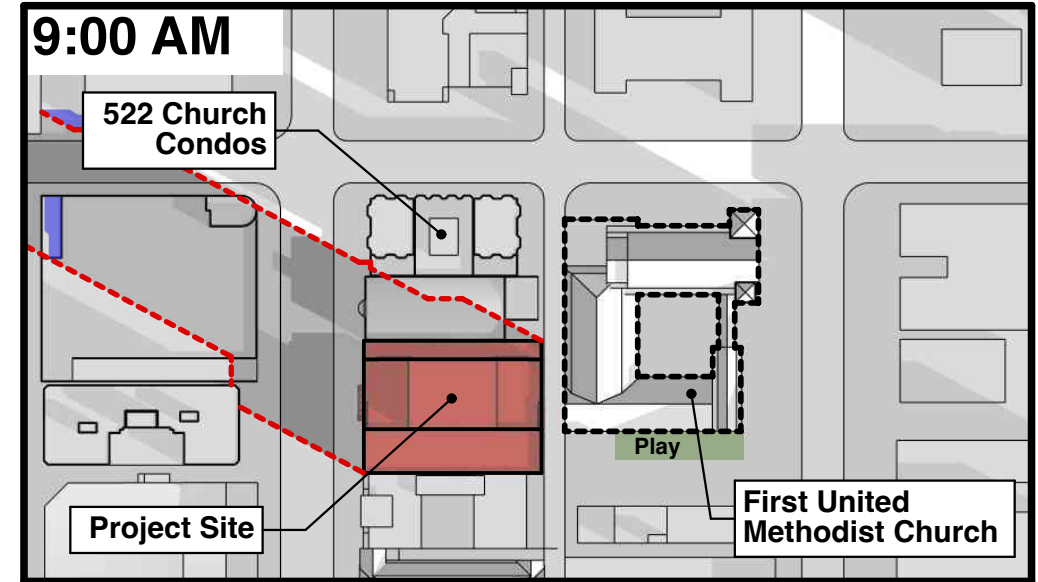
# March / September 21



# June 21



# December 21



# THE PERMAN GROUP

PUBLIC AFFAIRS STRATEGY  
PUBLIC POLICY COMMUNICATIONS

August 21, 2024

Mr. Jeff Michael  
Chief Operating Officer  
Horizon Realty Group  
1946 West Lawrence Avenue  
Chicago, IL 60640

Dear Mr. Michael:

The Perman Group was asked by Horizon Realty Group (HRG) to evaluate the fiscal/economic impact of a proposed residential development called The Legacy to be built at 1621-31 Chicago Avenue in Evanston, IL. The proposed project consists of:

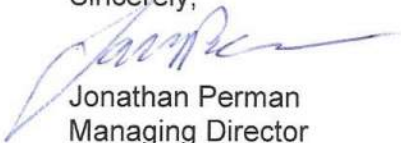
- 110 rental apartments: 34=Studio, 44=1BR, 32=2BR, plus 6,812 sq. ft. of retail space, and a 48-space parking garage. Eight of the units will be affordable to comply with Evanston's Inclusionary Housing Ordinance.

Our evaluation includes: the absorption rate and projected population by type of unit, the tax revenues that will accrue to the City of Evanston and the other local taxing bodies, the attendant costs to those taxing bodies, the net present value of net revenues to the taxing bodies over 14 years, and our conclusions of the fiscal impact from the proposed project that will benefit the Evanston community.

Besides our internal calculations using well-recognized formulas, we based our conclusions on data provided by Horizon Realty Group; formulas from Rutgers University, Center for Urban Policy Research; and other sources identified in the report.

The City of Evanston, School Districts #65 and #202, and the other taxing bodies, such as the Evanston Public Library, will see an immediate infusion of significant dollars resulting from the City of Evanston's construction permit and other fees which are assessed before the project is fully occupied. In addition, there is a sizeable annual fiscal surplus to the City of Evanston that will continue to accrue.

Sincerely,



Jonathan Perman  
Managing Director

## **1.0 Absorption Rates, Population and School Age Estimates (Table 1)**

The absorption rate assumes the following schedule for the residential units. It is based on the developer's projections today for regulatory approval, construction, and a marketing campaign for the rental of the units.

|              |      |
|--------------|------|
| 2026         | 20%  |
| 2027         | 100% |
| 2028 & After | 100% |

The project expects to have a full population of 165. This number is reached by using a weighted average of household size based on the type of unit, according to formulas from Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers, Estimates for the Occupants of New Housing, June 2006.

With regard to school age population, we used the same study with the following estimates:

**Studio apartments yield no public school students.**

**1BR apartments generate: .02 public K-8 grade school students/unit  
.01 public high school students/unit**

**2BR apartments generate: .09 public K-8 grade school students/unit  
.05 public high school students/unit**

**For reference purposes of this study for The Legacy, we calculated:**

**34 Studio units for a total of no public grade school or high school students.**

**44 1BR units for a total of:           0.88 public K-8 grade school students  
  0.44 public high school students**

**32 2BR units for a total of:           2.88 public K-8 grade school students  
  1.60 public high school students**

Thus, the proposed Legacy development is expected to yield: **4 K-8 students,**  
and **2 high school students.**

## **2.0 Taxable Revenue Projections (Table 2)**

### **2.1 Property Taxes**

Based on the last Cook County reassessment (2023), land and buildings on the property at 1621-31 Chicago Ave. were valued at \$460,500. The taxes paid on the property in 2024 (for the 2023 tax year) is expected to be \$103,530.

Future triennial reassessment years occur in 2025, 2028, and every three years thereafter. Taxes based on the reassessment are due in the following years, respectively.

Property taxes are adjusted in the study in the year after any change in use or reassessment.

The study uses a 3% growth rate in assessment for a compounded 3-year increase between reassessments of 9.27%.

Market Rate Rents and revenue for 2026-2027 are estimated and multiplied by the # of units. Deductions are taken for 8 IHO units which in 2027 are estimated to be rented for:

Two Studio (\$1,286), Four 1 BR (\$1,377), Two 2 BR (\$1,653)

#### **2027 Est. Market Rate Rents**

Studio = \$2,225 x 34 units = \$75,650 x 12 mo. = \$907,800

1BR = \$2,750 x 44 units = \$121,000 x 12 mo. = \$1,452,000

2 BR = \$3,800 x 32 units = \$121,600 x 12 mo. = \$1,459,200

We also estimate 10,832 sq. ft. of retail and basement space fully leased in 2027 multiplied by a blended \$2.35/sq. ft. for property taxes = \$25,455. This amount is added into the residential portion of the property taxes in the charts displayed in the study. Retail space is estimated to rent for \$25,461/month or \$305,500/year.

In 2027, property taxes are estimated to be **\$141,038**, based on 20% occupancy in 2026

In 2028, property taxes are estimated to be **\$697,530** based on 100% occupancy in 2027.

– more than seven times the property taxes paid in 2023.

The residential portion of the property tax estimates are based on 16% of the gross revenues of the project, a figure that comports with HRG's experience in other multi-family rental buildings. We also looked at the property taxes paid by comparable new buildings in Evanston.

The current land portion of the property tax estimates are based on the current assessment of the land with a 3% growth rate in assessment for a compounded 3-year increase between reassessments of 9.27%.

The current retail portion of the property taxes is based on current assessment of the existing buildings, which will be demolished in 2025. Starting in 2027, the retail portion of the property taxes is combined with the residential taxes.

In the 2023 tax year (paid in 2024), Evanston School District #65 accounted for 40.8% of a property tax bill and Evanston High School District #202 accounted for 25.9% of a tax bill. The City of Evanston's share of a tax bill is 15.6%. The Evanston Public Library is 2.7% of the tax

bill. Together, the City of Evanston, special service areas, and Library are 20.1% of the tax bill. The report uses these same percentages of tax bills throughout the study period.

The additional property taxes generated by the project will increase the tax base for all of the taxing bodies cited above. Whether those taxing bodies choose to increase their levy to capture those incremental taxes or hold their levy constant (and reduce the amounts area residents have to pay) is a policy choice for each taxing body. At a minimum, it will put downward pressure on the other taxing bodies.

## 2.2 Retail Sales Taxes From Businesses in the Project (Table 2)

Annual sales from a restaurant tenant in the building are estimated at \$1,000/sq. ft. The retail sales taxes grow according to the absorption rates cited earlier.

The City of Evanston derives 2.50% in sales taxes combined from its portion of the state sales tax and the home rule sales tax.

So, in 2027 when all 6,812 sq. ft. of retail space is expected to be leased, it will generate \$6,812,000 of retail sales. We assume 80% of sales will be for food taxed at 2.50% (City of Evanston share of sales tax) and 20% of sales will be for liquor taxed at 8.50%.

$\$6,812,000 \text{ sales} \times .8 = \$5,449,600 \times 2.50\% = \$136,240.$

$\$6,812,000 \times .2 = \$1,362,400 \times 8.50\% = \$115,804$

Total annual sales tax revenue derived from the restaurant in the project = **\$252,044**

Conservatively, the study has kept retail sales growth level through 2035.

## 2.3 Sales Taxes from Residents Living in the Project (Table 2)

The median household income in the project is \$95,654 when the building is opened in 2026. This is derived by using 35% of the unit rent (reduced to account for the 8 affordable IHO units), and weighted by the number of units for each type of unit size (see Table 3). The growth in household income is estimated at 3% per year.

The study assumes the average household spends 20% of their annual income on convenience goods, of which 70% are purchased locally. The study also assumes the average household spends 10% of their annual income on comparison goods, of which 30% is purchased locally.

So, for example, in 2027, when the project is fully occupied, it is expected that the City of Evanston will receive \$407 per household x 110 households = **\$44,718 (see Table 4)**.

The sales tax revenues identified here are only for direct spending by residents and do not include anticipated visitor spending or further economic benefits that often occur as new residents create demand for new businesses or expansion of existing businesses.

Sales taxes include both the 1.25% municipal sales tax (returned from the state) and the 1.25% Home Rule sales tax.

## 2.4 State Income Taxes (Table 2)

State income tax estimates are based on the total population absorption rates cited earlier. The City of Evanston is budgeted to receive \$11,500,000 in its share of state income taxes in 2024 (City of Evanston Budget). The study assumes a one-year lag for receiving state income taxes. The most recent U.S. Census household population estimate for Evanston is 33,257 (2022). That amounts to \$346 per household x 110 units = **\$38,060**, the income tax generated for the City of Evanston, in the year (2028), one year after the building is fully occupied.

The evaluation has kept the state income tax revenues level through the study period and bases it on the current Evanston household population and the number of units occupied in The Legacy.

## 2.5 Motor Fuel Tax (Table 2)

In 2024, the City of Evanston is budgeted to receive \$990,000 in motor fuel taxes from the State of Illinois. This amounts to \$26.44 per household.

Since Evanston will not capture additional motor fuel taxes from the project until after it is occupied, we do not show motor fuel tax revenue until 2026. So, for example, in 2028, when the project is fully occupied, it is anticipated the City of Evanston will receive an estimated \$29.77 x 110 household units = **\$3,274**, annually.

The study assumes a one-year lag for receiving state motor fuel taxes. The evaluation has kept the state motor fuel tax revenues level through the study period because of the uncertainties in driving behavior in the future. Also, even though relatively few households in The Legacy will own cars, they still will take taxis and ridesharing vehicles which will purchase motor fuel.

## 2.6 Auto (Wheel) Taxes (Table 2)

In 2024, the City of Evanston is budgeted to receive \$2,800,000 in wheel taxes. The study assumes immediate collection of wheel taxes and keeps the tax rate consistent through the duration of the study.

In 2027, when the building is fully occupied, the City of Evanston is expected to generate \$2,800,000/33,257 households = \$84.19 per household. However, The Legacy is expected to only have half of its units be car owners. So, multiplying \$84.19 x 55 units = **\$4,630**, annually. The evaluation has kept the wheel tax revenues level through the study period because of the uncertainties of the tax rate and car ownership in the future.

## 2.7 Utility Taxes (Table 2)

In 2024, the City of Evanston is budgeted to receive \$5,100,000 from the combined accounts of Electric Utility Tax, Natural Gas Utility Tax, and Natural Gas Home Rule Tax. In 2027, when the building is fully occupied, the City of Evanston is expected to generate \$5,550,000/33,257 households = \$165.38 per household. So, multiplying \$165.38 x 110 units = **\$18,192**, annually.

The study assumes immediate collection of utility taxes. The evaluation has kept the utility tax revenues level through the study period because of the uncertainties in consumer behavior in the future with respect to electricity and natural gas.

## 2.8 Telecommunications Taxes (Table 2)

In 2024, the City of Evanston is budgeted to receive \$1,100,000 from the Telecommunications Tax. In 2028, when the building is fully occupied, the City of Evanston is expected to generate \$1,100,000/33,257 households = \$33.08 per household. So, multiplying \$33.08 x 110 units = **\$3,639** annually.

The study assumes immediate collection of telecommunications taxes. The evaluation has kept the telecommunications tax revenues level through the study period because of the uncertainties in consumer behavior in the future with respect to telecommunications usage.

## 2.9 Cable Franchise Fees (Table 2)

In 2024, the City of Evanston is budgeted to receive \$950,000 from the Cable Franchise Fee. In 2027, when the building is fully occupied, the City of Evanston is expected to generate \$950,000/33,257 households = \$28.57 per household. So, multiplying \$28.57 x 110 units = **\$3,143**, annually.

The study assumes immediate collection of cable franchise fees. The evaluation has kept the cable franchise fee revenues level through the study period because of the uncertainties in consumer behavior in the future with respect to cable television usage.

## 2.10 Construction and Other Permit Fees (Table 2)

Construction Fees, as well as Fees for inspections, occupancy, electric permits, plumbing water/sewer, gas piping, mechanical permits, lift fees, signs and awnings fees, fire plan reviews, zoning and plan review fees, and other municipal fees associated with the construction that are charged to the developer by the City of Evanston are estimated to be a total of **\$1,643,357**.

The breakdown of these fees and when they are estimated to be paid are:

### Year 2024

Zoning, Plan Review: \$30,000

### Year 2025

Construction Permit (based on value of \$34.5M): \$603,750      Right-of Way: \$2,000

**Year 2026**

- Fire Plan: \$2,500
- Signs, Awnings, Canopies: \$1,000
- Lifts: \$500
- Plumbing, Water, Sewer, Gas Piping: 3,000
- Electrical: \$5,000
- Certificate of Occupancy: \$3,000

**3.0 Public Expenses Projections**

**3.1 City of Evanston Expenses (Table 5)**

In 2024, the City of Evanston has approximately 884 full-time equivalent employees (FTE). The average cost to the City per employee (wages and benefits) in 2024 is estimated to be \$99,562. This number is derived by taking the General Fund Expenses budgeted for 2024 devoted to salaries and benefits (\$88,012,393) according to the City Manager’s Office budget presentation, and dividing by 884 employees. This average employee cost is then increased 3% per year.

The current ratio of City employees to 78,110 residents is 1:88.4 or one employee for every 88 residents. While most City expense impact studies would look at marginal costs of a project, this study stays conservative and uses an average cost measure. The calculation estimates the additional municipal employees required to service the new residents brought into Evanston from The Legacy project as follows, using the previous cited absorption rates:

|      |               |              |
|------|---------------|--------------|
| 2026 | 33 residents  | 0.5 employee |
| 2027 | 165 residents | 2 employees  |

Note: these calculations are rounded to the nearest half employee.

The additional staffing costs are then adjusted downward to fairly distribute the costs of public services between residential and non-residential uses. In 2027, of the \$108,794 estimated average cost (wages and benefits) per employee, the study estimates 43.74% can be attributed to servicing residential uses (CMAP Community Data Snapshot, Evanston, July 2024). Therefore, for each employee added because of the increased population from the project, the expense is expressed as 43.7% of the total employee cost.

Finally, a capital cost ratio of 15% is added to the operating expense for a total cost impact to the City. A three percent growth rate in expenses is used per year.

So, for example, in 2027, when the project is fully occupied, it creates a demand for 2 more City employees. In 2027, each employee costs  $\$108,794 \times 2 \text{ employees} = \$217,588 \times .437 = \$95,086$ . Added to this figure is 15% for capital costs  $(\$95,086 \times 1.15) = \mathbf{\$109,349}$ , the total cost to the City of the added population. However, because the City of Evanston receives **\$332,296** in new revenue from the project, **the net revenue to the City is \$222,947**.



## **4.0 School Impact Fiscal Analysis (Table 6)**

The proposed Legacy project is in the Evanston elementary School District #65 and Evanston High School District #202, and the study assumes all school children generated from the property will attend those schools – although we do know some families may choose parochial or private schools.

The pro-rata share of property taxes collected for The Legacy will go directly to these two school districts.

As noted earlier, in the 2024 tax year, Evanston School District #65 accounted for 40.8% of a property tax bill and Evanston High School District #202 accounted for 25.9% of a tax bill. The report uses these same percentages of tax bills throughout the study period. We also assume an annual 3% increase in school costs per pupil.

Using the formulas cited earlier from the Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers, the proposed Legacy development is expected to yield **4 elementary school age children and 2 high school students** (see Table 1).

Over the course of the study period, 2027-2037, the Evanston School District #65 will receive **\$1,920,542 in net property tax revenue.**

The Evanston School District #202, between 2027-2037, will receive **\$1,379,827 in net property tax revenue.**

The average cost per student in 2024 in District #65 was \$25,000; and in District #202 it was \$26,000, according to the Illinois School Report Card.

Therefore, in 2027, when The Legacy is fully occupied, we estimate the cost of 4 elementary school students @ \$27,318 each = \$109,272. We estimate the cost of 2 high school students @ \$28,411, each = \$56,822.

## **Conclusions**

**The proposed Legacy project offers significant new positive fiscal impact to the City of Evanston and its school districts.** Consider first the current property yields only **\$103,530** in property tax revenue. The new development, by contrast, offers more than \$712,000 in new revenue in 2025, mostly from fees associated with the construction of the project (see Table 2). By 2028, full assessments on the new property have begun and the **new property tax revenue is expected to be nearly \$700,000.** By 2030, the total tax revenue will have grown to **more than \$1.11 million annually.** As with residential projects of this type, most of this new revenue will be in the form of new property taxes but there will be considerable other kinds of revenue too (see Table 2).

Analyzing the new revenue of each of the major taxing bodies, the study finds the City of Evanston receiving an immediate infusion of new dollars from the construction building permit fees of more than **\$605,000 in 2025. Starting in 2027, the City of Evanston and Library are**

**predicted to receive over \$336,000 of new revenue and that figure will ramp up to over \$518,000 annually by 2032 (see Tables 2 & 5).**

Whenever a new residential development is constructed, there are attendant costs to the major taxing bodies. For the City of Evanston, those costs are mainly in the form of new hires necessary to accommodate increases in population resulting from the new development. Even though there are new City expenses of about \$27,000 in 2026 rising to about \$119,000 by 2030, **the Net Revenues to the City of Evanston during the study period (2024-2037) are \$6,020,707 (Revenues) - \$1,427,545 (Expenses) = \$4,593,162 (see Table 5).**

**Looking at the expected Net Revenue for the project (see Table 7); the second year (2025) brings \$712,386, mainly from building permit and impact fees. By 2031, the annual Net Tax Revenue is over \$825,000, primarily from property taxes.**

Even more striking is **the proposed project is estimated to generate \$9,532,733 of new Net Revenue in 14 years** to the City of Evanston and the two school districts (see Table 7). This time period was chosen to provide estimates through 4 triennial assessments, once the building has is fully occupied.

**On a Net Present Value basis, the project's tax and fee revenue (2023-2035) is worth \$6,287,661, using a discount rate of 5% (see Table 7).**

**From a benefit/cost perspective, the proposed project is a winner for both the local governmental taxing bodies and for the Evanston economy.** With the current marginal economic activity on the property, this project offers a substantial opportunity to create jobs, local income, and tax revenue.



**Table 2**  
**Estimated Project Tax Revenue**

| Type of Tax   | 2024              | 2025              | 2026             | 2027              | 2028                | 2029                | 2030                |
|---|-------------------|-------------------|------------------|-------------------|---------------------|---------------------|---------------------|
| Residential Property Tax                              | 0                 | 0                 | 0                | 97,766            | 652,960             | 672,549             | 692,725             |
| Land Property Tax                                     | 24,226            | 24,953            | 25,702           | 43,272            | 44,570              | 45,907              | 47,284              |
| Retail Property Tax                                   | 79,304            | 81,683            | 0                | 0                 | 0                   | 0                   | 0                   |
| <b>Total Property Tax</b>                             | <b>103,530</b>    | <b>106,636</b>    | <b>25,702</b>    | <b>141,038</b>    | <b>697,530</b>      | <b>718,456</b>      | <b>740,009</b>      |
| Sales Tax from Retail Sales in the Project            | 0                 | 0                 | 0                | 252,044           | 252,044             | 252,044             | 252,044             |
| Sales Tax from Residents Living in the Project        | 0                 | 0                 | 0                | 44,718            | 46,060              | 47,442              | 48,865              |
| State Income Tax                                      | 0                 | 0                 | 0                | 7,612             | 38,060              | 38,060              | 38,060              |
| Motor Fuel Tax  | 0                 | 0                 | 0                | 0                 | 655                 | 3,274               | 3,274               |
| Auto (Wheel) Tax                                      | 0                 | 0                 | 0                | 926               | 4,630               | 4,630               | 4,630               |
| Utility Tax   | 0                 | 0                 | 0                | 3,638             | 18,192              | 18,192              | 18,192              |
| Telecommunications Tax                                | 0                 | 0                 | 0                | 727               | 3,639               | 3,639               | 3,639               |
| Cable Franchise Fee                                   | 0                 | 0                 | 0                | 629               | 3,143               | 3,143               | 3,143               |
| Construction Permit Fees, Inspections, etc..          | 30,000            | 605,750           | 15,000           | 0                 | 0                   | 0                   | 0                   |
| <b>Total Tax Revenue to all taxing bodies</b>         | <b>\$ 133,530</b> | <b>\$ 712,386</b> | <b>\$ 40,702</b> | <b>\$ 451,332</b> | <b>\$ 1,063,953</b> | <b>\$ 1,088,880</b> | <b>\$ 1,111,856</b> |
| City of Evanston Property Tax Share                   | \$ 16,151         | \$ 16,635         | \$ 4,010         | \$ 22,002         | \$ 108,815          | \$ 112,079          | \$ 115,441          |
| Evanston Public Library Property Tax Share            | \$ 2,795          | \$ 2,879          | \$ 694           | \$ 3,808          | \$ 18,833           | \$ 19,398           | \$ 19,980           |
| District #65 Property Tax Share                       | \$ 42,240         | \$ 43,507         | \$ 10,486        | \$ 57,544         | \$ 284,592          | \$ 293,130          | \$ 301,924          |
| District #202 Property Tax Share                      | \$ 26,814         | \$ 27,619         | \$ 6,657         | \$ 36,529         | \$ 180,660          | \$ 186,080          | \$ 191,662          |
| <b>Prop. Tax to Cook County &amp; other districts</b> | <b>15,530</b>     | <b>15,995</b>     | <b>3,855</b>     | <b>21,156</b>     | <b>104,630</b>      | <b>107,768</b>      | <b>111,001</b>      |

| Type of Tax                                    | 2031                | 2032                | 2033                | 2034                | 2035                | 2036                | 2037                |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Residential Property Tax                       | 713,507             | 734,912             | 756,960             | 779,668             | 803,058             | 827,150             | 851,965             |
| Land Property Tax                              | 48,703              | 50,164              | 51,669              | 53,219              | 54,815              | 56,460              | 58,153              |
| Retail Property Tax                            | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   |
| <b>Total Property Tax</b>                      | <b>762,210</b>      | <b>785,076</b>      | <b>808,629</b>      | <b>832,887</b>      | <b>857,873</b>      | <b>883,610</b>      | <b>910,118</b>      |
| Sales Tax from Retail Sales in the Project     | 252,044             | 252,044             | 252,044             | 252,044             | 252,044             | 252,044             | 252,044             |
| Sales Tax from Residents Living in the Project | 50,331              | 51,841              | 53,396              | 54,998              | 56,648              | 58,347              | 60,098              |
| State Income Tax                               | 38,060              | 38,060              | 38,060              | 38,060              | 38,060              | 38,060              | 38,060              |
| Motor Fuel Tax                                 | 3,274               | 3,274               | 3,274               | 3,274               | 3,274               | 3,274               | 3,274               |
| Auto (Wheel) Tax                               | 4,630               | 4,630               | 4,630               | 4,630               | 4,630               | 4,630               | 4,630               |
| Utility Tax                                    | 18,192              | 18,192              | 18,192              | 18,192              | 18,192              | 18,192              | 18,192              |
| Telecommunications Tax                         | 3,639               | 3,639               | 3,639               | 3,639               | 3,639               | 3,639               | 3,639               |
| Cable Franchise Fee                            | 3,143               | 3,143               | 3,143               | 3,143               | 3,143               | 3,143               | 3,143               |
| Construction Permit Fees, Inspections, etc..   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   |
| <b>Total Tax Revenue to all taxing bodies</b>  | <b>\$ 1,135,523</b> | <b>\$ 1,159,899</b> | <b>\$ 1,185,007</b> | <b>\$ 1,210,867</b> | <b>\$ 1,237,503</b> | <b>\$ 1,264,939</b> | <b>\$ 1,293,198</b> |
| City of Evanston Property Tax Share            | \$ 118,905          | \$ 122,472          | \$ 126,146          | \$ 129,930          | \$ 133,828          | \$ 137,843          | \$ 141,978          |
| Evanston Public Library Property Tax Share     | \$ 20,580           | \$ 21,197           | \$ 21,833           | \$ 22,488           | \$ 23,163           | \$ 23,857           | \$ 24,573           |
| District #65 Property Tax Share                | \$ 310,982          | \$ 320,311          | \$ 329,920          | \$ 339,818          | \$ 350,012          | \$ 360,513          | \$ 371,328          |
| District #202 Property Tax Share               | \$ 197,412          | \$ 203,335          | \$ 209,435          | \$ 215,718          | \$ 222,189          | \$ 228,855          | \$ 235,720          |

**Table 3**  
**Estimated Household Income**

| Type of Unit                               | # of Units | Monthly Rent | Est. Household Income | Total Income         |
|--|------------|--------------|-----------------------|----------------------|
| Studio                                     | 34         | \$ 2,170     | \$ 74,700             | \$ 2,539,800         |
| 1 BR                                       | 44         | \$ 2,625     | \$ 90,000             | \$ 3,960,000         |
| 2 BR                                       | 32         | \$ 3,666     | \$ 125,691            | \$ 4,022,112         |
| <b>Total</b>                               | <b>110</b> |              |                       | <b>\$ 10,521,912</b> |
| <b>Weighted Avg. Household Income</b>      |            |              |                       | <b>\$ 95,654</b>     |
| <b>Adjusted for 8 affordable IHO units</b> |            |              |                       |                      |

**Table 4: Estimated Per Household Spending & Sales Tax Revenue**

| Type of Spending                            | 2027          | 2028          | 2029          | 2030          | 2031          | 2032          | 2033          | 2034          | 2035          | 2036          | 2037          |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Household Income                            | 95,654        | 98,524        | 101,479       | 104,524       | 107,659       | 110,889       | 114,216       | 117,642       | 121,172       | 124,807       | 128,551       |
| 20% Convenience Goods                       | 19,131        | 19,705        | 20,296        | 20,905        | 21,532        | 22,178        | 22,843        | 23,528        | 24,234        | 24,961        | 25,710        |
| 10% Comparison Goods                        | 9,565         | 9,852         | 10,148        | 10,452        | 10,766        | 11,089        | 11,422        | 11,764        | 12,117        | 12,481        | 12,855        |
| 70% Local Spent Convenience Goods           | 13,392        | 13,793        | 14,207        | 14,633        | 15,072        | 15,524        | 15,990        | 16,470        | 16,964        | 17,473        | 17,997        |
| 30% Local Spent Comparison Goods            | 2,870         | 2,956         | 3,044         | 3,136         | 3,230         | 3,327         | 3,426         | 3,529         | 3,635         | 3,744         | 3,857         |
| Taxable Share Convenience Goods             | 335           | 345           | 355           | 366           | 377           | 388           | 400           | 412           | 424           | 437           | 450           |
| Taxable Share Comparison Goods              | 72            | 74            | 76            | 78            | 81            | 83            | 86            | 88            | 91            | 94            | 96            |
| <b>Total Sales Tax Rev. per Household</b>   | <b>407</b>    | <b>419</b>    | <b>431</b>    | <b>444</b>    | <b>458</b>    | <b>471</b>    | <b>485</b>    | <b>500</b>    | <b>515</b>    | <b>530</b>    | <b>546</b>    |
| <b>Total Sales Tax Generated by Project</b> | <b>44,718</b> | <b>46,060</b> | <b>47,442</b> | <b>48,865</b> | <b>50,331</b> | <b>51,841</b> | <b>53,396</b> | <b>54,998</b> | <b>56,648</b> | <b>58,347</b> | <b>60,098</b> |

**Table 5**  
**Estimated City of Evanston Cost and Net Revenue**

| Year                                       | 2024          | 2025           | 2026          | 2027           | 2028           | 2029           | 2030           |
|--|---------------|----------------|---------------|----------------|----------------|----------------|----------------|
| New Residents Added                        | 0             | 0              | 33            | 165            | 165            | 165            | 165            |
| # of New City Employees Added              | 0             | 0              | 0.5           | 2.0            | 2              | 2              | 2              |
| Cost Per Employee                          | 0             | 0              | 105,625       | 108,794        | 112,058        | 115,420        | 118,882        |
| Added City Employee Operating Cost * .437  | 0             | 0              | 23,502        | 95,086         | 97,939         | 100,877        | 103,903        |
| Operating Cost + Capital Cost = Total Cost | 0             | 0              | 27,027        | 109,349        | 112,629        | 116,008        | 119,488        |
| City of Evanston Total Revenue             | <b>46,151</b> | <b>622,385</b> | <b>19,010</b> | <b>332,296</b> | <b>473,239</b> | <b>482,503</b> | <b>487,288</b> |
| <b>City of Evanston Net Revenue</b>        | <b>46,151</b> | <b>622,385</b> | <b>-8,017</b> | <b>222,947</b> | <b>360,610</b> | <b>366,495</b> | <b>367,800</b> |

|  | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| New Residents Added                        | 165            | 165            | 165            | 165            | 165            | 165            | 165            |
| # of New City Employees Added              | 2              | 2              | 2              | 2              | 2              | 2              | 2              |
| Cost Per Employee                          | 122,449        | 126,122        | 129,906        | 133,803        | 137,817        | 141,951        | 146,210        |
| Added City Employee Operating Cost * .437  | 107,020        | 110,231        | 113,538        | 116,944        | 120,452        | 124,066        | 127,788        |
| Operating Cost + Capital Cost = Total Cost | 123,073        | 126,765        | 130,568        | 134,485        | 138,520        | 142,675        | 146,956        |
| City of Evanston Total Revenue             | <b>492,418</b> | <b>497,295</b> | <b>502,524</b> | <b>507,910</b> | <b>513,458</b> | <b>519,172</b> | <b>525,058</b> |
| <b>City of Evanston Net Revenue</b>        | <b>369,345</b> | <b>370,530</b> | <b>371,956</b> | <b>373,425</b> | <b>374,938</b> | <b>376,497</b> | <b>378,102</b> |

**School District Net Revenue  
Table 6**

| District #65                 | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           |
|------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Property Tax Revenue         | 141,038        | 697,530        | 718,456        | 740,009        | 762,210        | 785,076        | 808,629        | 832,887        | 857,873        | 883,610        | 910,118        |
| School Share @40.8%          | 57,544         | 284,592        | 293,130        | 301,924        | 310,982        | 320,311        | 329,921        | 339,818        | 350,012        | 360,513        | 371,328        |
| Less Additional Student Cost | 109,272        | 112,550        | 115,927        | 119,404        | 122,986        | 126,676        | 130,476        | 134,391        | 138,422        | 142,575        | 146,852        |
| <b>Net Revenue</b>           | <b>-51,728</b> | <b>172,042</b> | <b>177,204</b> | <b>182,519</b> | <b>187,995</b> | <b>193,635</b> | <b>199,444</b> | <b>205,427</b> | <b>211,590</b> | <b>217,938</b> | <b>224,476</b> |
| <b>District #202</b>         |                |                |                |                |                |                |                |                |                |                |                |
| Property Tax Revenue         | 141,038        | 697,530        | 718,456        | 740,009        | 762,210        | 785,076        | 808,629        | 832,887        | 857,873        | 883,610        | 910,118        |
| School Share @ 25.9%         | 36,529         | 180,660        | 186,080        | 191,662        | 197,412        | 203,335        | 209,435        | 215,718        | 222,189        | 228,855        | 235,721        |
| Less Additional Student Cost | 56,822         | 58,527         | 60,283         | 62,091         | 63,954         | 65,873         | 67,849         | 69,884         | 71,981         | 74,140         | 76,364         |
| <b>Net Revenue</b>           | <b>-20,293</b> | <b>122,133</b> | <b>125,797</b> | <b>129,571</b> | <b>133,458</b> | <b>137,462</b> | <b>141,586</b> | <b>145,833</b> | <b>150,208</b> | <b>154,715</b> | <b>159,356</b> |



**Table 7**  
**Estimated Project Tax Revenue**

| Year                                    | 2024             | 2025           | 2026           | 2027             | 2028             | 2029             | 2030             | 2031             |
|---|------------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|
| <b>Total Tax &amp; Fee Revenue</b>      | <b>133,530</b>   | <b>712,386</b> | <b>40,702</b>  | <b>451,332</b>   | <b>1,061,953</b> | <b>1,088,880</b> | <b>1,111,856</b> | <b>1,135,523</b> |
| City of Evanston Costs                  | -                | -              | 27,027         | 109,349          | 112,629          | 116,008          | 119,488          | 123,073          |
| District #65 Costs                      | 0                | 0              | -              | 109,272          | 112,550          | 115,927          | 119,404          | 122,986          |
| District #202 Costs                     | 0                | 0              | -              | 56,822           | 58,527           | 60,283           | 62,091           | 63,954           |
| <b>Total Public Costs</b>               | <b>-</b>         | <b>-</b>       | <b>27,027</b>  | <b>275,443</b>   | <b>283,706</b>   | <b>292,218</b>   | <b>300,983</b>   | <b>310,013</b>   |
| <b>Net Revenue</b>                      | <b>133,530</b>   | <b>712,386</b> | <b>13,675</b>  | <b>175,889</b>   | <b>778,247</b>   | <b>796,662</b>   | <b>810,873</b>   | <b>825,510</b>   |
| <b>Cumulative Net Revenue</b>           | <b>133,530</b>   | <b>845,916</b> | <b>859,591</b> | <b>1,035,480</b> | <b>1,813,727</b> | <b>2,610,389</b> | <b>3,421,262</b> | <b>4,246,772</b> |
| <b>Net Present Value of Net Revenue</b> | <b>6,287,661</b> |                |                |                  |                  |                  |                  |                  |

| Year                               | 2032             | 2033             | 2034             | 2035             | 2036             | 2037             |
|------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Total Tax &amp; Fee Revenue</b> | <b>1,159,899</b> | <b>1,185,007</b> | <b>1,210,867</b> | <b>1,237,503</b> | <b>1,264,939</b> | <b>1,293,198</b> |
| City of Evanston Costs             | 126,765          | 130,568          | 134,485          | 138,520          | 142,675          | 146,956          |
| District #65 Costs                 | 126,676          | 130,476          | 134,391          | 138,422          | 142,575          | 146,852          |
| District #202 Costs                | 65,873           | 67,849           | 69,884           | 71,981           | 74,140           | 76,364           |
| <b>Total Public Costs</b>          | <b>319,314</b>   | <b>328,893</b>   | <b>338,760</b>   | <b>348,923</b>   | <b>359,390</b>   | <b>370,172</b>   |
| <b>Net Revenue</b>                 | <b>840,585</b>   | <b>856,114</b>   | <b>872,107</b>   | <b>888,580</b>   | <b>905,549</b>   | <b>923,026</b>   |
| <b>Cumulative Net Revenue</b>      | <b>5,087,357</b> | <b>5,943,471</b> | <b>6,815,578</b> | <b>7,704,158</b> | <b>8,609,707</b> | <b>9,532,733</b> |



July 25, 2024

Mr. Jeff Michael  
Horizon Realty Group  
1946 W Lawrence  
Chicago, IL 60640

SUBJECT:       The Legacy Apartments  
                  1621-29 Chicago  
                  Evanston, IL 60201  
                  IRR – Chicago File No. 194-2024-

Dear Mr. Michael:

As you are aware, we completed a marketability study for the proposed Legacy Apartments with a report date of February 7, 2023. We understand there have been changes to the proposed project. You have asked us to opine on a) how these changes impact the conclusions in our prior report and b) the current state of the market in terms of demand. This letter incorporates by reference our prior report.

The former design for the building was a 15-story structure with 140 apartments, 7,195 square feet of ground floor commercial space, and parking for 57 cars (0.41:1 ratio). The average unit size was 765 square feet. The 15<sup>th</sup> floor was to be a full amenity floor featuring an outdoor swimming pool, fitness center, lounge area, outdoor seating area, and dog run. Unit mix included 14% studios, 54% 1BR/1BA units, and 32% 2BR/2BA units. Ten units were classified as affordable.

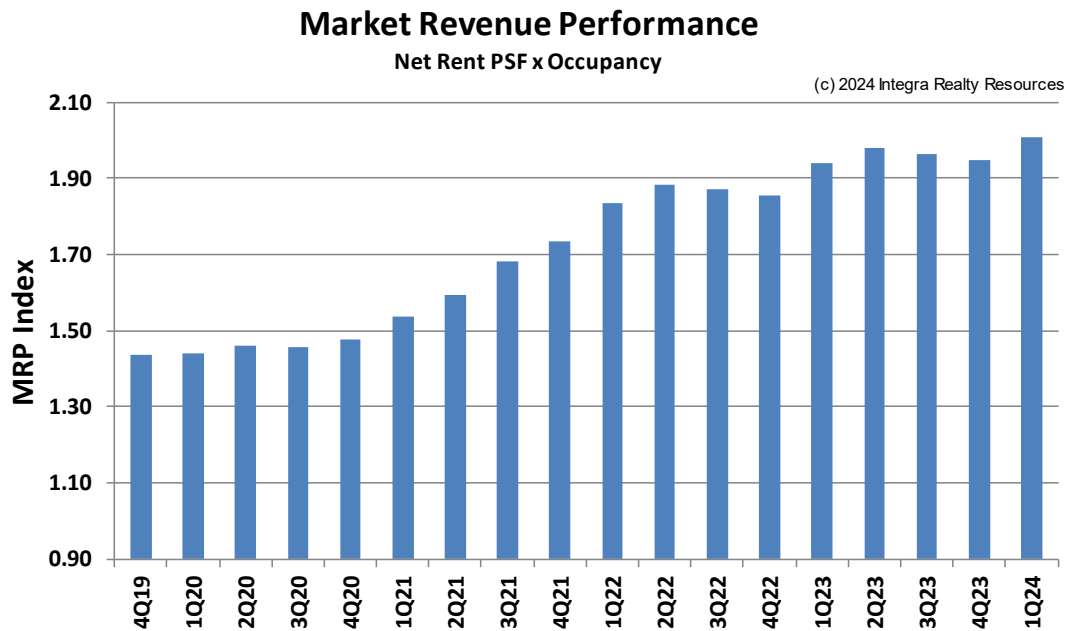
The current design has a reduced story count of 12 and a reduced unit count of 110. The commercial space has a footprint of 6,812 square feet on the ground floor plus 4,020 square feet in the basement. Parking includes 48 spaces for an increased ratio of 0.47:1. The average unit size was reduced nominally to 744 square feet through a combination of change in mix and slightly reduced unit sizes. The current unit mix includes 31% studios, 40% 1BR and 29% 2BR units. The amenity level remains on the top floor with the same amenities. Eight units are classified as affordable.

The proposed project is concluded to be substantially similar to the prior version in terms of expected market acceptance. The unit mix and sizes remain well in range of market expectations and the amenities offered remain highly competitive. The reduced building height of 12 vs 15 stories will reduce the number of units with more expansive views (at a higher rent), but this should not materially impact lease up given the urban nature of this market.

Our most recent quarterly survey of the suburban multifamily market was completed for 1Q24 with our 2Q24 survey currently in process. As noted in our prior marketability study, we have been surveying the suburban market on a quarterly basis for decades with the most recent survey including 400+ properties containing over 110,000 units.

Net rent for the suburban market overall was up 4 percent on a year over year basis. Occupancy was at 97.5 percent. The market revenue performance indicator, a function of net rent and occupancy, remains strong.

## Suburban Chicago Market - Overall



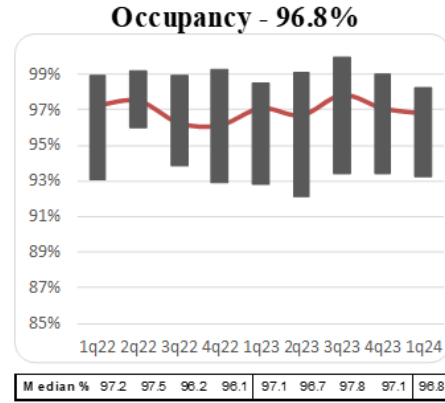
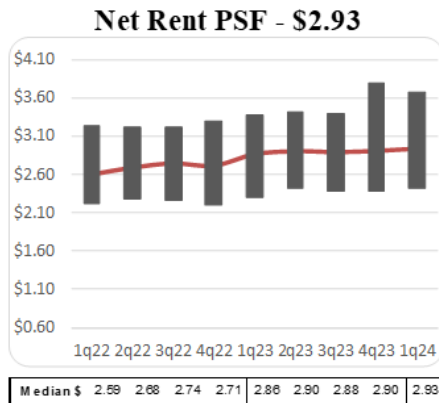
New projects continue in the planning stages with a reduced number moving to construction given the difficulties in raising both debt and equity in the current market.

The subject is located in what is defined as the North Shore submarket. Our submarket survey includes almost 7,000 units in 38 buildings with a median year built of 2015. Over



the past year, net rents are up 2.6 percent while compared to two years ago, net rents are up 13.2 percent.

### North Shore Multifamily Submarket Trends



The market continues to improve but rent growth has slowed. The employment market remains healthy and with limited new supply expected to impact the Evanston market, we expect rents to continue to rise and occupancy to remain stable.

Our 2023 marketability study concluded an average net rent of \$3.76 per square foot with the smallest units projected to achieve the highest rent per square foot. Given the shift in unit mix to smaller units (both in unit type and square footage), and considering the upward movement in the rental market since 2023, we expect rents at the project to be greater than estimated in our 2023 report. Regarding absorption, we projected a rate of 10-15 units per month in 2023. With a smaller development, we would typically expect fewer units per month but given the strength of the market, still project a one year period to be adequate.

**Integra Realty Resources**  
**Chicago**

**Market Study**

**The Proposed Legacy Apartments**  
Multifamily Property  
1621-29 Chicago Ave.  
Evanston, Cook County, Illinois 60201

**Prepared For:**  
Horizon Realty Group

**Effective Date of the Report:**  
February 8, 2023

**IRR - Chicago**  
File Number: 194-2023-0078





**The Proposed Legacy Apartments**  
1621-29 Chicago Ave.  
Evanston, Illinois



February 8, 2023

Mr. Jeffrey Michael  
Horizon Realty Group  
1946 W Lawrence Ave  
Chicago, IL 60640

SUBJECT:       Market Study  
                  The Proposed Legacy Apartments  
                  1621-29 Chicago Ave.  
                  Evanston, Cook County, Illinois 60201  
                  IRR - Chicago File No. 194-2023-0078

Dear Mr. Michael:

Integra Realty Resources – Chicago is pleased to submit the accompanying market study of the referenced property. The client for the assignment is Horizon Realty Group, and the intended use is for internal planning.

The subject is a proposed luxury multifamily property containing 140 dwelling units and 7,195 SF of ground-floor commercial space. The units will have studio, 1br, and 2br, layouts with an overall average size of 765 SF. The site area is 21,644 square feet. The subject of this assignment is the residential component only.

Information for this report was researched and gathered from property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the suburban Chicago apartment market. On a quarterly basis since 2005, we have also researched the rental apartment market for Suburban Chicago. This ongoing work, along with our database going back 40+ years, well positions us to analyze and understand market trends specific to the proposed project.

Should you have any questions about this report or desire further consultations as you decide to move forward, please do not hesitate to call us directly.

Mr. Jeffrey Michael  
Horizon Realty Group  
February 8, 2023  
Page 2

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

**Integra Realty Resources - Chicago**



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## General Information

### Identification of Subject

The subject is a proposed luxury multifamily property containing 140 dwelling units and 7,195 SF of ground-floor commercial space. The units will have studio, 1br, and 2br layouts with an overall average size of 765 SF. The site area is 21,644square feet. The subject of this assignment is the residential component only.

### Purpose of the Market Study

The purpose of this report is to provide:

- An overview of the Suburban Chicago rental apartment market.
- Analysis of the market demand for rental apartment units at the subject location.
- Analysis of the target renter demographic.
- Survey and overview of the rental competition in the market in terms of current and proposed inventory, unit sizes and mix, amenities and finishes, rent trends, utility bill-backs, occupancy levels, and absorption rates.
- Critique of the proposed project's unit mix, unit sizes, unit finishes and building amenities, with a summary of market positioning – strengths and weaknesses.
- Conclusions regarding unit mix, average sizes, finishes, market rent levels and absorption projections for the proposed units. The rent levels will be projected in 2023 dollars and at the time of occupancy.

### Effective Date

The effective date of the analysis and conclusions is February 1, 2023.

### Intended Use and User

The addressee on the letter of transmittal is the client and the intended user of this report. This report is prepared for exclusive use by the addressee for internal planning purposes.

### Applicable Requirements

This market study is intended to conform to the requirements of the following:

- Uniform Standards of Professional Appraisal Practice (USPAP); and
- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

### Report Format

This report is prepared under the Appraisal Report option of Standards Rule 2-2(a) of USPAP.

## Prior Services

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property in the prior three years, including valuation, consulting, property management, brokerage, or any other services. We have not performed any services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

## Scope of Work

To determine the appropriate scope of work for the assignment, we considered the intended use of the appraisal, the needs of the user, the complexity of the property, and other pertinent factors. Our concluded scope of work is described below.

## Research and Analysis

The type and extent of our research and analysis is detailed in individual sections of the report. The following data sources were researched:

- Inspection of the site and a review of the preliminary design concept plans prepared by Pappageorge Haymes, dated December 21, 2022
- Visual inspection of the immediate neighborhood
- Ongoing discussions with brokers, developers, lenders and investors active in the suburban Chicago rental market
- Inspection of the competing rental buildings in the market and discussions with management and leasing agents
- Previous assignments where information was not confidential

## Inspection

Gail Lissner, CRE, SRA, conducted an on-site inspection of the site on January 29, 2023. Ron DeVries, MAI, SRA, FRICS, did not conduct an inspection.

## Executive Summary and Conclusions



Aerial Map of Subject Site

### Location

1621-29 Chicago Ave.  
Evanston, Cook County, Illinois 60201

### Concept

The subject is a 21,644 SF site which is proposed for development with a luxury 15-story property with 140 apartments, 7,195 SF of ground-floor commercial space, and parking for 57 cars (0.41:1 parking ratio). The 15<sup>th</sup> floor will be a full amenity floor featuring an outdoor swimming pool, fitness center, lounge area, outdoor seating/dining area, and dog run. Project delivery is expected in two years. The subject of this market study is the rental apartment component only.

The developer proposes the following unit mix and sizes.

| Unit Type        | # Units    | Mix           | SF Range           | Avg Size (SF) | Total SF       |
|------------------|------------|---------------|--------------------|---------------|----------------|
| Studio/1Bath     | 20         | 14.3%         | 460 - 460          | 460           | 9,202          |
| 1BR/1 Bath       | 75         | 53.6%         | 702 - 860          | 738           | 55,387         |
| 2BR/2 Bath       | 45         | 32.1%         | 848 - 1,198        | 944           | 42,474         |
| <b>Total/Avg</b> | <b>140</b> | <b>100.0%</b> | <b>460 - 1,198</b> | <b>765</b>    | <b>107,063</b> |

The proposed building will include 140 apartments including 10 units being on-site affordable units per the Inclusionary Housing Ordinance.

**Conclusion**

Based upon our analysis of the subject location, the proposed development plan, and the suburban rental apartment market, we believe that rental apartments will be marketable at this location. We note, detailed floor plans that depict partitions and room placement were not available. Our conclusions assume the project has functional, efficient layouts that will be competitive with the market. Revisions may be required if/when detailed plans become available. Overall, we have projected rents for 2023 averaging approximately **\$3.76 PSF** with parking at \$175/space/month. Rents are projected to increase approximately 3% per year, with rents of **\$3.99 PSF** at the time of occupancy in 2025. Lease-up has been estimated at about 10 to 15 units per month, achieving stabilized occupancy in less than one year.

## Analysis and Conclusions

### North Shore Market Area

The North Shore submarket is defined by Lake Michigan to the east, the City of Chicago on the south, I-294 to the west, and Lake County on the north. Evanston is the primary suburb in this rental market; although recent expansion in rental supply has been occurring throughout the North Shore.

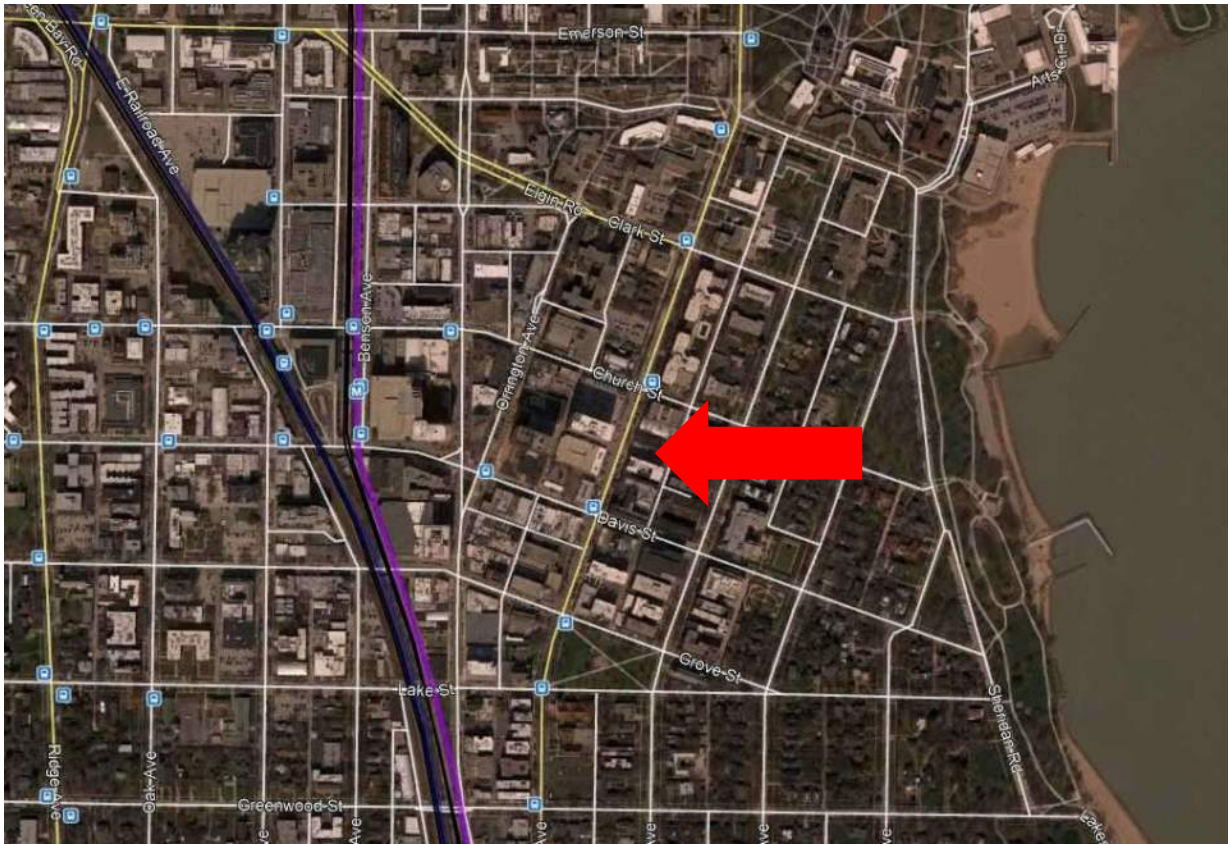
### Property Location

The subject property is located on the east side of Chicago Avenue, just south of Church Street in Evanston. This is an excellent location on the eastern edge of downtown Evanston, about two blocks south of the Northwestern University campus, three blocks west of Lake Michigan, and within walking distance of a vibrant mix of restaurants, shops, and nightlife options. It is roughly five miles east of I-94 via Dempster Street making the site highly accessible to many parts of the Chicago metropolitan area. Sheridan Road connects to Lake Shore Drive, providing an easy commute to Chicago's Loop area. In addition, for persons who prefer to commute to Chicago's Loop via public transit, the subject property is situated two blocks east of the Davis Street stops for the CTA Purple Line and Metra Union Pacific North Line. Both offer easy commutes to Chicago's Loop central business district.

Immediate surrounding improvements include an 8-story residential building to the north; The Merion, a high-rise independent senior living property, to the south; places of worship and a charming residential district to the east; and a Whole Foods grocery store and the Park Evanston high-rise apartment project to the west. Further to the north is the Evanston Place mid-rise apartment property. We note, The Merion is a 205-unit senior property that offers fully furnished units, social services and meal plans. It will not compete with the subject and, thus, was not surveyed as part of our analysis.

Northwestern University's lakefront campus begins about two blocks north of the subject. The university provides a major demand generator for Evanston from faculty, staff, graduate students, and undergraduate students. Because of this presence, downtown Evanston is able to command the highest rents in the suburban region while also experiencing an expansion of its downtown housing inventory. Leasing and management personnel in the competing buildings report a strong presence of Northwestern-related renters thereby providing sustained demand for luxury units.

Overall, this location is considered to be highly desirable with its close proximity of supporting services, public transportation via CTA and Metra lines, Northwestern University, and recreational amenities of Lake Michigan.



### North Shore Rental Market Conditions

On a quarterly basis, Integra Realty Resources - Chicago surveys 300+ rental apartment complexes with over 110,000 units. This survey comprises virtually every major apartment community developed since 1995, plus older developments (primarily post 1970) throughout the Chicago MSA. Occupancies in the entire suburban market currently average 97.5% for stabilized properties, which is very high but off 50 bps from a year ago. However, the suburban market overall is considered “full”, contributing to escalated pricing. The median net effective rent psf is \$1.90 which is up 7.5% from a year ago and accompanied by stable occupancy.

Our internal database for the North Shore submarket consists of 6,303 dwelling units. The median unit size for the submarket is 932 square feet, which is slightly larger than the overall suburban market. The median year built was 2015 compared to the overall suburban market having a median of 1985. Median net rent per square foot as of 4Q 2022 stands at \$2.71, up 7.2% from a year ago. Rents in the North Shore are up 27.7% compared to the levels posted two years ago. One-bedrooms have a median rent of \$2,211; while two bedrooms have a median net rent of \$3,063. Occupancy declined 170 bp from last year, but still exhibited a strong occupancy level of 96.1% as of 4Q22. We project occupancy will remain stable in the near term given limited amount of new supply in this submarket.

In Evanston, nine luxury apartment projects have been completed since 2013 with a total of nearly 1,600 units. The most recent were 1555 Ridge with 68 units in 2022, Albion Evanston (268 units) and

the Link Evanston (241 units) in 2019, and Centrum Evanston (101 units) and 1620 Central Station (45 units ) in 2017.

### **Renter Profile**

The subject property will attract a broad base of renters. This profile will include:

- Undergraduate or graduate students attending Northwestern University
- Persons working in the area – The subject property is anticipated to attract persons working at Northwestern University and other employment centers in Evanston, along with those who work in downtown Chicago and take the Metra or CTA trains to work. It will also appeal to persons who commute via Interstate 94 to jobs to the north within Lake County or south in the Chicago neighborhoods.

Evanston is able to attract young professionals employed in the suburbs as it is situated close to the border with Chicago, has a less suburban and more “youthful” image, and offers good accessibility and proximity to the City. Downtown Evanston is also a popular location for couples who commute in opposite directions as this becomes a convenient midpoint location for those working both north and south of Evanston.

- Persons with ties to Evanston and the surrounding community areas.
- Persons who desire new construction Class A rental units that offer luxury amenities not found in other rental properties in the area.
- Renters who are not yet ready to transition to home ownership but would want newer housing with more luxurious finishes.
- Empty nesters will also comprise a segment of the market demand. This could include both persons who are downsizing from the immediate area along with persons relocating from outside the region to be closer to their children and grandchildren who live in Evanston and the neighboring community areas. It is expected that a portion of the empty-nester profile may only be part-time residents with a second/winter home in a warmer climate.
- The subject property will also appeal to persons in transition – i.e. moving locally or transferees, persons in the process of obtaining a divorce or divorced parents relocating to be closer to their children and desiring a new construction rental apartment.

Thus, there is a diverse renter profile that is expected to be attracted to the subject property.



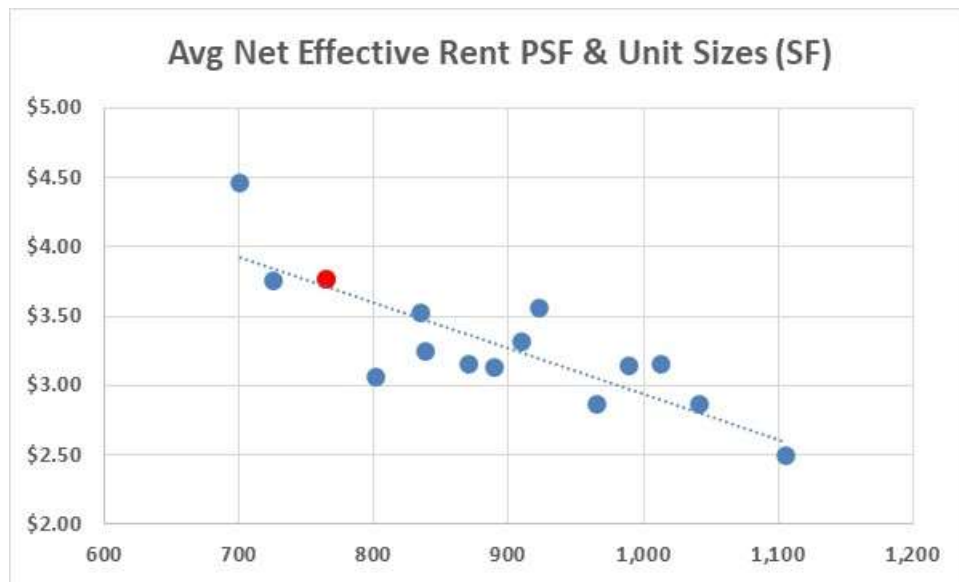
### Competition Overview

The survey of the existing competition focused on newer Class A apartment properties in downtown Evanston, with a secondary focus on newer properties located north or south of downtown. This survey included 14 buildings with nearly 2,400 units. Overall, the downtown properties will provide the primary competition and are commanding the strongest rent levels in the community. The Central Street and Main Street corridors provide lower cost alternatives given their non-downtown locations. In addition, one downtown Wilmette property was included since it is considered to be part of the Central Street competition set.

Overall, this survey data is summarized below and on the following pages:

### Rent Survey Summary

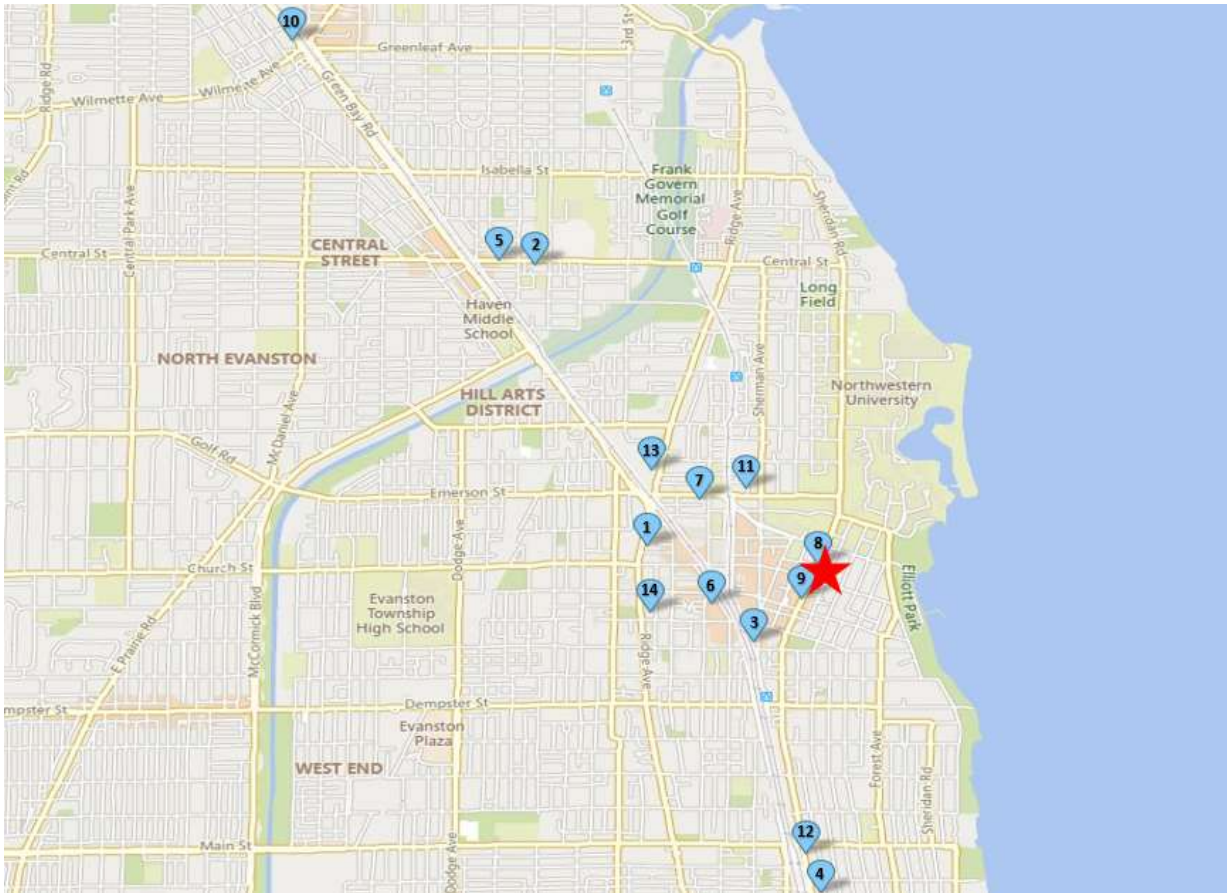
| Unit Type    | No. Units    | %           | Avg SF | Quoted Rent |         | Net Effective |         |
|--------------|--------------|-------------|--------|-------------|---------|---------------|---------|
|              |              |             |        | Avg Rent    | Avg PSF | Avg Rent      | Avg PSF |
| Studio       | 301          | 13%         | 509    | \$2,057     | \$4.04  | \$2,057       | \$4.04  |
| Convertible  | 58           | 2%          | 614    | \$2,313     | \$3.77  | \$2,313       | \$3.77  |
| 1BR          | 1,062        | 45%         | 743    | \$2,536     | \$3.41  | \$2,531       | \$3.41  |
| 1BR+Den      | 69           | 3%          | 953    | \$2,901     | \$3.04  | \$2,901       | \$3.04  |
| 2BR          | 714          | 30%         | 1,072  | \$3,380     | \$3.15  | \$3,367       | \$3.14  |
| 2BR+Den      | 33           | 1%          | 1,260  | \$3,806     | \$3.02  | \$3,806       | \$3.02  |
| 3BR          | 145          | 6%          | 1,361  | \$4,534     | \$3.33  | \$4,534       | \$3.33  |
| <b>Total</b> | <b>2,382</b> | <b>100%</b> |        |             |         |               |         |



Integra Realty Resources – Chicago conclusion for the subject units is shown in RED in the above graph



## Apartment Competition Map



| #  | Name                         | Address                | Suburb   |
|----|------------------------------|------------------------|----------|
| 1  | 1717                         | 1717 Ridge             | Evanston |
| 2  | 1620 Central                 | 1620 Central           | Evanston |
| 3  | Albion Evanston              | 1500 Sherman Ave.      | Evanston |
| 4  | AMLI at Evanston             | 737 Chicago Ave.       | Evanston |
| 5  | Central Station              | 1720 Central           | Evanston |
| 6  | Centrum Evanston             | 1590 Elmwood           | Evanston |
| 7  | E2                           | 1890 Maple             | Evanston |
| 8  | Evanston Place               | 1715-1735 Chicago Ave. | Evanston |
| 9  | Park Evanston                | 1630 Chicago Ave       | Evanston |
| 10 | Residences of Wilmette       | 617 Green Bay Road     | Wilmette |
| 11 | The Link Evanston            | 811 Emerson St         | Evanston |
| 12 | The Main                     | 847 Chicago            | Evanston |
| 13 | The Reserve at Evanston      | 1930 Ridge Ave.        | Evanston |
| 14 | The Residences at 1555 Ridge | 1555 Ridge             | Evanston |

## Apartment Rental Competition Overview

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| Comp | Name                            | Address                  | Suburb          | Date<br>Built/Renov | Total<br>Units | Avg Size<br>(SF) | Quoted<br>Rent PSF | Net Rent<br>PSF | Occup  | Parking      |
|------|---------------------------------|--------------------------|-----------------|---------------------|----------------|------------------|--------------------|-----------------|--------|--------------|
|      | <b>Subject</b>                  | <b>1621 Chicago Ave.</b> | <b>Evanston</b> | <b>Prop</b>         | <b>140</b>     | <b>765</b>       |                    |                 |        |              |
|      | <b><u>Downtown Area</u></b>     |                          |                 |                     |                |                  |                    |                 |        |              |
| 1    | 1717                            | 1717 Ridge               | Evanston        | 2013                | 175            | 835              | \$3.52             | \$3.52          | 94.3%  | \$165-\$210  |
| 3    | Albion Evanston                 | 1500 Sherman Ave.        | Evanston        | 2019                | 268            | 726              | \$3.75             | \$3.75          | 100.0% | \$175-\$250  |
| 6    | Centrum Evanston                | 1590 Elmwood             | Evanston        | 2017                | 101            | 910              | \$3.32             | \$3.32          | 100.0% | Not on site  |
| 7    | E2                              | 1890 Maple               | Evanston        | 2015                | 356            | 802              | \$3.06             | \$3.06          | 98.9%  | \$145-\$195  |
| 8    | Evanston Place                  | 1715-1735 Chicago Ave.   | Evanston        | 1991/2015           | 190            | 871              | \$3.15             | \$3.15          | NA     | \$90         |
| 9    | Park Evanston                   | 1630 Chicago Ave         | Evanston        | 1997                | 283            | 923              | \$3.56             | \$3.56          | 97.2%  | \$115-\$135  |
| 11   | The Link Evanston               | 811 Emerson St           | Evanston        | 2019                | 241            | 701              | \$4.46             | \$4.46          | 95.9%  | \$160        |
| 13   | The Reserve at Evanston         | 1930 Ridge Ave.          | Evanston        | 2003                | 193            | 839              | \$3.25             | \$3.25          | 99.5%  | \$140-\$225  |
| 14   | The Residences at 1555 Ridge    | 1555 Ridge               | Evanston        | 2022                | 68             | 989              | \$3.14             | \$2.93          | 97.1%  | \$100-\$150  |
|      | <b><u>South of Downtown</u></b> |                          |                 |                     |                |                  |                    |                 |        |              |
| 4    | AML at Evanston                 | 737 Chicago Ave.         | Evanston        | 2013                | 195            | 1,042            | \$2.86             | \$2.86          | 95.4%  | \$135-\$160  |
| 12   | The Main                        | 847 Chicago              | Evanston        | 2016                | 112            | 889              | \$3.13             | \$3.13          | 98.2%  | \$165-\$215T |
|      | <b><u>North of Downtown</u></b> |                          |                 |                     |                |                  |                    |                 |        |              |
| 2    | 1620 Central                    | 1620 Central             | Evanston        | 2017                | 45             | 1,105            | \$2.49             | \$2.49          | 97.8%  | \$160        |
| 5    | Central Station                 | 1720 Central             | Evanston        | 2013                | 80             | 965              | \$2.87             | \$2.87          | 93.8%  | \$180        |
| 10   | Residences of Wilmette          | 617 Green Bay Road       | Wilmette        | 2017                | 75             | 1,013            | \$3.15             | \$3.15          | 93.3%  | \$180        |
|      | Total                           |                          |                 |                     |                | 2,382            |                    |                 |        |              |



### Apartment Rental Competition Unit Mix

#### Unit Mix

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| Name                         | Address                  | Suburb          | Date Built/Renov | Total Units  | Avg Size (SF) | Studio     |            | Convertible |           | 1BR          |            | 1BR+Den   |           | 2BR        |            | 2BR+Den   |           | 3BR        |           |
|------------------------------|--------------------------|-----------------|------------------|--------------|---------------|------------|------------|-------------|-----------|--------------|------------|-----------|-----------|------------|------------|-----------|-----------|------------|-----------|
|                              |                          |                 |                  |              |               | Units      | %          | Units       | %         | Units        | %          | Units     | %         | Units      | %          | Units     | %         | Units      | %         |
| <b>Subject</b>               | <b>1621 Chicago Ave.</b> | <b>Evanston</b> | <b>Prop</b>      | <b>140</b>   | <b>765</b>    | <b>20</b>  | <b>14%</b> |             |           | <b>75</b>    | <b>54%</b> |           |           | <b>45</b>  | <b>32%</b> |           |           |            |           |
| <b>Downtown Area</b>         |                          |                 |                  |              |               |            |            |             |           |              |            |           |           |            |            |           |           |            |           |
| 1717                         | 1717 Ridge               | Evanston        | 2013             | 175          | 835           | 14         | 8%         |             |           | 101          | 58%        | 4         | 2%        | 42         | 24%        |           |           | 14         | 8%        |
| Albion Evanston              | 1500 Sherman Ave.        | Evanston        | 2019             | 268          | 726           | 94         | 35%        | 29          | 11%       | 92           | 34%        |           |           | 49         | 18%        | 4         | 2%        |            |           |
| Centrum Evanston             | 1590 Elmwood             | Evanston        | 2017             | 101          | 910           |            |            | 21          | 21%       | 36           | 36%        |           |           | 38         | 38%        |           |           | 6          | 6%        |
| E2                           | 1890 Maple               | Evanston        | 2015             | 356          | 802           | 48         | 14%        |             |           | 204          | 57%        |           |           | 81         | 23%        |           |           | 23         | 7%        |
| Evanston Place               | 1715-1735 Chicago Ave.   | Evanston        | 1991/2015        | 190          | 871           | 16         | 8%         |             |           | 94           | 50%        | 30        | 16%       | 24         | 13%        | 23        | 12%       | 3          | 2%        |
| Park Evanston                | 1630 Chicago Ave         | Evanston        | 1997             | 283          | 923           | 28         | 10%        |             |           | 115          | 41%        | 19        | 7%        | 106        | 38%        |           |           | 15         | 2%        |
| The Link Evanston            | 811 Emerson St           | Evanston        | 2019             | 241          | 701           | 71         | 30%        |             |           | 38           | 16%        |           |           | 93         | 39%        |           |           | 39         | 16%       |
| The Reserve at Evanston      | 1930 Ridge Ave.          | Evanston        | 2003             | 193          | 839           | 7          | 4%         |             |           | 101          | 52%        |           |           | 77         | 40%        |           |           | 8          | 4%        |
| The Residences at 1555 Ridge | 1555 Ridge               | Evanston        | 2022             | 68           | 989           |            |            |             |           | 28           | 41%        |           |           | 40         | 59%        |           |           |            |           |
| <b>South of Downtown</b>     |                          |                 |                  |              |               |            |            |             |           |              |            |           |           |            |            |           |           |            |           |
| AMLI at Evanston             | 737 Chicago Ave.         | Evanston        | 2013             | 195          | 1,042         | 5          | 3%         |             |           | 134          | 69%        |           |           | 44         | 23%        |           |           | 12         | 6%        |
| The Main                     | 847 Chicago              | Evanston        | 2016             | 112          | 889           | 14         | 13%        |             |           | 49           | 44%        |           |           | 42         | 38%        |           |           | 7          | 6%        |
| <b>North of Downtown</b>     |                          |                 |                  |              |               |            |            |             |           |              |            |           |           |            |            |           |           |            |           |
| 1620 Central                 | 1620 Central             | Evanston        | 2017             | 45           | 1,105         |            |            |             |           | 9            | 20%        |           |           | 28         | 62%        |           |           | 8          | 18%       |
| Central Station              | 1720 Central             | Evanston        | 2013             | 80           | 965           |            |            | 8           | 10%       | 32           | 40%        | 12        | 15%       | 18         | 23%        | 6         | 8%        | 4          | 5%        |
| Residences of Wilmette       | 617 Green Bay Road       | Wilmette        | 2017             | 75           | 1,013         | 4          | 5%         |             |           | 29           | 39%        | 4         | 5%        | 32         | 43%        |           |           | 6          | 8%        |
| <b>Total</b>                 |                          |                 |                  | <b>2,382</b> |               | <b>301</b> | <b>13%</b> | <b>58</b>   | <b>2%</b> | <b>1,062</b> | <b>45%</b> | <b>69</b> | <b>3%</b> | <b>714</b> | <b>30%</b> | <b>33</b> | <b>1%</b> | <b>145</b> | <b>6%</b> |



## Apartment Rental Competition Unit Sizes

### Unit Size (Square Feet)

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| Name                         | Address                  | Suburb          | Date Built/Renov | Total Units | Avg Size (SF) | Studio     | Convertible | 1BR            | 1+Den       | 2BR              | 2+Den       | 3BR         |
|------------------------------|--------------------------|-----------------|------------------|-------------|---------------|------------|-------------|----------------|-------------|------------------|-------------|-------------|
| <b>Subject</b>               | <b>1621 Chicago Ave.</b> | <b>Evanston</b> | <b>Prop</b>      | <b>140</b>  | <b>765</b>    | <b>460</b> |             | <b>702-860</b> |             | <b>848-1,198</b> |             |             |
| <b>Downtown Area</b>         |                          |                 |                  |             |               |            |             |                |             |                  |             |             |
| 1717                         | 1717 Ridge               | Evanston        | 2013             | 175         | 835           | 518-535    |             | 564-835        | 933         | 988-1,203        |             | 1,239-1,367 |
| Albion Evanston              | 1500 Sherman Ave.        | Evanston        | 2019             | 268         | 726           | 441-628    | 576-623     | 641-827        |             | 943-1243         | 1,393-1,468 |             |
| Centrum Evanston             | 1590 Elmwood             | Evanston        | 2017             | 101         | 910           |            | 622-648     | 566-868        |             | 986-1,278        |             | 1,395-1,869 |
| E2                           | 1890 Maple               | Evanston        | 2015             | 356         | 802           | 505-542    |             | 594-805        |             | 934-1,097        |             | 1,391-1,751 |
| Evanston Place               | 1715-1735 Chicago Ave.   | Evanston        | 1991/2015        | 190         | 871           | 567        |             | 657-852        | 878-958     | 966-1,034        | 1,216-1,221 | 1,968       |
| Park Evanston                | 1630 Chicago Ave         | Evanston        | 1997             | 283         | 923           | 514-540    |             | 589-800        | 1,049-1,095 | 1,017-1,315      |             | 1,434-1,575 |
| The Link Evanston            | 811 Emerson St           | Evanston        | 2019             | 241         | 701           | 386-433    |             | 567-617        |             | 773-851          |             | 1,071       |
| The Reserve at Evanston      | 1930 Ridge Ave.          | Evanston        | 2003             | 193         | 839           | 550-645    |             | 575-780        |             | 870-1,110        |             | 1,205-1,445 |
| The Residences at 1555 Ridge | 1555 Ridge               | Evanston        | 2022             | 68          | 989           |            |             | 511-948        |             | 1,068-1,253      |             |             |
| <b>South of Downtown</b>     |                          |                 |                  |             |               |            |             |                |             |                  |             |             |
| AMLI at Evanston             | 737 Chicago Ave.         | Evanston        | 2013             | 195         | 1,042         | 500-633    |             | 632-1237       |             | 1,00-1,590       |             | 1,462-1,557 |
| The Main                     | 847 Chicago              | Evanston        | 2016             | 112         | 889           | 500-650    |             | 746-853        |             | 912-1,068        |             | 1,424       |
| <b>North of Downtown</b>     |                          |                 |                  |             |               |            |             |                |             |                  |             |             |
| 1620 Central                 | 1620 Central             | Evanston        | 2017             | 45          | 1,105         |            |             | 601-816        |             | 1,099-1,299      |             | 1,185-1,262 |
| Central Station              | 1720 Central             | Evanston        | 2013             | 80          | 965           |            | 590-635     | 785-850        | 885         | 1,182-1,230      | 1,305       | 1,485       |
| Residences of Wilmette       | 617 Green Bay Road       | Wilmette        | 2017             | 75          | 1,013         | 657        |             | 740-789        | 882         | 1,114-1,291      |             | 1,510-1,554 |



## Comparable Analysis

Detailed information about each of these buildings is provided later in this report. All but one of the comparables are located in Evanston and provide a good cross section of the luxury rental alternatives currently available in the market. While these properties tend to have a broad renter profile, the Northwestern grad student/staff and young professional/couple segments of the market are typically a larger percentage of the tenant profile than the older, empty nester segment. However, many of these properties do also contain empty nesters.

Evanston Place and Park Evanston were the two original luxury rental apartment buildings developed in downtown Evanston. Park Evanston is located directly across the street from the subject property, and Evanston Place is located ¼ block to the north. With construction dates of 1991 and 1997, these buildings are approximately 25 to 30 years old and are not comparable to new construction, despite some updating over the years. For example, only select units at the Park Evanston have in-unit laundry, a virtual renter requirement for the Class A market at the present time. At Evanston Place, some renovated units have an in-unit washer/dryer. However, it is an all-in-one washer/dryer. This is different than a stack washer/dryer, allowing the resident to only do one function at a time, greatly limiting the desirability of this type of laundry equipment. Although both buildings are no longer new and have unit sizes which are larger than the more recent construction, their rents on a per square foot basis are still strong. Given their downtown locations immediately adjacent to subject, these buildings demonstrate the market demand for this product and location. It should be noted that AMICO, the owner of Evanston Place, does not provide quarterly occupancies due to internal policies as a public REIT.

The Reserve at Evanston is an elevator, low-rise complex of apartment buildings which were developed in 2003 at the north edge of the downtown market, adjacent to the Metra tracks. It is situated near E2 which was built in 2015 and The Link Evanston which was built in 2019. E2 is a two-tower property with extensive amenities; it had a very fast lease-up when it was developed, topping the other buildings which have been developed in recent years. The most recent of these buildings, the Link Evanston, is commanding the highest rents per square foot of all the survey properties. With unit sizes averaging 701 SF, its units are reporting rents equating to an average of \$4.46 PSF, clearly leading the North Shore rental apartment market. The Link offers excellent proximity to Northwestern University but lacks subject's core Downtown location.

1717 is located at the far western edge of the downtown market, lacking subject's prime downtown location and proximity to Northwestern University. This 175 unit building was developed in 2013 and has maintained strong rents, currently averting \$3.52 PSF for units averaging 835 SF. A few blocks to the east, and also west of the train tracks, is Centrum Evanston which was delivered in 2017. This property was built with approximately 12 parking spaces, with the developer required to lease additional parking from one of the city's garages 1.5 blocks to the east. Very little overflow parking demand has been noted at this property given its tenant profile of persons who do not own cars.

Albion Evanston, a 268 unit building, was developed in 2019, and is the newest downtown full-amenity building. With an average unit size of 726 SF, its average unit sizes is very similar to subject, and its reported rents are averaging \$3.75 PSF. In terms of location, subject's location is preferable to both the downtown area and to the Northwestern campus. One additional building opened recently

at 1555 Ridge. This is a small property with 68 units and an average unit size of 989 SF. It is situated in a rather residential neighborhood and lacks subject's proximity to the many amenities of downtown and the university campus.

Central Station and 1620 Central are two boutique-sized properties located north of the downtown submarket near Central and Green Bay Road. They are removed from the downtown, but in a secondary retail/residential area close to the border with Wilmette. Historically, these properties have attracted a local market with many divorced persons and others with ties to the area through work or family. This location has not attracted students. Both properties have modern finishes but limited amenities, with neither building having a swimming pool.

The Residences of Wilmette has also been included in this survey since it is a newer luxury rental property in downtown Wilmette, across from the Metra station. Unit sizes are significantly larger than what is being planned for the subject property, with an average unit size over 1,000 SF.

AMLI at Evanston and The Main are located south of the downtown submarket in close proximity of the City of Chicago limits. Rent levels in the Main Street corridor of Evanston fall below the downtown area, as does the Central Street corridor. Neither of these locations are walkable to downtown or the university.

AMLI at Evanston was built in 2013 and has 195 units. This property offers excellent access to the Metra and CTA stations at Main Street. The Main is about a block north of AMLI on Chicago Avenue, just south of Main Street. It was built in 2016 and includes 112 units with studio, 1br, 2br, or 3br layouts. While both properties have amenity packages, neither features a swimming pool.

In projecting rents for the subject, most emphasis was placed on the projects with similar downtown Evanston locations. Most of these are newer properties with similar finishes and amenities as the subject. Although closest to the subject, Park Evanston and Evanston Place were considered to set the lower end of the range for the subject because of the older chronological ages, dated finishes, and lack of in-unit laundry. Albion Evanston is the newest project in our downtown dataset and reflective of the rent levels which would be indicated for the subject property, although its location is further south and less convenient to the downtown.

## Future Competition – Proposed for Development or Under Construction

In addition to the existing competition, Evanston has an active pipeline of new projects, including the subject property. Of particular importance to the subject are the following:

### Under Construction / Planning

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| Property                                       | Submarket   | City     | Developer            | Status       | Units |
|--|-------------|----------|----------------------|--------------|-------|
| 718 Main / Vogue site                          | North Shore | Evanston | Catapult/CityPads    | Construction | 120   |
| 1101 Church (part adapt reuse/part new const)  | North Shore | Evanston | Campbell Coyle       | Construction | 30    |
| Legacy/1621 Chicago                            | North Shore | Evanston | Horizon              | Planning     | 140   |
| 1012 Chicago                                   | North Shore | Evanston | MCZ                  | Planning     | 116   |
| Masonic Temple/1453 Maple (adap reuse)         | North Shore | Evanston | R2                   | Planning     | 30    |
| Varsity Theater/1706-1710 Sherman (adap reuse) | North Shore | Evanston | Rogin/Campbell Coyle | Planning     | 35    |
| Optima Verdana/1210 Central                    | North Shore | Wilmette | Optima               | Construction | 100   |



The former Vogue Fabrics site at 718 Main is currently under construction with a 120 unit apartment building being developed by Catapult/CityPads. There will also be 47 parking spaces. The residential units will be very compact, targeting a price-sensitive renter who wants to live in downtown Evanston in close proximity to the Main Street CTA and Metra stations. This location lacks the subject's close proximity to the Northwestern University campus and the core part of downtown Evanston and is not

expected to be a primary competitor to the subject property.



MCZ has also proposed a 116 unit apartment building at 1012 Chicago Avenue. It is proposed as a five-story mixed use building with ground floor retail space with apartments above and 58 parking spaces. The project was approved by the City Council in the fall of 2021, with a Planned Development Extension approved one year later in September 2022.





The Masonic Temple at 1453 Maple Avenue is being proposed as an adaptive reuse project with a total of 24 units including three affordable units. The project was approved by the Preservation Commission in October 2022 and the City Council in January 2023.



The Varsity Theater building at 1706-1710 Sherman Avenue has been proposed for adaptive reuse as a mixed-use building with ground floor retail space and 35 apartments. It was approved by the City Council in the spring of 2022.



1101 Church is currently in the midst of an adaptive reuse of an existing church with the construction of adjacent four story building to include a total of 30 units. This project was approved in 2021 and is currently under construction. Seven townhouse style apartments will be located in the original church structure with the new construction component housing the additional 23 apartments.



Optima is currently developing a 100 unit rental apartment building in downtown Wilmette, across from the Metra station. Given that it is not an Evanston property, it will not attract renters desiring proximity to Northwestern University or downtown Evanston. However, it could potentially compete with the subject units for an empty nester resident down-sizing from a home on the North Shore or looking for a part-time residence in the area.

As is typical of the pipeline, not all of the proposed projects will ultimately get built, with some potentially being cancelled, reconfigured, or just put on hold. Given the size of the Evanston community, the variety of locations, and the variations in building and unit types with both adaptive reuse and new construction, this pipeline is not considered to be problematic for lease-up or ultimate demand for subject's apartment units. The subject property's location is stellar, and surpasses these other properties, assuring very competitive positioning for the subject units, even if concurrent development were to occur.

## Critique and Conclusions Regarding the Subject Units

### The Subject Property - Unit Mix

The developer's unit mix and projected sizes are as follows.

| Unit Type        | # Units    | Mix           | SF Range           | Avg Size (SF) | Total SF       |
|------------------|------------|---------------|--------------------|---------------|----------------|
| Studio/1Bath     | 20         | 14.3%         | 460 - 460          | 460           | 9,202          |
| 1BR/1 Bath       | 75         | 53.6%         | 702 - 860          | 738           | 55,387         |
| 2BR/2 Bath       | 45         | 32.1%         | 848 - 1,198        | 944           | 42,474         |
| <b>Total/Avg</b> | <b>140</b> | <b>100.0%</b> | <b>460 - 1,198</b> | <b>765</b>    | <b>107,063</b> |

Detailed floor plans that depict partitions and room placement were not available. Our conclusions assume the project has functional, efficient layouts that will be competitive with the market.

Overall, the building will provide a mix of unit types providing diversity in product type and unit sizes. In general, the unit sizes are oriented towards the smaller unit sizes, with an average unit size of 765 SF. This is consistent with demand in the market and reflects subject's locational attributes.

**Studio Units**

Subject will have 20 studio units, equating to 13% of its total, all 460 SF in size. This is generally similar to the survey properties which totaled 13% with a larger average unit size of 509 SF plus an additional 2% for convertibles with an average unit size of 614 SF. While most of the buildings have larger studio units, both the Link Evanston and Albion Evanston have studio unit similar in size. It is also notable that both of these buildings are also generating the highest rents on a per square foot basis. Given subject's prime location and its proximity to Northwestern University, it is expected that these studio units will generate excellent demand.

**One-Bedroom Units**

The developer is planning to provide 75 one bedroom units, comprising 54% of the total. These units will range in size from 702 to 860 SF, but with units on the typical floors ranging from 702 to 754 SF. The comparable data includes an average of 45% one bedroom units averaging 743 SF. Some of the competing buildings have wider ranges, with both smaller and larger units. However, given the size of the subject property, the spread in sizes is adequate. Units similar in size to what is being proposed for subject tend to have good functional layouts and meet the needs of renters of this product type.

**Two-Bedroom Units**

The subject property will have 45 two bedroom units, equating to 32% of the total units. This compares very similarly to the survey properties which had a mix of 30% two bedroom units, though with a large average unit size of 1,072 SF. The subject property will have four two bedroom units per floor, with two basic unit types: 848 SF and 1,018 SF, with a few larger units on the top residential floor. All of these corner units will feature balconies and will have two full baths. While there could be some empty nester demand for these units, they are small and may be more suited to a younger demographic or an empty nester with a winter residence in a warmer climate. Two-bedroom units should appeal to roommates, especially if there is a split-plan design, and also to couples with a baby or young child.

**The Subject Property - Unit Finishes and Amenities**

The developer's preliminary plan for unit finishes include floor to ceiling windows, luxury vinyl tile (faux wood), ceramic tile baths, kitchens with stainless steel appliances, full height backsplashes and 3CM quartz countertops, in-unit stack washers and dryers, individually controlled HVAC, smart thermostats, and electronic door locks. The corner units will also have private outdoor space and the fourth floor units will feature oversized terraces.

These finishes will be consistent with the new construction competition in the suburban market and should meet the expectation of tenants seeking modern homes with the latest features. Our conclusions assume the finishes noted above.

**The Subject Property - Building Amenities**

The common area amenities will include the following:

First Floor: entry lobby/seating area, on-site leasing/management office, full-time door staff station, package room, and bike room. In addition, there will be back-of-the-house spaces servicing the residential and retail components of the building, a loading dock, and garage ramp.

Floors 2 and 3: Parking levels with 57 total parking spaces including 6 EV-installed spaces, 12 EV-ready spaces, and 39 EV-capable spaces. The spaces will include a mix of 46 standard-sized spaces, 8 compact spaces, and 3 ADA spaces.

Floor 15 will be the amenity floor featuring a marketable mix of amenities including an outdoor swimming pool with sun deck, 1,765 SF lounge, fitness center, an outdoor terrace with barbecue grills, eating areas, and a fire pit, plus a large, separate dog run. With the large lounge size, it is suggested that a portion of this space be designed or furnished as co-working areas. Small conference rooms or private work areas are also very popular additions to these co-working areas. This has become one of the most sought-after amenities in apartment buildings.

It is also assumed that the building will provide the most up-to-date technology for its internet, package delivery, door and security systems.

The amenity package has become very important in the lease-up and tenant retention in existing properties and a necessity for a luxury property aiming to achieve top market rents. The developer's planned features are consistent with the competition and will be consistent with the expectations of tenants in the Class A apartment market

#### **The Subject Property - Parking Amenity**

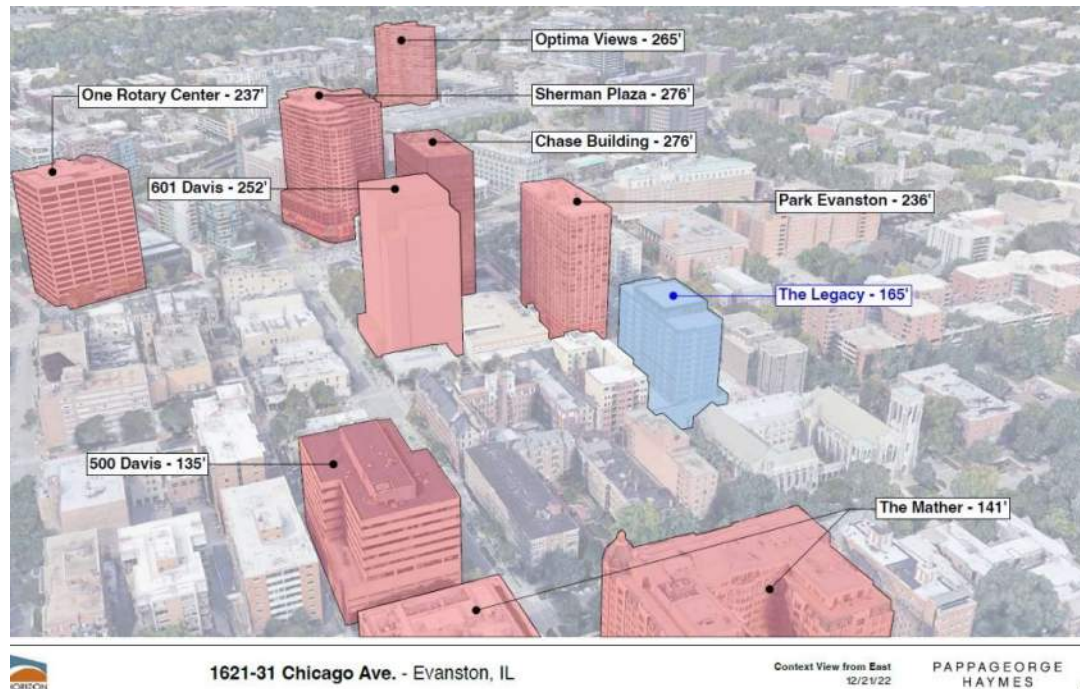
The development will include a two-level underground garage with 57 spaces, which equates to a parking ratio of 0.41:1. The garage will be accessed from the alley on the east side of the property.

When one of the primary competitors to subject, 1571 Maple Avenue, was developed, its zoning was approved with 101 units, 12 on-site parking spaces, and 55 spaces to be leased at the Sherman Plaza Garage. Discussions with leasing agents in our quarterly surveys indicated very limited parking demand by the renters in the building. In the summer of 2022, an adjustment was granted by the city to amend the existing parking lease. At that time, building management reported that only 6 of the 55 off-site parking spaces were being utilized by the building's residents, indicating very little parking demand at that property.

Considering subject's location within walking distance to Northwestern University, the Metra and CTA stations, and its highly centralized downtown Evanston location featuring a full-size grocery store directly across the street from the subject property along with a multitude of restaurants and service retailers of all types within a few block walk, it is likely that many of the residents will not own cars. Overall, subject's location is particularly pedestrian-friendly, with a car not being needed to meet the daily needs of its future residents.

Furthermore, with subject's unit mix consisting of 94 studio and 1BR units (58%) and an overall average unit size of 765 SF, it is likely that many of the building's residents will not own a car. If there is additional demand, extra spaces are reportedly available at the 600-space Church Street Self Park (connected to Evanston Place) where monthly parking is available for \$115/month. In addition, the Sherman Plaza self-park garage also has 1,583 spaces, with monthly parking available also for \$115/month. Both are municipal garages.

### The Impact of the Subject Development on Downtown Evanston



A 140-unit, 15-story building is quite compatible with the downtown Evanston market where high-rise development has proliferated for the past 30 years. Downtowns succeed when there is density, as these larger projects are able to create synergies by their sheer size. Furthermore, larger downtown developments can have a lesser environmental impact as they are a more efficient land use.

As underlying land costs, construction costs, and overall development costs continue to increase, the feasibility of new development is greatly challenged. Without density, these types of new apartment developments are not feasible and would not be built. Costs such as foundations, footings, and parking are similar whether a building is 10 stories or 15 stories, and can be spread over a larger revenue stream in a bigger project. With 140 units and a higher level of density, the building will have greater operating efficiencies which make the development feasible. Furthermore, a larger amenity package can be provided in the building which will justify the rent levels needed for feasibility, including door staff security which would not be supportable in a smaller development. Staffing and amenities of this type are too costly for ongoing operations of a building when spread over a smaller number of units.

Adding 140 rental apartment units to downtown Evanston will contribute to the vitality and revenue at businesses in the downtown area. It is this collection of larger projects which have contributed to the health and prosperity of the businesses in downtown Evanston, enabling restaurateurs, retailers, and other service businesses to operate and thrive in the downtown area. Local business growth is supported by an increase in shoppers, and residents who live downtown are more likely to spend locally downtown, particularly if these residents do not own cars. Thus, the subject development is

expected to support the retailers and restaurants in the area and be a further stimulus for the economic wellbeing of the downtown area.

Overall, the proposed density of the subject property will be compatible with downtown Evanston and a use which would be complimentary to the existing neighborhood.

### The Subject Property - Recommended Rents (average)

Based upon an analysis of the subject location, the developer's unit mix and average sizes, and a review of the market, we believe that the units will be marketable at this location at the rents shown below. These rents reflect the desirable amenities of its location, the unit mix and expected finishes, and the extensive building amenities planned. The conclusions also assume the project has functional, efficient layouts that will be competitive with the market. Revisions may be required if/when detailed plans become available.

| Unit Type             | # Units    | Mix           | SF Range           | Avg Size (SF) | Total SF       | IRR December 2023<br>Market Rent Conclusions |               |                  |  |
|-----------------------|------------|---------------|--------------------|---------------|----------------|--|---------------|------------------|--|
|                       |            |               |                    |               |                | Est. Rent                                    | Rent PSF      | Total            |  |
| Studio/1Bath          | 20         | 14.3%         | 460 - 460          | 460           | 9,202          | \$2,150                                      | \$4.67        | \$43,000         |  |
| 1BR/1 Bath            | 75         | 53.6%         | 702 - 860          | 738           | 55,387         | \$2,700                                      | \$3.66        | \$202,500        |  |
| 2BR/2 Bath            | 45         | 32.1%         | 848 - 1,198        | 944           | 42,474         | \$3,500                                      | \$3.71        | \$157,500        |  |
| <b>Total/Avg</b>      | <b>140</b> | <b>100.0%</b> | <b>460 - 1,198</b> | <b>765</b>    | <b>107,063</b> | <b>\$2,879</b>                               | <b>\$3.76</b> | <b>\$403,000</b> |  |
| Avg PSF 2023          |            |               |                    |               |                |  | <b>\$3.76</b> |                  |  |
| Avg 2025 @ 3% Trended |            |               |                    |               |                |  | <b>\$3.99</b> |                  |  |

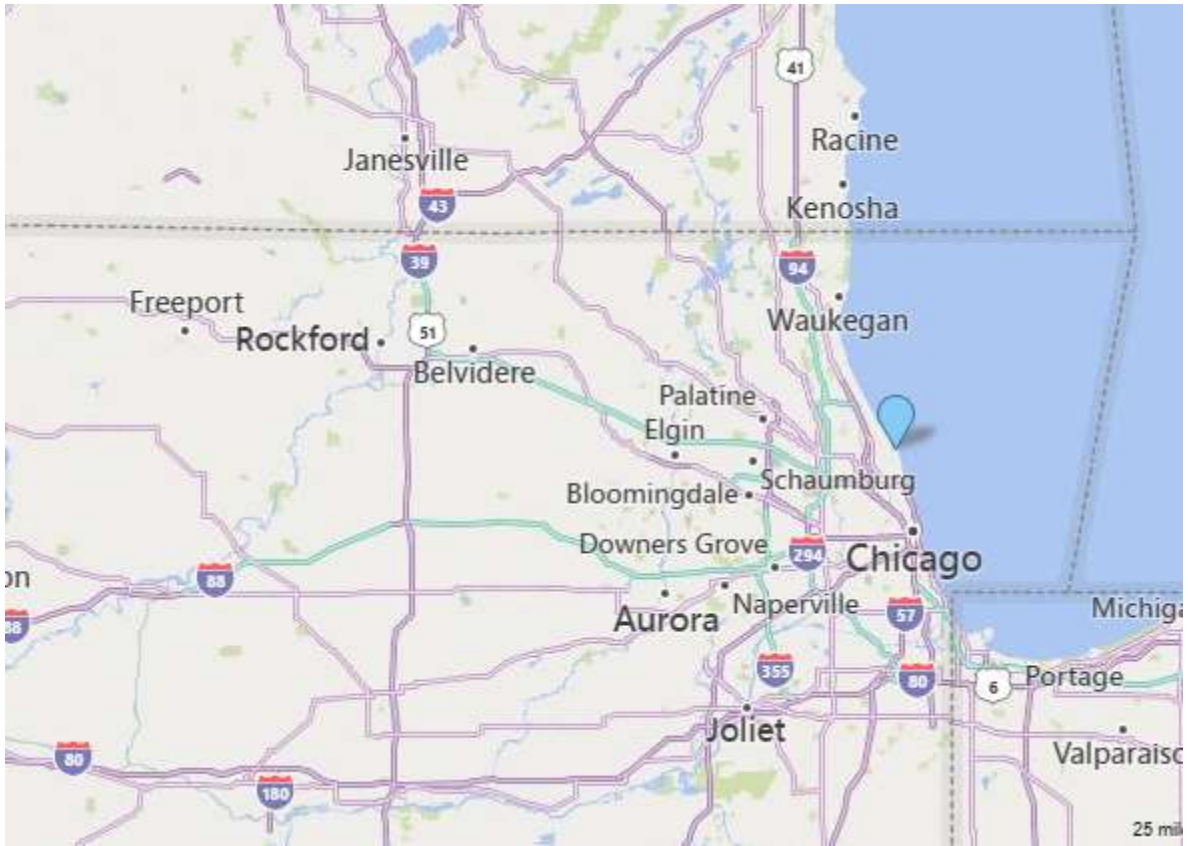
We recognize that 10 of the 140 units will be subject to the Inclusionary Housing Ordinance and will not be rented at the market rents shown above.

With the developer's unit mix, we have concluded that a net effective rent of \$3.76 PSF should be achievable in 2023 dollars, with parking at \$175/space/month. We expect that rents will increase and have provided an annual rate of about 3% per year, which would indicate rents of \$3.99 PSF in 2025 when the property is delivered.

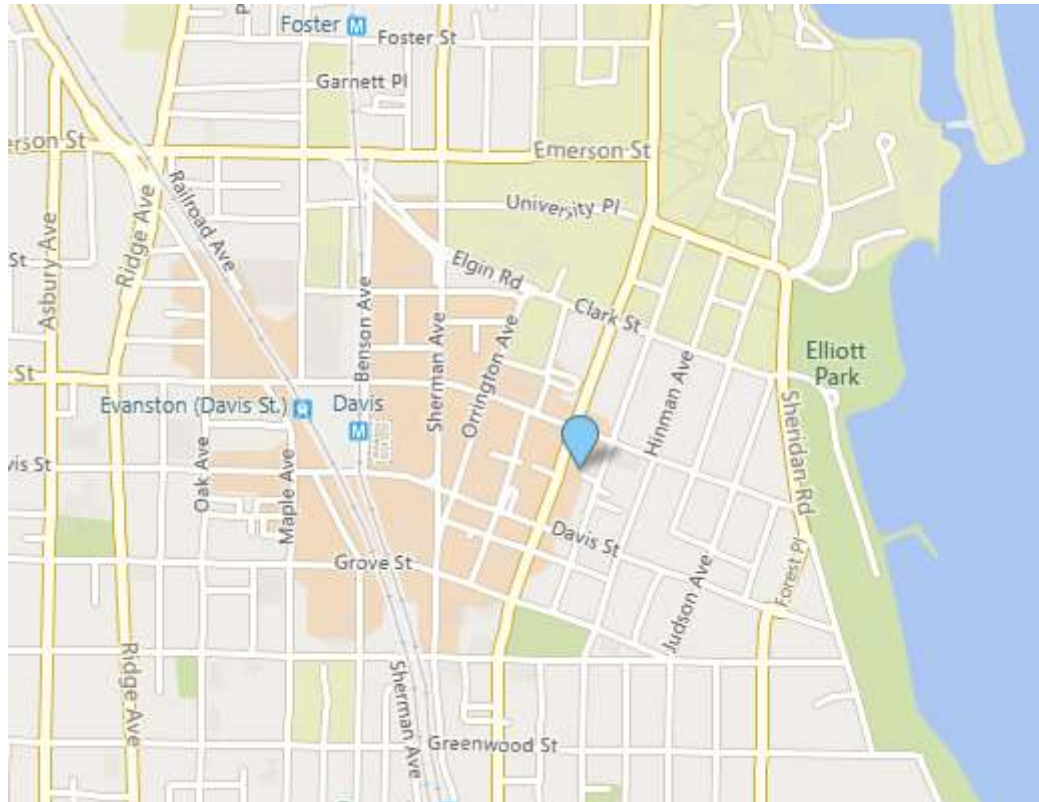
### The Subject Property - Estimated Absorption

As shown in our survey of nine Evanston apartment buildings which have been constructed in the past 10 years (provided in the Lease-Up Absorption Survey contained in this report), Downtown Evanston has historically exhibited strong lease-up rates. Rates have ranged from 5 to 23 units per month for the entire lease-up, with small buildings at the lower end of the range and larger buildings at the upper end of the range. Much of the data averaged between 10 and 16 units per month which we believe is reasonable for the subject property. Overall, we are projecting a similar lease up pace of 10 to 15 units per month, with stabilized occupancy achieved in less than one year. Because of the seasonal nature of leasing in general and the academic year in Evanston in particular, it will be beneficial to time the leasing program and the unit deliveries to coincide with the academic calendar.

### Area Map



**Surrounding Area Map**



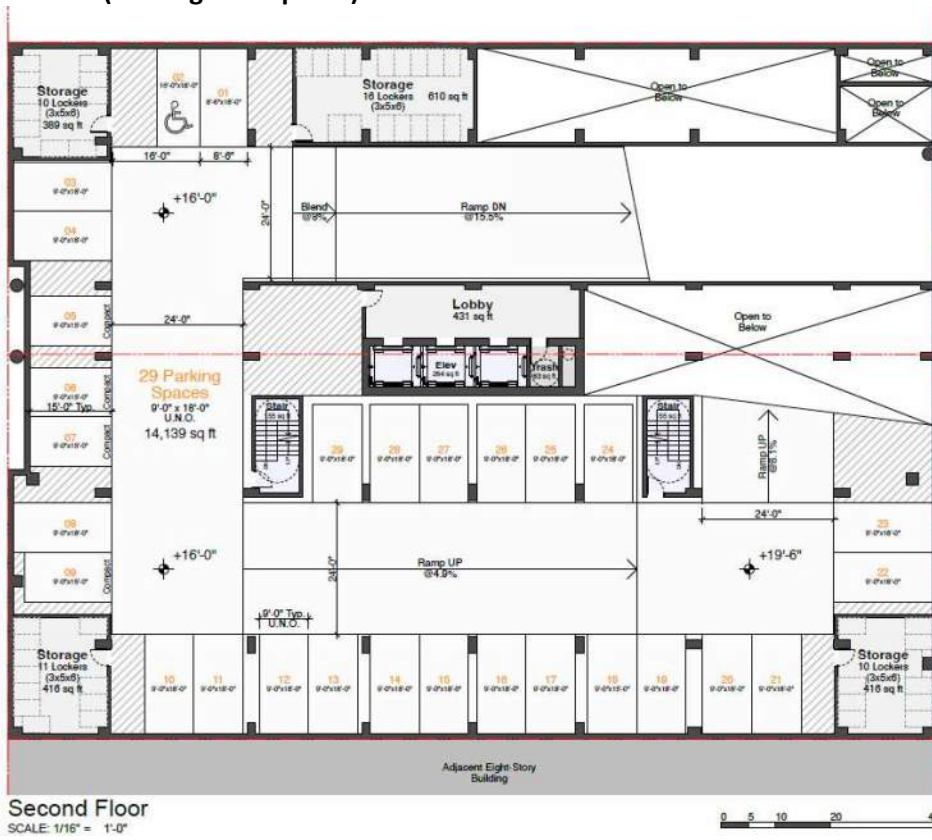


**Proposed Subject Building**





### Second Floor (Parking – 29 Spaces)



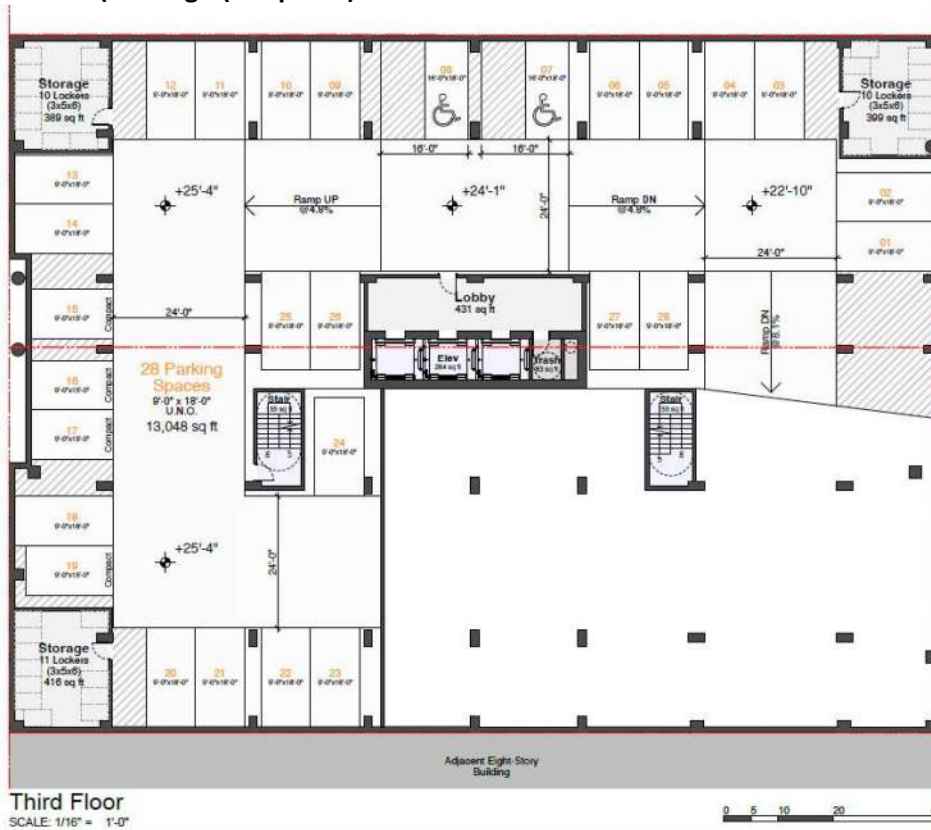
57 Total Parking Spaces  
6 (10.5%) EV-Installed Spaces  
12 (21%) EV-Ready Spaces  
39 EV-Capable Spaces

**Parking Space Types**  
46 Standard  
8 Compact  
3 ADA Accessible

Second Floor  
SCALE: 1/16" = 1'-0"



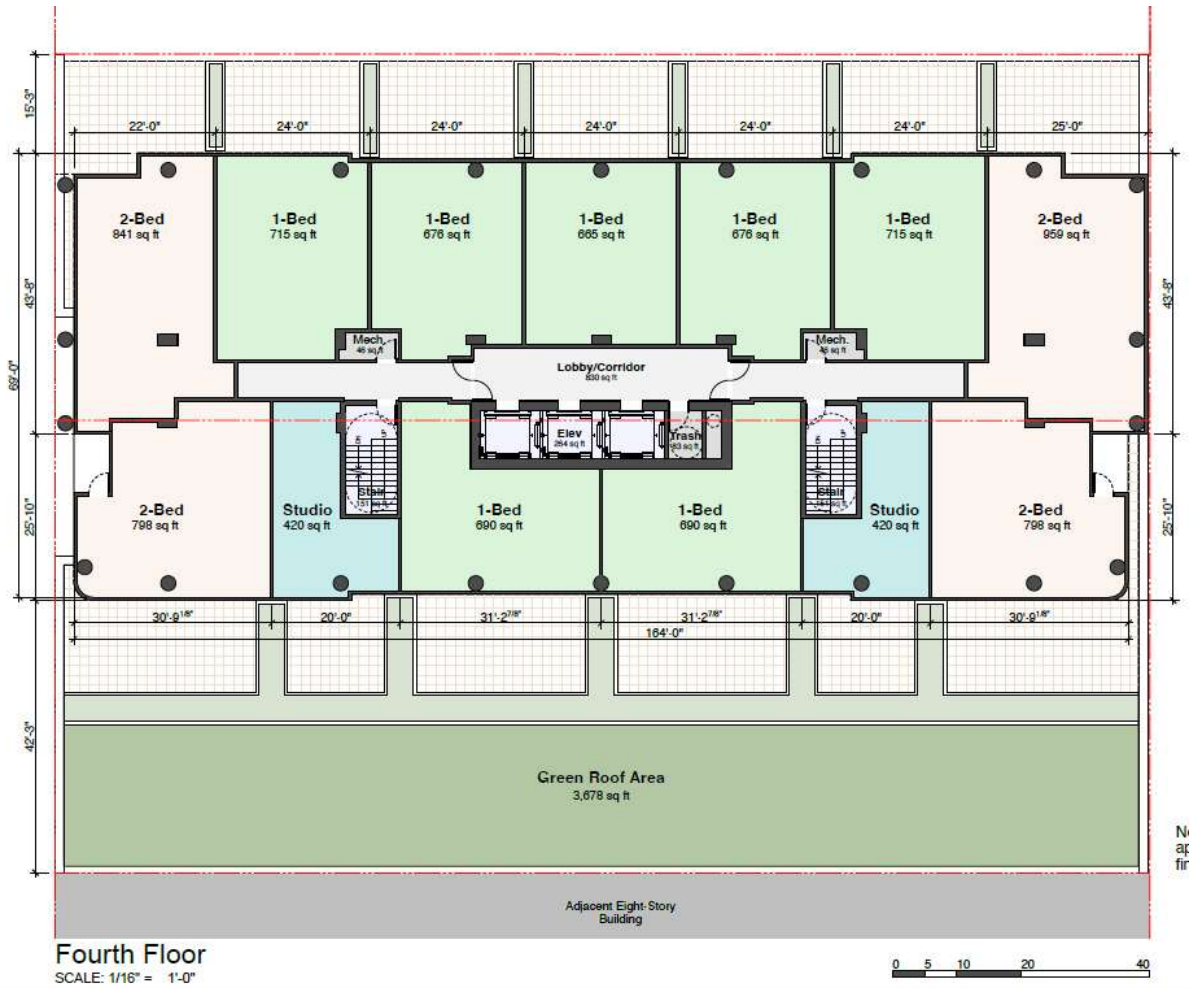
### Third Floor (Parking - (28 spaces))



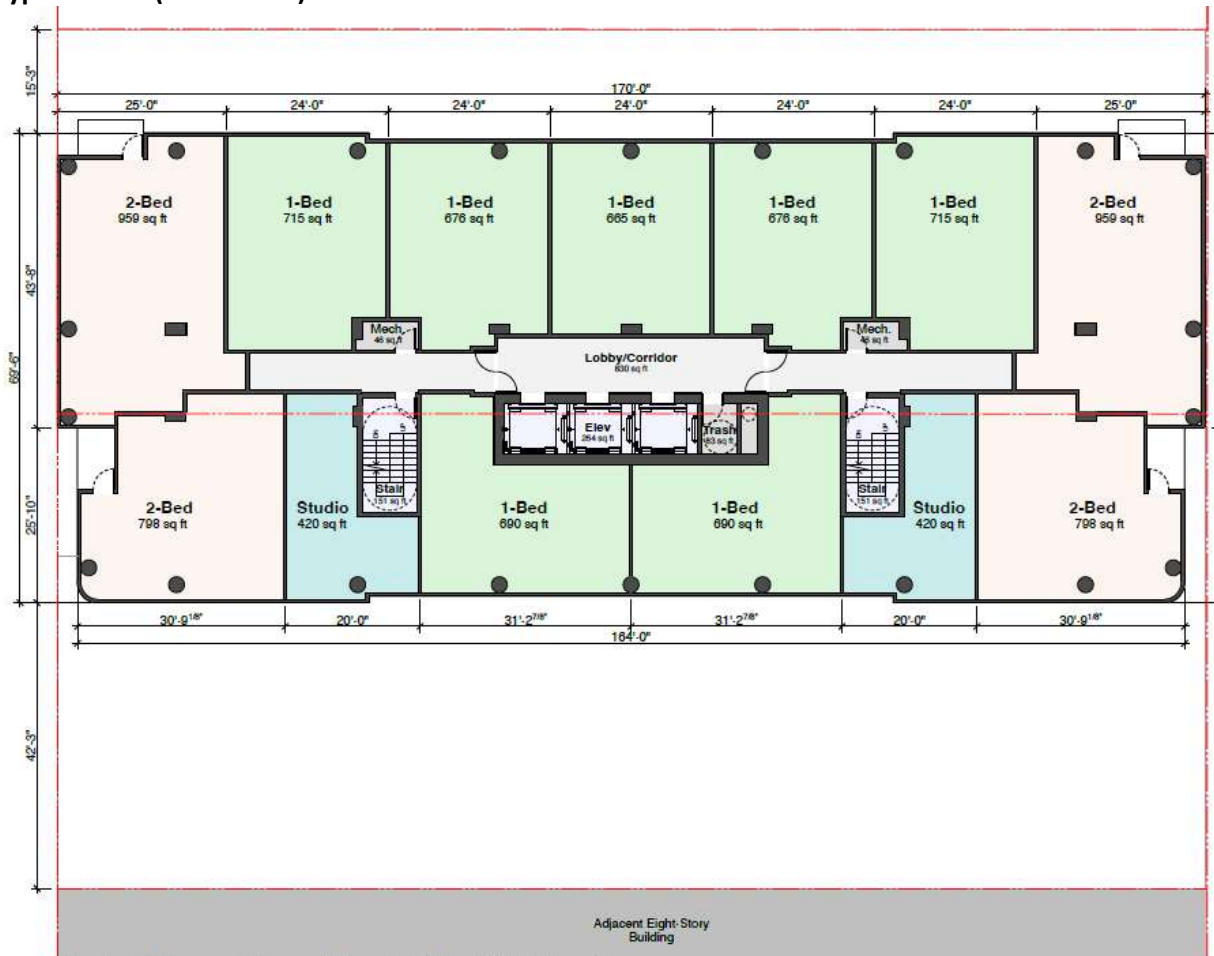
57 Total Parking Spaces  
6 (10.5%) EV-Installed Spaces  
12 (21%) EV-Ready Spaces  
39 EV-Capable Spaces

Parking Space Types  
46 Standard  
8 Compact  
3 ADA Accessible

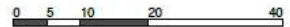
### Fourth Floor With Terraces



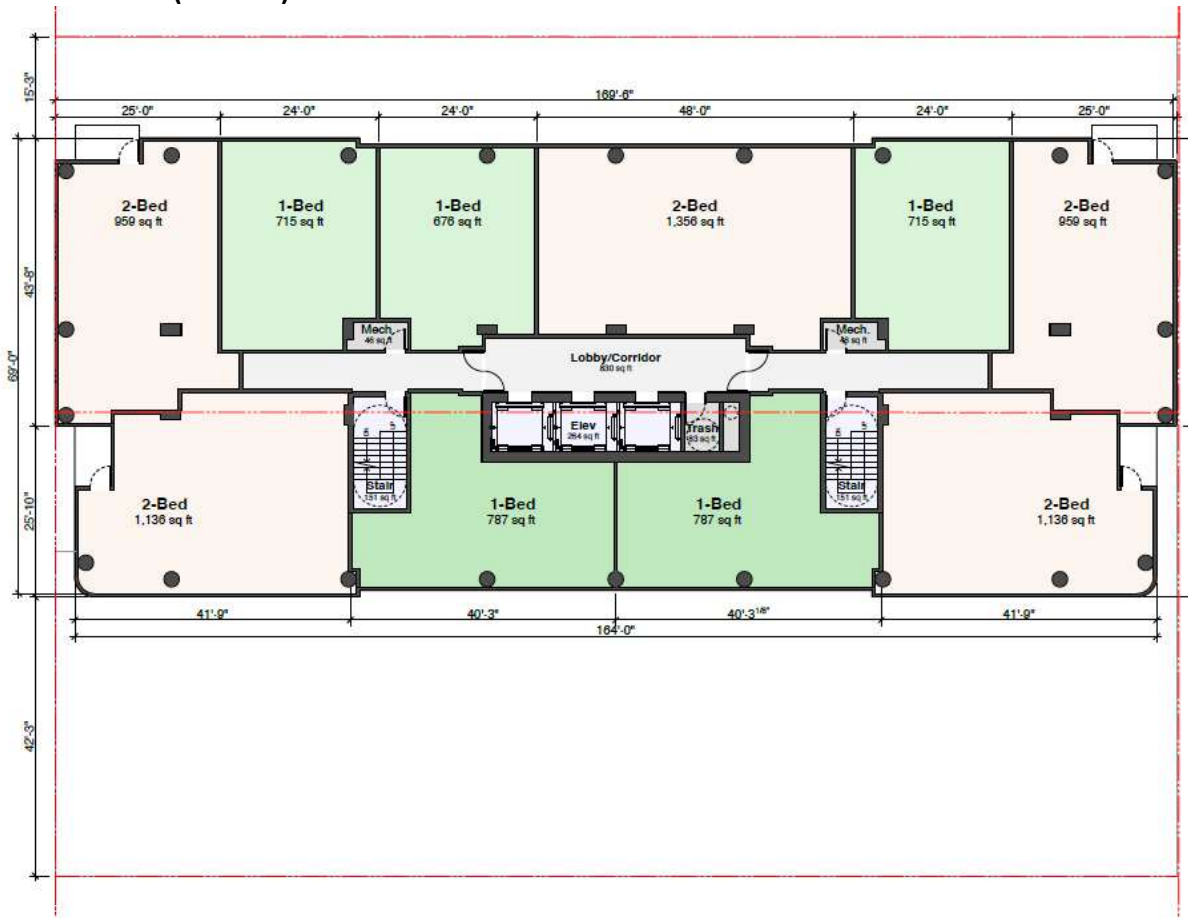
Typical Floor (Floors 5-13)



Typical Tower Plan - Tier 1 (5th-13th Floor)  
SCALE: 1/16" = 1'-0"

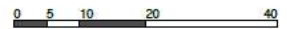


### Penthouse Floor (Floor 14)

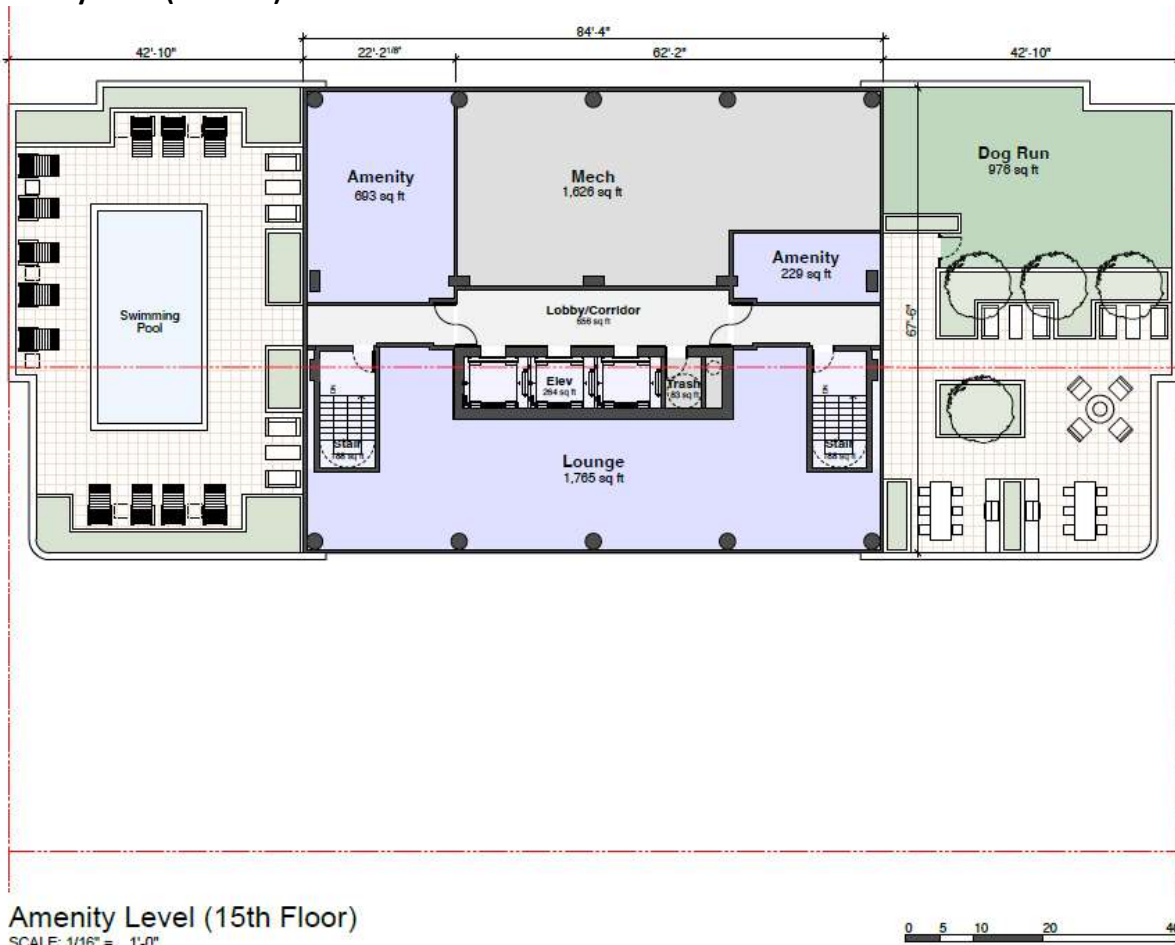


Penthouse Floor (14th Floor)

SCALE: 1/16" = 1'-0"

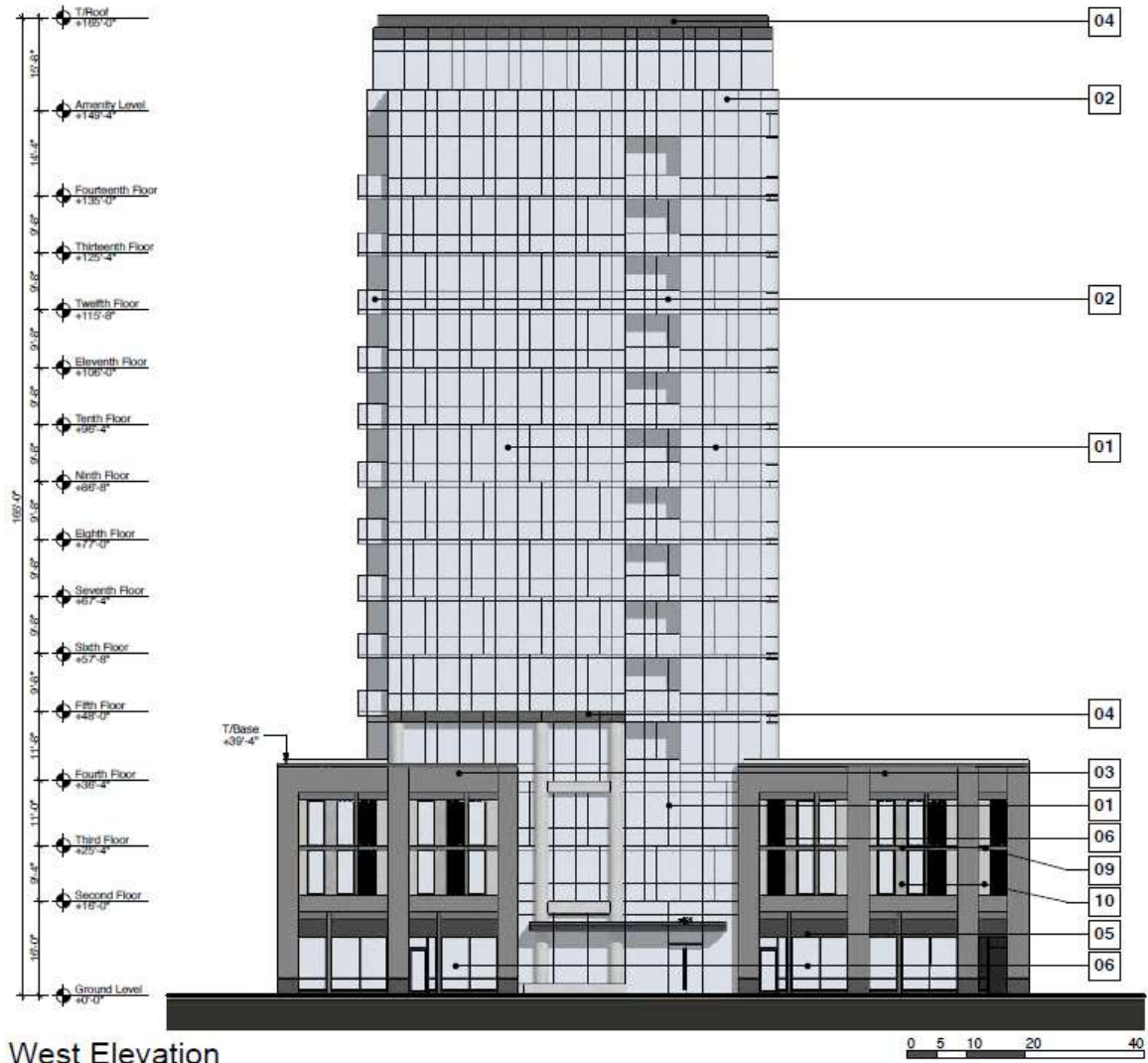


### Amenity Floor (Floor 15)





### West Elevation (Along Chicago Avenue)



### Area Photos



**Subject Site**



**View South Along Chicago Ave**



**Condo Building, North of Subject**



**Evanston Place, North of Subject**

**Area Photos**



**View South Along East Side of Chicago Ave**



**Park Evanston, Across from Subject**



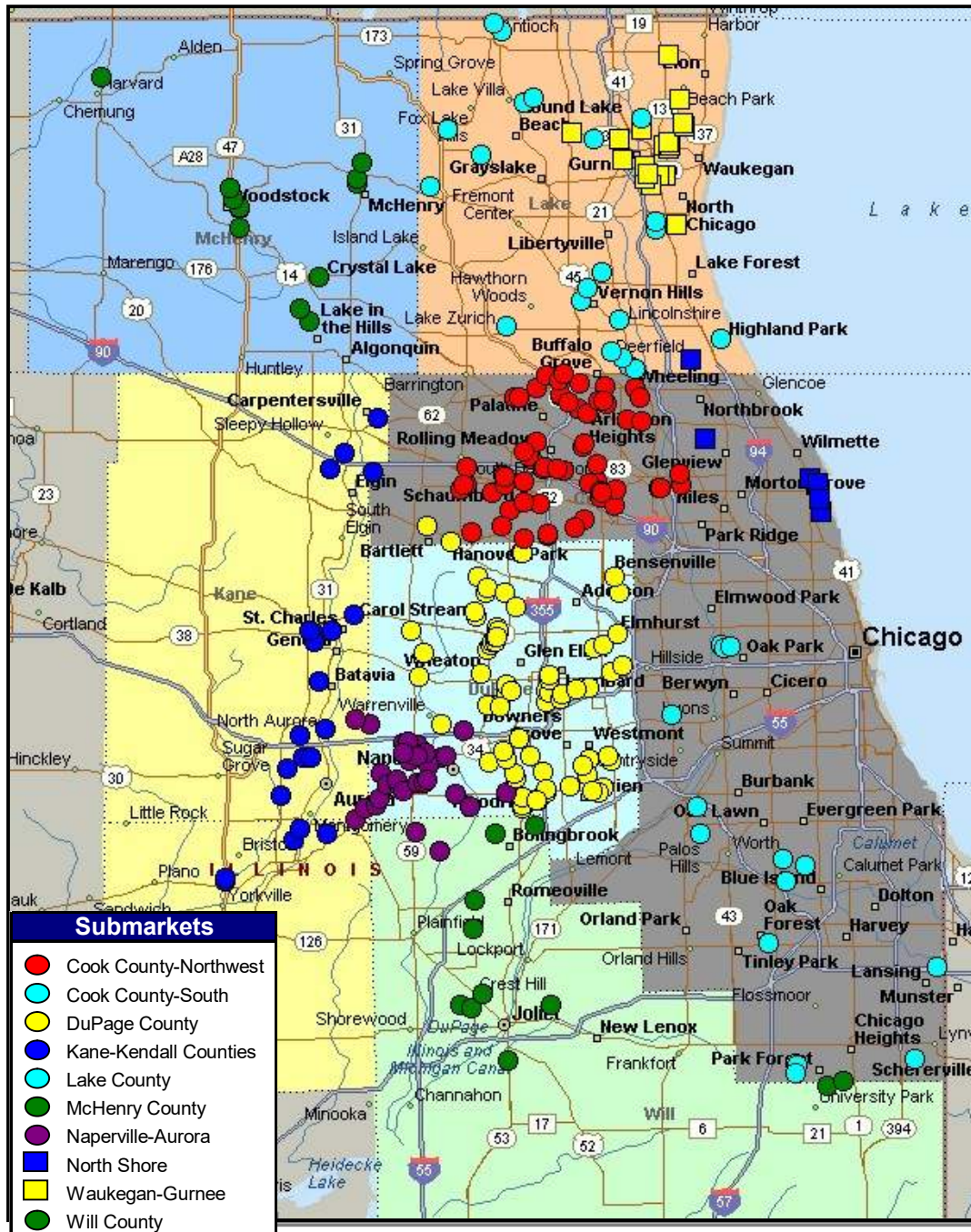
**View North Along Chicago Ave**



**View North from Subject Along Chicago Ave**

# Suburban Chicago Apartment Market

**Market area defined.** The Suburban Chicago market is defined as including Cook, Lake, McHenry, Kane, Kendall, DuPage and Will counties. Properties located within the city of Chicago are of course excluded from the survey.

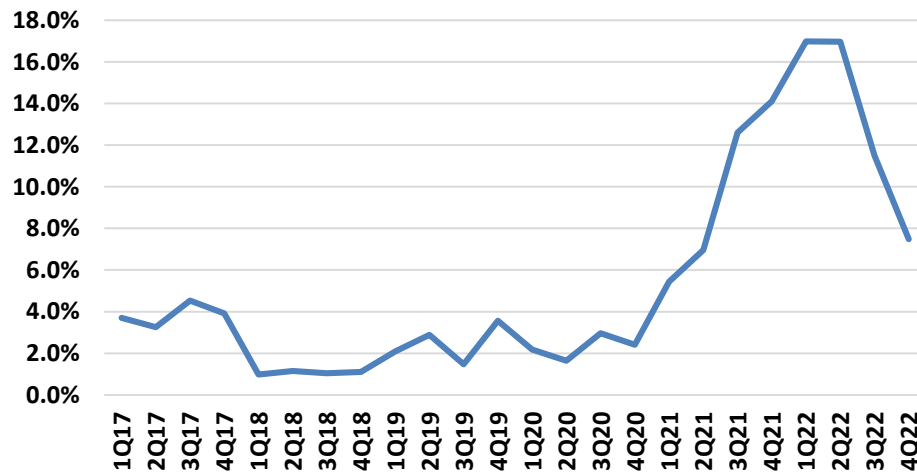


### 4Q 2022 Suburban Market Overview

**Survey property profile.** The database for the Suburban Chicago survey includes 350+ complexes with a total of over 100,000 dwelling units indicating an average development size of ~300 units. Our survey includes virtually every major apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA. The data was gathered by direct contact with on-site staff and/or ownership.

**Rent Trends & Concessions.** Median net rent per square foot is at \$1.90 which is up 7.5 percent from a year ago and accompanied by stable occupancy. Rent growth remains elevated but slowed due to economic uncertainty and a reduction in household formation. Compared to two years ago, net rent growth has amounted to a positive 22.7 percent, or from \$1.55 per square foot to \$1.90 per square foot. These recent gains remain well above the historical levels of three to four percent. One bedroom units have a median net rent of \$1,566 per month while two bedrooms are at \$1,833. We expect rent growth of 3-4 percent annually going forward.

### Year over Year Rent Growth by Qtr



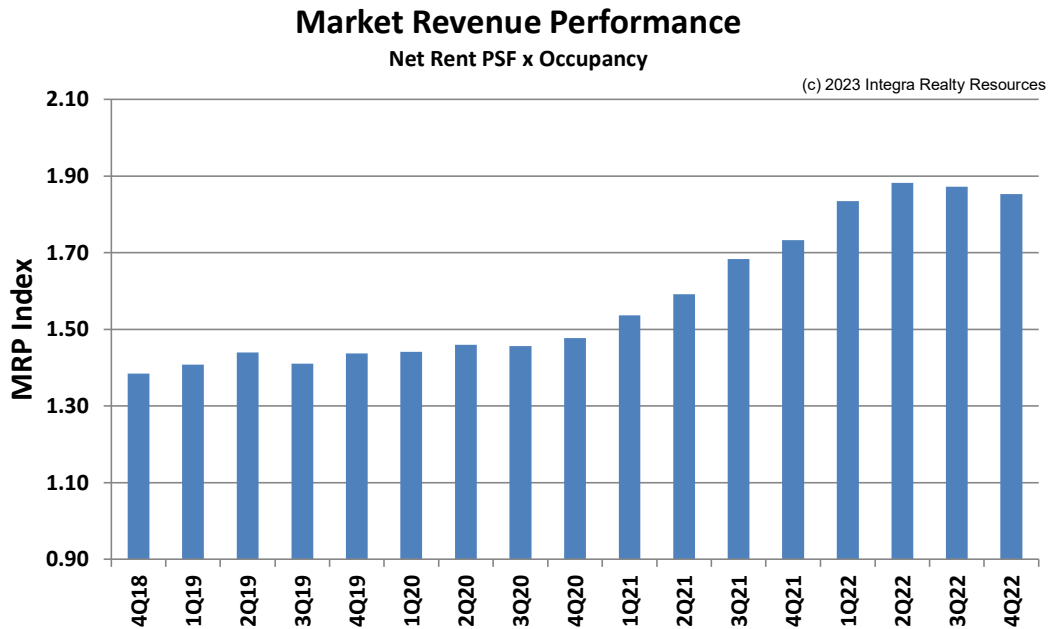
Concessions are a marketing tool used to react to current demand without the need for continually adjusting “market” rents. The percent of complexes offering concessions has declined to 16.4. The amount of the concession, currently offered at roughly one half month per lease year, has also been on the decline. Concessions are expected to remain in the market.

**Occupancy.** Physical occupancy is at 97.5 percent for the entire market – albeit off 50 bps from a year ago. The suburban market overall is considered “full”, contributing to escalated pricing. Tenant income levels will likely constrain rent growth. The lack of notable suburban employment growth has not hindered demand. While some renters transitioned to single family home ownership during the pandemic, others have taken advantage of higher prices in the for-sale market and sold their homes,



moving to rental product potentially as a short-term play until they determine their next move. Rising interest rates will curtail home purchases, increasing retention in the rental market. We expect occupancy to remain stable in the near term.

**Market Revenue Performance.** Market revenue performance is a function of the product of net rent and occupancy.



Market revenue performance for the overall suburban market remains strong. The modest downward trends in the last quarters of a given year demonstrate the seasonality of the Chicago rental market yet the 4q19 and 4q20 numbers turned positive.

Overall the COVID-19 pandemic and the subsequent March 2020 stay at home order had limited impact on the suburban market performance compared to the downtown Chicago market.

***New construction/Communities in Lease-up.***

There are a number of projects under construction throughout the MSA. Details are presented in the Housing Supply section.

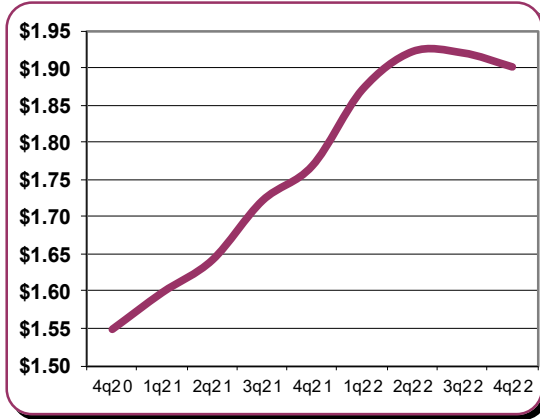
Several of the projects we are tracking are mid-rise buildings on in-fill sites rather than traditional walk-up complexes. These have been favored in redeveloping downtown areas where transit-oriented development is needed but the all-in costs of construction at over \$300 per square foot or \$300,000+ per unit (wrap product) require fairly high rent levels (\$2.50+ PSF) for project feasibility. Higher end walk-up product cost is in the \$175,000-\$200,000 per unit range (not including soft costs or land).



## All Suburban Apartments - 4q22

Showing median trend lines

### Net Rent PSF - \$1.90

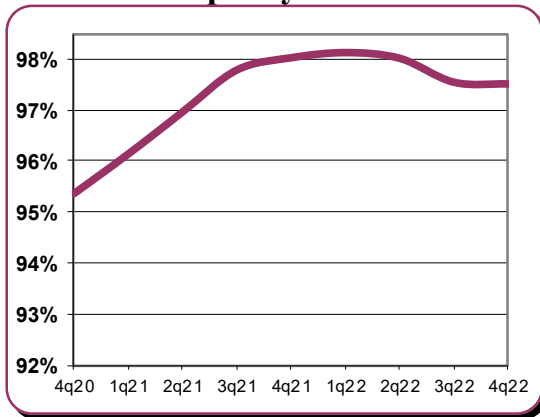


|           |     |     |     |     |     |     |     |     |     |
|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Median \$ | 155 | 160 | 164 | 172 | 177 | 187 | 192 | 192 | 190 |
|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|

### Snapshot & Trends

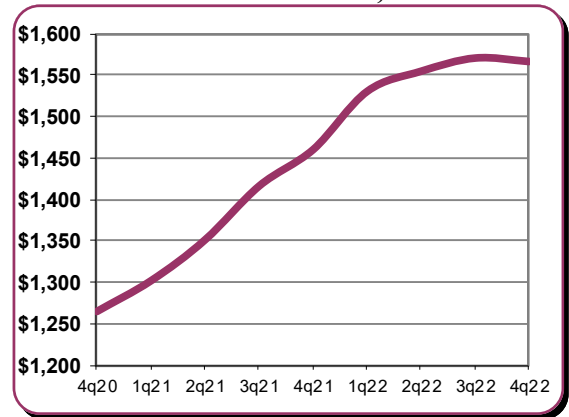
| Suburban Metro    |   |
|-------------------|---|
| Complexes         | 384   |
| Units             | 111,386                                     |
| SF/unit           | 917   |
| Yr Built          | 1988  |
| Net PSF           | \$1.90 <span style="color: blue;">↗</span>  |
| Occupancy         | 97.5% <span style="color: gray;">↘</span>   |
| Pct W/concessions | 16.4% <span style="color: gray;">→</span>   |
| Concession Amt    | 4.2% <span style="color: gray;">→</span>    |
| One Bdrm/Mo       | \$1,566 <span style="color: blue;">↗</span> |
| Two Bdrm/Mo       | \$1,833 <span style="color: blue;">↗</span> |

### Occupancy - 97.5%



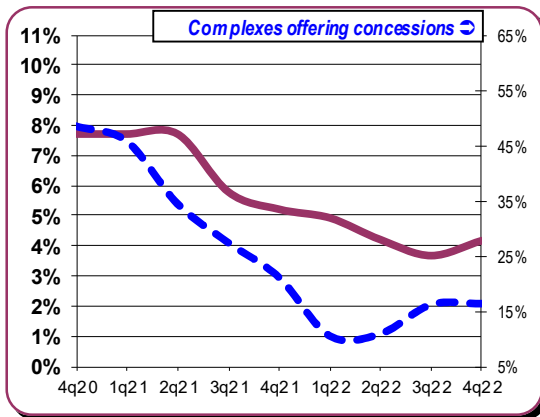
|          |      |      |      |      |      |      |      |      |      |
|----------|------|------|------|------|------|------|------|------|------|
| Median % | 95.4 | 96.1 | 97.0 | 97.8 | 98.0 | 98.1 | 98.0 | 97.5 | 97.5 |
|----------|------|------|------|------|------|------|------|------|------|

### Net One Bdrm - \$1,566/mo



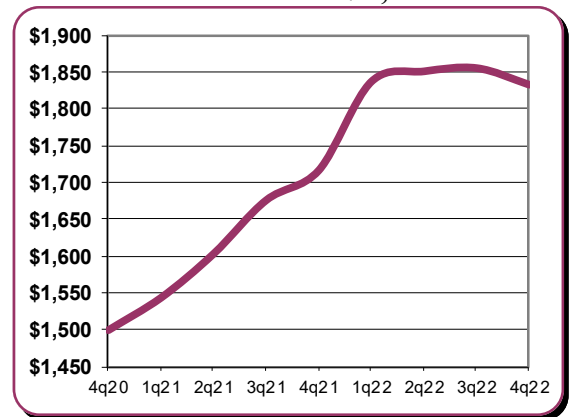
|           |      |      |      |      |      |      |      |      |      |
|-----------|------|------|------|------|------|------|------|------|------|
| Median \$ | 1265 | 1303 | 1351 | 1416 | 1460 | 1530 | 1554 | 1570 | 1566 |
|-----------|------|------|------|------|------|------|------|------|------|

### Concessions - 4.2% when offered



|          |     |     |     |     |     |     |     |     |     |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Median % | 7.7 | 7.7 | 7.7 | 5.8 | 5.2 | 4.9 | 4.2 | 3.7 | 4.2 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|

### Net Two Bdrm - \$1,833/mo



|           |      |      |      |      |      |      |      |      |      |
|-----------|------|------|------|------|------|------|------|------|------|
| Median \$ | 1498 | 1542 | 1602 | 1675 | 1716 | 1837 | 1851 | 1855 | 1833 |
|-----------|------|------|------|------|------|------|------|------|------|



***Performance by Property Class***

The suburban survey dataset includes has the following characteristics:

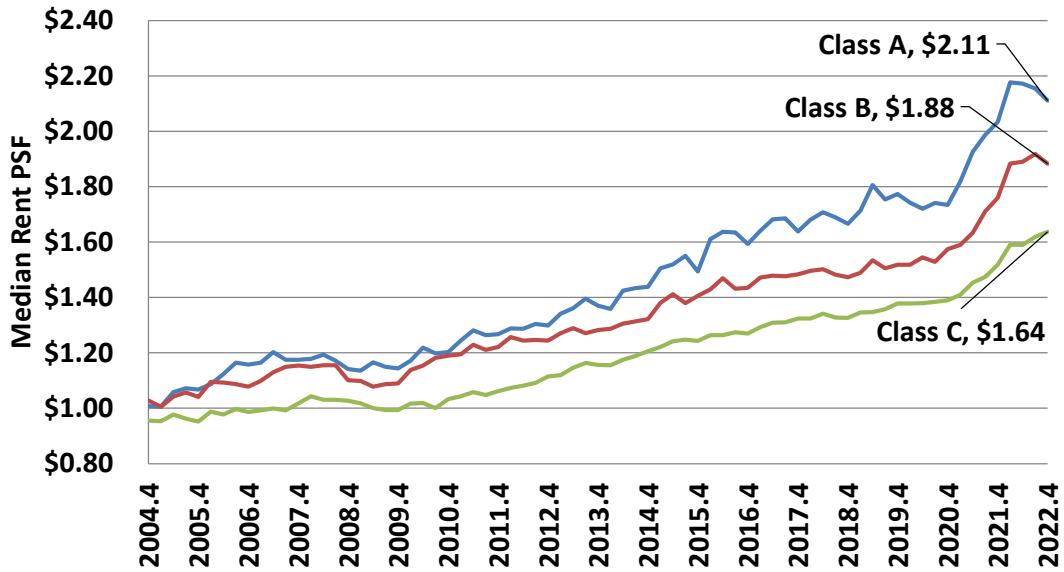
|                       | <b>Class A</b> | <b>Class B</b> | <b>Class C</b> |
|-----------------------|----------------|----------------|----------------|
| Distribution (units)  | 34%            | 31%            | 35%            |
| Median Year Built     | 2016           | 1986           | 1972           |
| Median Unit Size (sf) | 970            | 874            | 840            |
| Average Complex Size  | 247            | 340            | 310            |

Property Classes are generally defined as follow:

- Class A -** Newer properties that have generally been constructed since the early 1990s. Amenities often include open layout floor plans, 9-foot ceilings, in-unit washer and dryer, high quality cabinetry and potentially granite counters and stainless steel appliances. Some communities have direct entry garages. The complex typically has a clubhouse, fitness center and swimming pool.
- Class B -** Typically constructed in the 1980s but may include older product that has been significantly renovated. Amenities often include open layout floor plans, 8-foot ceilings, in-unit washer and dryer, good quality cabinetry and laminate counters. The complex typically has a clubhouse, fitness center and swimming pool.
- Class C -** Typically constructed in the 1970s with limited renovations, if any. Units typically have older style floor plans (such as galley style, closed kitchens), average quality cabinetry and laminate counters. The complex may have a clubhouse and swimming pool but the quality is generally average. Laundry facilities are typically limited to a laundry room in the complex.

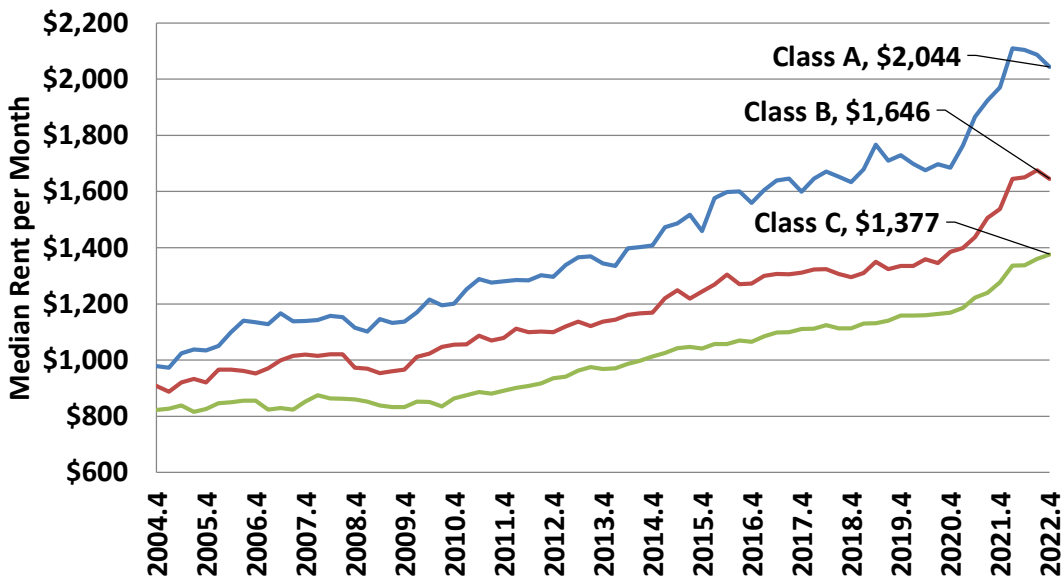


### Median Rent PSF by Class

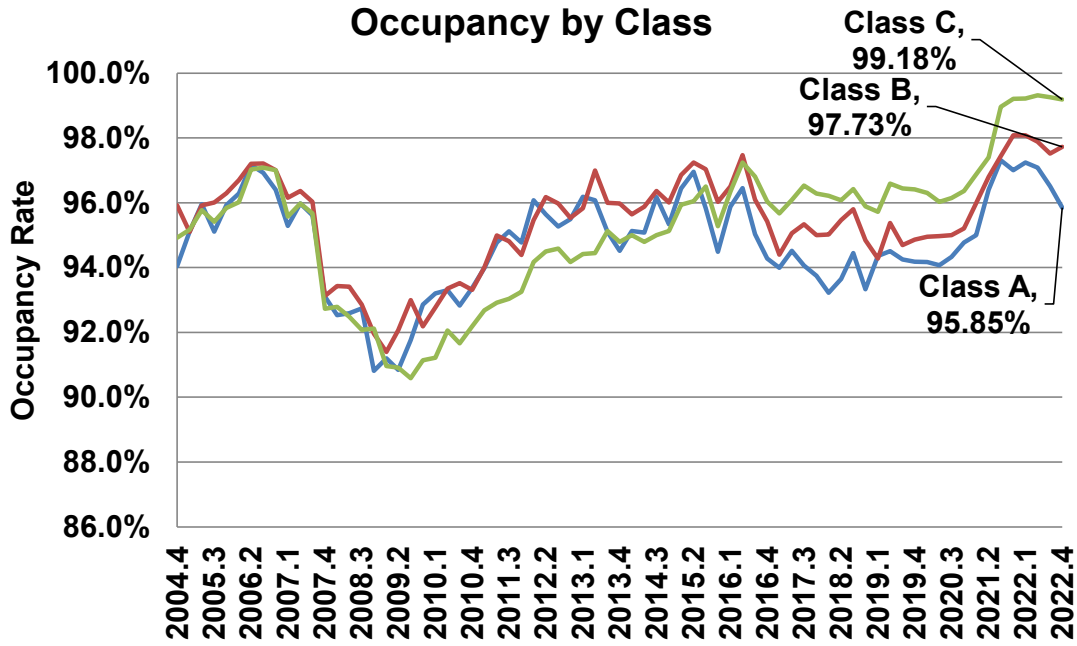


On a year over year basis, rents psf rose 3.8%, 7.0% and 7.8% for A, B and C product respectively. The monthly “chunk” rent spread is shown below. Class A product chunk pricing averages a 24.2% premium over B product and B product is 19.5% over C product.

### Median Rent per Month by Class



After tracking fairly consistent for years, the spread in occupancy between A/B versus C product emerged in 2010. Current occupancy levels by class are shown below.



The following trends by submarket are based on our quarterly survey of over 100,000 units. Detailed analysis of the data is contained within the submarket reports.

## Four Year Trend – Suburban Chicago Multifamily Metrics

### Net Rent PSF by Submarket

| Submarket         | 4Q18   | 1Q19   | 2Q19   | 3Q19   | 4Q19   | 1Q20   | 2Q20   | 3Q20   | 4Q20   | 1Q21   | 2Q21   | 3Q21   | 4Q21   | 1Q22   | 2Q22   | 3Q22   | 4Q22   | Y/Y Chng | 2 Yr Chng |
|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------|-----------|
| Cook NW           | \$1.52 | \$1.53 | \$1.55 | \$1.53 | \$1.54 | \$1.55 | \$1.56 | \$1.55 | \$1.57 | \$1.59 | \$1.62 | \$1.70 | \$1.77 | \$1.85 | \$1.89 | \$1.87 | \$1.88 | 6.6%     | 19.5%     |
| Cook South        | \$1.33 | \$1.35 | \$1.36 | \$1.36 | \$1.36 | \$1.36 | \$1.38 | \$1.41 | \$1.41 | \$1.47 | \$1.79 | \$1.80 | \$1.55 | \$1.53 | \$1.60 | \$1.61 | \$1.69 | 9.3%     | 19.8%     |
| DuPage            | \$1.46 | \$1.49 | \$1.49 | \$1.48 | \$1.51 | \$1.52 | \$1.51 | \$1.52 | \$1.55 | \$1.61 | \$1.67 | \$1.70 | \$1.76 | \$1.89 | \$1.91 | \$1.93 | \$1.90 | 8.0%     | 22.8%     |
| Kane/Kendall      | \$1.35 | \$1.37 | \$1.45 | \$1.40 | \$1.44 | \$1.48 | \$1.47 | \$1.49 | \$1.54 | \$1.58 | \$1.61 | \$1.70 | \$1.72 | \$1.86 | \$1.90 | \$1.92 | \$1.84 | 7.5%     | 19.4%     |
| Lake              | \$1.62 | \$1.63 | \$1.67 | \$1.60 | \$1.62 | \$1.66 | \$1.59 | \$1.56 | \$1.58 | \$1.64 | \$1.71 | \$1.76 | \$1.77 | \$1.74 | \$1.79 | \$1.79 | \$1.87 | 5.4%     | 18.3%     |
| McHenry           | \$1.20 | \$1.18 | \$1.18 | \$1.18 | \$1.17 | \$1.17 | \$1.17 | \$1.17 | \$1.22 | \$1.23 | \$1.29 | \$1.31 | \$1.34 | \$1.37 | \$1.39 | \$1.39 | \$1.42 | 5.3%     | 16.0%     |
| Naperville/Aurora | \$1.46 | \$1.45 | \$1.46 | \$1.48 | \$1.47 | \$1.47 | \$1.54 | \$1.50 | \$1.53 | \$1.58 | \$1.67 | \$1.74 | \$1.79 | \$1.93 | \$1.90 | \$1.92 | \$1.92 | 7.4%     | 25.8%     |
| North Shore       | \$2.22 | \$2.29 | \$2.23 | \$2.17 | \$2.26 | \$2.23 | \$2.17 | \$2.17 | \$2.12 | \$2.18 | \$2.32 | \$2.43 | \$2.52 | \$2.59 | \$2.68 | \$2.77 | \$2.71 | 7.2%     | 27.7%     |
| Waukegan/Gurnee   | \$1.17 | \$1.22 | \$1.21 | \$1.20 | \$1.17 | \$1.19 | \$1.17 | \$1.27 | \$1.27 | \$1.30 | \$1.30 | \$1.35 | \$1.34 | \$1.43 | \$1.44 | \$1.44 | \$1.43 | 6.5%     | 12.0%     |
| Will              | \$1.36 | \$1.38 | \$1.36 | \$1.36 | \$1.38 | \$1.43 | \$1.46 | \$1.44 | \$1.54 | \$1.60 | \$1.67 | \$1.70 | \$1.73 | \$1.86 | \$1.98 | \$1.99 | \$1.90 | 9.6%     | 23.5%     |
| All Suburban      | \$1.46 | \$1.48 | \$1.51 | \$1.48 | \$1.51 | \$1.52 | \$1.54 | \$1.53 | \$1.55 | \$1.60 | \$1.64 | \$1.72 | \$1.77 | \$1.87 | \$1.92 | \$1.92 | \$1.90 | 7.5%     | 22.7%     |

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

### One Bedroom Median Rent by Submarket

| Submarket         | 4Q18    | 1Q19    | 2Q19    | 3Q19    | 4Q19    | 1Q20    | 2Q20    | 3Q20    | 4Q20    | 1Q21    | 2Q21    | 3Q21    | 4Q21    | 1Q22    | 2Q22    | 3Q22    | 4Q22    | Y/Y Chng | 2 Yr Chng |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------|
| Cook NW           | \$1,198 | \$1,205 | \$1,188 | \$1,188 | \$1,198 | \$1,193 | \$1,205 | \$1,194 | \$1,220 | \$1,238 | \$1,253 | \$1,320 | \$1,375 | \$1,474 | \$1,500 | \$1,500 | \$1,500 | 9.1%     | 23.0%     |
| Cook South        | \$1,018 | \$1,050 | \$1,064 | \$1,085 | \$1,085 | \$1,091 | \$1,128 | \$1,144 | \$1,176 | \$1,184 | \$1,343 | \$1,343 | \$1,250 | \$1,248 | \$1,308 | \$1,278 | \$1,319 | 5.5%     | 12.1%     |
| DuPage            | \$1,190 | \$1,217 | \$1,263 | \$1,225 | \$1,225 | \$1,213 | \$1,216 | \$1,268 | \$1,271 | \$1,322 | \$1,338 | \$1,372 | \$1,450 | \$1,525 | \$1,550 | \$1,570 | \$1,570 | 8.3%     | 23.5%     |
| Kane/Kendall      | \$1,050 | \$1,083 | \$1,169 | \$1,095 | \$1,100 | \$1,159 | \$1,173 | \$1,232 | \$1,243 | \$1,335 | \$1,357 | \$1,445 | \$1,427 | \$1,531 | \$1,534 | \$1,515 | \$1,526 | 7.0%     | 22.8%     |
| Lake              | \$1,320 | \$1,365 | \$1,335 | \$1,335 | \$1,345 | \$1,400 | \$1,365 | \$1,360 | \$1,288 | \$1,350 | \$1,375 | \$1,464 | \$1,465 | \$1,488 | \$1,558 | \$1,548 | \$1,563 | 6.7%     | 21.4%     |
| McHenry           | \$910   | \$937   | \$937   | \$965   | \$964   | \$983   | \$983   | \$983   | \$1,000 | \$1,005 | \$1,040 | \$1,040 | \$1,070 | \$1,107 | \$1,117 | \$1,117 | \$1,140 | 6.5%     | 14.0%     |
| Naperville/Aurora | \$1,275 | \$1,301 | \$1,319 | \$1,259 | \$1,303 | \$1,326 | \$1,323 | \$1,323 | \$1,331 | \$1,388 | \$1,454 | \$1,498 | \$1,544 | \$1,615 | \$1,649 | \$1,617 | \$1,605 | 4.0%     | 20.6%     |
| North Shore       | \$1,805 | \$1,815 | \$1,880 | \$1,817 | \$1,798 | \$1,785 | \$1,794 | \$1,805 | \$1,790 | \$1,825 | \$1,942 | \$1,978 | \$1,987 | \$2,128 | \$2,231 | \$2,292 | \$2,211 | 11.3%    | 23.5%     |
| Waukegan/Gurnee   | \$824   | \$865   | \$895   | \$880   | \$904   | \$911   | \$911   | \$940   | \$943   | \$953   | \$979   | \$995   | \$995   | \$1,065 | \$1,079 | \$1,076 | \$1,059 | 6.5%     | 12.4%     |
| Will              | \$1,095 | \$1,095 | \$1,095 | \$1,130 | \$1,138 | \$1,166 | \$1,166 | \$1,161 | \$1,340 | \$1,355 | \$1,369 | \$1,447 | \$1,452 | \$1,547 | \$1,600 | \$1,665 | \$1,565 | 7.7%     | 16.8%     |
| All Suburban      | \$1,215 | \$1,227 | \$1,253 | \$1,225 | \$1,241 | \$1,237 | \$1,241 | \$1,242 | \$1,265 | \$1,303 | \$1,351 | \$1,416 | \$1,460 | \$1,530 | \$1,554 | \$1,570 | \$1,566 | 7.2%     | 23.7%     |

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

### Two Bedroom Median Rent by Submarket

| Submarket         | 4Q18    | 1Q19    | 2Q19    | 3Q19    | 4Q19    | 1Q20    | 2Q20    | 3Q20    | 4Q20    | 1Q21    | 2Q21    | 3Q21    | 4Q21    | 1Q22    | 2Q22    | 3Q22    | 4Q22    | Y/Y Chng | 2 Yr Chng |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------|
| Cook NW           | \$1,430 | \$1,424 | \$1,428 | \$1,442 | \$1,446 | \$1,430 | \$1,444 | \$1,435 | \$1,438 | \$1,471 | \$1,516 | \$1,588 | \$1,629 | \$1,718 | \$1,810 | \$1,795 | \$1,785 | 9.6%     | 24.2%     |
| Cook South        | \$1,305 | \$1,321 | \$1,338 | \$1,338 | \$1,335 | \$1,335 | \$1,355 | \$1,355 | \$1,385 | \$1,800 | \$1,896 | \$1,933 | \$1,933 | \$1,968 | \$2,260 | \$2,171 | \$2,118 | 9.6%     | 52.9%     |
| DuPage            | \$1,400 | \$1,420 | \$1,445 | \$1,433 | \$1,443 | \$1,441 | \$1,437 | \$1,484 | \$1,498 | \$1,523 | \$1,615 | \$1,698 | \$1,753 | \$1,831 | \$1,867 | \$1,880 | \$1,820 | 3.8%     | 21.5%     |
| Kane/Kendall      | \$1,323 | \$1,430 | \$1,482 | \$1,371 | \$1,453 | \$1,482 | \$1,472 | \$1,520 | \$1,593 | \$1,614 | \$1,627 | \$1,694 | \$1,749 | \$1,879 | \$1,938 | \$1,938 | \$1,866 | 6.7%     | 17.2%     |
| Lake              | \$1,588 | \$1,640 | \$1,635 | \$1,553 | \$1,555 | \$1,631 | \$1,562 | \$1,561 | \$1,584 | \$1,653 | \$1,677 | \$1,730 | \$1,749 | \$1,805 | \$1,803 | \$1,850 | \$1,840 | 5.2%     | 16.1%     |
| McHenry           | \$1,043 | \$1,060 | \$1,060 | \$1,060 | \$1,060 | \$1,060 | \$1,060 | \$1,060 | \$1,060 | \$1,070 | \$1,150 | \$1,150 | \$1,193 | \$1,205 | \$1,217 | \$1,220 | \$1,231 | 3.2%     | 16.1%     |
| Naperville/Aurora | \$1,475 | \$1,500 | \$1,467 | \$1,460 | \$1,502 | \$1,475 | \$1,503 | \$1,509 | \$1,532 | \$1,599 | \$1,645 | \$1,767 | \$1,812 | \$1,919 | \$1,924 | \$1,929 | \$1,911 | 5.5%     | 24.7%     |
| North Shore       | \$2,434 | \$2,602 | \$2,550 | \$2,515 | \$2,535 | \$2,433 | \$2,368 | \$2,433 | \$2,435 | \$2,482 | \$2,600 | \$2,783 | \$2,813 | \$2,860 | \$3,013 | \$3,000 | \$3,063 | 8.9%     | 25.8%     |
| Waukegan/Gurnee   | \$1,059 | \$1,050 | \$1,093 | \$1,088 | \$1,100 | \$1,096 | \$1,131 | \$1,150 | \$1,179 | \$1,175 | \$1,205 | \$1,287 | \$1,283 | \$1,382 | \$1,413 | \$1,439 | \$1,407 | 9.7%     | 19.3%     |
| Will              | \$1,313 | \$1,284 | \$1,304 | \$1,250 | \$1,271 | \$1,316 | \$1,324 | \$1,320 | \$1,395 | \$1,533 | \$1,566 | \$1,683 | \$1,744 | \$1,857 | \$1,931 | \$1,871 | \$1,855 | 6.4%     | 33.0%     |
| All Suburban      | \$1,423 | \$1,430 | \$1,445 | \$1,445 | \$1,459 | \$1,453 | \$1,464 | \$1,482 | \$1,498 | \$1,542 | \$1,602 | \$1,675 | \$1,716 | \$1,837 | \$1,851 | \$1,855 | \$1,833 | 6.8%     | 22.3%     |

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

### Rent Spread - 1BR to 2BR

| Submarket         | 4Q18  | 1Q19  | 2Q19  | 3Q19  | 4Q19  | 1Q20  | 2Q20  | 3Q20  | 4Q20  | 1Q21  | 2Q21  | 3Q21  | 4Q21  | 1Q22  | 2Q22  | 3Q22  | 4Q22  | Y/Y Chng | 2 Yr Chng |
|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-----------|
| Cook NW           | \$232 | \$219 | \$240 | \$255 | \$248 | \$238 | \$239 | \$241 | \$218 | \$233 | \$263 | \$268 | \$254 | \$244 | \$310 | \$295 | \$285 | 12.1%    | 30.9%     |
| Cook South        | \$288 | \$271 | \$274 | \$253 | \$250 | \$244 | \$227 | \$211 | \$209 | \$616 | \$653 | \$591 | \$683 | \$720 | \$962 | \$892 | \$799 | 16.9%    | 282.8%    |
| DuPage            | \$210 | \$203 | \$182 | \$208 | \$218 | \$229 | \$222 | \$216 | \$227 | \$202 | \$277 | \$326 | \$303 | \$306 | \$317 | \$310 | \$250 | -17.5%   | 10.2%     |
| Kane/Kendall      | \$273 | \$348 | \$313 | \$276 | \$353 | \$323 | \$299 | \$288 | \$350 | \$279 | \$269 | \$249 | \$322 | \$347 | \$404 | \$423 | \$340 | 5.4%     | -2.9%     |
| Lake              | \$268 | \$275 | \$300 | \$218 | \$210 | \$231 | \$197 | \$201 | \$296 | \$303 | \$302 | \$266 | \$284 | \$317 | \$244 | \$302 | \$277 | -2.5%    | -6.5%     |
| McHenry           | \$133 | \$123 | \$123 | \$95  | \$106 | \$78  | \$78  | \$78  | \$60  | \$65  | \$110 | \$110 | \$123 | \$135 | \$100 | \$103 | \$91  | -25.5%   | 52.1%     |
| Naperville/Aurora | \$200 | \$199 | \$148 | \$201 | \$200 | \$148 | \$181 | \$187 | \$201 | \$211 | \$191 | \$269 | \$268 | \$304 | \$275 | \$312 | \$306 | 14.2%    | 52.0%     |
| North Shore       | \$629 | \$787 | \$670 | \$699 | \$737 | \$648 | \$573 | \$628 | \$645 | \$657 | \$658 | \$806 | \$827 | \$731 | \$781 | \$709 | \$852 | 3.1%     | 32.1%     |
| Waukegan/Gurnee   | \$235 | \$185 | \$198 | \$208 | \$196 | \$185 | \$220 | \$150 | \$236 | \$222 | \$252 | \$308 | \$288 | \$317 | \$334 | \$363 | \$347 | 20.6%    | 47.2%     |
| Will              | \$218 | \$189 | \$209 | \$120 | \$132 | \$150 | \$158 | \$159 | \$56  | \$179 | \$197 | \$236 | \$292 | \$310 | \$331 | \$207 | \$290 | -0.5%    | 423.0%    |
| All Suburban      | \$208 | \$203 | \$192 | \$220 | \$218 | \$216 | \$223 | \$241 | \$233 | \$240 | \$251 | \$259 | \$256 | \$307 | \$297 | \$285 | \$267 | 4.2%     | 14.7%     |

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## Four Year Trend – Suburban Chicago Multifamily Metrics

### Occupancy by Submarket

| Submarket         | 4Q18 | 1Q19 | 2Q19 | 3Q19 | 4Q19 | 1Q20 | 2Q20 | 3Q20 | 4Q20 | 1Q21 | 2Q21 | 3Q21 | 4Q21 | 1Q22 | 2Q22  | 3Q22 | 4Q22 | Y/Y Chng | 2 Yr Chng |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|------|----------|-----------|
| Cook NW           | 94.7 | 94.5 | 95.3 | 94.4 | 95.0 | 95.1 | 94.6 | 94.6 | 94.7 | 95.7 | 96.4 | 97.1 | 97.3 | 98.0 | 97.6  | 97.4 | 97.7 | 0.4%     | 3.2%      |
| Cook South        | 95.1 | 96.5 | 97.0 | 96.5 | 96.3 | 96.4 | 97.1 | 97.2 | 97.3 | 97.5 | 98.6 | 99.6 | 99.4 | 99.3 | 99.3  | 99.0 | 98.6 | -0.8%    | 1.3%      |
| DuPage            | 95.0 | 94.4 | 95.1 | 94.9 | 95.1 | 95.0 | 95.0 | 95.2 | 95.1 | 96.1 | 96.8 | 98.0 | 98.0 | 98.1 | 98.0  | 97.3 | 97.0 | -1.0%    | 2.0%      |
| Kane/Kendall      | 96.2 | 95.1 | 96.7 | 95.9 | 95.1 | 96.2 | 95.8 | 95.7 | 95.8 | 96.4 | 97.3 | 98.0 | 97.9 | 99.0 | 97.9  | 98.0 | 97.6 | -0.3%    | 1.9%      |
| Lake              | 96.6 | 95.6 | 95.5 | 95.3 | 94.5 | 94.8 | 94.9 | 94.9 | 95.3 | 96.7 | 97.7 | 97.4 | 97.8 | 98.6 | 98.8  | 98.5 | 98.0 | 0.2%     | 2.8%      |
| McHenry           | 96.3 | 96.4 | 96.9 | 96.4 | 96.2 | 96.4 | 97.0 | 95.9 | 92.9 | 96.2 | 98.1 | 97.3 | 99.1 | 99.0 | 100.0 | 99.4 | 98.2 | -1.0%    | 5.6%      |
| Naperville/Aurora | 93.5 | 93.7 | 94.8 | 94.6 | 94.5 | 94.9 | 95.1 | 95.3 | 95.4 | 96.0 | 97.0 | 97.6 | 98.1 | 98.0 | 97.4  | 97.5 | 97.3 | -0.8%    | 2.0%      |
| North Shore       | 92.7 | 93.4 | 93.7 | 93.6 | 93.1 | 92.8 | 95.2 | 94.5 | 93.9 | 96.1 | 98.1 | 97.8 | 97.2 | 97.5 | 96.3  | 96.1 | 96.1 | -1.7%    | 1.7%      |
| Waukegan/Gurnee   | 95.9 | 95.8 | 96.9 | 96.1 | 97.1 | 96.5 | 96.2 | 96.4 | 97.0 | 97.2 | 98.4 | 99.3 | 99.5 | 99.1 | 99.1  | 99.2 | 98.6 | -0.8%    | 1.6%      |
| Will              | 95.5 | 95.0 | 95.1 | 95.1 | 95.7 | 96.5 | 95.6 | 96.6 | 95.8 | 96.7 | 97.5 | 98.2 | 98.3 | 98.2 | 98.6  | 97.6 | 97.3 | -1.0%    | 1.6%      |
| All Suburban      | 94.9 | 94.9 | 95.3 | 95.0 | 95.0 | 95.1 | 95.1 | 95.3 | 95.4 | 96.1 | 97.0 | 97.8 | 98.0 | 98.1 | 98.0  | 97.5 | 97.5 | -0.5%    | 2.2%      |

Note: Quarterly occupancy values are rounded for display purposes but not for Yr/Yr Change calculations.

### Concessions by Submarket

| Submarket         | 4Q18 | 1Q19 | 2Q19 | 3Q19 | 4Q19 | 1Q20 | 2Q20 | 3Q20 | 4Q20 | 1Q21 | 2Q21 | 3Q21 | 4Q21 | 1Q22 | 2Q22 | 3Q22 | 4Q22 |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Cook NW           | 8.3  | 7.7  | 7.7  | 7.7  | 7.7  | 8.3  | 8.3  | 8.3  | 8.0  | 7.7  | 7.7  | 6.0  | 4.2  | 5.4  | 2.4  | 3.8  | 4.2  |
| Cook South        | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 8.3  | 8.3  | 8.3  | 8.3  | 7.8  | 5.6  | 8.3  | 8.3  | 8.2  | 7.4  | 2.7  | 4.2  |
| DuPage            | 8.3  | 7.7  | 7.7  | 7.7  | 7.7  | 8.3  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 4.3  | 4.3  | 4.2  | 4.3  | 4.2  | 4.2  |
| Kane/Kendall      | 8.3  | 8.3  | 8.3  | 8.3  | 8.0  | 7.3  | 7.7  | 7.7  | 5.6  | 7.7  | 7.7  | 7.7  | 7.7  | 4.0  | 2.1  | 2.4  | 4.2  |
| Lake              | 10.2 | 9.3  | 8.3  | 7.4  | 7.4  | 5.6  | 7.7  | 7.7  | 7.7  | 7.1  | 3.0  | 1.5  | 4.4  | 0.0  | 0.0  | 2.7  | 4.2  |
| McHenry           | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 7.7  | 7.7  | 7.7  | 0.0  | 0.0  | 0.0  | 8.3  | 2.0  | 2.5  | 5.4  | 3.6  |
| Naperville/Aurora | 8.0  | 7.7  | 8.3  | 8.3  | 7.7  | 7.1  | 6.8  | 7.7  | 7.7  | 7.7  | 7.7  | 4.2  | 5.7  | 2.9  | 5.1  | 3.3  | 6.3  |
| North Shore       | 8.3  | 7.6  | 6.7  | 7.7  | 7.7  | 8.3  | 8.3  | 8.3  | 8.3  | 7.0  | 5.1  | 5.0  | 6.4  | 4.2  | 4.2  | 4.7  | 4.7  |
| Waukegan/Gurnee   | 8.3  | 8.3  | 8.3  | 6.3  | 6.1  | 3.0  | 5.5  | 3.6  | 4.2  | 4.2  | 4.2  | 6.3  | 5.5  | 8.3  | 8.3  | 5.3  | 8.3  |
| Will              | 8.0  | 7.7  | 5.9  | 8.0  | 7.2  | 4.2  | 7.2  | 6.1  | 6.6  | 5.4  | 6.6  | 8.0  | 7.7  | 4.6  | 4.4  | 3.3  | 4.6  |
| All Suburban      | 8.3  | 7.9  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 5.8  | 5.2  | 4.9  | 4.2  | 3.7  | 4.2  |

Note: Numbers shown are percentages - 1 month free rent on 12 month lease equals 8.3%.

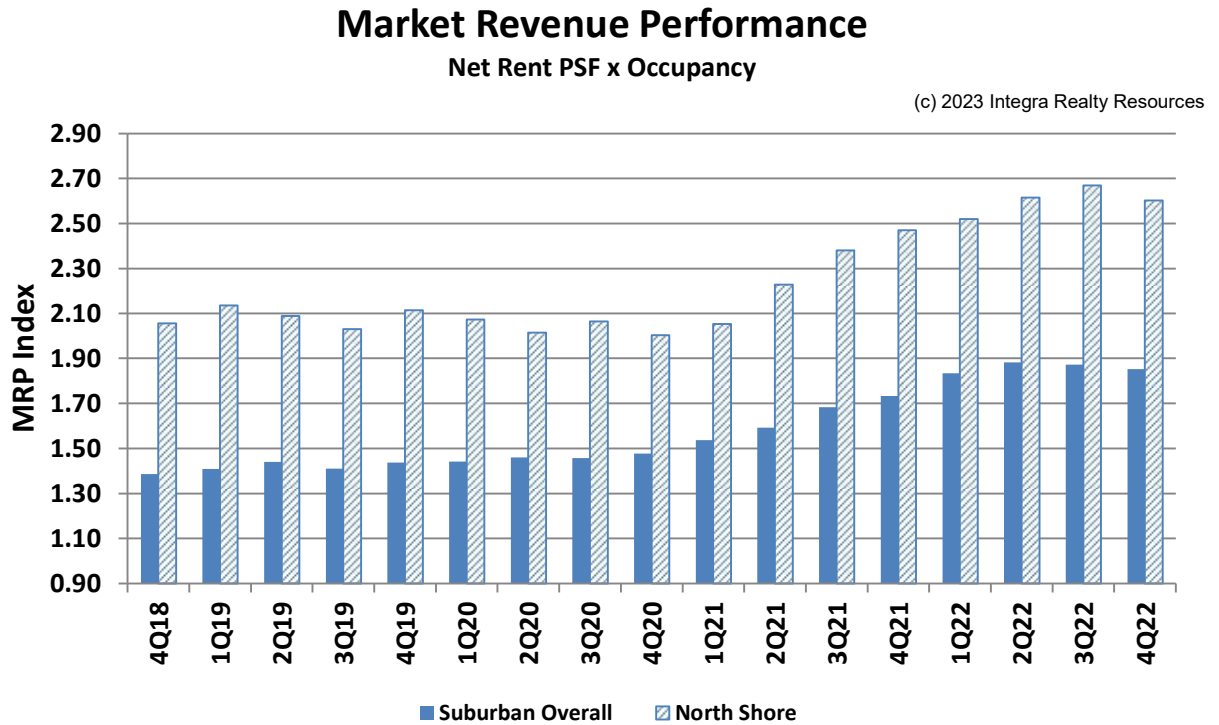
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**Occupancy.** Occupancy is at 96.1 percent – off 170 basis points from last year. We project occupancy will remain stable in the near term.

**Market Revenue Performance.** Market performance is a function of the product of net rent and occupancy.

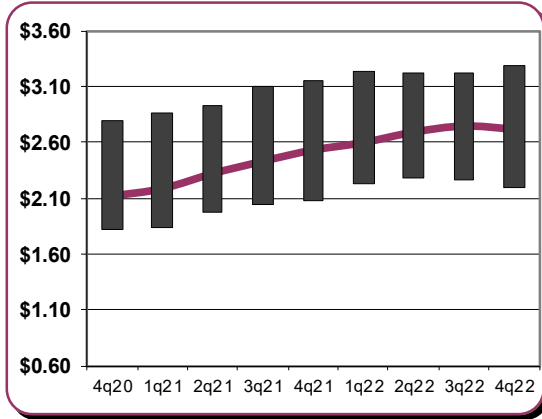


The North Shore submarket has outperformed the overall suburban market primarily due to its significantly higher rental rates rather than occupancy trends.

# North Shore Apartments - 4q22

Showing (a) median trend line and (b) middle 2/3rds surveyed (thick bars).

## Net Rent PSF - \$2.71

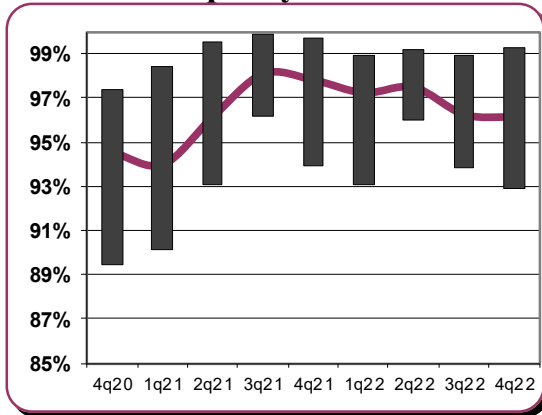


|           |      |      |      |      |      |      |      |      |      |
|-----------|------|------|------|------|------|------|------|------|------|
| Median \$ | 2.12 | 2.18 | 2.32 | 2.43 | 2.52 | 2.59 | 2.68 | 2.74 | 2.71 |
|-----------|------|------|------|------|------|------|------|------|------|

## Snapshot & Trends

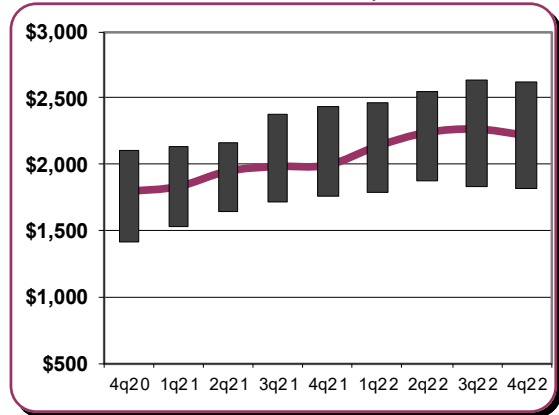
| North Shore |                   | Suburban Metro |   |
|-------------|-------------------|----------------|---|
| 34          | Complexes         | 384            |   |
| 6,303       | Units             | 111,386        |   |
| 932         | SF/unit           | 917            |   |
| 2015        | Yr Built          | 1988           |   |
| \$2.71      | Net PSF           | \$1.90         | ↗ |
| 96.1%       | Occupancy         | 97.5%          | ↘ |
| 29.4%       | Pct W/concessions | 16.4%          | → |
| 4.7%        | Concession Amt    | 4.2%           | → |
| \$2,211     | One Bdrm/Mo       | \$1,566        | ↗ |
| \$3,063     | Two Bdrm/Mo       | \$1,833        | ↗ |

## Occupancy - 96.1%



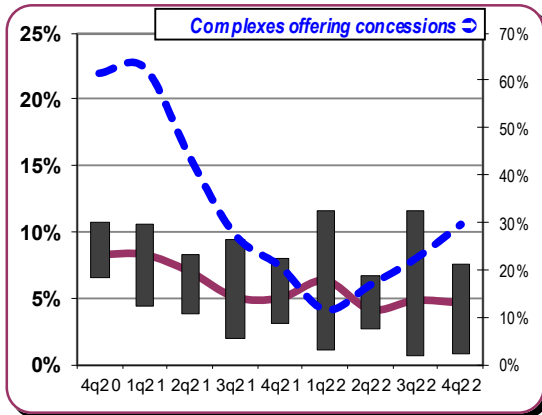
|          |      |      |      |      |      |      |      |      |      |
|----------|------|------|------|------|------|------|------|------|------|
| Median % | 94.5 | 93.9 | 96.1 | 98.1 | 97.8 | 97.2 | 97.5 | 96.2 | 96.1 |
|----------|------|------|------|------|------|------|------|------|------|

## Net One Bdrm - \$2,211/mo



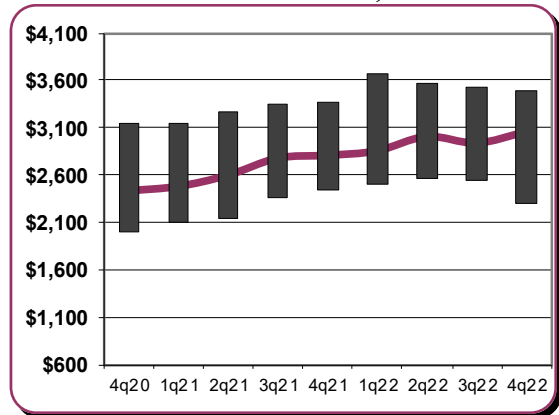
|           |      |      |      |      |      |       |       |       |       |
|-----------|------|------|------|------|------|-------|-------|-------|-------|
| Median \$ | 1790 | 1825 | 1942 | 1978 | 1987 | 2,128 | 2,231 | 2,258 | 2,211 |
|-----------|------|------|------|------|------|-------|-------|-------|-------|

## Concessions - 4.7% when offered



|          |     |     |     |     |     |     |     |     |     |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Median % | 8.3 | 8.3 | 7.0 | 5.1 | 5.0 | 6.4 | 4.2 | 4.9 | 4.7 |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|

## Net Two Bdrm - \$3,063/mo



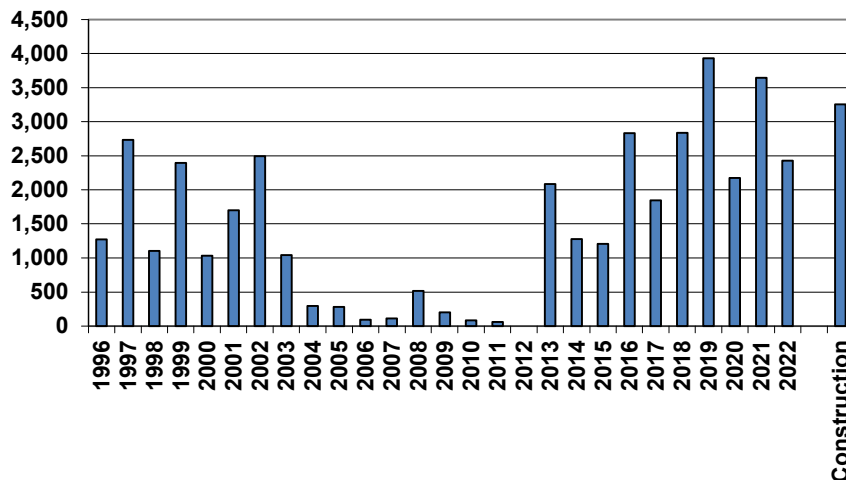
|           |       |       |       |       |       |       |       |       |       |
|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Median \$ | 2,435 | 2,482 | 2,600 | 2,783 | 2,813 | 2,860 | 3,013 | 2,944 | 3,063 |
|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|



## Multifamily Housing Supply

Integra Realty Resources – Chicago has been tracking apartment development in the suburbs since the 1960s. In total, 39,662 units (through 2022) will have been brought to the market since 1996 for an average of 1,469 units per year. Since 2015, an average of 2,612 units per year have been delivered.

### Suburban Chicago Multifamily Deliveries since 1996



Peak years of deliveries were back in the late 1990s and then climbing again through the early 2000s. From 2004-2012, incredibly little product had been added to the market. This was driven by a few factors including:

- Poor economics due to job losses in the region creating vacancies and concessions, though performance has improved since late 2009
- Lower interest rate and low down payment environment driving demand for new condo unit construction which generated more immediate returns; however, the new construction condo market is now stalled.
- Resistance of communities to allow for new rental developments
- Few well located sites left in the region suitable for large scale development
- Rent levels not high enough to support construction costs at locations where sites can be acquired

With many communities now welcoming rental development, combined with feasible rent levels supporting construction, development is once again occurring throughout the region.

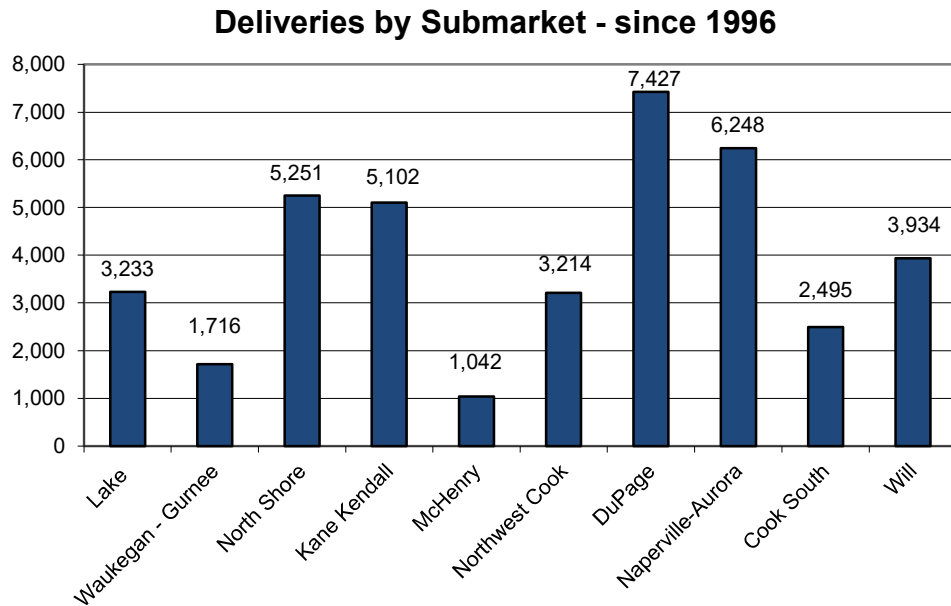
### Deliveries by Submarket

Most of the construction that has occurred since 1996 has been in DuPage County and the Aurora-Naperville submarkets (the Naperville – Aurora market is a separate submarket within DuPage



County). These submarkets, while initially hurt by the amount of supply coming online over a relatively short period of time, are poised to remain in a strong long-term position given the proximity to the suburban employment centers along the I-88 corridor.

Following is a delivery distribution by submarket.



The most recent additions to the suburban market that remain in lease-up include the following:

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#### Multi-Family Development in Lease Up - Suburban Chicago (by Submarket)

| Property  | Submarket         | City              | Developer                  | Status  | Units | Delivered |
|---|-------------------|-------------------|----------------------------|---------|-------|-----------|
| Residences at Payton Place/Arlington Downs              | Cook NW           | Arlington Heights | CA Venture                 | Leasing | 263   | 2021      |
| Welkin Apts/SEC Ellinwood & Graceland                   | Cook NW           | Des Plaines       | Bayview-Compasspoint/DAC   | Leasing | 212   | 2022      |
| Apex 400/400 N. Main                                    | DuPage            | Glen Ellyn        | GSP - Debb/Kosich          | Leasing | 107   | 2022      |
| The 450/Woodmoor on Finley Road                         | DuPage            | Uninc/Lombard     | UrbanStreet Group          | Leasing | 288   | 2021      |
| Lumen at Fox Valley/Fox Valley Mall/Sears site          | Aurora/Naperville | Aurora            | Focus/Atlantic Realty      | Leasing | 304   | 2022      |
| Residences of Sawmill Station/SEQ Dempster & Waukegan   | North Shore       | Morton Grove      | Kensington/IM/Urban Street | Leasing | 250   | 2021      |
| Highpoint at 8000 North/NWC Lincoln & Oak               | North Shore       | Skokie            | Murphy                     | Leasing | 153   | 2022      |
| Woods of Terra Springs/Terra Springs Dr & Nippersink Rd | Lake              | Volo              | Cunat                      | Leasing | 240   | 2022      |
| Authentix McHenry, SEC Hwy 3e1 and Blake Rd             | McHenry           | McHenry           | Continental                | Leasing | 288   | 2022      |
| Legacy Apts at Grande Park/SWC 127th & Ridge            | Kendall           | Plainfield        | Wilmette RE                | Leasing | 200   | 2020      |
| Redwood / WS Farrell @ Broken Arrow                     | Will              | Lockport          | Redwood                    | Leasing | 160   | 2022      |
| Sixteen 30/ES Wallin & NS Morgan Ln                     | Will              | Plainfield        | Wingspan                   | Leasing | 284   | 2021      |
| Springs at Lily Cache Creek                             | Will              | Bolingbrook       | Continental                | Leasing | 320   | 2022      |

In addition, a significant number of units are in the planning and construction stages throughout the metropolitan area. The buildings currently under construction are shown on the following page.



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**Development Under Construction - Suburban Chicago (by Submarket)**

| Property   | Submarket         | City           | Developer                         | Status       | Units      |
|--|-------------------|----------------|-----------------------------------|--------------|------------|
| Domain City Gate/NEQ Rt 59 @ I88<br><b>Aurora/Naperville</b> | Aurora/Naperville | Naperville     | Lincoln                           | Construction | 285        |
|  |                   |                |                                   |              | <b>285</b> |
| 1 W Prospect / Prospect Place center site                    | Cook NW           | Mt Prospect    | First Equity                      | Construction | 80         |
| The Quin, Algonquin & Progress Pkwy                          | Cook NW           | Schaumburg     | Finger                            | Construction | 373        |
| <b>Cook NW</b>   |                   |                |                                   |              | <b>453</b> |
| Dash / Maple & Washington                                    | DuPage            | Downers Grove  | Opus                              | Construction | 167        |
| Vyne on Haven/1st Street and Haven                           | DuPage            | Elmhurst       | Ryan Cos.                         | Construction | 200        |
| Lilac Station / DuPage Theatre site (101-25 S Main)          | DuPage            | Lombard        | Holladay                          | Construction | 118        |
| Metro 19/Lawrence Ave @ Roselle Metra station                | DuPage            | Roselle        | 400 Roselle LLC/Avgeris           | Construction | 297        |
| <b>DuPage</b>  |                   |                |                                   |              | <b>782</b> |
| Redwood Aurora Ph 1  | Kane              | Aurora         | Redwood                           | Construction | 139        |
| Redwood Oswego/SEC Orchard and Mill Roads                    | Kendall           | Oswego         | Redwood USA                       | Construction | 143        |
| Avanterra Wolf's Crossing/SEC Wolf's Crossing & Douglas Rd   | Kendall           | Oswego         | Continental                       | Construction | 149        |
| <b>Kane/Kendall</b>  |                   |                |                                   |              | <b>431</b> |
| Morris Station/Rt 176 near Maple & Morris                    | Lake              | Mundelein      | Morris Station LLC                | Construction | 139        |
| Cardinal Square/250 Anthony                                  | Lake              | Mundelein      | TRES                              | Construction | 180        |
| The Domaine Hawthorn Row/Hawthorn Mall/Ph 1                  | Lake              | Vernon Hills   | Focus/Atlantic Realty             | Construction | 313        |
| Redwood Volo/SWC Gilmer Rd & Ellis Dr                        | Lake              | Volo           | Redwood                           | Construction | 132        |
| <b>Lake</b>  |                   |                |                                   |              | <b>764</b> |
| Redwood Crystal Lake Ph 1/Lutter Center Property             | McHenry           | Crystal Lake   | Redwood                           | Construction | 124        |
| Enclave/Former Hines Lumber                                  | McHenry           | Crystal Lake   | Harlem Irving & Hamilton Partners | Construction | 99         |
| <b>McHenry</b>   |                   |                |                                   |              | <b>223</b> |
| 718 Main / Vogue site  | North Shore       | Evanston       | Catapult/CityPads                 | Construction | 120        |
| Albion Highland Park Phase II/Saks Fifth Avenue              | North Shore       | Highland Park  | Albion                            | Construction | 89         |
| District 1860/NWC Touhy&Lincoln                              | North Shore       | Lincolnwood    | Tucker                            | Construction | 299        |
| Optima Verdana/1210 Central                                  | North Shore       | Wilmette       | Optima                            | Construction | 100        |
| <b>North Shore</b>   |                   |                |                                   |              | <b>608</b> |
| Porter/1105 Pleasant Street                                  | South Cook        | Oak Park       | Focus                             | Construction | 158        |
| 835 Lake Street  | South Cook        | Oak Park       | Mich Avenue Real Estate           | Construction | 78         |
| The Magnuson/SW 191st & 80th                                 | South Cook        | Tinley Park    | VIN                               | Construction | 144        |
| Willow Glen/Archer Ave                                       | South Cook        | Willow Springs | West Point Builders/Lynd Living   | Construction | 224        |
| <b>South Cook</b>  |                   |                |                                   |              | <b>604</b> |
| Seasons at Plainfield, WD S Van Dyke Rd, S of Route 30       | Will              | Plainfield     | Fiduciary Real Estate             | Construction | 320        |
| <b>Will</b>  |                   |                |                                   |              | <b>320</b> |

Based upon this survey, it is apparent that development is spread out across the Chicago MSA. Product type is also quite diverse and includes garden-style/direct entry buildings, elevator buildings, townhomes and built-to-rent single family residences. In general, the well-located, in-fill sites are being developed with projects with density, while the further edges of the MSA are experiencing the garden style, townhome or built-to-rent single family development.

**Conclusions**

Proposed projects are typically 150 to 300 units and are fairly widely distributed throughout the region. . Many projects face significant challenges for necessary rental rates for feasibility along with obtaining financing (debt and equity).

With an average delivery of roughly 2,600 units per year in the suburban market since 2015, the addition to overall supply has been minimal but reflective of limited population and job growth in the region. While certain submarkets are adequately supplied with rental units at this time, we believe opportunities exist to create additional rental product. The diverse employment base for the MSA and our direct surveys of buildings in the market indicates a strong long-term picture for multi-family rental product.

The costs of construction remain high (\$300+/- psf) for these mid-rise structures (concrete construction) and while demand may certainly exist, the feasible rent levels will be catering to the upper end of the market. While adding supply of substance appears improbable at this point in the MSA overall, we note a significant increase in activity.

## Demographics

A demographic profile of the surrounding area for the subject property, including population, households, and income data, is presented in the following table.

| Surrounding Area Demographics          |               |               |               |             |            |
|--|---------------|---------------|---------------|-------------|------------|
| 2023 Estimates                         | 1-Mile Radius | 3-Mile Radius | 5-Mile Radius | Chicago MSA | Illinois   |
| Population 2020                        | 33,393        | 174,879       | 428,232       | 9,618,502   | 12,812,508 |
| Population 2023                        | 33,078        | 171,496       | 419,598       | 9,504,599   | 12,633,738 |
| Population 2028                        | 33,151        | 169,493       | 414,397       | 9,462,034   | 12,518,254 |
| Compound % Change 2020-2023            | -0.3%         | -0.6%         | -0.7%         | -0.4%       | -0.5%      |
| Compound % Change 2023-2028            | 0.0%          | -0.2%         | -0.2%         | -0.1%       | -0.2%      |
| Households 2020                        | 13,661        | 70,654        | 172,804       | 3,672,824   | 4,998,395  |
| Households 2023                        | 13,711        | 69,749        | 170,377       | 3,653,281   | 4,958,627  |
| Households 2028                        | 13,949        | 69,452        | 169,450       | 3,663,684   | 4,945,885  |
| Compound % Change 2020-2023            | 0.1%          | -0.4%         | -0.5%         | -0.2%       | -0.3%      |
| Compound % Change 2023-2028            | 0.3%          | -0.1%         | -0.1%         | 0.1%        | -0.1%      |
| Median Household Income 2023           | \$74,587      | \$81,559      | \$75,753      | \$82,702    | \$77,083   |
| Average Household Size                 | 2.0           | 2.3           | 2.4           | 2.6         | 2.5        |
| College Graduate %                     | 73%           | 60%           | 55%           | 39%         | 35%        |
| Median Age                             | 33            | 38            | 40            | 39          | 39         |
| Owner Occupied %                       | 46%           | 53%           | 52%           | 65%         | 66%        |
| Renter Occupied %                      | 54%           | 47%           | 48%           | 35%         | 34%        |
| Median Owner Occupied Housing Value    | \$510,608     | \$460,398     | \$429,353     | \$310,872   | \$255,281  |
| Median Year Structure Built            | 1958          | 1950          | 1952          | 1970        | 1969       |
| Average Travel Time to Work in Minutes | 35            | 38            | 38            | 35          | 32         |

Source: Claritas

- As shown above, the current population within a 3-mile radius of the subject is 171,496, and the average household size is 2.3. Population in the area has declined since the 2020 census, and this trend is projected to continue over the next five years. Compared to the Chicago MSA overall, the population within a 3-mile radius is projected to decline at a faster rate.
- Median household income is \$81,559, which is lower than the household income for the Chicago MSA. Residents within a 3-mile radius have a considerably higher level of educational attainment than those of the Chicago MSA, while median owner occupied home values are considerably higher.

The subject property will likely draw prospective renters from an area that is much wider than these geographic boundaries. Additional renter demand will be generated from persons from outside the area due to attending college/graduate school, job relocations or others relocating to be closer to families or their employment.

## Qualifying Income

Our recommendations for the subject units result in average monthly rents as shown below, along with the minimum income to qualify, utilizing a 30% to 35% rent/income ratio:

|                   | <b>Studio</b> | <b>1BR</b> | <b>2BR</b> |
|-------------------|---------------|------------|------------|
| Monthly Rent      | \$2,150       | \$2,700    | \$3,500    |
| 12 Months         | 12            | 12         | 12         |
| Annual Rent       | \$25,800      | \$32,400   | \$42,000   |
| Rent/Income Ratio | 30%           | 30%        | 30%        |
| Minimum Income    | \$86,000      | \$108,000  | \$140,000  |

|                   | <b>Studio</b> | <b>1BR</b> | <b>2BR</b> |
|-------------------|---------------|------------|------------|
| Monthly Rent      | \$2,150       | \$2,700    | \$3,500    |
| 12 Months         | 12            | 12         | 12         |
| Annual Rent       | \$25,800      | \$32,400   | \$42,000   |
| Rent/Income Ratio | 35%           | 35%        | 35%        |
| Minimum Income    | \$73,714      | \$92,571   | \$120,000  |

Residents living within a one-mile radius of the subject have a median household income of \$74,587. It is notable that the median age in a one mile radius is only 33, compared to the median age of 38 within a three mile radius and 40 in a five mile radius. Renters also dominate this one mile radius, with 54% of the housing units in this area being renter-occupied.

While it is expected that only one person will occupy the studio units, the one bedroom units could be occupied by dual-income couples and the two bedroom units could be occupied by dual-income couples or roommates. Thus, for a two bedroom unit renting to two persons, each person would have a monthly rent averaging \$1,750, which is below the studio units and affordable to persons with incomes of \$60,000 to \$70,000 per year. The required incomes fall even further for a couple sharing a one bedroom unit which then becomes affordable with incomes of \$45,000 to \$55,000 per person. In addition, with students expected to be part of the unit mix, the required income is less of a factor, as affluent parents would be co-signing these leases for their college-age children.

The property will be drawing from a larger radius than the city of Evanston, with demand from multiple sources and persons moving from international locations, other parts of the United State, and other parts of the Chicago MSA. In addition, some demand may come from residents selling a home on the North Shore, and gravitating to Evanston due to its multitude of retail, restaurant, cultural/university, and recreational amenities. Along with the high occupancy levels in downtown Evanston, the strong demand created by Northwestern University, and the lack of substantial new development occurring, the demographic trends also support new rental development at the subject location.

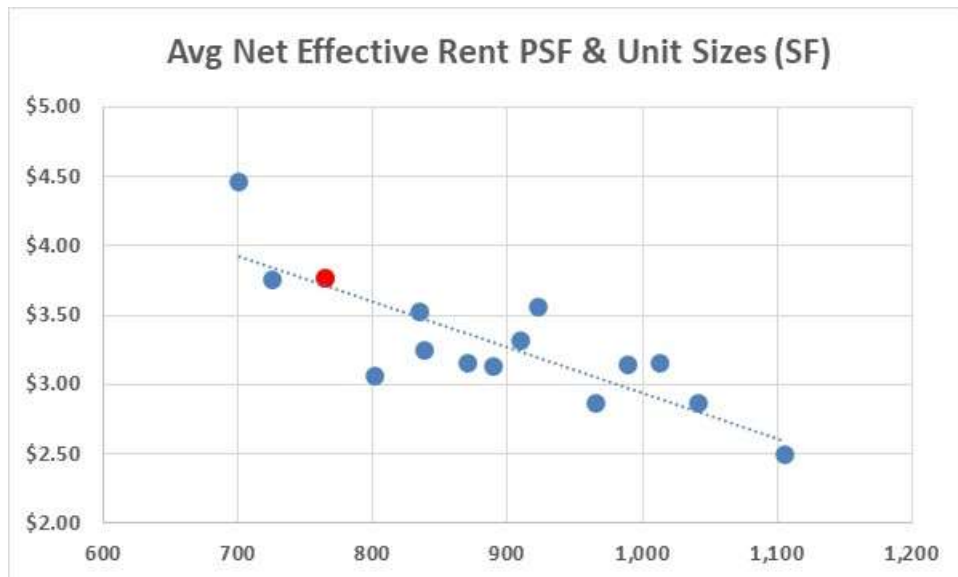
# Rental Competition Survey

The competition survey focused on newer Class A apartment properties in downtown Evanston, with a secondary focus on newer properties located north or south of downtown. Overall, this survey included 14 buildings with nearly 2,400 units. Overall, the downtown properties will provide the primary competition and are commanding the strongest rent levels in the community. The Central Street and Main Street corridors provide lower cost alternatives given their non-downtown locations. In addition, one downtown Wilmette property was included since it is considered to be part of the Central Street competition set.

Overall, this survey data is summarized below and on the following pages:

## Rent Survey Summary

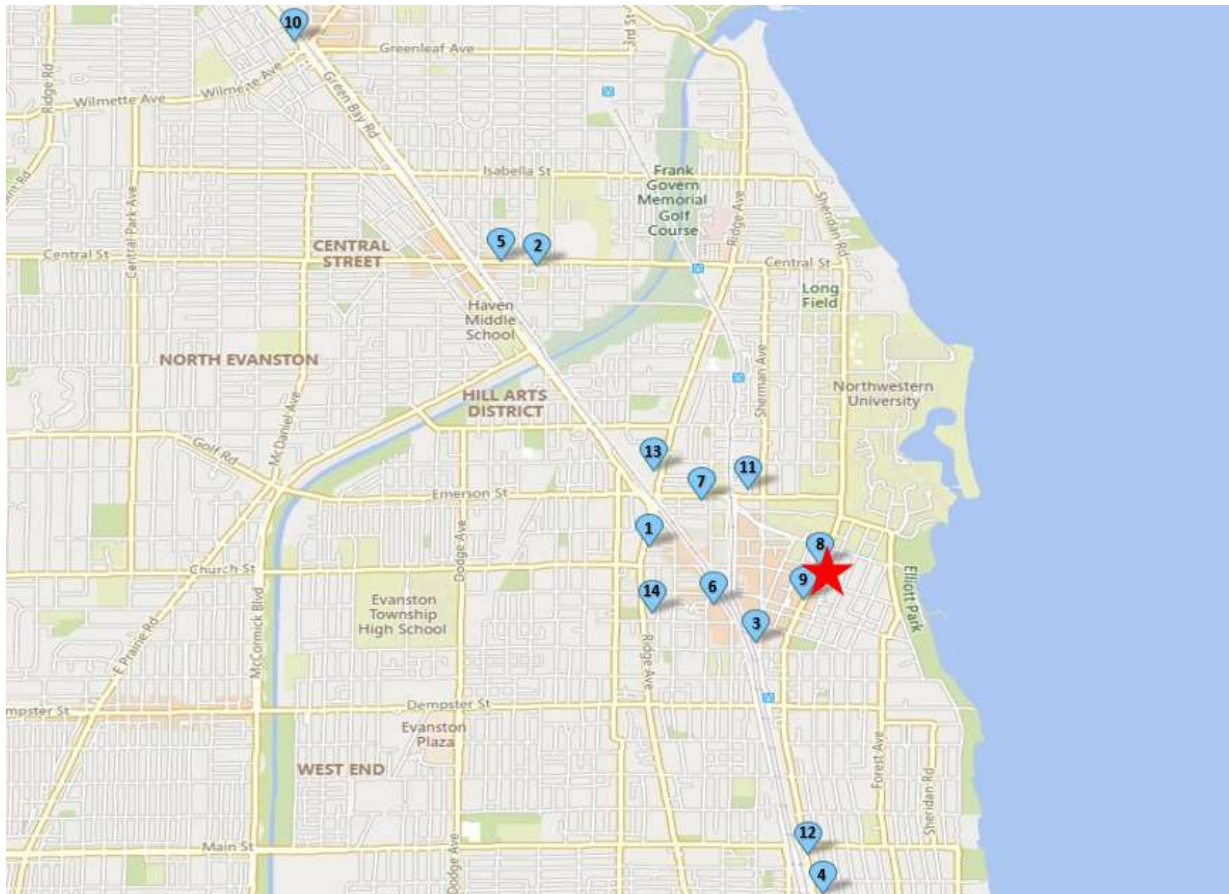
| Unit Type    | No. Units    | %           | Avg SF | Quoted Rent |         | Net Effective |         |
|--------------|--------------|-------------|--------|-------------|---------|---------------|---------|
|              |              |             |        | Avg Rent    | Avg PSF | Avg Rent      | Avg PSF |
| Studio       | 301          | 13%         | 509    | \$2,057     | \$4.04  | \$2,057       | \$4.04  |
| Convertible  | 58           | 2%          | 614    | \$2,313     | \$3.77  | \$2,313       | \$3.77  |
| 1BR          | 1,062        | 45%         | 743    | \$2,536     | \$3.41  | \$2,531       | \$3.41  |
| 1BR+Den      | 69           | 3%          | 953    | \$2,901     | \$3.04  | \$2,901       | \$3.04  |
| 2BR          | 714          | 30%         | 1,072  | \$3,380     | \$3.15  | \$3,367       | \$3.14  |
| 2BR+Den      | 33           | 1%          | 1,260  | \$3,806     | \$3.02  | \$3,806       | \$3.02  |
| 3BR          | 145          | 6%          | 1,361  | \$4,534     | \$3.33  | \$4,534       | \$3.33  |
| <b>Total</b> | <b>2,382</b> | <b>100%</b> |        |             |         |               |         |



Integra Realty Resources – Chicago conclusion for the subject units is shown in RED in the above graph

## Apartment Competition Map





| #  | Name                         | Address                | Suburb   |
|----|------------------------------|------------------------|----------|
| 1  | 1717                         | 1717 Ridge             | Evanston |
| 2  | 1620 Central                 | 1620 Central           | Evanston |
| 3  | Albion Evanston              | 1500 Sherman Ave.      | Evanston |
| 4  | AMLI at Evanston             | 737 Chicago Ave.       | Evanston |
| 5  | Central Station              | 1720 Central           | Evanston |
| 6  | Centrum Evanston             | 1590 Elmwood           | Evanston |
| 7  | E2                           | 1890 Maple             | Evanston |
| 8  | Evanston Place               | 1715-1735 Chicago Ave. | Evanston |
| 9  | Park Evanston                | 1630 Chicago Ave       | Evanston |
| 10 | Residences of Wilmette       | 617 Green Bay Road     | Wilmette |
| 11 | The Link Evanston            | 811 Emerson St         | Evanston |
| 12 | The Main                     | 847 Chicago            | Evanston |
| 13 | The Reserve at Evanston      | 1930 Ridge Ave.        | Evanston |
| 14 | The Residences at 1555 Ridge | 1555 Ridge             | Evanston |

### Apartment Rental Competition Overview

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| Comp | Name                            | Address                  | Suburb          | Date<br>Built/Renov | Total<br>Units | Avg Size<br>(SF) | Quoted<br>Rent PSF | Net Rent<br>PSF | Occup  | Parking      |
|------|---------------------------------|--------------------------|-----------------|---------------------|----------------|------------------|--------------------|-----------------|--------|--------------|
|      | <b>Subject</b>                  | <b>1621 Chicago Ave.</b> | <b>Evanston</b> | <b>Prop</b>         | <b>140</b>     | <b>765</b>       |                    |                 |        |              |
|      | <b><u>Downtown Area</u></b>     |                          |                 |                     |                |                  |                    |                 |        |              |
| 1    | 1717                            | 1717 Ridge               | Evanston        | 2013                | 175            | 835              | \$3.52             | \$3.52          | 94.3%  | \$165-\$210  |
| 3    | Albion Evanston                 | 1500 Sherman Ave.        | Evanston        | 2019                | 268            | 726              | \$3.75             | \$3.75          | 100.0% | \$175-\$250  |
| 6    | Centrum Evanston                | 1590 Elmwood             | Evanston        | 2017                | 101            | 910              | \$3.32             | \$3.32          | 100.0% | Not on site  |
| 7    | E2                              | 1890 Maple               | Evanston        | 2015                | 356            | 802              | \$3.06             | \$3.06          | 98.9%  | \$145-\$195  |
| 8    | Evanston Place                  | 1715-1735 Chicago Ave.   | Evanston        | 1991/2015           | 190            | 871              | \$3.15             | \$3.15          | NA     | \$90         |
| 9    | Park Evanston                   | 1630 Chicago Ave         | Evanston        | 1997                | 283            | 923              | \$3.56             | \$3.56          | 97.2%  | \$115-\$135  |
| 11   | The Link Evanston               | 811 Emerson St           | Evanston        | 2019                | 241            | 701              | \$4.46             | \$4.46          | 95.9%  | \$160        |
| 13   | The Reserve at Evanston         | 1930 Ridge Ave.          | Evanston        | 2003                | 193            | 839              | \$3.25             | \$3.25          | 99.5%  | \$140-\$225  |
| 14   | The Residences at 1555 Ridge    | 1555 Ridge               | Evanston        | 2022                | 68             | 989              | \$3.14             | \$2.93          | 97.1%  | \$100-\$150  |
|      | <b><u>South of Downtown</u></b> |                          |                 |                     |                |                  |                    |                 |        |              |
| 4    | AML at Evanston                 | 737 Chicago Ave.         | Evanston        | 2013                | 195            | 1,042            | \$2.86             | \$2.86          | 95.4%  | \$135-\$160  |
| 12   | The Main                        | 847 Chicago              | Evanston        | 2016                | 112            | 889              | \$3.13             | \$3.13          | 98.2%  | \$165-\$215T |
|      | <b><u>North of Downtown</u></b> |                          |                 |                     |                |                  |                    |                 |        |              |
| 2    | 1620 Central                    | 1620 Central             | Evanston        | 2017                | 45             | 1,105            | \$2.49             | \$2.49          | 97.8%  | \$160        |
| 5    | Central Station                 | 1720 Central             | Evanston        | 2013                | 80             | 965              | \$2.87             | \$2.87          | 93.8%  | \$180        |
| 10   | Residences of Wilmette          | 617 Green Bay Road       | Wilmette        | 2017                | 75             | 1,013            | \$3.15             | \$3.15          | 93.3%  | \$180        |
|      | Total                           |                          |                 |                     | 2,382          |                  |                    |                 |        |              |





### Apartment Rental Competition Unit Mix

#### Unit Mix

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| Name                         | Address                  | Suburb          | Date Built/Renov | Total Units  | Avg Size (SF) | Studio     |            | Convertible |           | 1BR          |            | 1BR+Den   |           | 2BR        |            | 2BR+Den   |           | 3BR        |           |
|------------------------------|--------------------------|-----------------|------------------|--------------|---------------|------------|------------|-------------|-----------|--------------|------------|-----------|-----------|------------|------------|-----------|-----------|------------|-----------|
|                              |                          |                 |                  |              |               | Units      | %          | Units       | %         | Units        | %          | Units     | %         | Units      | %          | Units     | %         | Units      | %         |
| <b>Subject</b>               | <b>1621 Chicago Ave.</b> | <b>Evanston</b> | <b>Prop</b>      | <b>140</b>   | <b>765</b>    | <b>20</b>  | <b>14%</b> |             |           | <b>75</b>    | <b>54%</b> |           |           | <b>45</b>  | <b>32%</b> |           |           |            |           |
| <b>Downtown Area</b>         |                          |                 |                  |              |               |            |            |             |           |              |            |           |           |            |            |           |           |            |           |
| 1717                         | 1717 Ridge               | Evanston        | 2013             | 175          | 835           | 14         | 8%         |             |           | 101          | 58%        | 4         | 2%        | 42         | 24%        |           |           | 14         | 8%        |
| Albion Evanston              | 1500 Sherman Ave.        | Evanston        | 2019             | 268          | 726           | 94         | 35%        | 29          | 11%       | 92           | 34%        |           |           | 49         | 18%        | 4         | 2%        |            |           |
| Centrum Evanston             | 1590 Elmwood             | Evanston        | 2017             | 101          | 910           |            |            | 21          | 21%       | 36           | 36%        |           |           | 38         | 38%        |           |           | 6          | 6%        |
| E2                           | 1890 Maple               | Evanston        | 2015             | 356          | 802           | 48         | 14%        |             |           | 204          | 57%        |           |           | 81         | 23%        |           |           | 23         | 7%        |
| Evanston Place               | 1715-1735 Chicago Ave.   | Evanston        | 1991/2015        | 190          | 871           | 16         | 8%         |             |           | 94           | 50%        | 30        | 16%       | 24         | 13%        | 23        | 12%       | 3          | 2%        |
| Park Evanston                | 1630 Chicago Ave         | Evanston        | 1997             | 283          | 923           | 28         | 10%        |             |           | 115          | 41%        | 19        | 7%        | 106        | 38%        |           |           | 15         | 2%        |
| The Link Evanston            | 811 Emerson St           | Evanston        | 2019             | 241          | 701           | 71         | 30%        |             |           | 38           | 16%        |           |           | 93         | 39%        |           |           | 39         | 16%       |
| The Reserve at Evanston      | 1930 Ridge Ave.          | Evanston        | 2003             | 193          | 839           | 7          | 4%         |             |           | 101          | 52%        |           |           | 77         | 40%        |           |           | 8          | 4%        |
| The Residences at 1555 Ridge | 1555 Ridge               | Evanston        | 2022             | 68           | 989           |            |            |             |           | 28           | 41%        |           |           | 40         | 59%        |           |           |            |           |
| <b>South of Downtown</b>     |                          |                 |                  |              |               |            |            |             |           |              |            |           |           |            |            |           |           |            |           |
| AMLI at Evanston             | 737 Chicago Ave.         | Evanston        | 2013             | 195          | 1,042         | 5          | 3%         |             |           | 134          | 69%        |           |           | 44         | 23%        |           |           | 12         | 6%        |
| The Main                     | 847 Chicago              | Evanston        | 2016             | 112          | 889           | 14         | 13%        |             |           | 49           | 44%        |           |           | 42         | 38%        |           |           | 7          | 6%        |
| <b>North of Downtown</b>     |                          |                 |                  |              |               |            |            |             |           |              |            |           |           |            |            |           |           |            |           |
| 1620 Central                 | 1620 Central             | Evanston        | 2017             | 45           | 1,105         |            |            |             |           | 9            | 20%        |           |           | 28         | 62%        |           |           | 8          | 18%       |
| Central Station              | 1720 Central             | Evanston        | 2013             | 80           | 965           |            |            | 8           | 10%       | 32           | 40%        | 12        | 15%       | 18         | 23%        | 6         | 8%        | 4          | 5%        |
| Residences of Wilmette       | 617 Green Bay Road       | Wilmette        | 2017             | 75           | 1,013         | 4          | 5%         |             |           | 29           | 39%        | 4         | 5%        | 32         | 43%        |           |           | 6          | 8%        |
| <b>Total</b>                 |                          |                 |                  | <b>2,382</b> |               | <b>301</b> | <b>13%</b> | <b>58</b>   | <b>2%</b> | <b>1,062</b> | <b>45%</b> | <b>69</b> | <b>3%</b> | <b>714</b> | <b>30%</b> | <b>33</b> | <b>1%</b> | <b>145</b> | <b>6%</b> |



### Apartment Rental Competition Unit Sizes

#### Unit Size (Square Feet)

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| Name                         | Address                  | Suburb          | Date Built/Renov | Total Units | Avg Size (SF) | Studio     | Convertible | 1BR            | 1+Den       | 2BR              | 2+Den       | 3BR         |
|------------------------------|--------------------------|-----------------|------------------|-------------|---------------|------------|-------------|----------------|-------------|------------------|-------------|-------------|
| <b>Subject</b>               | <b>1621 Chicago Ave.</b> | <b>Evanston</b> | <b>Prop</b>      | <b>140</b>  | <b>765</b>    | <b>460</b> |             | <b>702-860</b> |             | <b>848-1,198</b> |             |             |
| <b>Downtown Area</b>         |                          |                 |                  |             |               |            |             |                |             |                  |             |             |
| 1717                         | 1717 Ridge               | Evanston        | 2013             | 175         | 835           | 518-535    |             | 564-835        | 933         | 988-1,203        |             | 1,239-1,367 |
| Albion Evanston              | 1500 Sherman Ave.        | Evanston        | 2019             | 268         | 726           | 441-628    | 576-623     | 641-827        |             | 943-1243         | 1,393-1,468 |             |
| Centrum Evanston             | 1590 Elmwood             | Evanston        | 2017             | 101         | 910           |            | 622-648     | 566-868        |             | 986-1,278        |             | 1,395-1,869 |
| E2                           | 1890 Maple               | Evanston        | 2015             | 356         | 802           | 505-542    |             | 594-805        |             | 934-1,097        |             | 1,391-1,751 |
| Evanston Place               | 1715-1735 Chicago Ave.   | Evanston        | 1991/2015        | 190         | 871           | 567        |             | 657-852        | 878-958     | 966-1,034        | 1,216-1,221 | 1,968       |
| Park Evanston                | 1630 Chicago Ave         | Evanston        | 1997             | 283         | 923           | 514-540    |             | 589-800        | 1,049-1,095 | 1,017-1,315      |             | 1,434-1,575 |
| The Link Evanston            | 811 Emerson St           | Evanston        | 2019             | 241         | 701           | 386-433    |             | 567-617        |             | 773-851          |             | 1,071       |
| The Reserve at Evanston      | 1930 Ridge Ave.          | Evanston        | 2003             | 193         | 839           | 550-645    |             | 575-780        |             | 870-1,110        |             | 1,205-1,445 |
| The Residences at 1555 Ridge | 1555 Ridge               | Evanston        | 2022             | 68          | 989           |            |             | 511-948        |             | 1,068-1,253      |             |             |
| <b>South of Downtown</b>     |                          |                 |                  |             |               |            |             |                |             |                  |             |             |
| AMLI at Evanston             | 737 Chicago Ave.         | Evanston        | 2013             | 195         | 1,042         | 500-633    |             | 632-1237       |             | 1,00-1,590       |             | 1,462-1,557 |
| The Main                     | 847 Chicago              | Evanston        | 2016             | 112         | 889           | 500-650    |             | 746-853        |             | 912-1,068        |             | 1,424       |
| <b>North of Downtown</b>     |                          |                 |                  |             |               |            |             |                |             |                  |             |             |
| 1620 Central                 | 1620 Central             | Evanston        | 2017             | 45          | 1,105         |            |             | 601-816        |             | 1,099-1,299      |             | 1,185-1,262 |
| Central Station              | 1720 Central             | Evanston        | 2013             | 80          | 965           |            | 590-635     | 785-850        | 885         | 1,182-1,230      | 1,305       | 1,485       |
| Residences of Wilmette       | 617 Green Bay Road       | Wilmette        | 2017             | 75          | 1,013         | 657        |             | 740-789        | 882         | 1,114-1,291      |             | 1,510-1,554 |



On the following pages are the summaries of the current rents for the competition.

## Studio Apartment Comparables

| Unit Description               | Units      | Pct   | Sq Ft      | Quoted Rent    |        |               | Concession | Net Effective Rent |        |               |
|--------------------------------|------------|-------|------------|----------------|--------|---------------|------------|--------------------|--------|---------------|
|                                |            |       |            | Rent           | PSF    | Avg           |            | Rent               | PSF    | Avg           |
| <b>1717</b>                    |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 14         | 8.0%  | 518        | \$1,903        | \$3.67 | \$3.97        | 0.0%       | \$1,903            | \$3.67 | \$3.97        |
| 1.0 Bath                       |            |       | 535        | \$2,282        | \$4.27 |               |            | \$2,282            | \$4.27 |               |
| <b>Albion Evanston</b>         |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 94         | 35.1% | 441        | \$2,145        | \$4.86 | \$4.14        | 0.0%       | \$2,145            | \$4.86 | \$4.14        |
| 1.0 Bath                       |            |       | 628        | \$2,145        | \$3.42 |               |            | \$2,145            | \$3.42 |               |
| <b>AMLJ at Evanston</b>        |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 5          | 2.6%  | 500        | \$1,717        | \$3.43 | \$3.07        | 0.0%       | \$1,717            | \$3.43 | \$3.07        |
| 1.0 Bath                       |            |       | 633        | \$1,717        | \$2.71 |               |            | \$1,717            | \$2.71 |               |
| <b>E2</b>                      |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 48         | 13.5% | 505        | \$1,645        | \$3.26 | \$3.42        | 0.0%       | \$1,645            | \$3.26 | \$3.42        |
| 1.0 Bath                       |            |       | 542        | \$1,937        | \$3.57 |               |            | \$1,937            | \$3.57 |               |
| <b>Evanston Place</b>          |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 16         | 8.4%  | 567        | \$1,846        | \$3.26 | \$3.42        | 0.0%       | \$1,846            | \$3.26 | \$3.42        |
| 1.0 Bath                       |            |       | 567        | \$2,035        | \$3.59 |               |            | \$2,035            | \$3.59 |               |
| <b>Park Evanston</b>           |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 28         | 9.9%  | 514        | \$2,487        | \$4.84 | \$4.81        | 0.0%       | \$2,487            | \$4.84 | \$4.81        |
| 1.0 Bath                       |            |       | 540        | \$2,582        | \$4.78 |               |            | \$2,582            | \$4.78 |               |
| <b>Residences of Wilmette</b>  |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 4          | 5.3%  | 657        | \$2,182        | \$3.32 | \$3.32        | 0.0%       | \$2,182            | \$3.32 | \$3.32        |
| 1.0 Bath                       |            |       | 657        | \$2,182        | \$3.32 |               |            | \$2,182            | \$3.32 |               |
| <b>The Link Evanston</b>       |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 71         | 29.5% | 386        | \$1,889        | \$4.89 | \$5.02        | 0.0%       | \$1,889            | \$4.89 | \$5.02        |
| 1.0 Bath                       |            |       | 433        | \$2,229        | \$5.15 |               |            | \$2,229            | \$5.15 |               |
| <b>The Main</b>                |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 14         | 12.5% | 500        | \$1,459        | \$2.92 | \$2.83        | 0.0%       | \$1,459            | \$2.92 | \$2.83        |
| 1.0 Bath                       |            |       | 650        | \$1,785        | \$2.75 |               |            | \$1,785            | \$2.75 |               |
| <b>The Reserve at Evanston</b> |            |       |            |                |        |               |            |                    |        |               |
| Studio                         | 7          | 3.6%  | 550        | \$1,905        | \$3.46 | \$3.36        | 0.0%       | \$1,905            | \$3.46 | \$3.36        |
| 1.0 Bath                       |            |       | 645        | \$2,100        | \$3.26 |               |            | \$2,100            | \$3.26 |               |
| <b>Total/Weighted Avg</b>      | <b>301</b> |       | <b>509</b> | <b>\$2,057</b> |        | <b>\$4.04</b> |            | <b>\$2,057</b>     |        | <b>\$4.04</b> |

### Convertible Apartment Comparables

| Unit Description                  | Units     | Pct   | Sq Ft      | Quoted Rent    |        |               | Concession | Net Effective Rent |        |               |
|-----------------------------------|-----------|-------|------------|----------------|--------|---------------|------------|--------------------|--------|---------------|
|                                   |           |       |            | Rent           | PSF    | Avg           |            | Rent               | PSF    | Avg           |
| <b>Albion Evanston</b>            |           |       |            |                |        |               |            |                    |        |               |
| Convertible                       | 29        | 10.8% | 576        | \$2,295        | \$3.98 | \$4.01        | 0.0%       | \$2,295            | \$3.98 | \$4.01        |
| 1.0 Bath                          |           |       | 623        | \$2,510        | \$4.03 |               |            | \$2,510            | \$4.03 |               |
| <b>Central Station Apartments</b> |           |       |            |                |        |               |            |                    |        |               |
| Convertible                       | 8         | 10.0% | 590        | \$2,033        | \$3.45 | \$3.35        | 0.0%       | \$2,033            | \$3.45 | \$3.35        |
| 1.0 Bath                          |           |       | 635        | \$2,061        | \$3.25 |               |            | \$2,061            | \$3.25 |               |
| <b>Centrum Evanston</b>           |           |       |            |                |        |               |            |                    |        |               |
| Convertible                       | 21        | 20.8% | 622        | \$2,225        | \$3.58 | \$3.61        | 0.0%       | \$2,225            | \$3.58 | \$3.61        |
| 1.0 Bath                          |           |       | 648        | \$2,355        | \$3.63 |               |            | \$2,355            | \$3.63 |               |
| <b>Total/Weighted Avg</b>         | <b>58</b> |       | <b>614</b> | <b>\$2,313</b> |        | <b>\$3.77</b> |            | <b>\$2,313</b>     |        | <b>\$3.77</b> |



## One-Bedroom Apartment Comparables

| Unit Description                    | Units        | Pct   | Sq Ft      | Quoted Rent    |        |               | Concession | Net Effective Rent |        |               |
|-------------------------------------|--------------|-------|------------|----------------|--------|---------------|------------|--------------------|--------|---------------|
|                                     |              |       |            | Rent           | PSF    | Avg           |            | Rent               | PSF    | Avg           |
| <b>1620 Central Street</b>          |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 9            | 20.0% | 601        | \$1,810        | \$3.01 | \$2.79        | 0.0%       | \$1,810            | \$3.01 | \$2.79        |
| 1.0 Bath                            |              |       | 816        | \$2,101        | \$2.57 |               |            | \$2,101            | \$2.57 |               |
| <b>1717</b>                         |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 101          | 57.7% | 564        | \$2,059        | \$3.65 | \$3.72        | 0.0%       | \$2,059            | \$3.65 | \$3.72        |
| 1.0 Bath                            |              |       | 836        | \$3,170        | \$3.79 |               |            | \$3,170            | \$3.79 |               |
| <b>Albion Evanston</b>              |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 92           | 34.3% | 641        | \$2,525        | \$3.94 | \$3.82        | 0.0%       | \$2,525            | \$3.94 | \$3.82        |
| 1.0 Bath                            |              |       | 827        | \$3,060        | \$3.70 |               |            | \$3,060            | \$3.70 |               |
| <b>AMLJ at Evanston</b>             |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 134          | 68.7% | 632        | \$2,355        | \$3.73 | \$3.19        | 0.0%       | \$2,355            | \$3.73 | \$3.19        |
| 1.0 Bath                            |              |       | 1,237      | \$3,271        | \$2.64 |               |            | \$3,271            | \$2.64 |               |
| <b>Central Station Apartments</b>   |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 32           | 40.0% | 785        | \$2,153        | \$2.74 | \$2.80        | 0.0%       | \$2,153            | \$2.74 | \$2.80        |
| 1.0 Bath                            |              |       | 850        | \$2,433        | \$2.86 |               |            | \$2,433            | \$2.86 |               |
| <b>Centrum Evanston</b>             |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 36           | 35.6% | 566        | \$2,275        | \$4.02 | \$3.56        | 0.0%       | \$2,275            | \$4.02 | \$3.56        |
| 1.0 Bath                            |              |       | 868        | \$2,687        | \$3.10 |               |            | \$2,687            | \$3.10 |               |
| <b>E2</b>                           |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 204          | 57.3% | 594        | \$1,950        | \$3.28 | \$3.17        | 0.0%       | \$1,950            | \$3.28 | \$3.17        |
| 1.0 Bath                            |              |       | 805        | \$2,459        | \$3.05 |               |            | \$2,459            | \$3.05 |               |
| <b>Evanston Place</b>               |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 94           | 49.5% | 657        | \$2,259        | \$3.44 | \$3.28        | 0.0%       | \$2,259            | \$3.44 | \$3.28        |
| 1.0-1.5 Bath                        |              |       | 852        | \$2,655        | \$3.12 |               |            | \$2,655            | \$3.12 |               |
| <b>Park Evanston</b>                |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 115          | 40.6% | 589        | \$2,839        | \$4.82 | \$4.25        | 0.0%       | \$2,839            | \$4.82 | \$4.25        |
| 1.0 Bath                            |              |       | 800        | \$2,939        | \$3.67 |               |            | \$2,939            | \$3.67 |               |
| <b>Residences of Wilmette</b>       |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 29           | 38.7% | 740        | \$2,440        | \$3.30 | \$3.22        | 0.0%       | \$2,440            | \$3.30 | \$3.22        |
| 1.0 Bath                            |              |       | 789        | \$2,475        | \$3.14 |               |            | \$2,475            | \$3.14 |               |
| <b>The Link Evanston</b>            |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 38           | 15.8% | 567        | \$2,570        | \$4.53 | \$4.45        | 0.0%       | \$2,570            | \$4.53 | \$4.45        |
| 1.0 Bath                            |              |       | 617        | \$2,690        | \$4.36 |               |            | \$2,690            | \$4.36 |               |
| <b>The Main</b>                     |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 35           | 31.3% | 746        | \$2,299        | \$3.08 | \$3.13        | 0.0%       | \$2,299            | \$3.08 | \$3.13        |
| 1.0 Bath                            |              |       | 853        | \$2,719        | \$3.19 |               |            | \$2,719            | \$3.19 |               |
| <b>The Main</b>                     |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 14           | 12.5% | 853        | \$2,779        | \$3.26 | \$3.26        | 0.0%       | \$2,779            | \$3.26 | \$3.26        |
| 1.0 Bath                            |              |       | 853        | \$2,779        | \$3.26 |               |            | \$2,779            | \$3.26 |               |
| <b>The Reserve at Evanston</b>      |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 101          | 52.3% | 575        | \$2,075        | \$3.61 | \$3.44        | 0.0%       | \$2,075            | \$3.61 | \$3.44        |
| 1.0 Bath                            |              |       | 780        | \$2,550        | \$3.27 |               |            | \$2,550            | \$3.27 |               |
| <b>The Residences at 1555 Ridge</b> |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 8            | 11.8% | 511        | \$1,925        | \$3.77 | \$3.85        | 6.7%       | \$1,797            | \$3.52 | \$3.60        |
| 1.0 Bath                            |              |       | 603        | \$2,374        | \$3.94 |               |            | \$2,216            | \$3.67 |               |
| <b>The Residences at 1555 Ridge</b> |              |       |            |                |        |               |            |                    |        |               |
| One Bedroom                         | 20           | 29.4% | 687        | \$2,295        | \$3.34 | \$3.25        | 6.7%       | \$2,142            | \$3.12 | \$3.03        |
| 1.0 Bath                            |              |       | 948        | \$2,995        | \$3.16 |               |            | \$2,795            | \$2.95 |               |
| <b>Total/Weighted Avg</b>           | <b>1,062</b> |       | <b>743</b> | <b>\$2,536</b> |        | <b>\$3.41</b> |            | <b>\$2,531</b>     |        | <b>\$3.41</b> |

## One-Bedroom +Den Apartment Comparables

| Unit Description                  | Units     | Pct   | Sq Ft      | Quoted Rent    |        |               | Concession | Net Effective Rent |        |               |
|-----------------------------------|-----------|-------|------------|----------------|--------|---------------|------------|--------------------|--------|---------------|
|                                   |           |       |            | Rent           | PSF    | Avg           |            | Rent               | PSF    | Avg           |
| <b>1717</b>                       |           |       |            |                |        |               |            |                    |        |               |
| One Bedroom + Den                 | 4         | 2.3%  | 933        | \$3,128        | \$3.35 | \$3.35        | 0.0%       | \$3,128            | \$3.35 | \$3.35        |
| 1.0 Bath                          |           |       | 933        | \$3,128        | \$3.35 |               |            | \$3,128            | \$3.35 |               |
| <b>Central Station Apartments</b> |           |       |            |                |        |               |            |                    |        |               |
| One Bedroom + Den                 | 12        | 15.0% | 885        | \$2,639        | \$2.98 | \$2.98        | 0.0%       | \$2,639            | \$2.98 | \$2.98        |
| 1.0 Bath                          |           |       | 885        | \$2,639        | \$2.98 |               |            | \$2,639            | \$2.98 |               |
| <b>Evanston Place</b>             |           |       |            |                |        |               |            |                    |        |               |
| One Bedroom + Den                 | 30        | 15.8% | 878        | \$2,478        | \$2.82 | \$2.93        | 0.0%       | \$2,478            | \$2.82 | \$2.93        |
| 1.0-1.5 Bath                      |           |       | 958        | \$2,916        | \$3.04 |               |            | \$2,916            | \$3.04 |               |
| <b>Park Evanston</b>              |           |       |            |                |        |               |            |                    |        |               |
| One Bedroom + Den                 | 19        | 6.7%  | 1,049      | \$3,106        | \$2.96 | \$3.18        | 0.0%       | \$3,106            | \$2.96 | \$3.18        |
| 1.5 Bath                          |           |       | 1,094      | \$3,723        | \$3.40 |               |            | \$3,723            | \$3.40 |               |
| <b>Residences of Wilmette</b>     |           |       |            |                |        |               |            |                    |        |               |
| One Bedroom + Den                 | 4         | 5.3%  | 882        | \$2,555        | \$2.90 | \$2.90        | 0.0%       | \$2,555            | \$2.90 | \$2.90        |
| 1.0 Bath                          |           |       | 882        | \$2,555        | \$2.90 |               |            | \$2,555            | \$2.90 |               |
| <b>Total/Weighted Avg</b>         | <b>69</b> |       | <b>953</b> | <b>\$2,901</b> |        | <b>\$3.04</b> |            | <b>\$2,901</b>     |        | <b>\$3.04</b> |

## Two-Bedroom Apartment Comparables

| Unit Description                    | Units      | Pct   | Sq Ft        | Quoted Rent    |        |               | Concession | Net Effective Rent |        |               |
|-------------------------------------|------------|-------|--------------|----------------|--------|---------------|------------|--------------------|--------|---------------|
|                                     |            |       |              | Rent           | PSF    | Avg           |            | Rent               | PSF    | Avg           |
| <b>1620 Central Street</b>          |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 28         | 62.2% | 1,099        | \$2,637        | \$2.40 | \$2.39        | 0.0%       | \$2,637            | \$2.40 | \$2.39        |
| 2.0 Bath                            |            |       | 1,299        | \$3,101        | \$2.39 |               |            | \$3,101            | \$2.39 |               |
| <b>1717</b>                         |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 42         | 24.0% | 988          | \$3,015        | \$3.05 | \$2.98        | 0.0%       | \$3,015            | \$3.05 | \$2.98        |
| 2.0 Bath                            |            |       | 1,203        | \$3,496        | \$2.91 |               |            | \$3,496            | \$2.91 |               |
| <b>Albion Evanston</b>              |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 49         | 18.3% | 943          | \$3,455        | \$3.66 | \$3.40        | 0.0%       | \$3,455            | \$3.66 | \$3.40        |
| 2.0 Bath                            |            |       | 1,243        | \$3,899        | \$3.14 |               |            | \$3,899            | \$3.14 |               |
| <b>AMLJ at Evanston</b>             |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 4          | 2.1%  | 1,000        | \$2,700        | \$2.70 | \$2.70        | 0.0%       | \$2,700            | \$2.70 | \$2.70        |
| 1.0 Bath                            |            |       | 1,000        | \$2,700        | \$2.70 |               |            | \$2,700            | \$2.70 |               |
| <b>AMLJ at Evanston</b>             |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 40         | 20.5% | 1,064        | \$2,750        | \$2.58 | \$2.59        | 0.0%       | \$2,750            | \$2.58 | \$2.59        |
| 2.0 Bath                            |            |       | 1,590        | \$4,123        | \$2.59 |               |            | \$4,123            | \$2.59 |               |
| <b>Central Station Apartments</b>   |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 18         | 22.5% | 1,185        | \$3,316        | \$2.80 | \$2.77        | 0.0%       | \$3,316            | \$2.80 | \$2.77        |
| 2.0 Bath                            |            |       | 1,230        | \$3,361        | \$2.73 |               |            | \$3,361            | \$2.73 |               |
| <b>Centrum Evanston</b>             |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 38         | 37.6% | 986          | \$3,405        | \$3.45 | \$3.28        | 0.0%       | \$3,405            | \$3.45 | \$3.28        |
| 2.0 Bath                            |            |       | 1,278        | \$3,978        | \$3.11 |               |            | \$3,978            | \$3.11 |               |
| <b>E2</b>                           |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 81         | 22.8% | 934          | \$2,215        | \$2.37 | \$2.83        | 0.0%       | \$2,215            | \$2.37 | \$2.83        |
| 1.5-2.0 Bath                        |            |       | 1,097        | \$3,618        | \$3.30 |               |            | \$3,618            | \$3.30 |               |
| <b>Evanston Place</b>               |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 24         | 12.6% | 966          | \$3,102        | \$3.21 | \$3.45        | 0.0%       | \$3,102            | \$3.21 | \$3.45        |
| 2.0 Bath                            |            |       | 1,034        | \$3,814        | \$3.69 |               |            | \$3,814            | \$3.69 |               |
| <b>Park Evanston</b>                |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 106        | 37.5% | 1,017        | \$3,649        | \$3.59 | \$3.19        | 0.0%       | \$3,649            | \$3.59 | \$3.19        |
| 2.0 Bath                            |            |       | 1,315        | \$3,664        | \$2.79 |               |            | \$3,664            | \$2.79 |               |
| <b>Residences of Wilmette</b>       |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 32         | 42.7% | 1,114        | \$3,095        | \$2.78 | \$2.91        | 0.0%       | \$3,095            | \$2.78 | \$2.91        |
| 2.0 Bath                            |            |       | 1,291        | \$3,915        | \$3.03 |               |            | \$3,915            | \$3.03 |               |
| <b>The Link Evanston</b>            |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 93         | 38.6% | 773          | \$3,239        | \$4.19 | \$4.26        | 0.0%       | \$3,239            | \$4.19 | \$4.26        |
| 2.0 Bath                            |            |       | 851          | \$3,679        | \$4.32 |               |            | \$3,679            | \$4.32 |               |
| <b>The Main</b>                     |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 42         | 37.5% | 912          | \$3,294        | \$3.61 | \$3.35        | 0.0%       | \$3,294            | \$3.61 | \$3.35        |
| 2.0 Bath                            |            |       | 1,068        | \$3,294        | \$3.08 |               |            | \$3,294            | \$3.08 |               |
| <b>The Reserve at Evanston</b>      |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 16         | 8.3%  | 870          | \$2,460        | \$2.83 | \$3.01        | 0.0%       | \$2,460            | \$2.83 | \$3.01        |
| 1.0 Bath                            |            |       | 890          | \$2,850        | \$3.20 |               |            | \$2,850            | \$3.20 |               |
| <b>The Reserve at Evanston</b>      |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 61         | 31.6% | 1,010        | \$3,000        | \$2.97 | \$3.16        | 0.0%       | \$3,000            | \$2.97 | \$3.16        |
| 2.0 Bath                            |            |       | 1,110        | \$3,728        | \$3.36 |               |            | \$3,728            | \$3.36 |               |
| <b>The Residences at 1555 Ridge</b> |            |       |              |                |        |               |            |                    |        |               |
| T wo Bedroom                        | 40         | 58.8% | 1,068        | \$3,290        | \$3.08 | \$3.04        | 6.7%       | \$3,071            | \$2.88 | \$2.83        |
| 2.0 Bath                            |            |       | 1,253        | \$3,750        | \$2.99 |               |            | \$3,500            | \$2.79 |               |
| <b>Total/Weighted Avg</b>           | <b>714</b> |       | <b>1,072</b> | <b>\$3,380</b> |        | <b>\$3.15</b> |            | <b>\$3,367</b>     |        | <b>\$3.14</b> |

## Two-Bedroom + Den Apartment Comparables

| Unit Description                  | Units     | Pct   | Sq Ft        | Quoted Rent    |        |               | Concession | Net Effective Rent |        |               |
|-----------------------------------|-----------|-------|--------------|----------------|--------|---------------|------------|--------------------|--------|---------------|
|                                   |           |       |              | Rent           | PSF    | Avg           |            | Rent               | PSF    | Avg           |
| <b>Albion Evanston</b>            |           |       |              |                |        |               |            |                    |        |               |
| Two Bedroom + Den                 | 4         | 1.5%  | 1,393        | \$4,730        | \$3.40 | \$3.52        | 0.0%       | \$4,730            | \$3.40 | \$3.52        |
| 2.0 Bath                          |           |       | 1,468        | \$5,350        | \$3.64 |               |            | \$5,350            | \$3.64 |               |
| <b>Central Station Apartments</b> |           |       |              |                |        |               |            |                    |        |               |
| Two Bedroom + Den                 | 6         | 7.5%  | 1,305        | \$3,831        | \$2.94 | \$2.94        | 0.0%       | \$3,831            | \$2.94 | \$2.94        |
| 2.0 Bath                          |           |       | 1,305        | \$3,831        | \$2.94 |               |            | \$3,831            | \$2.94 |               |
| <b>Evanston Place</b>             |           |       |              |                |        |               |            |                    |        |               |
| Two Bedroom + Den                 | 23        | 12.1% | 1,216        | \$3,585        | \$2.95 | \$2.94        | 0.0%       | \$3,585            | \$2.95 | \$2.94        |
| 2.0 Bath                          |           |       | 1,221        | \$3,585        | \$2.94 |               |            | \$3,585            | \$2.94 |               |
| <b>Total/Weighted Avg</b>         | <b>33</b> |       | <b>1,260</b> | <b>\$3,806</b> |        | <b>\$3.02</b> |            | <b>\$3,806</b>     |        | <b>\$3.02</b> |



### Three-Bedroom Apartment Comparables

| Unit Description                  | Units      | Pct   | Sq Ft        | Quoted Rent    |        |               | Concession | Net Effective Rent |        |               |
|-----------------------------------|------------|-------|--------------|----------------|--------|---------------|------------|--------------------|--------|---------------|
|                                   |            |       |              | Rent           | PSF    | Avg           |            | Rent               | PSF    | Avg           |
| <b>1620 Central Street</b>        |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 8          | 17.8% | 1,185        | \$3,046        | \$2.57 | \$2.65        | 0.0%       | \$3,046            | \$2.57 | \$2.65        |
| 2.0 Bath                          |            |       | 1,262        | \$3,433        | \$2.72 |               |            | \$3,433            | \$2.72 |               |
| <b>1717</b>                       |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 14         | 8.0%  | 1,239        | \$5,121        | \$4.13 | \$3.94        | 0.0%       | \$5,121            | \$4.13 | \$3.94        |
| 2.0 Bath                          |            |       | 1,367        | \$5,121        | \$3.75 |               |            | \$5,121            | \$3.75 |               |
| <b>AMLJ at Evanston</b>           |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 12         | 6.2%  | 1,462        | \$3,866        | \$2.64 | \$2.66        | 0.0%       | \$3,866            | \$2.64 | \$2.66        |
| 2.0 Bath                          |            |       | 1,557        | \$4,174        | \$2.68 |               |            | \$4,174            | \$2.68 |               |
| <b>Central Station Apartments</b> |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 4          | 5.0%  | 1,485        | \$4,214        | \$2.84 | \$2.84        | 0.0%       | \$4,214            | \$2.84 | \$2.84        |
| 2.0 Bath                          |            |       | 1,485        | \$4,214        | \$2.84 |               |            | \$4,214            | \$2.84 |               |
| <b>Centrum Evanston</b>           |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 6          | 5.9%  | 1,395        | \$4,280        | \$3.07 | \$2.87        | 0.0%       | \$4,280            | \$3.07 | \$2.87        |
| 2.0 Bath                          |            |       | 1,869        | \$4,975        | \$2.66 |               |            | \$4,975            | \$2.66 |               |
| <b>E2</b>                         |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 11         | 3.1%  | 1,391        | \$4,330        | \$3.11 | \$3.11        | 0.0%       | \$4,330            | \$3.11 | \$3.11        |
| 2.0 Bath                          |            |       | 1,391        | \$4,330        | \$3.11 |               |            | \$4,330            | \$3.11 |               |
| <b>E2</b>                         |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 12         | 3.4%  | 1,610        | \$4,248        | \$2.64 | \$2.68        | 0.0%       | \$4,248            | \$2.64 | \$2.68        |
| 2.5-3.0 Bath                      |            |       | 1,751        | \$4,750        | \$2.71 |               |            | \$4,750            | \$2.71 |               |
| <b>Evanston Place</b>             |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 3          | 1.6%  | 1,968        | \$4,175        | \$2.12 | \$2.16        | 0.0%       | \$4,175            | \$2.12 | \$2.16        |
| 2.5 Bath                          |            |       | 1,968        | \$4,339        | \$2.20 |               |            | \$4,339            | \$2.20 |               |
| <b>Park Evanston</b>              |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 15         | 5.3%  | 1,434        | \$5,000        | \$3.49 | \$3.33        | 0.0%       | \$5,000            | \$3.49 | \$3.33        |
| 2.5 Bath                          |            |       | 1,575        | \$5,000        | \$3.17 |               |            | \$5,000            | \$3.17 |               |
| <b>Residences of Wilmette</b>     |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 6          | 8.0%  | 1,510        | \$6,010        | \$3.98 | \$4.00        | 0.0%       | \$6,010            | \$3.98 | \$4.00        |
| 2.0 Bath                          |            |       | 1,554        | \$6,250        | \$4.02 |               |            | \$6,250            | \$4.02 |               |
| <b>The Link Evanston</b>          |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 39         | 16.2% | 1,071        | \$4,764        | \$4.45 | \$4.45        | 0.0%       | \$4,764            | \$4.45 | \$4.45        |
| 2.0 Bath                          |            |       | 1,071        | \$4,764        | \$4.45 |               |            | \$4,764            | \$4.45 |               |
| <b>The Main</b>                   |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 7          | 6.3%  | 1,424        | \$3,447        | \$2.42 | \$2.42        | 0.0%       | \$3,447            | \$2.42 | \$2.42        |
| 2.0 Bath                          |            |       | 1,424        | \$3,447        | \$2.42 |               |            | \$3,447            | \$2.42 |               |
| <b>The Reserve at Evanston</b>    |            |       |              |                |        |               |            |                    |        |               |
| Three Bedroom                     | 8          | 4.1%  | 1,205        | \$3,609        | \$3.00 | \$2.91        | 0.0%       | \$3,609            | \$3.00 | \$2.91        |
| 2.0 Bath                          |            |       | 1,445        | \$4,095        | \$2.83 |               |            | \$4,095            | \$2.83 |               |
| <b>Total/Weighted Avg</b>         | <b>145</b> |       | <b>1,361</b> | <b>\$4,534</b> |        | <b>\$3.33</b> |            | <b>\$4,534</b>     |        | <b>\$3.33</b> |

**Project Summary Pages**

**1620 Central Street**

1620 Central St  
Evanston, Cook County, IL 60201

**North Shore**

Class: A, Market Rate  
ID: 1648; YrQtr: 20214



| <u>Utility Description</u> | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|----------------------------|----------|----------|----------------|----------|----------|
| Lights                     | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat        | ✓        |          | Water          | ✓        |          |
| Unit Central AC            | ✓        |          | Cable TV       | ✓        |          |
|                            |          |          | Internet       | ✓        |          |

*L=Landlord pays, T=Tenant pays*

**Physical Profile\***

Units: **47**  
Avg Unit SF: **1,105**  
Built: **2017**  
Renovated: **na**

**Economic Profile**

Occupancy: **97.8%**  
Quoted Rent: **\$2.49**  
Concessions: **0.0%**  
Effective Rent: **\$2.49**

| <u>Unit Description</u>   | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u>   | <u>Quoted Rent</u> |                  |                |                   | <u>Net Effective Rent</u> |                  |                |
|---------------------------|--------------|------------|----------------|--------------------|------------------|----------------|-------------------|---------------------------|------------------|----------------|
|                           |              |            |                | <u>Rent</u>        | <u>PSF</u>       | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u>       | <u>PSF Avg</u> |
| One Bedroom<br>1.0 Bath   | 9            | 20.0%      | 601<br>816     | \$1,810<br>\$2,101 | \$3.01<br>\$2.57 | \$2.79         | 0.0%              | \$1,810<br>\$2,101        | \$3.01<br>\$2.57 | \$2.79         |
| Two Bedroom<br>2.0 Bath   | 28           | 62.2%      | 1,099<br>1,299 | \$2,637<br>\$3,101 | \$2.40<br>\$2.39 | \$2.39         | 0.0%              | \$2,637<br>\$3,101        | \$2.40<br>\$2.39 | \$2.39         |
| Three Bedroom<br>2.0 Bath | 8            | 17.8%      | 1,185<br>1,262 | \$3,046<br>\$3,433 | \$2.57<br>\$2.72 | \$2.65         | 0.0%              | \$3,046<br>\$3,433        | \$2.57<br>\$2.72 | \$2.65         |

\*The property has 47 units; 45 units were surveyed. Average unit size and rents are based on units surveyed.  
Paid Parking: \$160 (Reserved Gar/Encl) per month.

**Amenities**

| <u>Unit</u>          | <u>Appliance</u> | <u>Common</u>   |
|----------------------|------------------|-----------------|
| Vinyl Plank Floors   | Dishwasher       | Pets Allowed    |
| 9' Ceiling           | Microwave        | LEED Certified  |
| Smooth Ceiling       | Range - Gas      | <b>Parking</b>  |
| Window Roller Shades | Refrigerator     | Attached Garage |
| Quartz Counters      | WasherDryer Incl |                 |
| Undermount Sinks     | <b>Fitness</b>   |                 |
| Patio/Balcony/Deck   | Bike Storage     |                 |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20214         | \$2.49            | 0.0%              | 97.8%          | \$2.49         |
| 20212         | \$2.38            | 0.0%              | 100.0%         | \$2.38         |

**Notes:** Property has two 1BD affordable units that are not incl. in survey.

**RMK**



# 1717

1717 Ridge

Evanston, Cook County, IL 60201



# North Shore

Class: A, Market Rate

ID: 1186; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         |   | ✓ | Trash    |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water    |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Internet |   | ✓ |

| Physical Profile |             |
|------------------|-------------|
| Units:           | <b>175</b>  |
| Avg Unit SF:     | <b>835</b>  |
| Built:           | <b>2013</b> |
| Renovated:       | <b>na</b>   |

| Economic Profile |               |
|------------------|---------------|
| Occupancy:       | <b>94.3%</b>  |
| Quoted Rent:     | <b>\$3.52</b> |
| Concessions:     | <b>0.0%</b>   |
| Effective Rent:  | <b>\$3.52</b> |

| Unit Description  | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|-------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                   |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio            | 14    | 8.0%  | 518   | \$1,903     | \$3.67 | \$3.97  | 0.0%       | \$1,903            | \$3.67 | \$3.97  |
| 1.0 Bath          |       |       | 535   | \$2,282     | \$4.27 |         |            | \$2,282            | \$4.27 |         |
| One Bedroom       | 101   | 57.7% | 564   | \$2,059     | \$3.65 | \$3.72  | 0.0%       | \$2,059            | \$3.65 | \$3.72  |
| 1.0 Bath          |       |       | 836   | \$3,170     | \$3.79 |         |            | \$3,170            | \$3.79 |         |
| One Bedroom + Den | 4     | 2.3%  | 933   | \$3,128     | \$3.35 | \$3.35  | 0.0%       | \$3,128            | \$3.35 | \$3.35  |
| 1.0 Bath          |       |       | 933   | \$3,128     | \$3.35 |         |            | \$3,128            | \$3.35 |         |
| Two Bedroom       | 42    | 24.0% | 988   | \$3,015     | \$3.05 | \$2.98  | 0.0%       | \$3,015            | \$3.05 | \$2.98  |
| 2.0 Bath          |       |       | 1,203 | \$3,496     | \$2.91 |         |            | \$3,496            | \$2.91 |         |
| Three Bedroom     | 14    | 8.0%  | 1,239 | \$5,121     | \$4.13 | \$3.94  | 0.0%       | \$5,121            | \$4.13 | \$3.94  |
| 2.0 Bath          |       |       | 1,367 | \$5,121     | \$3.75 |         |            | \$5,121            | \$3.75 |         |

Paid Parking: \$165 (Reserved Gar/Encl) to \$210 (Tandem Space) per month.

## Amenities

| Unit               | Appliance        | Common           |
|--------------------|------------------|------------------|
| Carpeting          | Disposal         | Business Center  |
| Wood Floors        | Dishwasher       | Movie Theater Rm |
| 9' Ceiling         | Microwave        | Smoke Free       |
| Window Blinds      | Range - Gas      | Extra Storage    |
| Granite Counters   | Refrigerator     | Pets Allowed     |
| Tile Backsplash    | WasherDryer Incl | Fire Pit         |
| Undermount Sinks   | <b>Fitness</b>   | Grilling Area    |
| Patio/Balcony/Deck | Fitness Center   | LEED Silver      |
| Fireplace          | Outdoor Pool     | <b>Parking</b>   |
|                    | Bike Storage     | Attached Garage  |
|                    | Rooftop Sundeck  |                  |

## Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$3.52     | 0.0%       | 94.3%   | \$3.52  |
| 20223  | \$3.77     | 0.0%       | 90.3%   | \$3.77  |
| 20222  | \$3.41     | 0.0%       | 96.0%   | \$3.41  |
| 20221  | \$3.09     | 0.0%       | 90.3%   | \$3.09  |
| 20214  | \$2.99     | 8.3%       | 94.3%   | \$2.74  |
| 20213  | \$2.91     | 8.3%       | 98.3%   | \$2.67  |
| 20212  | \$2.72     | 8.3%       | 95.4%   | \$2.49  |
| 20211  | \$2.68     | 8.3%       | 93.1%   | \$2.45  |
| 20204  | \$2.61     | 8.3%       | 92.0%   | \$2.39  |

Notes:

Greystar



# Albion Evanston

1500 Sherman Ave  
Evanston, Cook County, IL 60201



# North Shore

Class: A, Market Rate  
ID: 1912; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         |   | ✓ | Trash    |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water    |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Internet |   | ✓ |

| Physical Profile |             |
|------------------|-------------|
| Units:           | <b>268</b>  |
| Avg Unit SF:     | <b>726</b>  |
| Built:           | <b>2019</b> |
| Renovated:       | <b>na</b>   |

| Economic Profile |               |
|------------------|---------------|
| Occupancy:       | <b>100.0%</b> |
| Quoted Rent:     | <b>\$3.75</b> |
| Concessions:     | <b>0.0%</b>   |
| Effective Rent:  | <b>\$3.75</b> |

| Unit Description  | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|-------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                   |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio            | 94    | 35.1% | 441   | \$2,145     | \$4.86 | \$4.14  | 0.0%       | \$2,145            | \$4.86 | \$4.14  |
| 1.0 Bath          |       |       | 628   | \$2,145     | \$3.42 |         |            | \$2,145            | \$3.42 |         |
| Convertible       | 29    | 10.8% | 576   | \$2,295     | \$3.98 | \$4.01  | 0.0%       | \$2,295            | \$3.98 | \$4.01  |
| 1.0 Bath          |       |       | 623   | \$2,510     | \$4.03 |         |            | \$2,510            | \$4.03 |         |
| One Bedroom       | 92    | 34.3% | 641   | \$2,525     | \$3.94 | \$3.82  | 0.0%       | \$2,525            | \$3.94 | \$3.82  |
| 1.0 Bath          |       |       | 827   | \$3,060     | \$3.70 |         |            | \$3,060            | \$3.70 |         |
| Two Bedroom       | 49    | 18.3% | 943   | \$3,455     | \$3.66 | \$3.40  | 0.0%       | \$3,455            | \$3.66 | \$3.40  |
| 2.0 Bath          |       |       | 1,243 | \$3,899     | \$3.14 |         |            | \$3,899            | \$3.14 |         |
| Two Bedroom + Den | 4     | 1.5%  | 1,393 | \$4,730     | \$3.40 | \$3.52  | 0.0%       | \$4,730            | \$3.40 | \$3.52  |
| 2.0 Bath          |       |       | 1,468 | \$5,350     | \$3.64 |         |            | \$5,350            | \$3.64 |         |

Paid Parking: \$175 (Reserved Gar/Encl) to \$250 (Tandem Space) per month.

## Amenities

| Unit                 | Appliance        | Common            |
|----------------------|------------------|-------------------|
| Carpeting            | Disposal         | Business Center   |
| Vinyl Plank Floors   | Dishwasher       | Conference Room   |
| 9' Ceiling           | Microwave        | Party/Social Room |
| Smooth Ceiling       | Range - Gas      | Extra Storage     |
| Window Roller Shades | Refrigerator     | Pets Allowed      |
| Quartz Counters      | WasherDryer Incl | Fire Pit          |
| Tile Backsplash      | <b>Fitness</b>   | Grilling Area     |
| Undermount Sinks     | Fitness Center   | <b>Parking</b>    |
| Patio/Balcony/Deck   | Outdoor Pool     | Reserved Gar/Encl |
|                      | Bike Storage     |                   |

## Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$3.75     | 0.0%       | 100.0%  | \$3.75  |
| 20223  | \$3.75     | 0.0%       | 98.5%   | \$3.75  |
| 20222  | \$3.78     | 0.0%       | 98.1%   | \$3.78  |
| 20221  | \$3.62     | 0.0%       | 98.1%   | \$3.62  |
| 20214  | \$3.14     | 0.0%       | 100.0%  | \$3.14  |
| 20213  | \$3.14     | 0.0%       | 97.4%   | \$3.14  |
| 20212  | \$3.14     | 0.0%       | 95.1%   | \$3.14  |
| 20211  | \$3.19     | 6.3%       | 91.0%   | \$2.99  |
| 20204  | \$3.18     | 6.3%       | 72.0%   | \$2.98  |

**Notes:** Pre-leasing began 09/2019 with occupancy expected 12/9/2019. Construction to be completed 02/2020.

Village Green



### AMLI at Evanston

737 Chicago Ave  
Evanston, Cook County, IL 60202

### North Shore

Class: A, Market Rate  
ID: 1184; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         |   | ✓ | Trash    |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water    |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Internet |   | ✓ |

| Physical Profile          | Economic Profile              |
|---------------------------|-------------------------------|
| Units: <b>195</b>         | Occupancy: <b>95.4%</b>       |
| Avg Unit SF: <b>1,042</b> | Quoted Rent: <b>\$2.86</b>    |
| Built: <b>2013</b>        | Concessions: <b>0.0%</b>      |
| Renovated: <b>na</b>      | Effective Rent: <b>\$2.86</b> |

| Unit Description | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                  |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio           | 5     | 2.6%  | 500   | \$1,717     | \$3.43 | \$3.07  | 0.0%       | \$1,717            | \$3.43 | \$3.07  |
| 1.0 Bath         |       |       | 633   | \$1,717     | \$2.71 |         |            | \$1,717            | \$2.71 |         |
| One Bedroom      | 134   | 68.7% | 632   | \$2,355     | \$3.73 | \$3.19  | 0.0%       | \$2,355            | \$3.73 | \$3.19  |
| 1.0 Bath         |       |       | 1,237 | \$3,271     | \$2.64 |         |            | \$3,271            | \$2.64 |         |
| Two Bedroom      | 4     | 2.1%  | 1,000 | \$2,700     | \$2.70 | \$2.70  | 0.0%       | \$2,700            | \$2.70 | \$2.70  |
| 1.0 Bath         |       |       | 1,000 | \$2,700     | \$2.70 |         |            | \$2,700            | \$2.70 |         |
| Two Bedroom      | 40    | 20.5% | 1,064 | \$2,750     | \$2.58 | \$2.59  | 0.0%       | \$2,750            | \$2.58 | \$2.59  |
| 2.0 Bath         |       |       | 1,590 | \$4,123     | \$2.59 |         |            | \$4,123            | \$2.59 |         |
| Three Bedroom    | 12    | 6.2%  | 1,462 | \$3,866     | \$2.64 | \$2.66  | 0.0%       | \$3,866            | \$2.64 | \$2.66  |
| 2.0 Bath         |       |       | 1,557 | \$4,174     | \$2.68 |         |            | \$4,174            | \$2.68 |         |

Paid Parking: \$135 (Reserved Gar/Encl) to \$160 (Reserved Gar/Encl) per month.

#### Amenities

| Unit               | Appliance        | Common             |
|--------------------|------------------|--------------------|
| Carpeting          | Dishwasher       | Business Center    |
| Wood Floors        | Microwave        | Conference Room    |
| Window Blinds      | Range - Gas      | Party/Social Room  |
| Granite Counters   | Refrigerator     | Extra Storage      |
| Granite Islands    | WasherDryer Incl | Pets Allowed       |
| Tile Backsplash    | <b>Fitness</b>   | Fire Pit           |
| Undermount Sinks   | Fitness Center   | Grilling Area      |
| Patio/Balcony/Deck | Rooftop Sundeck  | LEED Silver        |
|                    |                  | <b>Parking</b>     |
|                    |                  | Self-Park Gar/Encl |

#### Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$2.86     | 0.0%       | 95.4%   | \$2.86  |
| 20223  | \$2.71     | 0.0%       | 96.9%   | \$2.71  |
| 20222  | \$2.69     | 0.0%       | 96.4%   | \$2.69  |
| 20221  | \$2.56     | 0.0%       | 96.4%   | \$2.56  |
| 20214  | \$2.56     | 0.0%       | 95.4%   | \$2.56  |
| 20213  | \$2.56     | 0.0%       | 96.4%   | \$2.56  |
| 20212  | \$2.39     | 8.3%       | 92.3%   | \$2.19  |
| 20211  | \$2.35     | 8.3%       | 93.3%   | \$2.15  |
| 20204  | \$2.25     | 8.3%       | 88.2%   | \$2.06  |

**Notes:** Building contains 214 units with 19 first floor live/work units not included in survey.  
Opened 04/15/13. Electric car parking is \$160/mo. Util Pkg \$85-135/mo

AML I



# Central Station Apartments

1720 Central St  
Evanston, Cook County, IL 60201

# North Shore

Class: A, Market Rate  
ID: 1205; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         |   | ✓ | Trash    |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water    |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Internet |   | ✓ |

| Physical Profile |             |
|------------------|-------------|
| Units:           | <b>80</b>   |
| Avg Unit SF:     | <b>965</b>  |
| Built:           | <b>2013</b> |
| Renovated:       | <b>na</b>   |

| Economic Profile |               |
|------------------|---------------|
| Occupancy:       | <b>93.8%</b>  |
| Quoted Rent:     | <b>\$2.87</b> |
| Concessions:     | <b>0.0%</b>   |
| Effective Rent:  | <b>\$2.87</b> |

| Unit Description  | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|-------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                   |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Convertible       | 8     | 10.0% | 590   | \$2,033     | \$3.45 | \$3.35  | 0.0%       | \$2,033            | \$3.45 | \$3.35  |
| 1.0 Bath          |       |       | 635   | \$2,061     | \$3.25 |         |            | \$2,061            | \$3.25 |         |
| One Bedroom       | 32    | 40.0% | 785   | \$2,153     | \$2.74 | \$2.80  | 0.0%       | \$2,153            | \$2.74 | \$2.80  |
| 1.0 Bath          |       |       | 850   | \$2,433     | \$2.86 |         |            | \$2,433            | \$2.86 |         |
| One Bedroom + Den | 12    | 15.0% | 885   | \$2,639     | \$2.98 | \$2.98  | 0.0%       | \$2,639            | \$2.98 | \$2.98  |
| 1.0 Bath          |       |       | 885   | \$2,639     | \$2.98 |         |            | \$2,639            | \$2.98 |         |
| Two Bedroom       | 18    | 22.5% | 1,185 | \$3,316     | \$2.80 | \$2.77  | 0.0%       | \$3,316            | \$2.80 | \$2.77  |
| 2.0 Bath          |       |       | 1,230 | \$3,361     | \$2.73 |         |            | \$3,361            | \$2.73 |         |
| Two Bedroom + Den | 6     | 7.5%  | 1,305 | \$3,831     | \$2.94 | \$2.94  | 0.0%       | \$3,831            | \$2.94 | \$2.94  |
| 2.0 Bath          |       |       | 1,305 | \$3,831     | \$2.94 |         |            | \$3,831            | \$2.94 |         |
| Three Bedroom     | 4     | 5.0%  | 1,485 | \$4,214     | \$2.84 | \$2.84  | 0.0%       | \$4,214            | \$2.84 | \$2.84  |
| 2.0 Bath          |       |       | 1,485 | \$4,214     | \$2.84 |         |            | \$4,214            | \$2.84 |         |

Paid Parking: \$180 (Self-Park Gar/Encl) per month.

## Amenities

| Unit               | Appliance        | Common             |
|--------------------|------------------|--------------------|
| Carpeting          | Disposal         | Business Center    |
| Wood Floors        | Dishwasher       | Party/Social Room  |
| 9' Ceiling         | Microwave        | Smoke Free         |
| Window Blinds      | Range            | Pets Allowed       |
| Quartz Counters    | Refrigerator     | <b>Parking</b>     |
| Tile Backsplash    | WasherDryer Incl | Self-Park Gar/Encl |
| Undermount Sinks   | <b>Fitness</b>   |                    |
| Patio/Balcony/Deck | Fitness Center   |                    |

## Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$2.87     | 0.0%       | 93.8%   | \$2.87  |
| 20223  | \$2.87     | 0.0%       | 95.0%   | \$2.87  |
| 20222  | \$2.86     | 0.0%       | 96.3%   | \$2.86  |
| 20221  | \$2.65     | 0.0%       | 93.8%   | \$2.65  |
| 20214  | \$2.65     | 3.7%       | 95.0%   | \$2.55  |
| 20213  | \$2.65     | 0.0%       | 96.3%   | \$2.65  |
| 20212  | \$2.70     | 0.0%       | 96.3%   | \$2.70  |
| 20211  | \$2.70     | 4.6%       | 90.0%   | \$2.57  |
| 20204  | \$2.69     | 4.6%       | 93.8%   | \$2.57  |

**Notes:** Occupancy began September 27th, 2013. Property offers a utility package ranging from \$70-\$120, depending on the unit size.

**RMK Management**



### Centrum Evanston

1590 Elmwood Ave  
Evanston, Cook County, IL 60201



### North Shore

Class: A, Market Rate  
ID: 1677; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         |   | ✓ | Trash    |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water    |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Internet |   | ✓ |

| Physical Profile |             |
|------------------|-------------|
| Units:           | <b>101</b>  |
| Avg Unit SF:     | <b>910</b>  |
| Built:           | <b>2017</b> |
| Renovated:       | <b>na</b>   |

| Economic Profile |               |
|------------------|---------------|
| Occupancy:       | <b>100.0%</b> |
| Quoted Rent:     | <b>\$3.32</b> |
| Concessions:     | <b>0.0%</b>   |
| Effective Rent:  | <b>\$3.32</b> |

| Unit Description | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                  |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Convertible      | 21    | 20.8% | 622   | \$2,225     | \$3.58 | \$3.61  | 0.0%       | \$2,225            | \$3.58 | \$3.61  |
| 1.0 Bath         |       |       | 648   | \$2,355     | \$3.63 |         |            | \$2,355            | \$3.63 |         |
| One Bedroom      | 36    | 35.6% | 566   | \$2,275     | \$4.02 | \$3.56  | 0.0%       | \$2,275            | \$4.02 | \$3.56  |
| 1.0 Bath         |       |       | 868   | \$2,687     | \$3.10 |         |            | \$2,687            | \$3.10 |         |
| Two Bedroom      | 38    | 37.6% | 986   | \$3,405     | \$3.45 | \$3.28  | 0.0%       | \$3,405            | \$3.45 | \$3.28  |
| 2.0 Bath         |       |       | 1,278 | \$3,978     | \$3.11 |         |            | \$3,978            | \$3.11 |         |
| Three Bedroom    | 6     | 5.9%  | 1,395 | \$4,280     | \$3.07 | \$2.87  | 0.0%       | \$4,280            | \$3.07 | \$2.87  |
| 2.0 Bath         |       |       | 1,869 | \$4,975     | \$2.66 |         |            | \$4,975            | \$2.66 |         |

#### Amenities

| Unit                 | Appliance        | Common             |
|----------------------|------------------|--------------------|
| Vinyl Plank Floors   | Disposal         | Business Center    |
| 10' Ceiling          | Dishwasher       | Party/Social Room  |
| Exp Concrete Ceil    | Microwave        | Smoke Free         |
| Window Roller Shades | Range - Gas      | Pets Allowed       |
| Quartz Counters      | Refrigerator     | Fire Pit           |
| Tile Backsplash      | WasherDryer Incl | Grilling Area      |
| Undermount Sinks     | <b>Fitness</b>   | Picnic Tables      |
| Patio/Balcony/Deck   | Fitness Center   | Valet Dry Cleaning |
|                      | Bike Storage     | <b>Parking</b>     |
|                      |                  | No Onsite Parking  |

#### Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$3.32     | 0.0%       | 100.0%  | \$3.32  |
| 20223  | \$3.32     | 0.0%       | 100.0%  | \$3.32  |
| 20222  | \$3.31     | 0.0%       | 100.0%  | \$3.31  |
| 20221  | \$3.31     | 0.0%       | 99.0%   | \$3.31  |
| 20214  | \$3.27     | 0.0%       | 99.0%   | \$3.27  |
| 20213  | \$3.27     | 0.0%       | 100.0%  | \$3.27  |
| 20212  | \$3.11     | 0.0%       | 95.0%   | \$3.11  |
| 20211  | \$3.11     | 8.3%       | 90.1%   | \$2.85  |
| 20204  | \$3.05     | 8.3%       | 86.1%   | \$2.80  |

**Notes:** Leasing began June/2017. Occupancy 08/2017. RUBS package (1BD-\$100, 2BD-\$125, 3BD-\$150/mo). No on-site pkg. A municipal pkg garage located 1 blk East offers residents pkg for \$85/Mo.

33 Realty



**E2**

1890 Maple Ave  
**Evanston, Cook County, IL 60201**

**North Shore**

Class: A, Market Rate  
 ID: 1395; YrQtr: 20224



| <u>Utility Description</u> | <u>L</u>                       | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|----------------------------|--------------------------------|----------|----------------|----------|----------|
| Lights                     |                                | ✓        | Trash          |          | ✓        |
| Gas Forced Air Heat        |                                | ✓        | Water          |          | ✓        |
| Unit Central AC            |                                | ✓        | Cable TV       |          | ✓        |
|                            | L=Landlord pays, T=Tenant pays |          | Internet       |          | ✓        |

| <u>Physical Profile</u> |             |
|-------------------------|-------------|
| Units:                  | <b>356</b>  |
| Avg Unit SF:            | <b>802</b>  |
| Built:                  | <b>2015</b> |
| Renovated:              | <b>na</b>   |

| <u>Economic Profile</u> |               |
|-------------------------|---------------|
| Occupancy:              | <b>98.9%</b>  |
| Quoted Rent:            | <b>\$3.06</b> |
| Concessions:            | <b>0.0%</b>   |
| Effective Rent:         | <b>\$3.06</b> |

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |                   | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| Studio                  | 48           | 13.5%      | 505          | \$1,645            | \$3.26     | \$3.42         | 0.0%              | \$1,645                   | \$3.26     | \$3.42         |
| 1.0 Bath                |              |            | 542          | \$1,937            | \$3.57     |                |                   | \$1,937                   | \$3.57     |                |
| One Bedroom             | 204          | 57.3%      | 594          | \$1,950            | \$3.28     | \$3.17         | 0.0%              | \$1,950                   | \$3.28     | \$3.17         |
| 1.0 Bath                |              |            | 805          | \$2,459            | \$3.05     |                |                   | \$2,459                   | \$3.05     |                |
| Two Bedroom             | 81           | 22.8%      | 934          | \$2,215            | \$2.37     | \$2.83         | 0.0%              | \$2,215                   | \$2.37     | \$2.83         |
| 1.5-2.0 Bath            |              |            | 1,097        | \$3,618            | \$3.30     |                |                   | \$3,618                   | \$3.30     |                |
| Three Bedroom           | 11           | 3.1%       | 1,391        | \$4,330            | \$3.11     | \$3.11         | 0.0%              | \$4,330                   | \$3.11     | \$3.11         |
| 2.0 Bath                |              |            | 1,391        | \$4,330            | \$3.11     |                |                   | \$4,330                   | \$3.11     |                |
| Three Bedroom           | 12           | 3.4%       | 1,610        | \$4,248            | \$2.64     | \$2.68         | 0.0%              | \$4,248                   | \$2.64     | \$2.68         |
| 2.5-3.0 Bath            |              |            | 1,751        | \$4,750            | \$2.71     |                |                   | \$4,750                   | \$2.71     |                |
| • Townhouse             |              |            |              |                    |            |                |                   |                           |            |                |

Paid Parking: \$145 (Self-Park Gar/Encl) to \$195 (Reserved Gar/Encl) per month.

**Amenities**

| <u>Unit</u>        | <u>Appliance</u>  | <u>Common</u>     |
|--------------------|-------------------|-------------------|
| Vinyl Plank Floors | Disposal          | Doorman           |
| 9' Ceiling         | Dishwasher        | Business Center   |
| Smooth Ceiling     | Microwave         | Conference Room   |
| Window Blinds      | Range - Gas       | Movie Theater Rm  |
| Quartz Counters    | Refrigerator      | Party/Social Room |
| Tile Backsplash    | Washer/Dryer Incl | Smoke Free        |
| Undermount Sinks   | <b>Fitness</b>    | Extra Storage     |
| Patio/Balcony/Deck | Fitness Center    | Pets Allowed      |
|                    | Outdoor Pool      | Fire Pit          |
|                    | Whirlpool         | Grilling Area     |
|                    | Basketball Court  | LEED Silver       |
|                    | Rooftop Sundeck   | <b>Parking</b>    |
|                    |                   | Attached Garage   |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20224         | \$3.06            | 0.0%              | 98.9%          | \$3.06         |
| 20223         | \$3.14            | 0.0%              | 96.3%          | \$3.14         |
| 20222         | \$3.23            | 0.0%              | 96.1%          | \$3.23         |
| 20221         | \$3.76            | 0.0%              | 97.2%          | \$3.76         |
| 20214         | \$3.29            | 0.0%              | 98.0%          | \$3.29         |
| 20213         | \$3.27            | 0.0%              | 100.0%         | \$3.27         |
| 20212         | \$3.23            | 0.0%              | 98.0%          | \$3.23         |
| 20211         | \$3.16            | 0.0%              | 93.5%          | \$3.16         |
| 20204         | \$3.13            | 0.0%              | 94.1%          | \$3.13         |

**Notes:** Leasing began in Feb. 2015 with occupancy beginning March 1, 2015. Parking garage is open air. Utility package includes all but electric and ranges from \$85 (studios) to \$150 (3BD).

Greystar





### Evanston Place

1715-1735 Chicago Avenue (E of Chicago, N of Church)  
 Evanston, Cook County, IL 60201



### North Shore

Class: B, Market Rate  
 ID: 316; YrQtr: 20224



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         |          | ✓        | Trash          |          | ✓        |
| Electric Baseboard Heat        | ✓        |          | Water          |          | ✓        |
| Unit Central AC                |          | ✓        | Cable TV       |          | ✓        |
| L=Landlord pays, T=Tenant pays |          |          | Internet       |          | ✓        |

| <u>Physical Profile</u> |             |
|-------------------------|-------------|
| Units:                  | <b>190</b>  |
| Avg Unit SF:            | <b>871</b>  |
| Built:                  | <b>1991</b> |
| Renovated:              | <b>2015</b> |

| <u>Economic Profile</u> |               |
|-------------------------|---------------|
| Occupancy:              |               |
| Quoted Rent:            | <b>\$3.15</b> |
| Concessions:            | <b>0.0%</b>   |
| Effective Rent:         | <b>\$3.15</b> |

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |                   | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| Studio                  | 16           | 8.4%       | 567          | \$1,846            | \$3.26     | \$3.42         | 0.0%              | \$1,846                   | \$3.26     | \$3.42         |
| 1.0 Bath                |              |            | 567          | \$2,035            | \$3.59     |                |                   | \$2,035                   | \$3.59     |                |
| One Bedroom             | 94           | 49.5%      | 657          | \$2,259            | \$3.44     | \$3.28         | 0.0%              | \$2,259                   | \$3.44     | \$3.28         |
| 1.0-1.5 Bath            |              |            | 852          | \$2,655            | \$3.12     |                |                   | \$2,655                   | \$3.12     |                |
| One Bedroom + Den       | 30           | 15.8%      | 878          | \$2,478            | \$2.82     | \$2.93         | 0.0%              | \$2,478                   | \$2.82     | \$2.93         |
| 1.0-1.5 Bath            |              |            | 958          | \$2,916            | \$3.04     |                |                   | \$2,916                   | \$3.04     |                |
| Two Bedroom             | 24           | 12.6%      | 966          | \$3,102            | \$3.21     | \$3.45         | 0.0%              | \$3,102                   | \$3.21     | \$3.45         |
| 2.0 Bath                |              |            | 1,034        | \$3,814            | \$3.69     |                |                   | \$3,814                   | \$3.69     |                |
| Two Bedroom + Den       | 23           | 12.1%      | 1,216        | \$3,585            | \$2.95     | \$2.94         | 0.0%              | \$3,585                   | \$2.95     | \$2.94         |
| 2.0 Bath                |              |            | 1,221        | \$3,585            | \$2.94     |                |                   | \$3,585                   | \$2.94     |                |
| Three Bedroom           | 3            | 1.6%       | 1,968        | \$4,175            | \$2.12     | \$2.16         | 0.0%              | \$4,175                   | \$2.12     | \$2.16         |
| 2.5 Bath                |              |            | 1,968        | \$4,339            | \$2.20     |                |                   | \$4,339                   | \$2.20     |                |

Paid Parking: \$90 (Self-Park Gar/Encl) per month.

#### Amenities

| <u>Unit</u>        | <u>Appliance</u> | <u>Common</u>      |
|--------------------|------------------|--------------------|
| Carpeting          | Disposal         | Laundry Room       |
| Vinyl Plank Floors | Dishwasher       | Business Center    |
| Popcorn Ceiling    | Microwave        | Clubhouse          |
| Window Blinds      | Range - Electric | Party/Social Room  |
| Laminate Counters  | Refrigerator     | Smoke Free         |
| Quartz Counters    | <b>Fitness</b>   | Extra Storage      |
| Tile Backsplash    | Fitness Center   | Pets Allowed       |
| Undermount Sinks   | Outdoor Pool     | Grilling Area      |
| Patio/Balcony/Deck | Bike Storage     | <b>Parking</b>     |
|                    | Rooftop Sundeck  | Self-Park Gar/Encl |

#### Trends

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20224         | \$3.15            | 0.0%              |                | \$3.15         |
| 20223         | \$3.15            | 0.0%              |                | \$3.15         |
| 20222         | \$3.09            | 0.0%              |                | \$3.09         |
| 20221         | \$3.08            | 0.0%              |                | \$3.08         |
| 20214         | \$2.98            | 0.0%              |                | \$2.98         |
| 20213         | \$2.98            | 0.0%              |                | \$2.98         |
| 20212         | \$2.98            | 4.2%              |                | \$2.86         |
| 20211         | \$3.00            | 8.3%              |                | \$2.75         |
| 20204         | \$3.08            | 8.3%              |                | \$2.83         |

**Notes:** Property uses a RUBS utility program. Two identical towers with 95 units each.

*Air Communities*



### Park Evanston

1630 Chicago Avenue (Chicago, S of Church)  
 Evanston, Cook County, IL 60201



### North Shore

Class: A, Market Rate  
 ID: 315; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         |   | ✓ | Trash    |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water    |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Internet |   | ✓ |

| Physical Profile |             |
|------------------|-------------|
| Units:           | <b>283</b>  |
| Avg Unit SF:     | <b>923</b>  |
| Built:           | <b>1997</b> |
| Renovated:       | <b>na</b>   |

| Economic Profile |               |
|------------------|---------------|
| Occupancy:       | <b>97.2%</b>  |
| Quoted Rent:     | <b>\$3.56</b> |
| Concessions:     | <b>0.0%</b>   |
| Effective Rent:  | <b>\$3.56</b> |

| Unit Description  | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|-------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                   |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio            | 28    | 9.9%  | 514   | \$2,487     | \$4.84 | \$4.81  | 0.0%       | \$2,487            | \$4.84 | \$4.81  |
| 1.0 Bath          |       |       | 540   | \$2,582     | \$4.78 |         |            | \$2,582            | \$4.78 |         |
| One Bedroom       | 115   | 40.6% | 589   | \$2,839     | \$4.82 | \$4.25  | 0.0%       | \$2,839            | \$4.82 | \$4.25  |
| 1.0 Bath          |       |       | 800   | \$2,939     | \$3.67 |         |            | \$2,939            | \$3.67 |         |
| One Bedroom + Den | 19    | 6.7%  | 1,049 | \$3,106     | \$2.96 | \$3.18  | 0.0%       | \$3,106            | \$2.96 | \$3.18  |
| 1.5 Bath          |       |       | 1,094 | \$3,723     | \$3.40 |         |            | \$3,723            | \$3.40 |         |
| Two Bedroom       | 106   | 37.5% | 1,017 | \$3,649     | \$3.59 | \$3.19  | 0.0%       | \$3,649            | \$3.59 | \$3.19  |
| 2.0 Bath          |       |       | 1,315 | \$3,664     | \$2.79 |         |            | \$3,664            | \$2.79 |         |
| Three Bedroom     | 15    | 5.3%  | 1,434 | \$5,000     | \$3.49 | \$3.33  | 0.0%       | \$5,000            | \$3.49 | \$3.33  |
| 2.5 Bath          |       |       | 1,575 | \$5,000     | \$3.17 |         |            | \$5,000            | \$3.17 |         |

Paid Parking: \$115 (Surface Parking) to \$135 (Self-Park Gar/Encl) per month.

#### Amenities

| Unit               | Appliance        | Common             |
|--------------------|------------------|--------------------|
| Carpeting          | Disposal         | Laundry Room       |
| Popcorn Ceiling    | Dishwasher       | Business Center    |
| Window Blinds      | Microwave        | Party/Social Room  |
| Granite Counters   | Range - Gas      | Extra Storage      |
| Patio/Balcony/Deck | Refrigerator     | Pets Allowed       |
|                    | WasherDryer Incl | Valet Dry Cleaning |
|                    | <b>Fitness</b>   | <b>Parking</b>     |
|                    | Fitness Center   | Self-Park Gar/Encl |
|                    | Outdoor Pool     |                    |
|                    | Sauna            |                    |
|                    | Bike Storage     |                    |

#### Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$3.56     | 0.0%       | 97.2%   | \$3.56  |
| 20223  | \$3.46     | 0.0%       | 98.6%   | \$3.46  |
| 20222  | \$3.18     | 0.0%       | 82.7%   | \$3.18  |
| 20221  | \$3.27     | 0.0%       | 91.2%   | \$3.27  |
| 20214  | \$3.24     | 0.0%       | 93.3%   | \$3.24  |
| 20213  | \$3.06     | 0.0%       | 98.6%   | \$3.06  |
| 20212  | \$2.88     | 4.2%       | 88.7%   | \$2.76  |
| 20211  | \$2.85     | 4.2%       | 94.7%   | \$2.74  |
| 20204  | \$2.72     | 1.7%       | 96.1%   | \$2.68  |

**Notes:** Property uses a RUBS utilities program. Original kitchens and baths with laminate cabinets & white appliances; vinyl kitchen floors below 15th floor, ceramic tile above.

Lincoln Property



## Residences of Wilmette

617 Green Bay Rd

Wilmette, Cook County, IL 60091



## North Shore

Class: A, Market Rate

ID: 1687; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         |   | ✓ | Trash    |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water    |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Internet |   | ✓ |

| Physical Profile |       |
|------------------|-------|
| Units:           | 75    |
| Avg Unit SF:     | 1,013 |
| Built:           | 2017  |
| Renovated:       | na    |

| Economic Profile |        |
|------------------|--------|
| Occupancy:       | 93.3%  |
| Quoted Rent:     | \$3.15 |
| Concessions:     | 0.0%   |
| Effective Rent:  | \$3.15 |

| Unit Description  | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|-------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                   |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio            | 4     | 5.3%  | 657   | \$2,182     | \$3.32 | \$3.32  | 0.0%       | \$2,182            | \$3.32 | \$3.32  |
| 1.0 Bath          |       |       | 657   | \$2,182     | \$3.32 |         |            | \$2,182            | \$3.32 |         |
| One Bedroom       | 29    | 38.7% | 740   | \$2,440     | \$3.30 | \$3.22  | 0.0%       | \$2,440            | \$3.30 | \$3.22  |
| 1.0 Bath          |       |       | 789   | \$2,475     | \$3.14 |         |            | \$2,475            | \$3.14 |         |
| One Bedroom + Den | 4     | 5.3%  | 882   | \$2,555     | \$2.90 | \$2.90  | 0.0%       | \$2,555            | \$2.90 | \$2.90  |
| 1.0 Bath          |       |       | 882   | \$2,555     | \$2.90 |         |            | \$2,555            | \$2.90 |         |
| Two Bedroom       | 32    | 42.7% | 1,114 | \$3,095     | \$2.78 | \$2.91  | 0.0%       | \$3,095            | \$2.78 | \$2.91  |
| 2.0 Bath          |       |       | 1,291 | \$3,915     | \$3.03 |         |            | \$3,915            | \$3.03 |         |
| Three Bedroom     | 6     | 8.0%  | 1,510 | \$6,010     | \$3.98 | \$4.00  | 0.0%       | \$6,010            | \$3.98 | \$4.00  |
| 2.0 Bath          |       |       | 1,554 | \$6,250     | \$4.02 |         |            | \$6,250            | \$4.02 |         |

Paid Parking: \$180 (Reserved Gar/Encl) per month.

### Amenities

| Unit                 | Appliance        | Common               |
|----------------------|------------------|----------------------|
| Vinyl Plank Floors   | Dishwasher       | Business Center      |
| 9.5' Ceiling         | Microwave        | Conference Room      |
| Smooth Ceiling       | Range - Gas      | Dining Event Room    |
| Window Roller Shades | Refrigerator     | Party/Social Room    |
| Quartz Counters      | WasherDryer Incl | Smoke Free           |
| Tile Backsplash      | <b>Fitness</b>   | Extra Storage        |
| Undermount Sinks     | Fitness Center   | Pets Allowed         |
| Patio/Balcony/Deck   | Sauna            | Fire Pit             |
|                      | Hot Tub          | Grilling Area        |
|                      | Steam Room       | Picnic Tables        |
|                      | Bike Storage     | Car Charging Station |
|                      | Rooftop Sundeck  | Pet Wash Station     |
|                      |                  | Valet Dry Cleaning   |
|                      |                  | LEED Silver          |
|                      |                  | <b>Parking</b>       |
|                      |                  | Reserved Gar/Encl    |

### Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$3.15     | 0.0%       | 93.3%   | \$3.15  |
| 20223  | \$3.15     | 0.0%       | 94.7%   | \$3.15  |
| 20222  | \$3.15     | 0.0%       | 98.7%   | \$3.15  |
| 20221  | \$3.15     | 0.0%       | 93.3%   | \$3.15  |
| 20214  | \$3.15     | 0.0%       | 96.0%   | \$3.15  |
| 20213  | \$3.15     | 0.0%       | 98.7%   | \$3.15  |
| 20212  | \$2.96     | 0.0%       | 98.7%   | \$2.96  |
| 20211  | \$2.95     | 6.9%       | 81.3%   | \$2.75  |
| 20204  | \$3.14     | 10.9%      | 84.0%   | \$2.80  |

**Notes:** Occupancy Fall, 2017. Utility Pkg ranges from \$30-\$90/mo and includes water, sewer, & trash.

RMK



### The Link Evanston

811 Emerson St  
Evanston, Cook County, IL 60201



### North Shore

Class: A, Market Rate  
ID: 1914; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         |   | ✓ | Trash    |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water    |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Internet |   | ✓ |

**Physical Profile**

Units: **241**  
Avg Unit SF: **701**  
Built: **2019**  
Renovated: **na**

**Economic Profile**

Occupancy: **95.9%**  
Quoted Rent: **\$4.46**  
Concessions: **0.0%**  
Effective Rent: **\$4.46**

| Unit Description | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                  |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio           | 71    | 29.5% | 386   | \$1,889     | \$4.89 | \$5.02  | 0.0%       | \$1,889            | \$4.89 | \$5.02  |
| 1.0 Bath         |       |       | 433   | \$2,229     | \$5.15 |         |            | \$2,229            | \$5.15 |         |
| One Bedroom      | 38    | 15.8% | 567   | \$2,570     | \$4.53 | \$4.45  | 0.0%       | \$2,570            | \$4.53 | \$4.45  |
| 1.0 Bath         |       |       | 617   | \$2,690     | \$4.36 |         |            | \$2,690            | \$4.36 |         |
| Two Bedroom      | 93    | 38.6% | 773   | \$3,239     | \$4.19 | \$4.26  | 0.0%       | \$3,239            | \$4.19 | \$4.26  |
| 2.0 Bath         |       |       | 851   | \$3,679     | \$4.32 |         |            | \$3,679            | \$4.32 |         |
| Three Bedroom    | 39    | 16.2% | 1,071 | \$4,764     | \$4.45 | \$4.45  | 0.0%       | \$4,764            | \$4.45 | \$4.45  |
| 2.0 Bath         |       |       | 1,071 | \$4,764     | \$4.45 |         |            | \$4,764            | \$4.45 |         |

Paid Parking: \$160 (Reserved Gar/Encl) per month.

#### Amenities

| Unit                 | Appliance        | Common            |
|----------------------|------------------|-------------------|
| Vinyl Plank Floors   | Disposal         | Business Center   |
| Smooth Ceiling       | Dishwasher       | Conference Room   |
| Window Roller Shades | Microwave        | Party/Social Room |
| Quartz Counters      | Range - Gas      | Smoke Free        |
| Undermount Sinks     | Refrigerator     | Pets Allowed      |
|                      | WasherDryer Incl | Grilling Area     |
|                      | <b>Fitness</b>   | <b>Parking</b>    |
|                      | Outdoor Pool     | Reserved Gar/Encl |
|                      | Bike Storage     |                   |
|                      | Rooftop Sundeck  |                   |

#### Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$4.46     | 0.0%       | 95.9%   | \$4.46  |
| 20223  | \$4.64     | 0.0%       | 95.0%   | \$4.64  |
| 20222  | \$4.68     | 0.0%       | 90.9%   | \$4.68  |
| 20221  | \$4.71     | 0.0%       | 97.9%   | \$4.71  |
| 20214  | \$3.88     | 0.0%       | 100.0%  | \$3.88  |
| 20213  | \$3.60     | 0.0%       | 99.6%   | \$3.60  |
| 20212  | \$3.60     | 0.0%       | 99.6%   | \$3.60  |
| 20211  | \$3.58     | 0.0%       | 100.0%  | \$3.58  |
| 20204  | \$3.60     | 0.0%       | 100.0%  | \$3.60  |

**Notes:** Leasing began 12/2018. Occupancy began 09/20/2019.

CA Residential



### The Main

847 Chicago  
Evanston, Cook County, IL 60202



### North Shore

Class: A, Market Rate  
ID: 1548; YrQtr: 20224



| Utility Description            | L | T | Service  | L | T |
|--------------------------------|---|---|----------|---|---|
| Lights                         | ✓ |   | Trash    | ✓ |   |
| Gas Forced Air Heat            | ✓ |   | Water    | ✓ |   |
| Unit Central AC                | ✓ |   | Cable TV | ✓ |   |
| L=Landlord pays, T=Tenant pays |   |   | Internet | ✓ |   |

| Physical Profile |             |
|------------------|-------------|
| Units:           | <b>112</b>  |
| Avg Unit SF:     | <b>889</b>  |
| Built:           | <b>2016</b> |
| Renovated:       | <b>na</b>   |

| Economic Profile |               |
|------------------|---------------|
| Occupancy:       | <b>98.2%</b>  |
| Quoted Rent:     | <b>\$3.13</b> |
| Concessions:     | <b>0.0%</b>   |
| Effective Rent:  | <b>\$3.13</b> |

| Unit Description | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                  |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio           | 14    | 12.5% | 500   | \$1,459     | \$2.92 | \$2.83  | 0.0%       | \$1,459            | \$2.92 | \$2.83  |
| 1.0 Bath         |       |       | 650   | \$1,785     | \$2.75 |         |            | \$1,785            | \$2.75 |         |
| One Bedroom      | 35    | 31.3% | 746   | \$2,299     | \$3.08 | \$3.13  | 0.0%       | \$2,299            | \$3.08 | \$3.13  |
| 1.0 Bath         |       |       | 853   | \$2,719     | \$3.19 |         |            | \$2,719            | \$3.19 |         |
| One Bedroom      | 14    | 12.5% | 853   | \$2,779     | \$3.26 | \$3.26  | 0.0%       | \$2,779            | \$3.26 | \$3.26  |
| 1.0 Bath         |       |       | 853   | \$2,779     | \$3.26 |         |            | \$2,779            | \$3.26 |         |
| Two Bedroom      | 42    | 37.5% | 912   | \$3,294     | \$3.61 | \$3.35  | 0.0%       | \$3,294            | \$3.61 | \$3.35  |
| 2.0 Bath         |       |       | 1,068 | \$3,294     | \$3.08 |         |            | \$3,294            | \$3.08 |         |
| Three Bedroom    | 7     | 6.3%  | 1,424 | \$3,447     | \$2.42 | \$2.42  | 0.0%       | \$3,447            | \$2.42 | \$2.42  |
| 2.0 Bath         |       |       | 1,424 | \$3,447     | \$2.42 |         |            | \$3,447            | \$2.42 |         |

Paid Parking: \$165 (Reserved Gar/Encl) to \$215 (Tandem Space) per month.

#### Amenities

| Unit | Appliance        | Common               |
|------|------------------|----------------------|
|      | Disposal         | Party/Social Room    |
|      | Dishwasher       | Extra Storage        |
|      | Microwave        | Gigabit Internet     |
|      | Range - Gas      | Fire Pit             |
|      | Refrigerator     | Grilling Area        |
|      | WasherDryer Incl | Car Charging Station |
|      | <b>Fitness</b>   | <b>Parking</b>       |
|      | Fitness Center   | Attached Garage      |
|      | Bike Storage     |                      |

#### Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$3.13     | 0.0%       | 98.2%   | \$3.13  |
| 20223  | \$3.17     | 0.0%       | 97.3%   | \$3.17  |
| 20222  | \$3.21     | 0.0%       | 99.1%   | \$3.21  |
| 20221  | \$2.86     | 0.0%       | 99.1%   | \$2.86  |
| 20214  | \$2.73     | 0.0%       | 99.1%   | \$2.73  |
| 20213  | \$2.57     | 5.8%       | 100.0%  | \$2.43  |
| 20212  | \$2.58     | 0.0%       | 100.0%  | \$2.58  |
| 20211  | \$2.58     | 0.0%       | 98.2%   | \$2.58  |
| 20204  | \$2.58     | 0.0%       | 95.5%   | \$2.58  |

Notes: Leasing began 05/2016. Occupancy began 10/01/2016.

Atlantic Realty Partners



### The Reserve at Evanston

1930 Ridge Avenue (E of Ridge, N of Emerson)  
 Evanston, Cook County, IL 60201

### North Shore

Class: A, Market Rate  
 ID: 541; YrQtr: 20224



| Utility Description | L                | T             | Service  | L | T |
|---------------------|------------------|---------------|----------|---|---|
| Lights              |                  | ✓             | Trash    |   | ✓ |
| Gas Forced Air Heat |                  | ✓             | Water    |   | ✓ |
| Unit Central AC     |                  | ✓             | Cable TV |   | ✓ |
|                     | L=Landlord pays, | T=Tenant pays | Internet |   | ✓ |

| Physical Profile |             |
|------------------|-------------|
| Units:           | <b>193</b>  |
| Avg Unit SF:     | <b>839</b>  |
| Built:           | <b>2003</b> |
| Renovated:       | <b>na</b>   |

| Economic Profile |               |
|------------------|---------------|
| Occupancy:       | <b>99.5%</b>  |
| Quoted Rent:     | <b>\$3.25</b> |
| Concessions:     | <b>0.0%</b>   |
| Effective Rent:  | <b>\$3.25</b> |

| Unit Description | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                  |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio           | 7     | 3.6%  | 550   | \$1,905     | \$3.46 | \$3.36  | 0.0%       | \$1,905            | \$3.46 | \$3.36  |
| 1.0 Bath         |       |       | 645   | \$2,100     | \$3.26 |         |            | \$2,100            | \$3.26 |         |
| One Bedroom      | 101   | 52.3% | 575   | \$2,075     | \$3.61 | \$3.44  | 0.0%       | \$2,075            | \$3.61 | \$3.44  |
| 1.0 Bath         |       |       | 780   | \$2,550     | \$3.27 |         |            | \$2,550            | \$3.27 |         |
| Two Bedroom      | 16    | 8.3%  | 870   | \$2,460     | \$2.83 | \$3.01  | 0.0%       | \$2,460            | \$2.83 | \$3.01  |
| 1.0 Bath         |       |       | 890   | \$2,850     | \$3.20 |         |            | \$2,850            | \$3.20 |         |
| Two Bedroom      | 61    | 31.6% | 1,010 | \$3,000     | \$2.97 | \$3.16  | 0.0%       | \$3,000            | \$2.97 | \$3.16  |
| 2.0 Bath         |       |       | 1,110 | \$3,728     | \$3.36 |         |            | \$3,728            | \$3.36 |         |
| Three Bedroom    | 8     | 4.1%  | 1,205 | \$3,609     | \$3.00 | \$2.91  | 0.0%       | \$3,609            | \$3.00 | \$2.91  |
| 2.0 Bath         |       |       | 1,445 | \$4,095     | \$2.83 |         |            | \$4,095            | \$2.83 |         |

Paid Parking: \$140 (Reserved Gar/Encl) to \$225 (Tandem Space) per month.

#### Amenities

| Unit               | Appliance        | Common             |
|--------------------|------------------|--------------------|
| Carpeting          | Disposal         | Laundry Room       |
| 9' Ceiling         | Dishwasher       | Business Center    |
| Window Blinds      | Microwave        | Clubhouse          |
| Granite Counters   | Range - Gas      | Extra Storage      |
| Undermount Sinks   | Refrigerator     | Pets Allowed       |
| Patio/Balcony/Deck | WasherDryer Incl | <b>Parking</b>     |
|                    | <b>Fitness</b>   | Attached Garage    |
|                    | Fitness Center   | Self-Park Gar/Encl |
|                    | Outdoor Pool     |                    |
|                    | Bike Storage     |                    |

#### Trends

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20224  | \$3.25     | 0.0%       | 99.5%   | \$3.25  |
| 20223  | \$3.25     | 0.0%       | 100.0%  | \$3.25  |
| 20222  | \$3.25     | 0.0%       | 100.0%  | \$3.25  |
| 20221  | \$3.34     | 0.0%       | 98.4%   | \$3.34  |
| 20214  | \$3.15     | 0.0%       | 99.5%   | \$3.15  |
| 20213  | \$2.89     | 0.0%       | 99.0%   | \$2.89  |
| 20212  | \$2.88     | 0.0%       | 99.5%   | \$2.88  |
| 20211  | \$2.88     | 0.0%       | 97.4%   | \$2.88  |
| 20204  | \$2.66     | 0.0%       | 97.9%   | \$2.66  |

**Notes:** Approximately 50% of residents are reported to be affiliated with Northwestern (mostly grad students). Basic cable and internet are included in the rent.

AMC



# The Residences at 1555 Ridge

1555 Ridge

Evanston, Cook County, IL 60201



# North Shore

Class: A, Market Rate

ID: 2080; YrQtr: 20224



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         |          | ✓        | Trash          |          | ✓        |
| Gas Forced Air Heat            |          | ✓        | Water          |          | ✓        |
| Unit Central AC                |          | ✓        | Cable TV       |          | ✓        |
| L=Landlord pays, T=Tenant pays |          |          | Internet       |          | ✓        |

| <u>Physical Profile</u> |             |
|-------------------------|-------------|
| Units:                  | <b>68</b>   |
| Avg Unit SF:            | <b>989</b>  |
| Built:                  | <b>2022</b> |
| Renovated:              | <b>na</b>   |

| <u>Economic Profile</u> |               |
|-------------------------|---------------|
| Occupancy:              | <b>97.1%</b>  |
| Quoted Rent:            | <b>\$3.14</b> |
| Concessions:            | <b>6.7%</b>   |
| Effective Rent:         | <b>\$2.93</b> |

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u>   | <u>Quoted Rent</u> |                  |                |                   | <u>Net Effective Rent</u> |                  |                |
|-------------------------|--------------|------------|----------------|--------------------|------------------|----------------|-------------------|---------------------------|------------------|----------------|
|                         |              |            |                | <u>Rent</u>        | <u>PSF</u>       | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u>       | <u>PSF Avg</u> |
| One Bedroom<br>1.0 Bath | 8            | 11.8%      | 511<br>603     | \$1,925<br>\$2,374 | \$3.77<br>\$3.94 | \$3.85         | 6.7%              | \$1,797<br>\$2,216        | \$3.52<br>\$3.67 | \$3.60         |
| One Bedroom<br>1.0 Bath | 20           | 29.4%      | 687<br>948     | \$2,295<br>\$2,995 | \$3.34<br>\$3.16 | \$3.25         | 6.7%              | \$2,142<br>\$2,795        | \$3.12<br>\$2.95 | \$3.03         |
| Two Bedroom<br>2.0 Bath | 40           | 58.8%      | 1,068<br>1,253 | \$3,290<br>\$3,750 | \$3.08<br>\$2.99 | \$3.04         | 6.7%              | \$3,071<br>\$3,500        | \$2.88<br>\$2.79 | \$2.83         |

Paid Parking: \$100 (Surface Parking) to \$150 (Reserved Gar/Encl) per month.

## Amenities

| <u>Unit</u>          | <u>Appliance</u> | <u>Common</u>        |
|----------------------|------------------|----------------------|
| Vinyl Plank Floors   | Disposal         | Pets Allowed         |
| Smooth Ceiling       | Dishwasher       | Car Charging Station |
| Window Roller Shades | Microwave        | <b>Parking</b>       |
| Quartz Counters      | Range - Electric | Surface Parking      |
| Tile Backsplash      | Refrigerator     | Reserved Gar/Encl    |
| Undermount Sinks     | WasherDryer Incl |                      |
| Patio/Balcony/Deck   | <b>Fitness</b>   |                      |
|                      | Fitness Center   |                      |
|                      | Bike Storage     |                      |

## Trends

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20224         | \$3.14            | 6.7%              | 97.1%          | \$2.93         |
| 20223         | \$3.16            | 11.2%             | 85.3%          | \$2.80         |
| 20222         | \$3.15            | 4.2%              | 75.0%          | \$3.02         |

**Notes:** Leasing began 04/12/2022. Occupancy 05/30/2022.

*Luxury Living*



# Lease-Up Absorption Survey

We have surveyed the market in order to determine the lease-up rates that have been achieved in newly constructed rental buildings in the suburban Chicago market since 2Q2013. These projects total nearly 20,850 units and are located in Cook, Lake, McHenry, DuPage, Kane, Kendall, and Will Counties. The quarterly absorption is summarized below:



The survey is showing average monthly absorption rates generally ranging from 10 to 20 units per month. Some of the slower leasing properties had issues particularly pertaining to that property, such as challenging locations and seasonal issues that can affect lease-up. For example, properties opening in the 3<sup>rd</sup> or 4<sup>th</sup> quarters start out more slowly and generally will not see a pickup in activity until the spring leasing season begins. Other have outperformed the averages.

Specifically, the following is a review of the larger buildings which have been completed in Evanston since 2013:

## Absorption of New Rental Units (2013-2022) - Evanston

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| Name              | Suburb   | Submarket   | Began   | Delivered | Units | Avg Leased/Month |
|-------------------|----------|-------------|---------|-----------|-------|------------------|
| Amlie Evanston    | Evanston | North Shore | 1Q 2013 | Mar-13    | 195   | 10               |
| 1717              | Evanston | North Shore | 1Q 2013 | Mar-13    | 175   | 11               |
| Central Station   | Evanston | North Shore | 2Q 2013 | Sep-13    | 80    | 5                |
| E2                | Evanston | North Shore | 1Q 2015 | Mar-15    | 356   | 23               |
| The Main          | Evanston | North Shore | 2Q 2016 | Oct-16    | 112   | 5                |
| Centrum Evanston  | Evanston | North Shore | 2Q 2017 | Jul-17    | 101   | 8                |
| The Link Evanston | Evanston | North Shore | 4Q 2018 | Sep-19    | 241   | 16               |
| Albion Evanston   | Evanston | North Shore | 3Q 2019 | Dec-19    | 268   | 14               |
| 1555 Ridge        | Evanston | North Shore | 2Q 2022 | May-22    | 68    | 7                |





Monthly absorption can be affected by many factors including the type of leasing program, the rent levels, and the location of the property. From this Evanston survey, it is clear that the downtown properties have leased up at a faster pace than the properties located north of south of the downtown market.

At the present time, there are only two apartment buildings under construction in Evanston, with one having only 30 units. Neither have a location which is comparable to subject's location. All of the other pipeline properties are still proposed and have not started construction.

Regardless of whether or not these properties break ground, the desirability of the subject location in relation to downtown's retail/restaurant amenities, the Northwestern University campus, and the lakefront position the subject property to achieve a strong lease-up. With 140 units, we have projected the lease-up of the property in less than a year, or an average of 10 to 15 units per month.

## Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have not performed any services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Gail Lissner, CRE, SRA, made a personal inspection of the property that is the subject of this report. Ron DeVries, MAI, has not personally inspected the subject.
12. No one provided significant real property appraisal assistance to the person(s) signing this certification.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.
14. As of the date of this report, Gail Lissner, CRE, SRA, and Ron DeVries, MAI, have completed the continuing education program for Designated Members of the Appraisal Institute.



Gail Lissner, SRA, CRE  
Certified General Real Estate Appraiser  
Illinois Certificate # 553.001842



Ron DeVries, MAI  
Certified General Real Estate Appraiser  
Illinois Certificate # 553.000145

## Assumptions and Limiting Conditions

This market study and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This market study and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. The conclusions stated in our market study apply only as of the effective date of the market study, and no representation is made as to the effect of subsequent events.
2. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
3. No environmental impact studies were either requested or made in conjunction with this market study, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the market study assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
4. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
5. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The market study covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

6. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.
7. The market study shall be considered only in its entirety. No part of the market study shall be utilized separately or out of context.
8. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.
9. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.
10. The current purchasing power of the dollar is the basis for the values stated in the market study; we have assumed that no extreme fluctuations in economic cycles will occur.
11. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.
12. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.
13. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.
14. The market study is prepared for the exclusive benefit of the Client, its subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.
15. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated

- upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. Integra Realty Resources – Chicago, Integra Realty Resources, Inc., Integra Strategic Ventures, Inc. and/or any of their respective officers, owners, managers, directors, agents, subcontractors or employees (the “Integra Parties”), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the market study cannot be considered as an environmental assessment of the subject property.
16. The persons signing the report may have reviewed available flood maps and may have noted in the market study whether the subject property is located in an identified Special Flood Hazard Area. We are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.
  17. Integra Realty Resources – Chicago is not a building or environmental inspector. Integra Chicago does not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.
  18. The market study and value conclusions assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.
  19. It is expressly acknowledged that in any action which may be brought against any of the Integra Parties, arising out of, relating to, or in any way pertaining to this engagement, the market study, and/or any other related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the market study was fraudulent or prepared with intentional misconduct.
  20. Integra Realty Resources – Chicago, an independently owned and operated company, has prepared the market study for the specific intended use stated elsewhere in the report. The use of the market study by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the market study is addressed to and shall be solely for the Client’s use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the market study or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the market study (even if their reliance was foreseeable).
  21. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future

- occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.
22. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

# **Addendum A**

## **Qualifications**



# Ron DeVries, MAI, SRA

## Experience

Senior Managing Director for Integra Realty Resources  
Former Vice President for Appraisal Research Counselors  
Former Assistant Manager, Norwest Financial Inc.

Mr. DeVries' valuation experience includes industrial, retail, office, hotel, multi-family (including FNMA/Freddie, HUD as well as LIHTC deals), and residential subdivisions for uses ranging from due diligence and financing to review appraisal. He oversees the multi-family rental market/feasibility studies for the firm along with the quarterly research of over 150,000 units in the Chicago MSA. Mr. DeVries is a frequent speaker at the Chicago Real Estate Council, the Chicagoland Apartment Association as well as private events for clients. He has testified as an expert witness in a variety of matters. Mr. DeVries is past national Chair of Education for the Appraisal Institute and previously served on the Appraisal Institute's Board of Directors, and numerous committees. Mr. DeVries is a past President of the Chicago Chapter of the Appraisal Institute and served for many years as the Chapter's Chair of Education. Ron has served on several course development teams including Principles, Procedures, Market Analysis & Highest & Best Use, Income Capitalization and a number of seminars. Mr. DeVries was also a content contributor for The Appraisal of Real Estate, published by The Appraisal Institute. He is a frequent instructor for the Appraisal Institute.

## Professional Activities & Affiliations

Appraisal Institute: Member (MAI)  
Appraisal Institute: Senior Residential Appraiser (SRA)  
Member: Chicagoland Apartment Association, Board of Directors  
Associate Member: Real Estate Investment Association (REIA)  
Member: Chicago Real Estate Council (CREC)  
President: Illinois Coalition of Real Estate Professionals (ICAP) (2020)  
Member: Advisory Board, Stuart Handler Department of Real Estate at UIC  
Member: Integra Realty Resources Board of Directors  
Member: Appraisal Institute National Level Education Committee (2015-2018)  
Chairman: Appraisal Institute Chicago Chapter - Education (2013-2018)  
Member: Appraisal Institute National Level Region III Nominating Committee (2016)  
Member: Appraisal Institute National Level Strategic Planning Committee (2011-2012)  
Chairman: Appraisal Institute National Level education Committee (2011-2012)  
Member: Appraisal Institute National Level Body of Knowledge Committee (2010)  
Vice Chairman: Appraisal Institute National Level AI Education Trust (2010)  
Chairman: Appraisal Institute National Level Publication Review Panel (2010)  
Member: Appraisal Institute National Level Audit Committee (2008)  
Board of Directors: Appraisal Institute National Level Region III Chair (2007)  
Board of Directors: Appraisal Institute National Level Region III Vice Chair (2006)  
President: Appraisal Institute Chicago Chapter (2006)  
President Elect: Appraisal Institute Chicago Chapter (2005)  
Chairman: Appraisal Institute Chicago Chapter - Education (2001-2005)  
Vice President: Appraisal Institute Chicago Chapter (2004)  
Treasurer: Appraisal Institute Chicago Chapter (2003)  
Vice Chairman: Appraisal Institute National Level Instruction Subcommittee (2003)  
Secretary: Appraisal Institute Chicago Chapter (2002)

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# Ron DeVries, MAI, SRA

Member: Appraisal Institute National Level Young Advisory Council (1995-1996)

## Licenses

Illinois, Certified General Real Estate Appraiser, 553.000145, Expires September 2023  
Wisconsin, Certified General Real Estate Appraiser, 2120-10, Expires December 2023  
Michigan, Certified General Real Estate Appraiser, 1205072436, Expires July 2024  
Indiana, Certified General Real Estate Appraiser, CG40300510, Expires June 2024  
New York, Certified General Real Estate Appraiser, 46000052402, Expires July 2024  
Iowa, Certified General Real Estate Appraiser, CG03646, Expires June 2024  
Massachusetts, Certified General Real Estate Appraiser, 1000096, Expires March 2025  
Pennsylvania, Certified General Real Estate Appraiser, GA004416, Expires June 2023  
Texas, Certified General Real Estate Appraiser, TX 1380899 G, Expires May 2023  
District of Columbia, Certified General Real Estate Appraiser, GA2002124, Expires February 2024  
  
Washington, Certified General Real Estate Appraiser, 110298, Expires March 2025  
Florida, Certified General Real Estate Appraiser, RZ4199, Expires November 2024

## Education

Bachelor of Science Degree in Economics, May 1985. Western Illinois University

University: A guest lecturer at De Paul, IIT and Roosevelt universities. Authored and taught Commercial Real Estate Valuation course for De Paul University as part of the Real Estate Certificate program.

Regulatory agency and financial institutions: Authored and taught Commercial Real Estate Valuation – A Guide for Reviewers. Program presented to each of the Western Division offices of the Office of the Comptroller of the Currency (OCC). Authored and teach Appraising the Appraisal to lenders and credit analysts of various lending institutions.

Frequent speaker (CAA, CREC, REIA) on Chicago's residential markets and quoted regularly in Chicago and national media. Quarterly contributor to Aptitudes magazine published by the Chicagoland Apartment Association.

## Qualified Before Courts & Administrative Bodies

Qualified as an Expert Witness in United State Bankruptcy Court, Northern District of Illinois; State of Illinois Circuit Court of Cook County, Chancery Division; Court of Appeals Wisconsin, District IV  
Qualified as an Expert Witness on Zoning matters for various municipalities in the greater Chicago area

## Miscellaneous

Course Review Team: Basic Appraisal Principals  
Course Review Team: Basic Appraisal Procedure  
Course Review Team: Residential Market Analysis and Highest and Best Use  
Course Review Team: General Appraiser Market Analysis and Highest and Best Use  
Course Review Team: General Appraiser Income Approach Part 1  
Course Review Team: General Appraiser Income Approach Part 2

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# Ron DeVries, MAI, SRA

## Miscellaneous (Cont'd)

Course Review Team: Advanced Income Capitalization  
Course Review Team: Advanced Market Analysis and Highest and Best Use  
Seminar Review Team: Contract Rent or Effective Rent: Finding the Real Rent  
Seminar Review Team: Marketability Studies: Advanced Considerations and Applications  
Seminar Review Team: Marketability Studies: Six-Step Process and Basic Applications  
Seminar Review Team: Solving Land Valuation Puzzles  
Seminar Review Team: Advanced Land Valuation: Sound Solutions to Perplexing Problems  
Seminar Review Team: Two Day Advanced Income Capitalization Part A  
Seminar Review Team: Two Day Advanced Income Capitalization Part B  
Recipient: William N Kinnard, Jr., PhD Award 2013  
Inductee: Appraisal Institute Chicago Chapter Instructor Hall of Fame 2010  
Recipient: Appraisal Institute Chicago Chapter Exceptional Leadership and Dedicated Service Award 2007  
Recipient: Appraisal Institute Chicago Chapter Exceptional Leadership and Dedicated Service Award 2005  
Recipient: William N Kinnard, Jr., PhD Award 2005  
Recipient: Appraisal Institute Chicago Chapter Scipio "Skip" Del Campo Award 2004  
Recipient: Appraisal Institute Chicago Chapter Herman O. Walther Award 2003  
Recipient: Appraisal Institute Chicago Chapter Distinguished Service Award 1999

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# State of Illinois

Department of Financial and Professional Regulation  
Division of Real Estate

LICENSE NO.  
553.000145

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Real Estate and Regulatory Act and is hereby authorized to engage in the activity as indicated below.

EXPIRES:  
09/30/2023

CERTIFIED GENERAL REAL ESTATE APPRAISER



RON D DEVRIES



MARIO TRETO, JR.  
ACTING SECRETARY

LAURIE MURPHY  
ACTING DIRECTOR

The official status of this license can be verified at [www.idfpr.com](http://www.idfpr.com)

15786364

# Gail Lissner, SRA, CRE

## Experience

Managing Director for Integra Realty Resources  
Former Vice President and Appraiser for Appraisal Research Counselors

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President: Realty Club of Chicago (2016)  
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Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)  
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# State of Illinois

Department of Financial and Professional Regulation  
Division of Real Estate

LICENSE NO.  
553.001842

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below.

EXPIRES:  
09/30/2023

CERTIFIED GENERAL REAL ESTATE APPRAISER



GAIL S LISSNER



MARIO TRETO, JR.  
ACTING SECRETARY

LAURIE MURPHY  
ACTING DIRECTOR

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*Local Expertise...Nationally!*

# Traffic Impact Study 1621-31 Chicago Avenue

Evanston, Illinois



Prepared for:



August 22, 2024



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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 the proposed mixed-use development to be located at 1621-31 Chicago Avenue in Evanston, Illinois. The site is located on the east side of Chicago Avenue between Davis Street and Church Street and is currently occupied by several one-story retail buildings.

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 a base 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 within a half-mile of 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 Chicago Avenue, Davis Street, and Church 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:

- Chicago Avenue with Davis Street
- Chicago Avenue with Church Street
- Hinman Avenue with Davis Street
- Hinman Avenue with Church Street
- Davis Street with the north-south alley
- Church Street with the north-south alley

The proposed development will be an 11-story mixed-use development containing approximately 110 apartment units with 34 studios, 44 one-bedroom units, and 32 two-bedroom units, approximately 7,000 square feet of retail space, and 48 parking spaces. Access to the parking garage and the two loading docks will be via the north-south public alley that extends along the east side of the site.

Based on the following analyses and recommendations, the following conclusions were made:

- 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 location of the site within the central business district and its proximity to public transportation and alternative modes of transportation, the number of 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. Further, the development is proposing a total of approximately 7,000 square feet of new commercial space which will replace approximately 15,000 square feet of existing commercial space. As such, the net increase in new traffic and parking to the area will be reduced.
- Access to the parking garage and the two loading docks will be via the north-south public alley that extends along the east side of the site. The access drive will provide one inbound lane and one outbound lane. Vehicles to the parking garage and trucks to the loading docks will be able to access the alley from either Church Street or Davis Street, which will help to distribute the traffic along the roadway system.
- The following measure and improvements are proposed as part of the development to enhance the operation of the public alley and to reduce the impact of the proposed development:
  - The commercial deliveries/waste collection generated by the site will be reduced, as the proposed development will significantly reduce the square footage and amount of commercial spaces and commercial users compared to existing conditions which include seven (7) separate commercial spaces and potential users.
  - The proposed development will include two loading docks for deliveries and waste collection, which is a significant improvement over existing conditions as the current site does not provide any loading docks. Deliveries and waste collection to the existing site currently occur in the public alley.
  - All waste containers for the proposed development will be stored within the proposed development eliminating many of the waste containers currently stored in the public alley.

- As part of the development, the developer has committed to the following improvements concerning the operation of the public alley:
  - The establishment of an alley management plan that will be implemented during the construction of the development and the operation of the development. A copy of the alley management plan is included in the Appendix. The alley management plan includes a reservation based system of loading dock usage and the installation of communication and notification devices alerting to vehicles in the alley.
  - The repaving of the portion of the alley along the frontage of the development as well as a financial contribution of up to \$200,000 towards the city's financial responsibility for improvements to the rest of the alley.
- In addition, a loading zone for passenger vehicles only is proposed along the east side of Chicago Avenue which will require the elimination of three parallel parking spaces. 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 docks. 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.
- 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 110 bicycles.
  - Parking within the building 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.
  - The parking garage will include five electrical vehicle (EV) charging stations, another ten parking spaces that will be ready/equipped for additional EV charging stations, and the rest of the parking spaces will be EV capable.
  - 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.

# 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 mixed-use development to be located at 1621-31 Chicago Avenue in Evanston, Illinois. The site is located on the east side of Chicago Avenue between Davis Street and Church Street and is currently occupied by several one-story retail buildings. As proposed, the proposed development will be a mixed-use development containing approximately 110 apartment units with 34 studios, 44 one-bedroom units, and 32 two-bedroom units, approximately 7,000 square feet of retail space, and 48 parking spaces. Access to the parking garage and the two loading docks will be via the north-south public alley that extends along the east side of the site. Given its proximity to the area public transportation and alternative modes of transportation, the development qualifies as a transit-oriented development (TOD).

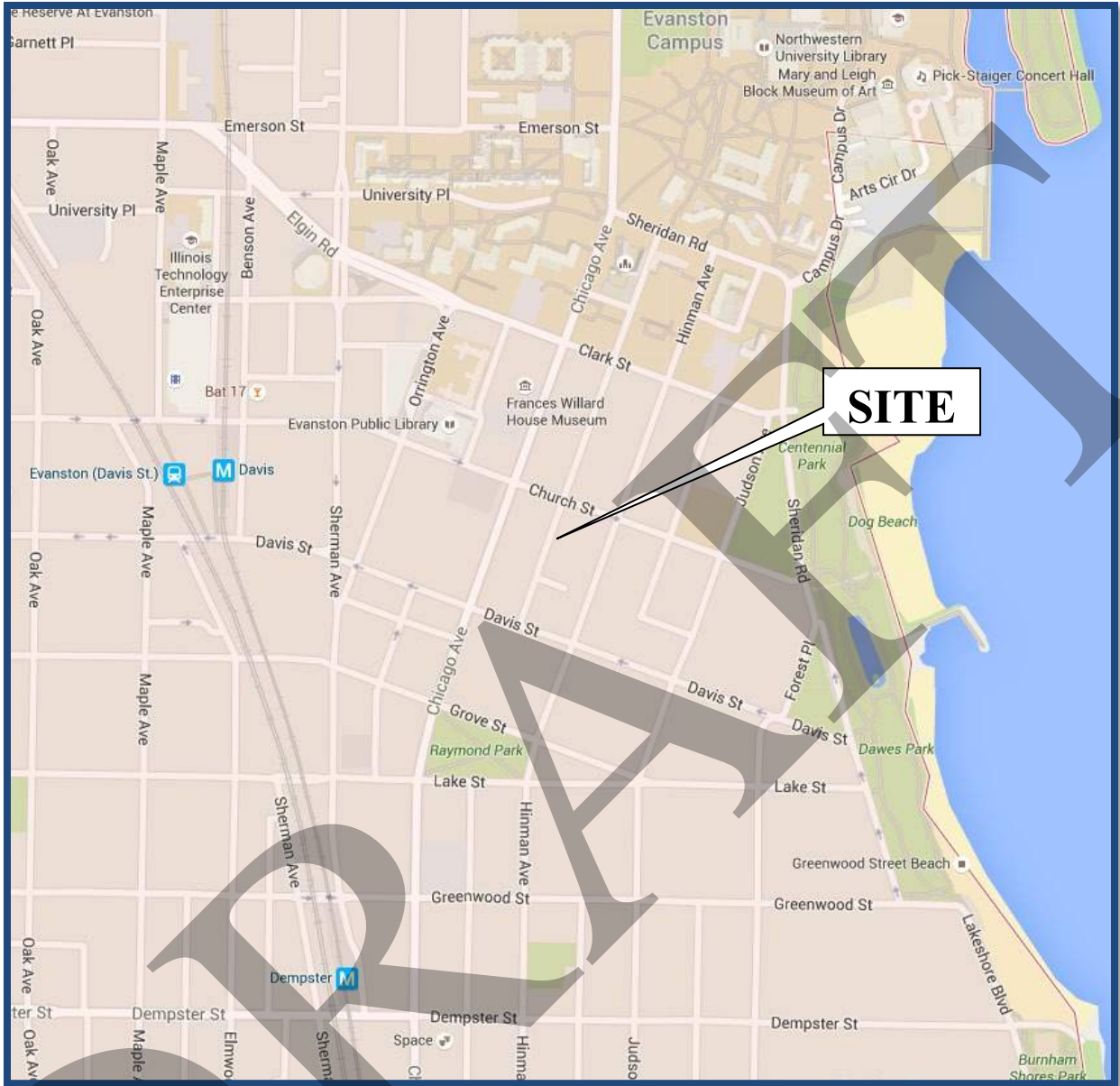
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area adjusted to reflect normal conditions.
2. Year 2030 No-Build Conditions – Analyzes the capacity of the existing roadway system using the base 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 Project 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.



Site Location

Figure 1

1621-31 Chicago Avenue  
Evanston, Illinois



Aerial View of Site

Figure 2



## 2. Existing Conditions

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

### Site Location

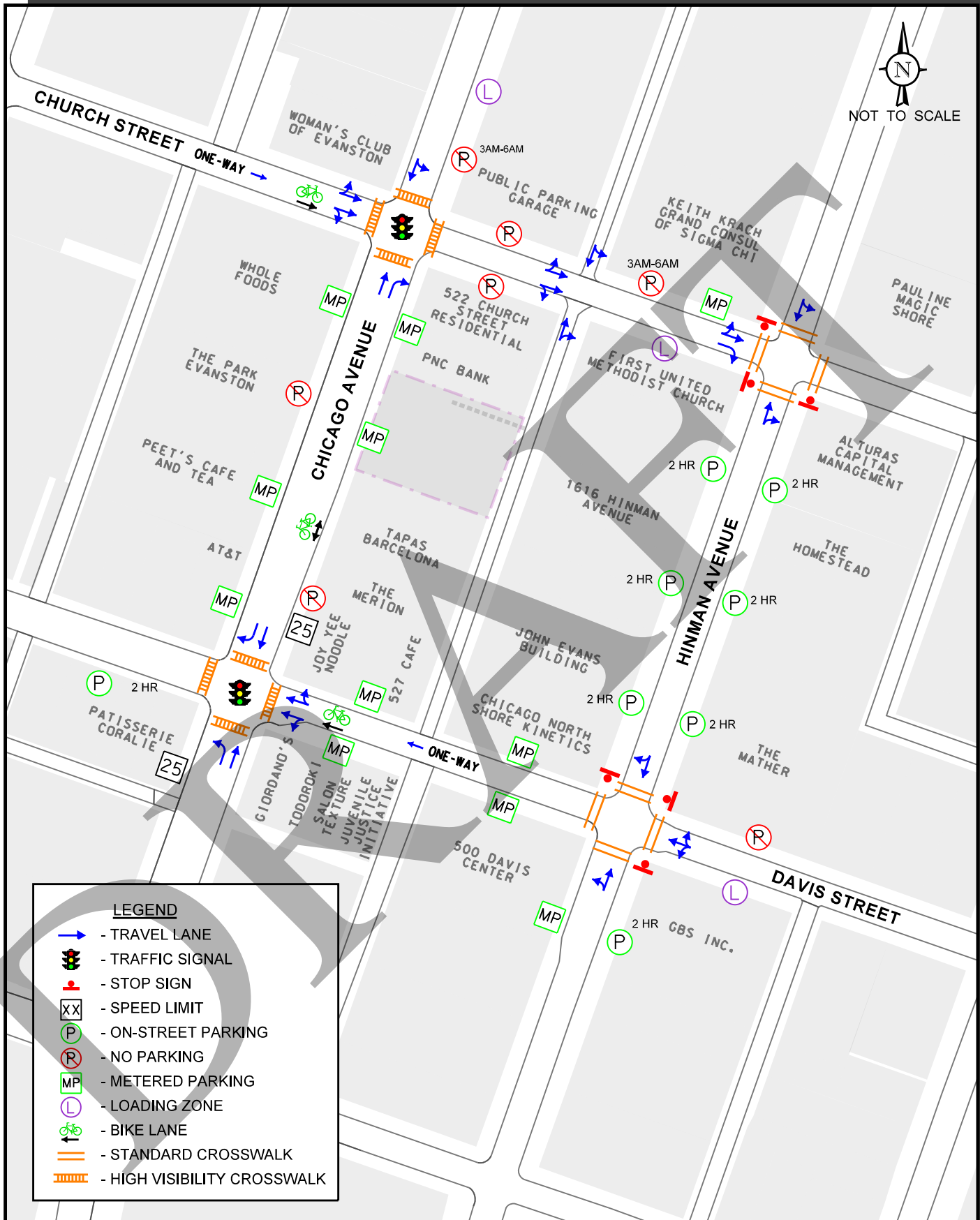
The site is bounded by Chicago Avenue on the west and the north-south alley on the east, approximately halfway between Davis Street and Church Street. Located within Evanston's central business district, the land uses surrounding the site generally consist of commercial, office, and multi-story residential developments. The site is currently occupied by several one-story retail buildings.


### 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.

*Chicago Avenue* is generally a north-south, two-way roadway. Near the site, Chicago Avenue has a single lane in each direction with a two-way, protected bike lane located on the east side of the road north of Davis Street. Parallel metered parking is generally permitted on both sides of the road between Davis Street and Church Street. At its signalized intersection with Davis Street, Chicago Avenue has an exclusive left-turn lane and a through lane on the northbound approach and a through lane and an exclusive right-turn lane on the southbound approach. Both approaches provide high-visibility, ladder style crosswalks. At its signalized intersection with Church Street, Chicago Avenue has a through lane and an exclusive right-turn lane on the northbound approach and a shared left-turn/through lane on the southbound approach. Both approaches provide high-visibility, ladder style crosswalks. Chicago Avenue has a posted speed limit of 25 miles per hour.

*Davis Street* is generally a one-way westbound roadway that has two westbound lanes with metered parallel parking generally permitted on both sides of the road and a barrier-protected bike lane for westbound travel located on the north side of the road. Between Chicago Avenue and Hinman Avenue, parallel parking is permitted on the north side of the road east of the public alley. At its signalized intersection with Chicago Avenue, the westbound approach of Davis Street has a shared left-turn/through lane and a shared through/right-turn lane on the westbound approach. Both the east and west legs of the intersection provide high-visibility, ladder style crosswalks. At its unsignalized intersection with the north-south alley, Davis Street has a shared left-turn/through lane and a shared through/right-turn lane on the westbound approach. At its all-way stop sign controlled intersection with Hinman Avenue, the westbound approach of Davis Street provides a single lane approach. Both the east and west legs of the intersection provide standard style crosswalks.



  
 NOT TO SCALE

| LEGEND  |                             |
|---|-----------------------------|
|  | - TRAVEL LANE               |
|  | - TRAFFIC SIGNAL            |
|  | - STOP SIGN                 |
|  | - SPEED LIMIT               |
|  | - ON-STREET PARKING         |
|  | - NO PARKING                |
|  | - METERED PARKING           |
|  | - LOADING ZONE              |
|  | - BIKE LANE                 |
|  | - STANDARD CROSSWALK        |
|  | - HIGH VISIBILITY CROSSWALK |

1621-31 Chicago Ave  
Evanston, Illinois

Existing Roadway Characteristics

  
 Kenig, Lindgren, O'Hara, Aboona, Inc.  
 Job No: 17-039      Figure: 3

*Church Street* is generally a one-way eastbound roadway that has two eastbound lanes with metered parallel parking generally permitted on the north side of the roadway. Church Street also has a barrier-protected bike lane for eastbound travel west of Chicago Avenue. Between Hinman Avenue and Chicago Avenue, metered parallel parking is generally permitted on the both sides of the road. At its signalized intersection with Chicago Avenue, Church Street has a shared left-turn/through lane and a shared through/right-turn lane on the eastbound approach. Both the east and west legs of the intersection provide high-visibility, ladder style crosswalks. At its unsignalized intersection with the north-south alley, Church Street has a shared left-turn/through lane and a shared through/right-turn lane on the eastbound approach. At its all-way stop sign controlled intersection with Hinman Avenue, the eastbound approach of Church Street has a shared left-turn/through lane and a separate right-turn lane. Both the east and west legs of the intersection provide standard style crosswalks.

*Hinman Avenue* is generally a north-south, two-way roadway. Near the site, Hinman Avenue has a single lane in each direction with parallel parking generally permitted on both sides of the road. At its all-way stop sign controlled intersections with Davis Street and Chicago Avenue, Hinman Avenue provides a single lane approach on both legs. Both approaches at both intersections provide standard style crosswalks.

In addition to these roadways, a two-way, 20-foot wide north-south alley is located midblock between Chicago Avenue and Hinman Avenue, which intersects both Davis Street and Church Street and extends from Sheridan Road to Grove Street. The alley has access to parking spaces for First United Methodist Church and the 1616 Hinman Avenue residential building and loading for the residential buildings on the east side of the alley and the commercial uses, including several restaurants, on the west side of the alley.

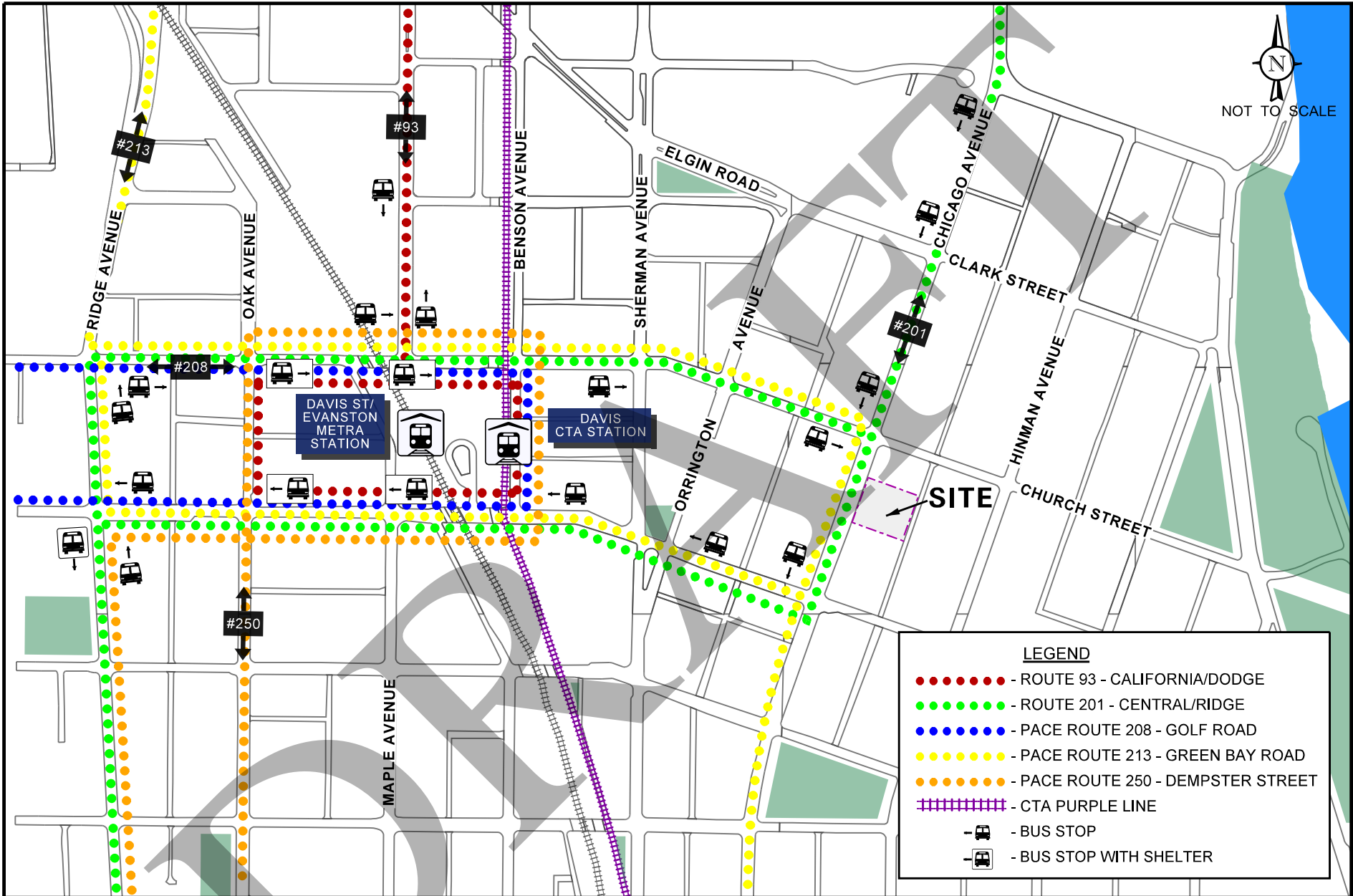
## Alternative Modes of Transportation

Accessibility to and from the Evanston central business district is enhanced by the alternative modes of transportation serving the area as summarized below and illustrated in **Figure 4**.

*Public Transportation.* The area is served by several modes of public transportation including Metra commuter rail, CTA rapid transit service, and two 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 0.3 miles or a seven- to eight-minute walk west 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 0.3 miles or a seven- to eight-minute walk west 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.



**LEGEND**

- - ROUTE 93 - CALIFORNIA/DODGE
- - ROUTE 201 - CENTRAL/RIDGE
- - PACE ROUTE 208 - GOLF ROAD
- - PACE ROUTE 213 - GREEN BAY ROAD
- - PACE ROUTE 250 - DEMPSTER STREET
- ||||| - CTA PURPLE LINE
- 🚌 - BUS STOP
- 🏠🚌 - BUS STOP WITH SHELTER

1621-31 Chicago Ave  
Evanston, Illinois

Public Transportation

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

Job No: 17-039      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 201 (Central/Ridge)* generally runs along Ridge Avenue, Sheridan Road, and Central Street between the Howard Street CTA station and Old Orchard Mall. Service is provided on weekdays and Saturdays.
- *Route 208 (Golf)* generally runs along Golf Road between the Davis Street CTA station and Woodfield Mall. Service is provided seven days a week.
- *Route 213 (Green Bay Road)* generally runs along Chicago Avenue and Green Bay Road between the Howard Street CTA station and downtown Highland Park. Service is provided on weekdays and Saturdays.

*Non-Motorized Transportation Systems.* All the roadways within the immediate area have sidewalks on both sides of the roadway. Crosswalks are generally provided on all approaches of the signalized intersections. Pedestrian signals are also provided at all signalized intersections within the study area.

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

*Mode Sharing Transportation Availability.* A Divvy bike sharing station with 14 docks is located on Chicago Avenue just north of Clark Street or approximately 0.2 miles or a five- to six-minute walk north of the site. In addition, multiple car-sharing vehicles are located within walking distance of the site with the closest vehicle located approximately 0.2 miles or a five- to six-minute walk north and west of the site.

## 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:

- Chicago Avenue with Davis Street
- Chicago Avenue with Church Street
- Hinman Avenue with Davis Street
- Hinman Avenue with Church Street
- Davis Street with the north-south alley
- Church Street with the north-south alley

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, September 16, 2021 except at the intersection of Church Street with the public alley, which was conducted in 2017. 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 5:00 P.M. to 6:00 P.M.

It should be noted that due to the Covid 19 pandemic, traffic volumes in the area generally do not reflect normal or typical conditions. As such, the 2021 traffic counts were compared to previous traffic counts conducted in the area by KLOA, Inc. in 2018. Based on the comparison of the traffic volumes, the 2021 traffic volumes were increased as follows:

- The Davis Street westbound through volumes were increased by 50 percent during the morning peak hour and 25 percent during the evening peak hour.
- The Church Street eastbound through volumes were increased by 150 percent during the morning and evening peak hours.
- The Chicago Avenue southbound through volumes were increased by 10 percent during the morning peak hour and 25 percent during the evening peak hour and the northbound through volumes were increased by 30 percent during the morning peak hour and were not increased during the evening peak hour.

In addition, updated vehicle, pedestrian, and bicycle counts were performed at all six intersections on Thursday, July 11, 2024. To provide a worst case analyses the Year 2024 updated vehicle, pedestrian, and bicycle volumes were compared to the Year 2021 base vehicle, pedestrian, and bicycle volumes, which included the increase in traffic to account for the Covid 19 pandemic, and the highest vehicle, pedestrian, and bicycle volumes for each movement and each peak hour was used at each intersection. It should be noted that the Year 2021 base traffic volumes were used for most of the movements at the various intersections which included a significant increase in the existing observed traffic volume to account for Covid 19. As such, the existing traffic volumes are likely higher than what is currently experienced at the various intersections. Copies of the traffic counts are included in the Appendix.

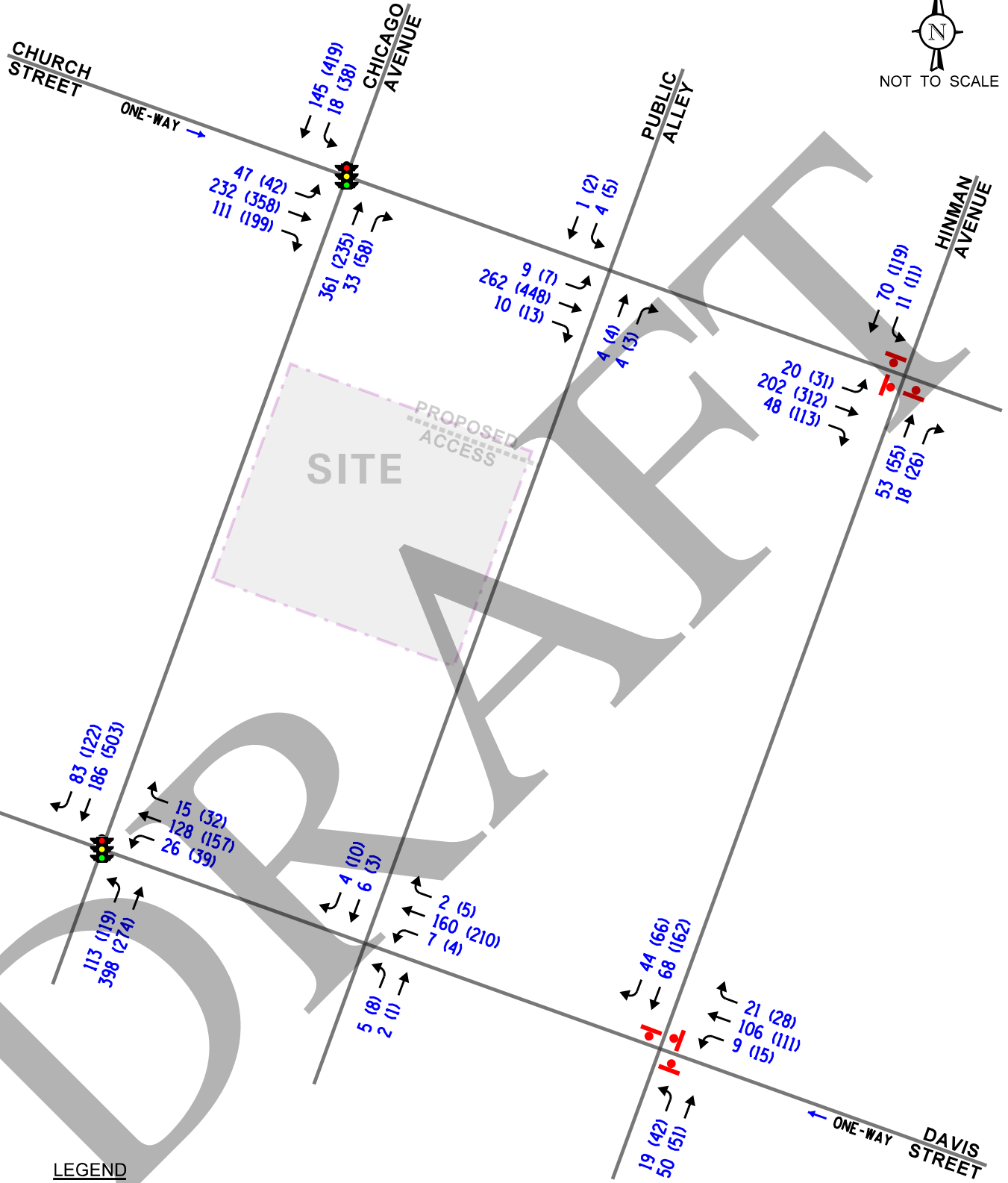
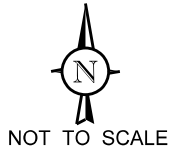
**Figures 5 and 6** illustrate the existing vehicle, pedestrian, and bicycle peak hour volumes.

### Crash Data Summary

KLOA, Inc. obtained crash data from IDOT<sup>1</sup> for the most recent past five years available (2019 to 2023) for the existing public roadway intersections included in the study area. **Tables 1 and 2** summarize the crash data for the intersections of Chicago Avenue/Church Street and Chicago Avenue/Davis Street. The intersection of Hinman Avenue/Church Street had one reported crash in 2023 and the Hinman Avenue/Davis Street has no report crashes. A review of the crash data showed that no fatalities occurred at the intersections during the review period.

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<sup>1</sup> 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).

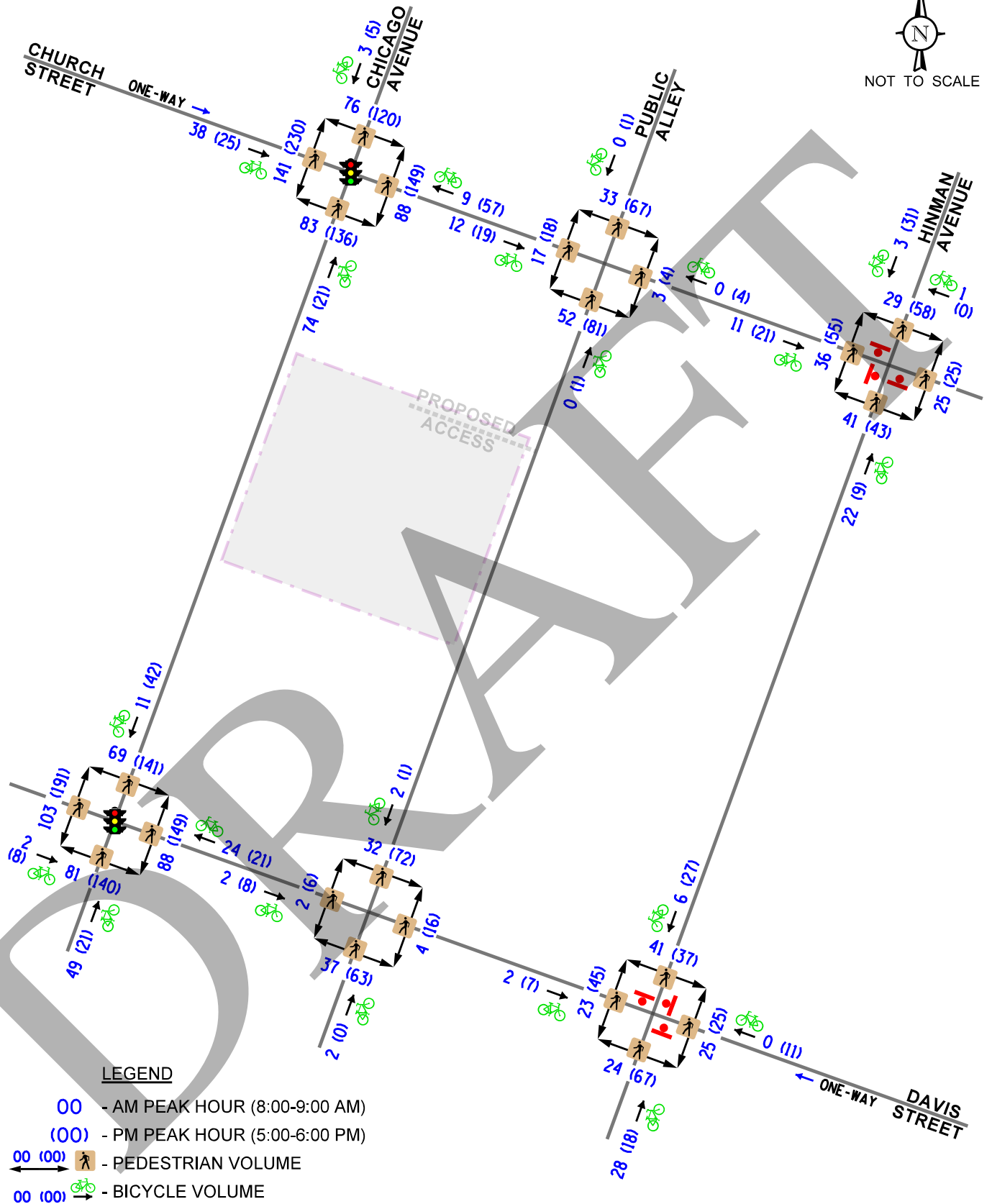
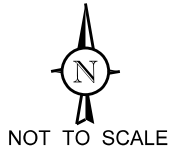


1621-31 Chicago Ave  
Evanston, Illinois

Existing Traffic Volumes



Job No: 17-039 Figure: 5



1621-31 Chicago Ave  
Evanston, Illinois

Existing Pedestrian and Bicycle  
Traffic Volumes



Job No: 17-039

Figure: 6



Table 1  
CHICAGO AVENUE WITH CHURCH STREET – CRASH SUMMARY

| Year           | Type of Crash Frequency |          |          |                |                |                |                |            |
|----------------|-------------------------|----------|----------|----------------|----------------|----------------|----------------|------------|
|                | Angle                   | Head On  | Object   | Rear End       | Sideswipe      | Turning        | Other          | Total      |
| 2019           | 0                       | 0        | 0        | 0              | 0              | 2              | 1              | 3          |
| 2020           | 0                       | 0        | 0        | 0              | 0              | 0              | 0              | 0          |
| 2021           | 0                       | 0        | 0        | 0              | 0              | 0              | 2              | 2          |
| 2022           | 0                       | 0        | 0        | 1              | 2              | 0              | 0              | 3          |
| 2023           | <u>0</u>                | <u>0</u> | <u>0</u> | <u>1</u>       | <u>0</u>       | <u>1</u>       | <u>0</u>       | <u>2</u>   |
| <b>Total</b>   | <b>0</b>                | <b>0</b> | <b>0</b> | <b>2</b>       | <b>2</b>       | <b>3</b>       | <b>3</b>       | <b>10</b>  |
| <b>Average</b> | <b>0</b>                | <b>0</b> | <b>0</b> | <b>&lt;1.0</b> | <b>&lt;1.0</b> | <b>&lt;1.0</b> | <b>&lt;1.0</b> | <b>2.0</b> |

Table 2  
CHICAGO AVENUE WITH DAVIS STREET – CRASH SUMMARY

| Year           | Type of Crash Frequency |                |          |                |           |          |                |            |
|----------------|-------------------------|----------------|----------|----------------|-----------|----------|----------------|------------|
|                | Angle                   | Head On        | Object   | Rear End       | Sideswipe | Turning  | Other          | Total      |
| 2019           | 0                       | 0              | 0        | 1              | 0         | 0        | 0              | 1          |
| 2020           | 0                       | 1              | 0        | 1              | 0         | 0        | 0              | 2          |
| 2021           | 0                       | 0              | 0        | 0              | 0         | 0        | 0              | 0          |
| 2022           | 0                       | 0              | 0        | 0              | 0         | 0        | 1              | 1          |
| 2023           | <u>0</u>                | <u>0</u>       | <u>0</u> | <u>1</u>       | <u>0</u>  | <u>0</u> | <u>0</u>       | <u>1</u>   |
| <b>Total</b>   | <b>0</b>                | <b>1</b>       | <b>0</b> | <b>3</b>       | <b>0</b>  | <b>0</b> | <b>1</b>       | <b>5</b>   |
| <b>Average</b> | <b>0</b>                | <b>&lt;1.0</b> | <b>0</b> | <b>&lt;1.0</b> | <b>0</b>  | <b>0</b> | <b>&lt;1.0</b> | <b>1.0</b> |

### 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 Development Plan

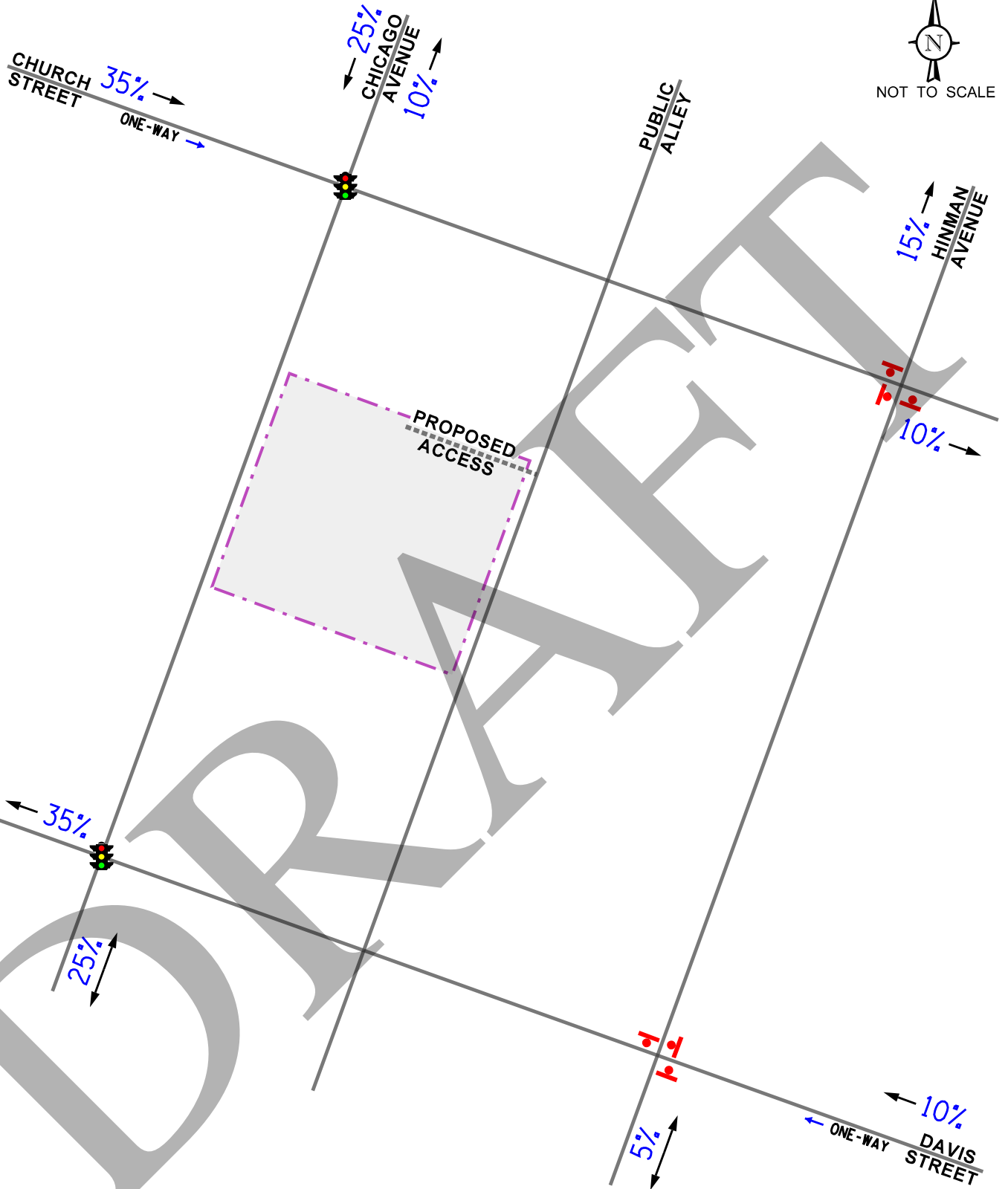
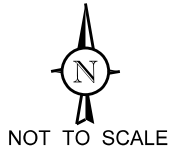
As proposed, the development will be a mixed-use development containing 110 apartment units with 34 studios, 44 one-bedroom units, and 32 two-bedroom units, approximately 7,000 square feet of retail space, and 48 parking spaces. Access to the parking garage and the two loading docks will be provided via the north-south public alley that extends along the east side of the site. The access drive to the parking garage will be located on the north side of the site and the two loading docks will be located on the south side of the site. The access drive will provide one inbound lane and one outbound lane. Vehicles to the parking garage and trucks to the loading docks will be able to access the alley from either Church Street or Davis Street, which will help to distribute the traffic along the roadway system. Further, passenger vehicles and single unit trucks will be able to enter/exit the parking garage and the loading docks in one maneuver.

In addition, a loading zone for passenger vehicles only is proposed along the east side Chicago Avenue which will require the elimination of three parallel parking spaces. 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 docks. All pedestrian access to the residential and commercial portions of the development will be provided via Chicago Avenue.

A copy of the site plan is located in the Appendix

#### Directional Distribution

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



**LEGEND**

00% - PERCENT DISTRIBUTION

1621-31 Chicago Ave  
Evanston, Illinois

Directional Distribution



Job No: 17-039

Figure: 7

## Development Traffic Generation

The number of peak hour vehicle trips estimated to be generated by the proposed development was based on Multifamily Housing (Land-Use Code 220) and Strip Center Plaza (Land-Use Code 822) vehicle trip generation rates contained in the *Trip Generation Manual*, 11<sup>th</sup> 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 3** 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 and the census data used are included in the Appendix.

Table 3  
DEVELOPMENT-GENERATED TRAFFIC VOLUMES

| Land Use/Size                      | Weekday Morning Peak Hour |           |           | Weekday Evening Peak Hour |           |            |
|------------------------------------|---------------------------|-----------|-----------|---------------------------|-----------|------------|
|                                    | In                        | Out       | Total     | In                        | Out       | Total      |
| <b>Gross Trips</b>                 |                           |           |           |                           |           |            |
| Apartments – 110 units             | 14                        | 43        | 57        | 43                        | 25        | 68         |
| Retail – 7,000 s.f.                | 14                        | 9         | 23        | 30                        | 30        | 60         |
| <b>Total Gross Trips:</b>          | <b>28</b>                 | <b>52</b> | <b>80</b> | <b>73</b>                 | <b>55</b> | <b>128</b> |
| <b>Vehicle Trips</b>               |                           |           |           |                           |           |            |
| Vehicle Trips (50 Percent):        | 14                        | 26        | 40        | 36                        | 28        | 64         |
| Ride-share, taxi, etc. (5 Percent) | 4                         | 4         | 8         | 6                         | 6         | 12         |
| <b>Total Vehicle Trips</b>         | <b>18</b>                 | <b>30</b> | <b>48</b> | <b>42</b>                 | <b>34</b> | <b>76</b>  |

It is important to note that the site contains 15,000 square feet of commercial space, including several popular restaurants that were generating traffic. **Table 4** shows the estimated traffic to be generated by the proposed development and the estimated traffic generated by the existing uses. From the table, it can be seen that the increase in traffic from the proposed development over existing conditions will be limited.

Table 4  
NET INCREASE IN SITE-GENERATED TRAFFIC

| Land Use/Size                  | Weekday Morning Peak Hour |           |           | Weekday Evening Peak Hour |          |           |
|--------------------------------|---------------------------|-----------|-----------|---------------------------|----------|-----------|
|                                | In                        | Out       | Total     | In                        | Out      | Total     |
| Proposed Development           | 18                        | 30        | 48        | 42                        | 34       | 76        |
| Existing Commercial Space      | 12                        | 7         | 19        | 26                        | 26       | 52        |
| <b>Net Increase in Traffic</b> | <b>6</b>                  | <b>23</b> | <b>29</b> | <b>16</b>                 | <b>8</b> | <b>24</b> |

Note: The traffic generated by the existing commercial space was based on rates provided in the ITE *Trip Generation Manual*, 11<sup>th</sup> Edition and reduced by 50 percent to account for alternative modes of transportation.

## 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 roadway system in accordance with the previously described directional distribution (Figure 7) and are illustrated in **Figure 8**. It should be noted that the parking for the development is for the residents only. As such, the traffic to be generated by the commercial portion of the development will park on-street or in one of the are public parking facilities. In addition, the taxi and ride-share trips were assigned to the front of the building along Chicago Avenue.

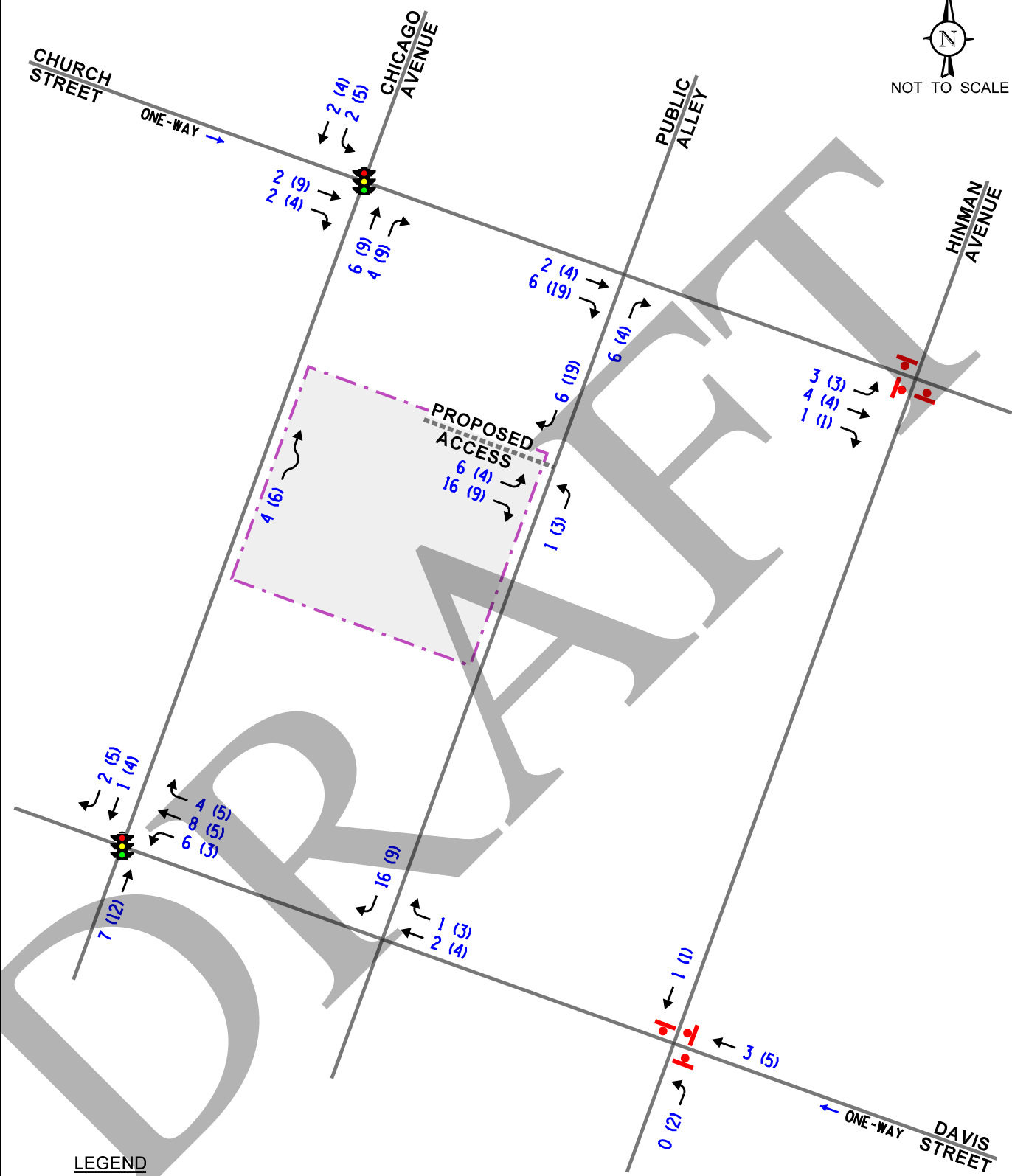
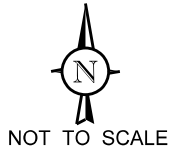
### Other Area Growth

The 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 ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes in the study area increased by a compounded growth rate of 0.27 percent per year for six years for a total of 1.6 percent. A copy of the CMAP 2050 projections letter is included in the Appendix.

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

- An office development approved to be located at 605 Davis Street that is to contain approximately 200,000 square feet of office space.
- An office development approved to be located at 710 Clark Street that is to contain 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.
- A residential development proposed to be located at 1012-1034 Chicago Avenue that is to contain 116 units and approximately 5,000 square feet of ground floor retail space.
- The redevelopment of the Varsity Theater located at 1706 Sherman Avenue that is to contain 35 units and approximately 10,000 square feet of ground floor retail space.

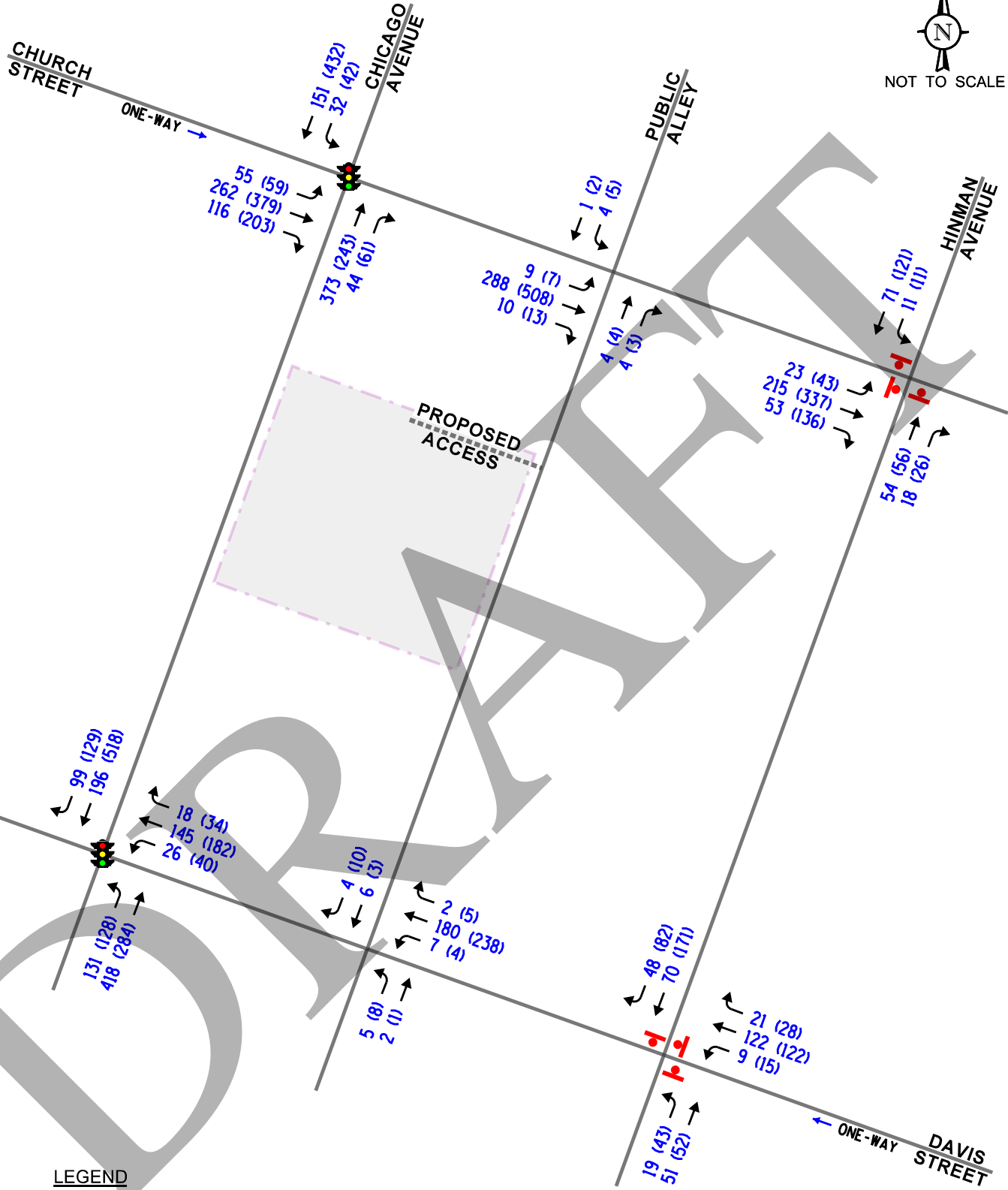
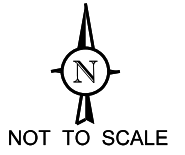
**Figure 9** illustrates the Year 2030 no-build traffic volumes.



1621-31 Chicago Ave  
Evanston, Illinois

Site-Generated Traffic Volumes

Job No: 17-039 Figure: 8



1621-31 Chicago Ave  
Evanston, Illinois

Year 2030 No-Build Traffic Volumes

Job No: 17-039 Figure: 9



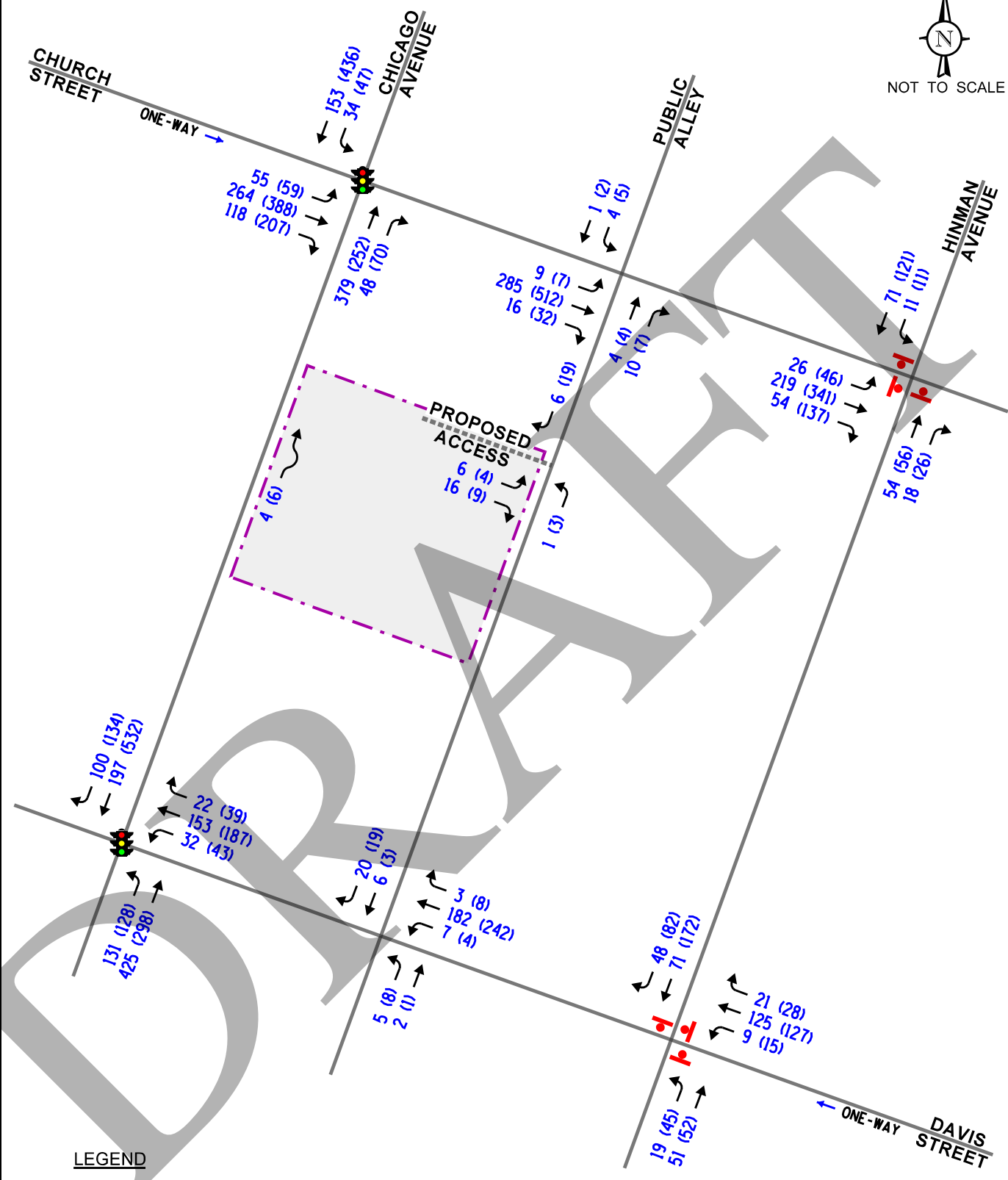
## Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2030 total projected traffic volumes, shown in **Figure 10**. To provide a conservative (worst-case) analysis, no reductions were assumed for the traffic currently generated by the commercial space located on the site.

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NOT TO SCALE



1621-31 Chicago Ave  
Evanston, Illinois

Year 2030 Total Projected Traffic Volumes



Job No: 17-039 Figure: 10

## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, no-build (Year 2030), and future projected (Year 2030) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using Synchro/SimTraffic computer software. The analyses for signalized intersections were done using actual 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 existing, Year 2030 no-build, and Year 2030 total projected conditions for the study area intersections are presented in **Tables 5** through **11**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5  
 CAPACITY ANALYSIS RESULTS  
 CHICAGO AVENUE WITH DAVIS STREET – SIGNALIZED

| Intersection  | Weekday Morning Peak Hour |       | Weekday Evening Peak Hour |       |
|---|---------------------------|-------|---------------------------|-------|
|   | LOS                       | Delay | LOS                       | Delay |
| <b>Existing Conditions</b>                              |                           |       |                           |       |
| • Overall   | C                         | 20.7  | C                         | 27.0  |
| • Northbound Through                                    | B                         | 19.4  | B                         | 15.9  |
| • Northbound Left                                       | B                         | 16.5  | C                         | 25.7  |
| • Southbound Through                                    | B                         | 18.1  | C                         | 31.7  |
| • Southbound Right                                      | B                         | 17.2  | C                         | 21.5  |
| • Westbound Approach                                    | C                         | 31.1  | C                         | 33.6  |
| <b>Year 2030 No-Build Conditions</b>                    |                           |       |                           |       |
| • Overall   | C                         | 20.9  | C                         | 28.0  |
| • Northbound Through                                    | B                         | 19.5  | B                         | 16.0  |
| • Northbound Left                                       | B                         | 16.9  | C                         | 28.3  |
| • Southbound Through                                    | B                         | 17.8  | C                         | 32.9  |
| • Southbound Right                                      | B                         | 17.2  | C                         | 22.2  |
| • Westbound Approach                                    | C                         | 31.8  | C                         | 34.3  |
| <b>Year 2030 Total Conditions</b>                       |                           |       |                           |       |
| • Overall   | C                         | 21.2  | C                         | 28.7  |
| • Northbound Through                                    | B                         | 19.6  | B                         | 16.0  |
| • Northbound Left                                       | B                         | 16.9  | C                         | 29.4  |
| • Southbound Through                                    | B                         | 17.8  | C                         | 34.3  |
| • Southbound Right                                      | B                         | 17.1  | C                         | 22.7  |
| • Westbound Approach                                    | C                         | 32.2  | C                         | 34.5  |
| LOS = Level of Service<br>Delay is measured in seconds. |                           |       |                           |       |

Table 6  
 CAPACITY ANALYSIS RESULTS  
 CHICAGO AVENUE WITH CHURCH STREET – SIGNALIZED

| Intersection  | Weekday Morning Peak Hour |       | Weekday Evening Peak Hour |       |
|---|---------------------------|-------|---------------------------|-------|
|   | LOS                       | Delay | LOS                       | Delay |
| <b>Existing Conditions</b>                              |                           |       |                           |       |
| • Overall   | B                         | 18.2  | C                         | 24.2  |
| • Northbound Through                                    | A                         | 5.1   | A                         | 4.6   |
| • Northbound Right                                      | B                         | 15.0  | C                         | 20.1  |
| • Southbound Approach                                   | A                         | 9.5   | B                         | 13.4  |
| • Eastbound Approach                                    | C                         | 34.1  | D                         | 40.4  |
| <b>Year 2030 No-Build Conditions</b>                    |                           |       |                           |       |
| • Overall   | B                         | 19.8  | C                         | 26.6  |
| • Northbound Through                                    | A                         | 5.6   | A                         | 4.9   |
| • Northbound Right                                      | B                         | 17.6  | C                         | 20.4  |
| • Southbound Approach                                   | A                         | 10.0  | B                         | 13.9  |
| • Eastbound Approach                                    | D                         | 36.4  | D                         | 44.8  |
| <b>Year 2030 Total Conditions</b>                       |                           |       |                           |       |
| • Overall   | B                         | 19.9  | C                         | 27.2  |
| • Northbound Through                                    | A                         | 5.7   | A                         | 5.1   |
| • Northbound Right                                      | B                         | 18.0  | C                         | 21.2  |
| • Southbound Approach                                   | B                         | 10.1  | B                         | 14.2  |
| • Eastbound Approach                                    | D                         | 36.5  | D                         | 46.0  |
| LOS = Level of Service<br>Delay is measured in seconds. |                           |       |                           |       |

Table 7  
 CAPACITY ANALYSIS RESULTS  
 DAVIS STREET WITH HINMAN AVENUE – UNSIGNALIZED

| Intersection  | Weekday Morning Peak Hour |       | Weekday Evening Peak Hour |       |
|---|---------------------------|-------|---------------------------|-------|
|   | LOS                       | Delay | LOS                       | Delay |
| <b>Existing Conditions</b>                              |                           |       |                           |       |
| • Overall   | A                         | 8.1   | A                         | 8.8   |
| • Westbound Approach                                    | A                         | 8.3   | A                         | 8.6   |
| • Northbound Approach                                   | A                         | 8.0   | A                         | 8.4   |
| • Southbound Approach                                   | A                         | 8.0   | A                         | 9.1   |
| <b>Year 2030 No-Build Conditions</b>                    |                           |       |                           |       |
| • Overall   | A                         | 8.2   | A                         | 9.0   |
| • Westbound Approach                                    | A                         | 8.4   | A                         | 8.8   |
| • Northbound Approach                                   | A                         | 8.0   | A                         | 8.5   |
| • Southbound Approach                                   | A                         | 8.1   | A                         | 9.4   |
| <b>Year 2030 Total Conditions</b>                       |                           |       |                           |       |
| • Overall   | A                         | 8.2   | A                         | 9.1   |
| • Westbound Approach                                    | A                         | 8.4   | A                         | 8.8   |
| • Northbound Approach                                   | A                         | 8.0   | A                         | 8.6   |
| • Southbound Approach                                   | A                         | 8.1   | A                         | 9.5   |
| LOS = Level of Service<br>Delay is measured in seconds. |                           |       |                           |       |

Table 8  
 CAPACITY ANALYSIS RESULTS  
 CHURCH STREET WITH HINMAN AVENUE – UNSIGNALIZED

| Intersection  | Weekday Morning Peak Hour |       | Weekday Evening Peak Hour |       |
|---|---------------------------|-------|---------------------------|-------|
|   | LOS                       | Delay | LOS                       | Delay |
| <b>Existing Conditions</b>                              |                           |       |                           |       |
| • Overall   | A                         | 8.6   | A                         | 9.8   |
| • Eastbound Approach                                    | A                         | 8.8   | B                         | 10.2  |
| • Northbound Approach                                   | A                         | 8.0   | A                         | 8.7   |
| • Southbound Approach                                   | A                         | 8.3   | A                         | 9.3   |
| <b>Year 2030 No-Build Conditions</b>                    |                           |       |                           |       |
| • Overall   | A                         | 8.7   | B                         | 10.4  |
| • Eastbound Approach                                    | A                         | 8.9   | B                         | 10.8  |
| • Northbound Approach                                   | A                         | 8.1   | A                         | 8.9   |
| • Southbound Approach                                   | A                         | 8.4   | A                         | 9.6   |
| <b>Year 2030 Total Conditions</b>                       |                           |       |                           |       |
| • Overall   | A                         | 8.7   | B                         | 10.4  |
| • Eastbound Approach                                    | A                         | 8.9   | B                         | 10.9  |
| • Northbound Approach                                   | A                         | 8.1   | A                         | 8.9   |
| • Southbound Approach                                   | A                         | 8.4   | A                         | 9.6   |
| LOS = Level of Service<br>Delay is measured in seconds. |                           |       |                           |       |

Table 9  
 CAPACITY ANALYSIS RESULTS  
 DAVIS STREET WITH ALLEY – UNSIGNALIZED

| Intersection  | Weekday Morning Peak Hour |       | Weekday Evening Peak Hour |       |
|---|---------------------------|-------|---------------------------|-------|
|   | LOS                       | Delay | LOS                       | Delay |
| <b>Existing Conditions</b>                              |                           |       |                           |       |
| • Northbound Approach                                   | B                         | 11.0  | B                         | 10.2  |
| • Westbound Left  | A                         | 7.6   | A                         | 7.4   |
| • Southbound Approach                                   | B                         | 10.3  | A                         | 9.8   |
| <b>Year 2030 No-Build Conditions</b>                    |                           |       |                           |       |
| • Northbound Approach                                   | B                         | 11.2  | B                         | 10.5  |
| • Westbound Left  | A                         | 7.6   | A                         | 7.4   |
| • Southbound Approach                                   | B                         | 10.5  | A                         | 10.0  |
| <b>Year 2030 Total Conditions</b>                       |                           |       |                           |       |
| • Northbound Approach                                   | B                         | 11.4  | B                         | 10.5  |
| • Westbound Left  | A                         | 7.6   | A                         | 7.4   |
| • Southbound Approach                                   | A                         | 10.0  | A                         | 9.8   |
| LOS = Level of Service<br>Delay is measured in seconds. |                           |       |                           |       |



Table 10  
 CAPACITY ANALYSIS RESULTS  
 CHURCH STREET WITH ALLEY – UNSIGNALIZED

| Intersection  | Weekday Morning Peak Hour |       | Weekday Evening Peak Hour |       |
|---|---------------------------|-------|---------------------------|-------|
|   | LOS                       | Delay | LOS                       | Delay |
| <b>Existing Conditions</b>                              |                           |       |                           |       |
| • Northbound Approach                                   | B                         | 10.6  | B                         | 12.4  |
| • Eastbound Left  | A                         | 7.4   | A                         | 7.3   |
| • Southbound Approach                                   | B                         | 10.5  | B                         | 11.8  |
| <b>Year 2030 No-Build Conditions</b>                    |                           |       |                           |       |
| • Northbound Approach                                   | B                         | 10.8  | B                         | 13.1  |
| • Eastbound Left  | A                         | 7.4   | A                         | 7.3   |
| • Southbound Approach                                   | B                         | 10.6  | B                         | 12.4  |
| <b>Year 2030 Total Conditions</b>                       |                           |       |                           |       |
| • Northbound Approach                                   | B                         | 10.3  | B                         | 12.4  |
| • Eastbound Left  | A                         | 7.4   | A                         | 7.3   |
| • Southbound Approach                                   | B                         | 10.7  | B                         | 12.5  |
| LOS = Level of Service<br>Delay is measured in seconds. |                           |       |                           |       |

Table 11  
 CAPACITY ANALYSIS RESULTS  
 PROPOSED ACCESS WITH ALLEY – UNSIGNALIZED

| Intersection  | Weekday Morning Peak Hour |       | Weekday Evening Peak Hour |       |
|---|---------------------------|-------|---------------------------|-------|
|   | LOS                       | Delay | LOS                       | Delay |
| <b>Year 2030 Total Conditions</b>                       |                           |       |                           |       |
| • Eastbound Approach                                    | A                         | 8.5   | A                         | 8.5   |
| • Northbound Left                                       | A                         | 7.2   | A                         | 7.3   |
| LOS = Level of Service<br>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.

### *Chicago Avenue with Davis Street*

The results of the capacity analysis indicate that this signalized intersection currently operates at an overall Level of Service (LOS) B during the weekday morning and weekday evening peak hours. Assuming Year 2030 no-build traffic volumes, this intersection is projected to continue operating at an overall LOS B during the morning peak hour and on the threshold between LOS B/C during the evening peak hour. Assuming Year 2030 total traffic volumes, this intersection is projected to continue operating at an overall LOS B during the morning peak hour and on the threshold between LOS B/C during the evening peak hour with limited increases in delay over existing conditions. In addition, all the intersection approaches and movements are projected to continue to operate at LOS C or better during both peak hours. Some queueing currently occurs along Chicago Avenue during the peak periods, particularly in the northbound direction. However, the queue typically clears the intersection in one traffic signal cycle. As such, the intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development.

### *Chicago Avenue with Church Street*

The results of the capacity analysis indicate that this signalized intersection currently operates at an overall LOS B during the morning peak hour and LOS C during the weekday evening peak hours. Assuming Year 2030 no-build traffic volumes, this intersection is projected to continue operating at an overall LOS B during the morning peak hour and LOS C. Assuming Year 2030 total traffic volumes, this intersection is projected to continue operating at an overall LOS B during the morning peak hour and LOS C with limited increase in delays. Additionally, all the intersection approaches and movements are projected to continue to operate at LOS D or better during the peak hours. Some queueing currently occurs along Chicago Avenue and Church Street during the peak periods. However, the queues typically clear within one traffic signal cycle. As such, the intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development.

### *Hinman Avenue with Davis Street*

The results of the capacity analysis indicate that this all-way stop sign controlled intersection currently operates at an overall LOS A during the weekday morning and weekday evening peak hours. Assuming Year 2030 no-build and total traffic volumes, this intersection is projected to continue operating at an overall LOS A with limited increase in delays during the weekday morning and weekday evening peak hours. Additionally, all the intersection approaches are projected to continue to operate at LOS A during the peak hours. As such, the intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development.

### *Hinman Avenue with Church Street*

The results of the capacity analysis indicate that this all-way stop sign controlled intersection currently operates at an overall LOS A during the weekday morning and weekday evening peak hours. Assuming Year 2030 no-build and total traffic volumes, this intersection is projected to continue operating at an overall LOS A during the weekday morning peak hour and on the threshold between LOS A/B during the weekday evening peak hour with limited increase in delays. Additionally, all the intersection approaches are projected to continue to operate at LOS B or better during the peak hours. As such, the intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development.

### *Davis Street with the North-South Alley*

The results of the capacity analysis indicate that the northbound and southbound approaches at this intersection currently operate at LOS B during both peak hours and are projected to continue operating at existing levels of service with limited increases in delay under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development.

### *Church Street with the North-South Alley*

The results of the capacity analysis indicate that the northbound and southbound approaches at this intersection currently operate at LOS B during both peak hours and are projected to continue operating at existing levels of service with limited increases in delay under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development.

## **Operation of the Public Alley**

As discussed previously, access to the parking garage and the two loading docks will be provided via the north-south public alley that extends along the east side of the site. Passenger vehicles and single unit trucks will be able to enter/exit the parking garage and the loading docks in one maneuver. The north dock will be able to accommodate a 30-foot single unit truck and the south loading dock will be able to accommodate a 22.6-foot single-unit truck (see Auto-Turn exhibits provided in the Appendix). It is important to note that the City of Evanston prefers that garage access and deliveries/waste collection be provided via public alleys in the downtown area to minimize the impact on the flow of vehicles, pedestrians, and bicyclists traversing the public roads and sidewalks. Further, given the two-way bike lane along Chicago Avenue, the City of Evanston will not permit access to the parking garage via Chicago Avenue.

Given the current operation of the public alley, the characteristics of the proposed development, and the improvements proposed as part of the development, the proposed development will have a limited, if not a positive, impact on the public alley:

- The commercial deliveries/waste collection generated by the site will be reduced as the proposed development will significantly reduce the square footage and number of commercial spaces and commercial users compared to existing conditions which include seven (7) separate commercial spaces and potential users.

- The proposed development will include two loading docks for deliveries and waste collection, which is a significant improvement over existing conditions as the current site does not provide any loading docks. Deliveries and waste collection to the existing site currently occur in the public alley.
- All waste containers for the proposed development will be stored within the proposed development, eliminating many of the waste containers currently stored in the public alley.
- As part of the development, the developer has committed to the following improvements concerning the operation of the public alley:
  - The establishment of an alley management plan that will be implemented during the construction of the development and the operation of the development. A copy of the alley management plan is included in the Appendix. The alley management plan includes a reservation based system of loading dock usage and the installation of communication and notification devices alerting to vehicles in the alley.
  - The repaving of the portion of the alley along the frontage of the development as well as a financial contribution of up to \$200,000 towards the city's financial responsibility for improvements to the rest of the alley.
- The impact of the development will further be reduced given that the public alley provides two-way traffic flow and provides inbound and outbound access to both Davis Street and Church Street, which better distributes the traffic along the public alley. In addition, the two-way traffic flow provides greater access flexibility for users of the public alley as they can access the alley via two different roads.
- The impact of the development will further be reduced given that the public alley currently carries a low volume of traffic which is similar to other two-way, public alleys in the City of Evanston. Further, the intersections of the public alley/Davis Street and the public alley/Church Street have sufficient reserve capacity to accommodate the limited additional traffic to be generated by the development.

### Operation of Chicago Avenue Loading Zone

A loading zone for passenger vehicles only is proposed along the east side of Chicago Avenue which will require the elimination of three parallel parking spaces<sup>2</sup>. 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 docks. 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 at 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.

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<sup>2</sup> This proposal was arrived at based upon communications and suggestions made by the staff of public works.

## Transportation Sustainability Recommendations

The following summarizes suggested 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 110 bicycles.
- Parking within the building 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.
- The parking garage will include five electrical vehicle (EV) charging stations, another ten parking spaces that will be ready/equipped for additional EV charging stations, and the rest of the parking spaces will be EV capable.
- 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.

## Parking Analysis

As indicated previously, the development is to consist of 110 units with approximately 71 percent of the units to consist of studios (34) units and one-bedroom (44) units with approximately 29 percent of the units to consist of two-bedroom (32) units. Further, 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). With a total of 48 parking spaces, which will be reserved for residents, the development is to have a parking ratio of 0.436 parking spaces per unit. Based on the City of Evanston zoning ordinance, the development is required to provide a total of 91 parking spaces. However, the peak parking demand of the development is projected to be considerably lower than the City's parking requirements based on 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 demand 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 majority of the units within the development will be studio and one-bedroom units with some two-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.
- Eight of the units within the development will be reserved as affordable units. The vehicle ownership of affordable units is typically lower than vehicle ownership for market rate units.
- Similar to the other apartment buildings in the area, parking for visitors will be accommodated via on-street parking or the City of Evanston Church Street parking garage which is located less than 0.1 mile or a two- to three-minute walk north of the site.
- 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

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to assess the impact of the mixed-use development at 1621-31 Chicago Avenue in Evanston, Illinois. As proposed, the development will be a mixed-use development containing 110 apartment units, approximately 7,000 square feet of retail space, and 48 parking spaces. Based on the preceding analyses and recommendations, the following conclusions were made:

- 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 location of the site within the central business district and its proximity to alternative modes of transportation, the number of 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. Further, the development is proposing a total of approximately 7,000 square feet of new commercial space which will replace the approximately 15,000 square feet of commercial space. As such, the net increase in new traffic and parking to the area will be reduced.
- Access to the parking garage and the two loading docks will be via the north-south public alley that extends along the east side of the site. The access drive to the parking garage will be located on the north side of the site and the two loading docks will be located on the south side of the site. The access drive will provide one inbound lane and one outbound lane. Vehicles to the parking garage and trucks to the loading docks will be able to access the alley from either Church Street or Davis Street, which will help to distribute the traffic along the roadway system.
- The following measure and improvements are proposed as part of the development to enhance the operation of the public alley and to reduce the impact of the proposed development:
  - The commercial deliveries/waste collection generated by the site will be reduced, as the proposed development will significantly reduce the square footage and amount of commercial spaces and commercial users compared to existing conditions, which include seven (7) separate commercial spaces and potential users.
  - The proposed development will include two loading docks for deliveries and waste collection, which is a significant improvement over existing conditions as the current site does not provide any loading docks. Deliveries and waste collection to the existing site currently occur in the public alley.

- All waste containers for the proposed development will be stored within the proposed development, eliminating many of the waste containers currently stored in the public alley.
- As part of the development, the developer has committed to the following improvements concerning the operation of the public alley:
  - The establishment of an alley management plan that will be implemented during the construction of the development and the operation of the development. A copy of the alley management plan is included in the Appendix. The alley management plan includes a reservation based system of loading dock usage and the installation of communication and notification devices alerting to vehicles in the alley.
  - The repaving of the portion of the alley along the frontage of the development as well as a financial contribution of up to \$200,000 towards the city's financial responsibility for improvements to the rest of the alley.
- In addition, a loading zone for passenger vehicles only is proposed along the east side of Chicago Avenue which will require the elimination of three parallel parking spaces. 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 docks. 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.
- 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 110 bicycles.
  - Parking within the building 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.
  - The parking garage will include five electrical vehicle (EV) charging stations, another ten parking spaces that will be ready/equipped for additional EV charging stations, and the rest of the parking spaces will be EV capable.
  - 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.



# Appendix

Traffic Count Summary Sheets

Preliminary Site Plan

ITE Trip Generation Sheets and Census Data

CMAP Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Passenger Vehicle and Truck Maneuvering Exhibits

Alley Management Plan

DRAFT

Traffic Count Summary Sheets



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Count Name: Church St with Chicago Ave  
Site Code:  
Start Date: 09/16/2021  
Page No: 1

### Turning Movement Data

| Start Time           | Church St Eastbound |      |      |       |      |            | Church St Westbound |      |      |       |            | Chicago Ave Northbound |      |      |       |      |            | Chicago Ave Southbound |      |      |       |      |            | Int. Total |
|----------------------|---------------------|------|------|-------|------|------------|---------------------|------|------|-------|------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn              | Left | Thru | Right | Peds | App. Total | U-Turn              | Left | Thru | Right | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                   | 5    | 7    | 14    | 3    | 26         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 32   | 2     | 3    | 34         | 0                      | 3    | 28   | 0     | 4    | 31         | 91         |
| 7:15 AM              | 0                   | 2    | 14   | 14    | 18   | 30         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 35   | 4     | 12   | 39         | 0                      | 2    | 13   | 0     | 4    | 15         | 84         |
| 7:30 AM              | 0                   | 6    | 25   | 15    | 12   | 46         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 51   | 3     | 12   | 54         | 0                      | 1    | 25   | 0     | 12   | 26         | 126        |
| 7:45 AM              | 0                   | 9    | 16   | 18    | 15   | 43         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 55   | 9     | 8    | 64         | 0                      | 0    | 27   | 0     | 11   | 27         | 134        |
| Hourly Total         | 0                   | 22   | 62   | 61    | 48   | 145        | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 173  | 18    | 35   | 191        | 0                      | 6    | 93   | 0     | 31   | 99         | 435        |
| 8:00 AM              | 0                   | 9    | 22   | 28    | 36   | 59         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 77   | 10    | 19   | 87         | 0                      | 0    | 33   | 0     | 9    | 33         | 179        |
| 8:15 AM              | 0                   | 10   | 28   | 27    | 30   | 65         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 106  | 10    | 18   | 116        | 1                      | 1    | 40   | 0     | 21   | 42         | 223        |
| 8:30 AM              | 0                   | 11   | 24   | 20    | 46   | 55         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 82   | 10    | 23   | 92         | 0                      | 1    | 26   | 0     | 26   | 27         | 174        |
| 8:45 AM              | 0                   | 20   | 19   | 32    | 29   | 71         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 87   | 3     | 21   | 90         | 0                      | 2    | 33   | 0     | 20   | 35         | 196        |
| Hourly Total         | 0                   | 50   | 93   | 107   | 141  | 250        | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 352  | 33    | 81   | 385        | 1                      | 4    | 132  | 0     | 76   | 137        | 772        |
| *** BREAK ***        | -                   | -    | -    | -     | -    | -          | -                   | -    | -    | -     | -          | -                      | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                   | 7    | 35   | 60    | 53   | 102        | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 58   | 11    | 22   | 69         | 0                      | 1    | 88   | 0     | 23   | 89         | 260        |
| 4:15 PM              | 0                   | 13   | 31   | 51    | 69   | 95         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 45   | 9     | 30   | 54         | 0                      | 3    | 86   | 0     | 23   | 89         | 238        |
| 4:30 PM              | 0                   | 7    | 41   | 43    | 57   | 91         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 70   | 13    | 31   | 83         | 0                      | 2    | 90   | 0     | 26   | 92         | 266        |
| 4:45 PM              | 0                   | 11   | 36   | 50    | 104  | 97         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 47   | 12    | 35   | 59         | 0                      | 2    | 100  | 0     | 39   | 102        | 258        |
| Hourly Total         | 0                   | 38   | 143  | 204   | 283  | 385        | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 220  | 45    | 118  | 265        | 0                      | 8    | 364  | 0     | 111  | 372        | 1022       |
| 5:00 PM              | 0                   | 8    | 40   | 34    | 42   | 82         | 0                   | 0    | 0    | 1     | 1          | 0                      | 0    | 59   | 10    | 21   | 69         | 0                      | 4    | 82   | 0     | 21   | 86         | 238        |
| 5:15 PM              | 0                   | 8    | 38   | 55    | 37   | 101        | 0                   | 0    | 0    | 4     | 4          | 0                      | 0    | 65   | 13    | 23   | 78         | 0                      | 8    | 85   | 0     | 39   | 93         | 276        |
| 5:30 PM              | 0                   | 11   | 29   | 45    | 32   | 85         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 73   | 16    | 42   | 89         | 0                      | 11   | 96   | 0     | 28   | 107        | 281        |
| 5:45 PM              | 0                   | 18   | 52   | 44    | 38   | 114        | 0                   | 0    | 0    | 1     | 1          | 0                      | 0    | 58   | 5     | 39   | 63         | 0                      | 5    | 72   | 0     | 32   | 77         | 255        |
| Hourly Total         | 0                   | 45   | 159  | 178   | 149  | 382        | 0                   | 0    | 0    | 6     | 6          | 0                      | 0    | 255  | 44    | 125  | 299        | 0                      | 28   | 335  | 0     | 120  | 363        | 1050       |
| Grand Total          | 0                   | 155  | 457  | 550   | 621  | 1162       | 0                   | 0    | 0    | 6     | 6          | 0                      | 0    | 1000 | 140   | 359  | 1140       | 1                      | 46   | 924  | 0     | 338  | 971        | 3279       |
| Approach %           | 0.0                 | 13.3 | 39.3 | 47.3  | -    | -          | 0.0                 | 0.0  | 0.0  | 100.0 | -          | 0.0                    | 0.0  | 87.7 | 12.3  | -    | -          | 0.1                    | 4.7  | 95.2 | 0.0   | -    | -          | -          |
| Total %              | 0.0                 | 4.7  | 13.9 | 16.8  | -    | 35.4       | 0.0                 | 0.0  | 0.0  | 0.2   | 0.2        | 0.0                    | 0.0  | 30.5 | 4.3   | -    | 34.8       | 0.0                    | 1.4  | 28.2 | 0.0   | -    | 29.6       | -          |
| Lights               | 0                   | 128  | 408  | 519   | -    | 1055       | 0                   | 0    | 0    | 1     | 1          | 0                      | 0    | 843  | 133   | -    | 976        | 1                      | 38   | 792  | 0     | -    | 831        | 2863       |
| % Lights             | -                   | 82.6 | 89.3 | 94.4  | -    | 90.8       | -                   | -    | -    | 16.7  | 16.7       | -                      | -    | 84.3 | 95.0  | -    | 85.6       | 100.0                  | 82.6 | 85.7 | -     | -    | 85.6       | 87.3       |
| Buses                | 0                   | 14   | 1    | 17    | -    | 32         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 13   | 1     | -    | 14         | 0                      | 0    | 22   | 0     | -    | 22         | 68         |
| % Buses              | -                   | 9.0  | 0.2  | 3.1   | -    | 2.8        | -                   | -    | -    | 0.0   | 0.0        | -                      | -    | 1.3  | 0.7   | -    | 1.2        | 0.0                    | 0.0  | 2.4  | -     | -    | 2.3        | 2.1        |
| Single-Unit Trucks   | 0                   | 2    | 7    | 7     | -    | 16         | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 28   | 3     | -    | 31         | 0                      | 1    | 18   | 0     | -    | 19         | 66         |
| % Single-Unit Trucks | -                   | 1.3  | 1.5  | 1.3   | -    | 1.4        | -                   | -    | -    | 0.0   | 0.0        | -                      | -    | 2.8  | 2.1   | -    | 2.7        | 0.0                    | 2.2  | 1.9  | -     | -    | 2.0        | 2.0        |
| Articulated Trucks   | 0                   | 0    | 0    | 0     | -    | 0          | 0                   | 0    | 0    | 0     | 0          | 0                      | 0    | 4    | 0     | -    | 4          | 0                      | 0    | 5    | 0     | -    | 5          | 9          |
| % Articulated Trucks | -                   | 0.0  | 0.0  | 0.0   | -    | 0.0        | -                   | -    | -    | 0.0   | 0.0        | -                      | -    | 0.4  | 0.0   | -    | 0.4        | 0.0                    | 0.0  | 0.5  | -     | -    | 0.5        | 0.3        |
| Bicycles on Road     | 0                   | 11   | 41   | 7     | -    | 59         | 0                   | 0    | 0    | 5     | 5          | 0                      | 0    | 112  | 3     | -    | 115        | 0                      | 7    | 87   | 0     | -    | 94         | 273        |
| % Bicycles on Road   | -                   | 7.1  | 9.0  | 1.3   | -    | 5.1        | -                   | -    | -    | 83.3  | 83.3       | -                      | -    | 11.2 | 2.1   | -    | 10.1       | 0.0                    | 15.2 | 9.4  | -     | -    | 9.7        | 8.3        |
| Pedestrians          | -                   | -    | -    | -     | 621  | -          | -                   | -    | -    | -     | -          | -                      | -    | -    | -     | 359  | -          | -                      | -    | -    | -     | 338  | -          | -          |

|               |   |   |   |   |       |   |   |   |   |   |   |   |   |   |       |   |   |   |   |       |   |   |
|---------------|---|---|---|---|-------|---|---|---|---|---|---|---|---|---|-------|---|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|---|---|---|---|-------|---|---|---|---|-------|---|---|

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Count Name: Church St with Chicago Ave  
Site Code:  
Start Date: 09/16/2021  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

| Start Time           | Church St Eastbound |       |       |       |       |            | Church St Westbound |       |       |       |            | Chicago Ave Northbound |       |       |       |       |            | Chicago Ave Southbound |       |       |       |       |            | Int. Total |
|----------------------|---------------------|-------|-------|-------|-------|------------|---------------------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn              | Left  | Thru  | Right | Peds  | App. Total | U-Turn              | Left  | Thru  | Right | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total |            |
| 8:00 AM              | 0                   | 9     | 22    | 28    | 36    | 59         | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 77    | 10    | 19    | 87         | 0                      | 0     | 33    | 0     | 9     | 33         | 179        |
| 8:15 AM              | 0                   | 10    | 28    | 27    | 30    | 65         | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 106   | 10    | 18    | 116        | 1                      | 1     | 40    | 0     | 21    | 42         | 223        |
| 8:30 AM              | 0                   | 11    | 24    | 20    | 46    | 55         | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 82    | 10    | 23    | 92         | 0                      | 1     | 26    | 0     | 26    | 27         | 174        |
| 8:45 AM              | 0                   | 20    | 19    | 32    | 29    | 71         | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 87    | 3     | 21    | 90         | 0                      | 2     | 33    | 0     | 20    | 35         | 196        |
| Total                | 0                   | 50    | 93    | 107   | 141   | 250        | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 352   | 33    | 81    | 385        | 1                      | 4     | 132   | 0     | 76    | 137        | 772        |
| Approach %           | 0.0                 | 20.0  | 37.2  | 42.8  | -     | -          | 0.0                 | 0.0   | 0.0   | 0.0   | -          | 0.0                    | 0.0   | 91.4  | 8.6   | -     | -          | 0.7                    | 2.9   | 96.4  | 0.0   | -     | -          | -          |
| Total %              | 0.0                 | 6.5   | 12.0  | 13.9  | -     | 32.4       | 0.0                 | 0.0   | 0.0   | 0.0   | 0.0        | 0.0                    | 0.0   | 45.6  | 4.3   | -     | 49.9       | 0.1                    | 0.5   | 17.1  | 0.0   | -     | 17.7       | -          |
| PHF                  | 0.000               | 0.625 | 0.830 | 0.836 | -     | 0.880      | 0.000               | 0.000 | 0.000 | 0.000 | 0.000      | 0.000                  | 0.000 | 0.830 | 0.825 | -     | 0.830      | 0.250                  | 0.500 | 0.825 | 0.000 | -     | 0.815      | 0.865      |
| Lights               | 0                   | 41    | 81    | 101   | -     | 223        | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 255   | 31    | -     | 286        | 1                      | 4     | 121   | 0     | -     | 126        | 635        |
| % Lights             | -                   | 82.0  | 87.1  | 94.4  | -     | 89.2       | -                   | -     | -     | -     | -          | -                      | -     | 72.4  | 93.9  | -     | 74.3       | 100.0                  | 100.0 | 91.7  | -     | -     | 92.0       | 82.3       |
| Buses                | 0                   | 5     | 0     | 4     | -     | 9          | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 4     | 0     | -     | 4          | 0                      | 0     | 4     | 0     | -     | 4          | 17         |
| % Buses              | -                   | 10.0  | 0.0   | 3.7   | -     | 3.6        | -                   | -     | -     | -     | -          | -                      | -     | 1.1   | 0.0   | -     | 1.0        | 0.0                    | 0.0   | 3.0   | -     | -     | 2.9        | 2.2        |
| Single-Unit Trucks   | 0                   | 1     | 4     | 1     | -     | 6          | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 16    | 2     | -     | 18         | 0                      | 0     | 6     | 0     | -     | 6          | 30         |
| % Single-Unit Trucks | -                   | 2.0   | 4.3   | 0.9   | -     | 2.4        | -                   | -     | -     | -     | -          | -                      | -     | 4.5   | 6.1   | -     | 4.7        | 0.0                    | 0.0   | 4.5   | -     | -     | 4.4        | 3.9        |
| Articulated Trucks   | 0                   | 0     | 0     | 0     | -     | 0          | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 3     | 0     | -     | 3          | 0                      | 0     | 1     | 0     | -     | 1          | 4          |
| % Articulated Trucks | -                   | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                   | -     | -     | -     | -          | -                      | -     | 0.9   | 0.0   | -     | 0.8        | 0.0                    | 0.0   | 0.8   | -     | -     | 0.7        | 0.5        |
| Bicycles on Road     | 0                   | 3     | 8     | 1     | -     | 12         | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 74    | 0     | -     | 74         | 0                      | 0     | 0     | 0     | -     | 0          | 86         |
| % Bicycles on Road   | -                   | 6.0   | 8.6   | 0.9   | -     | 4.8        | -                   | -     | -     | -     | -          | -                      | -     | 21.0  | 0.0   | -     | 19.2       | 0.0                    | 0.0   | 0.0   | -     | -     | 0.0        | 11.1       |
| Pedestrians          | -                   | -     | -     | -     | 141   | -          | -                   | -     | -     | -     | -          | -                      | -     | -     | -     | 81    | -          | -                      | -     | -     | -     | 76    | -          | -          |
| % Pedestrians        | -                   | -     | -     | -     | 100.0 | -          | -                   | -     | -     | -     | -          | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Church St with Chicago Ave  
Site Code:  
Start Date: 09/16/2021  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Church St Eastbound |       |       |       |       |            | Church St Westbound |       |       |       |            | Chicago Ave Northbound |       |       |       |       |            | Chicago Ave Southbound |       |       |       |       |            | Int. Total |
|----------------------|---------------------|-------|-------|-------|-------|------------|---------------------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn              | Left  | Thru  | Right | Peds  | App. Total | U-Turn              | Left  | Thru  | Right | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                   | 8     | 40    | 34    | 42    | 82         | 0                   | 0     | 0     | 1     | 1          | 0                      | 0     | 59    | 10    | 21    | 69         | 0                      | 4     | 82    | 0     | 21    | 86         | 238        |
| 5:15 PM              | 0                   | 8     | 38    | 55    | 37    | 101        | 0                   | 0     | 0     | 4     | 4          | 0                      | 0     | 65    | 13    | 23    | 78         | 0                      | 8     | 85    | 0     | 39    | 93         | 276        |
| 5:30 PM              | 0                   | 11    | 29    | 45    | 32    | 85         | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 73    | 16    | 42    | 89         | 0                      | 11    | 96    | 0     | 28    | 107        | 281        |
| 5:45 PM              | 0                   | 18    | 52    | 44    | 38    | 114        | 0                   | 0     | 0     | 1     | 1          | 0                      | 0     | 58    | 5     | 39    | 63         | 0                      | 5     | 72    | 0     | 32    | 77         | 255        |
| Total                | 0                   | 45    | 159   | 178   | 149   | 382        | 0                   | 0     | 0     | 6     | 6          | 0                      | 0     | 255   | 44    | 125   | 299        | 0                      | 28    | 335   | 0     | 120   | 363        | 1050       |
| Approach %           | 0.0                 | 11.8  | 41.6  | 46.6  | -     | -          | 0.0                 | 0.0   | 0.0   | 100.0 | -          | 0.0                    | 0.0   | 85.3  | 14.7  | -     | -          | 0.0                    | 7.7   | 92.3  | 0.0   | -     | -          | -          |
| Total %              | 0.0                 | 4.3   | 15.1  | 17.0  | -     | 36.4       | 0.0                 | 0.0   | 0.0   | 0.6   | 0.6        | 0.0                    | 0.0   | 24.3  | 4.2   | -     | 28.5       | 0.0                    | 2.7   | 31.9  | 0.0   | -     | 34.6       | -          |
| PHF                  | 0.000               | 0.625 | 0.764 | 0.809 | -     | 0.838      | 0.000               | 0.000 | 0.000 | 0.375 | 0.375      | 0.000                  | 0.000 | 0.873 | 0.688 | -     | 0.840      | 0.000                  | 0.636 | 0.872 | 0.000 | -     | 0.848      | 0.934      |
| Lights               | 0                   | 39    | 140   | 173   | -     | 352        | 0                   | 0     | 0     | 1     | 1          | 0                      | 0     | 227   | 43    | -     | 270        | 0                      | 22    | 327   | 0     | -     | 349        | 972        |
| % Lights             | -                   | 86.7  | 88.1  | 97.2  | -     | 92.1       | -                   | -     | -     | 16.7  | 16.7       | -                      | -     | 89.0  | 97.7  | -     | 90.3       | -                      | 78.6  | 97.6  | -     | -     | 96.1       | 92.6       |
| Buses                | 0                   | 3     | 0     | 3     | -     | 6          | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 4     | 0     | -     | 4          | 0                      | 0     | 5     | 0     | -     | 5          | 15         |
| % Buses              | -                   | 6.7   | 0.0   | 1.7   | -     | 1.6        | -                   | -     | -     | 0.0   | 0.0        | -                      | -     | 1.6   | 0.0   | -     | 1.3        | -                      | 0.0   | 1.5   | -     | -     | 1.4        | 1.4        |
| Single-Unit Trucks   | 0                   | 0     | 3     | 2     | -     | 5          | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 4     | 0     | -     | 4          | 0                      | 1     | 1     | 0     | -     | 2          | 11         |
| % Single-Unit Trucks | -                   | 0.0   | 1.9   | 1.1   | -     | 1.3        | -                   | -     | -     | 0.0   | 0.0        | -                      | -     | 1.6   | 0.0   | -     | 1.3        | -                      | 3.6   | 0.3   | -     | -     | 0.6        | 1.0        |
| Articulated Trucks   | 0                   | 0     | 0     | 0     | -     | 0          | 0                   | 0     | 0     | 0     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 2     | 0     | -     | 2          | 2          |
| % Articulated Trucks | -                   | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                   | -     | -     | 0.0   | 0.0        | -                      | -     | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.6   | -     | -     | 0.6        | 0.2        |
| Bicycles on Road     | 0                   | 3     | 16    | 0     | -     | 19         | 0                   | 0     | 0     | 5     | 5          | 0                      | 0     | 20    | 1     | -     | 21         | 0                      | 5     | 0     | 0     | -     | 5          | 50         |
| % Bicycles on Road   | -                   | 6.7   | 10.1  | 0.0   | -     | 5.0        | -                   | -     | -     | 83.3  | 83.3       | -                      | -     | 7.8   | 2.3   | -     | 7.0        | -                      | 17.9  | 0.0   | -     | -     | 1.4        | 4.8        |
| Pedestrians          | -                   | -     | -     | -     | 149   | -          | -                   | -     | -     | -     | -          | -                      | -     | -     | -     | 125   | -          | -                      | -     | -     | -     | 120   | -          | -          |
| % Pedestrians        | -                   | -     | -     | -     | 100.0 | -          | -                   | -     | -     | -     | -          | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Church St with Hinman St  
Site Code:  
Start Date: 09/16/2021  
Page No: 1

### Turning Movement Data

| Start Time           | Church St Eastbound |      |      |       |      |            | Church St Westbound |      |       |       |      |            | Hinman Ave Northbound |      |      |       |      |            | Hinman Ave Southbound |      |      |       |      |            | Int. Total |
|----------------------|---------------------|------|------|-------|------|------------|---------------------|------|-------|-------|------|------------|-----------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|------------|
|                      | U-Turn              | Left | Thru | Right | Peds | App. Total | U-Turn              | Left | Thru  | Right | Peds | App. Total | U-Turn                | Left | Thru | Right | Peds | App. Total | U-Turn                | Left | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                   | 2    | 6    | 5     | 4    | 13         | 0                   | 0    | 0     | 0     | 2    | 0          | 0                     | 0    | 4    | 2     | 8    | 6          | 0                     | 1    | 7    | 0     | 3    | 8          | 27         |
| 7:15 AM              | 0                   | 2    | 2    | 5     | 3    | 9          | 0                   | 0    | 0     | 0     | 4    | 0          | 0                     | 0    | 4    | 4     | 3    | 8          | 0                     | 1    | 10   | 0     | 3    | 11         | 28         |
| 7:30 AM              | 0                   | 2    | 13   | 4     | 3    | 19         | 0                   | 0    | 0     | 0     | 7    | 0          | 0                     | 0    | 8    | 1     | 9    | 9          | 0                     | 0    | 6    | 0     | 5    | 6          | 34         |
| 7:45 AM              | 0                   | 2    | 8    | 4     | 4    | 14         | 0                   | 0    | 0     | 0     | 4    | 0          | 0                     | 0    | 8    | 1     | 16   | 9          | 0                     | 0    | 12   | 0     | 5    | 12         | 35         |
| Hourly Total         | 0                   | 8    | 29   | 18    | 14   | 55         | 0                   | 0    | 0     | 0     | 17   | 0          | 0                     | 0    | 24   | 8     | 36   | 32         | 0                     | 2    | 35   | 0     | 16   | 37         | 124        |
| 8:00 AM              | 0                   | 3    | 14   | 12    | 7    | 29         | 0                   | 0    | 0     | 0     | 7    | 0          | 0                     | 0    | 16   | 2     | 10   | 18         | 0                     | 1    | 5    | 0     | 7    | 6          | 53         |
| 8:15 AM              | 0                   | 8    | 13   | 9     | 8    | 30         | 0                   | 0    | 0     | 0     | 8    | 0          | 0                     | 0    | 17   | 4     | 9    | 21         | 0                     | 1    | 6    | 0     | 8    | 7          | 58         |
| 8:30 AM              | 0                   | 5    | 10   | 8     | 10   | 23         | 0                   | 0    | 0     | 0     | 4    | 0          | 0                     | 0    | 20   | 5     | 15   | 25         | 0                     | 0    | 7    | 0     | 5    | 7          | 55         |
| 8:45 AM              | 0                   | 6    | 12   | 7     | 11   | 25         | 0                   | 0    | 0     | 0     | 6    | 0          | 0                     | 0    | 17   | 7     | 7    | 24         | 0                     | 2    | 2    | 0     | 9    | 4          | 53         |
| Hourly Total         | 0                   | 22   | 49   | 36    | 36   | 107        | 0                   | 0    | 0     | 0     | 25   | 0          | 0                     | 0    | 70   | 18    | 41   | 88         | 0                     | 4    | 20   | 0     | 29   | 24         | 219        |
| *** BREAK ***        | -                   | -    | -    | -     | -    | -          | -                   | -    | -     | -     | -    | -          | -                     | -    | -    | -     | -    | -          | -                     | -    | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                   | 5    | 26   | 19    | 5    | 50         | 0                   | 0    | 0     | 0     | 5    | 0          | 1                     | 0    | 13   | 5     | 13   | 19         | 0                     | 4    | 26   | 0     | 7    | 30         | 99         |
| 4:15 PM              | 0                   | 3    | 24   | 19    | 10   | 46         | 0                   | 0    | 2     | 0     | 9    | 2          | 0                     | 0    | 15   | 11    | 23   | 26         | 0                     | 5    | 30   | 1     | 10   | 36         | 110        |
| 4:30 PM              | 0                   | 6    | 28   | 22    | 6    | 56         | 0                   | 0    | 1     | 0     | 8    | 1          | 0                     | 0    | 14   | 2     | 16   | 16         | 0                     | 2    | 20   | 0     | 8    | 22         | 95         |
| 4:45 PM              | 0                   | 3    | 27   | 17    | 9    | 47         | 0                   | 0    | 2     | 0     | 9    | 2          | 0                     | 0    | 17   | 6     | 16   | 23         | 0                     | 2    | 23   | 0     | 9    | 25         | 97         |
| Hourly Total         | 0                   | 17   | 105  | 77    | 30   | 199        | 0                   | 0    | 5     | 0     | 31   | 5          | 1                     | 0    | 59   | 24    | 68   | 84         | 0                     | 13   | 99   | 1     | 34   | 113        | 401        |
| 5:00 PM              | 0                   | 4    | 30   | 17    | 14   | 51         | 0                   | 0    | 1     | 0     | 6    | 1          | 0                     | 0    | 17   | 7     | 6    | 24         | 0                     | 2    | 45   | 0     | 7    | 47         | 123        |
| 5:15 PM              | 0                   | 5    | 34   | 25    | 12   | 64         | 0                   | 0    | 0     | 0     | 5    | 0          | 0                     | 0    | 18   | 6     | 8    | 24         | 0                     | 3    | 22   | 0     | 13   | 25         | 113        |
| 5:30 PM              | 0                   | 5    | 24   | 25    | 18   | 54         | 0                   | 0    | 1     | 0     | 5    | 1          | 0                     | 0    | 11   | 8     | 17   | 19         | 0                     | 3    | 34   | 0     | 22   | 37         | 111        |
| 5:45 PM              | 0                   | 5    | 32   | 28    | 11   | 65         | 0                   | 0    | 0     | 0     | 9    | 0          | 0                     | 0    | 15   | 5     | 12   | 20         | 0                     | 4    | 29   | 0     | 16   | 33         | 118        |
| Hourly Total         | 0                   | 19   | 120  | 95    | 55   | 234        | 0                   | 0    | 2     | 0     | 25   | 2          | 0                     | 0    | 61   | 26    | 43   | 87         | 0                     | 12   | 130  | 0     | 58   | 142        | 465        |
| Grand Total          | 0                   | 66   | 303  | 226   | 135  | 595        | 0                   | 0    | 7     | 0     | 98   | 7          | 1                     | 0    | 214  | 76    | 188  | 291        | 0                     | 31   | 284  | 1     | 137  | 316        | 1209       |
| Approach %           | 0.0                 | 11.1 | 50.9 | 38.0  | -    | -          | 0.0                 | 0.0  | 100.0 | 0.0   | -    | -          | 0.3                   | 0.0  | 73.5 | 26.1  | -    | -          | 0.0                   | 9.8  | 89.9 | 0.3   | -    | -          | -          |
| Total %              | 0.0                 | 5.5  | 25.1 | 18.7  | -    | 49.2       | 0.0                 | 0.0  | 0.6   | 0.0   | -    | 0.6        | 0.1                   | 0.0  | 17.7 | 6.3   | -    | 24.1       | 0.0                   | 2.6  | 23.5 | 0.1   | -    | 26.1       | -          |
| Lights               | 0                   | 62   | 263  | 203   | -    | 528        | 0                   | 0    | 1     | 0     | -    | 1          | 1                     | 0    | 175  | 65    | -    | 241        | 0                     | 30   | 233  | 1     | -    | 264        | 1034       |
| % Lights             | -                   | 93.9 | 86.8 | 89.8  | -    | 88.7       | -                   | -    | 14.3  | -     | -    | 14.3       | 100.0                 | -    | 81.8 | 85.5  | -    | 82.8       | -                     | 96.8 | 82.0 | 100.0 | -    | 83.5       | 85.5       |
| Buses                | 0                   | 0    | 1    | 1     | -    | 2          | 0                   | 0    | 0     | 0     | -    | 0          | 0                     | 0    | 0    | 0     | -    | 0          | 0                     | 0    | 0    | 0     | -    | 0          | 2          |
| % Buses              | -                   | 0.0  | 0.3  | 0.4   | -    | 0.3        | -                   | -    | 0.0   | -     | -    | 0.0        | 0.0                   | -    | 0.0  | 0.0   | -    | 0.0        | -                     | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.2        |
| Single-Unit Trucks   | 0                   | 1    | 2    | 7     | -    | 10         | 0                   | 0    | 0     | 0     | -    | 0          | 0                     | 0    | 1    | 2     | -    | 3          | 0                     | 0    | 2    | 0     | -    | 2          | 15         |
| % Single-Unit Trucks | -                   | 1.5  | 0.7  | 3.1   | -    | 1.7        | -                   | -    | 0.0   | -     | -    | 0.0        | 0.0                   | -    | 0.5  | 2.6   | -    | 1.0        | -                     | 0.0  | 0.7  | 0.0   | -    | 0.6        | 1.2        |
| Articulated Trucks   | 0                   | 0    | 0    | 2     | -    | 2          | 0                   | 0    | 0     | 0     | -    | 0          | 0                     | 0    | 0    | 1     | -    | 1          | 0                     | 0    | 0    | 0     | -    | 0          | 3          |
| % Articulated Trucks | -                   | 0.0  | 0.0  | 0.9   | -    | 0.3        | -                   | -    | 0.0   | -     | -    | 0.0        | 0.0                   | -    | 0.0  | 1.3   | -    | 0.3        | -                     | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.2        |
| Bicycles on Road     | 0                   | 3    | 37   | 13    | -    | 53         | 0                   | 0    | 6     | 0     | -    | 6          | 0                     | 0    | 38   | 8     | -    | 46         | 0                     | 1    | 49   | 0     | -    | 50         | 155        |

|                    |   |     |      |     |       |     |   |   |      |       |   |      |     |   |      |      |       |      |   |     |      |     |       |      |      |
|--------------------|---|-----|------|-----|-------|-----|---|---|------|-------|---|------|-----|---|------|------|-------|------|---|-----|------|-----|-------|------|------|
| % Bicycles on Road | - | 4.5 | 12.2 | 5.8 | -     | 8.9 | - | - | 85.7 | -     | - | 85.7 | 0.0 | - | 17.8 | 10.5 | -     | 15.8 | - | 3.2 | 17.3 | 0.0 | -     | 15.8 | 12.8 |
| Pedestrians        | - | -   | -    | -   | 135   | -   | - | - | -    | 98    | - | -    | -   | - | -    | -    | 188   | -    | - | -   | -    | -   | 137   | -    | -    |
| % Pedestrians      | - | -   | -    | -   | 100.0 | -   | - | - | -    | 100.0 | - | -    | -   | - | -    | -    | 100.0 | -    | - | -   | -    | -   | 100.0 | -    | -    |

DRAFT





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Count Name: Church St with Hinman St  
Site Code:  
Start Date: 09/16/2021  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

| Start Time           | Church St Eastbound |       |       |       |       |            | Church St Westbound |       |       |       |       |            | Hinman Ave Northbound |       |       |       |       |            | Hinman Ave Southbound |       |       |       |       |            | Int. Total |
|----------------------|---------------------|-------|-------|-------|-------|------------|---------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn              | Left  | Thru  | Right | Peds  | App. Total | U-Turn              | Left  | Thru  | Right | Peds  | App. Total | U-Turn                | Left  | Thru  | Right | Peds  | App. Total | U-Turn                | Left  | Thru  | Right | Peds  | App. Total |            |
| 8:00 AM              | 0                   | 3     | 14    | 12    | 7     | 29         | 0                   | 0     | 0     | 0     | 7     | 0          | 0                     | 0     | 16    | 2     | 10    | 18         | 0                     | 1     | 5     | 0     | 7     | 6          | 53         |
| 8:15 AM              | 0                   | 8     | 13    | 9     | 8     | 30         | 0                   | 0     | 0     | 0     | 8     | 0          | 0                     | 0     | 17    | 4     | 9     | 21         | 0                     | 1     | 6     | 0     | 8     | 7          | 58         |
| 8:30 AM              | 0                   | 5     | 10    | 8     | 10    | 23         | 0                   | 0     | 0     | 0     | 4     | 0          | 0                     | 0     | 20    | 5     | 15    | 25         | 0                     | 0     | 7     | 0     | 5     | 7          | 55         |
| 8:45 AM              | 0                   | 6     | 12    | 7     | 11    | 25         | 0                   | 0     | 0     | 0     | 6     | 0          | 0                     | 0     | 17    | 7     | 7     | 24         | 0                     | 2     | 2     | 0     | 9     | 4          | 53         |
| <b>Total</b>         | 0                   | 22    | 49    | 36    | 36    | 107        | 0                   | 0     | 0     | 0     | 25    | 0          | 0                     | 0     | 70    | 18    | 41    | 88         | 0                     | 4     | 20    | 0     | 29    | 24         | 219        |
| Approach %           | 0.0                 | 20.6  | 45.8  | 33.6  | -     | -          | 0.0                 | 0.0   | 0.0   | 0.0   | -     | -          | 0.0                   | 0.0   | 79.5  | 20.5  | -     | -          | 0.0                   | 16.7  | 83.3  | 0.0   | -     | -          | -          |
| Total %              | 0.0                 | 10.0  | 22.4  | 16.4  | -     | 48.9       | 0.0                 | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                   | 0.0   | 32.0  | 8.2   | -     | 40.2       | 0.0                   | 1.8   | 9.1   | 0.0   | -     | 11.0       | -          |
| PHF                  | 0.000               | 0.688 | 0.875 | 0.750 | -     | 0.892      | 0.000               | 0.000 | 0.000 | 0.000 | -     | 0.000      | 0.000                 | 0.000 | 0.875 | 0.643 | -     | 0.880      | 0.000                 | 0.500 | 0.714 | 0.000 | -     | 0.857      | 0.944      |
| Lights               | 0                   | 19    | 43    | 28    | -     | 90         | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 51    | 17    | -     | 68         | 0                     | 4     | 16    | 0     | -     | 20         | 178        |
| % Lights             | -                   | 86.4  | 87.8  | 77.8  | -     | 84.1       | -                   | -     | -     | -     | -     | -          | -                     | -     | 72.9  | 94.4  | -     | 77.3       | -                     | 100.0 | 80.0  | -     | -     | 83.3       | 81.3       |
| Buses                | 0                   | 0     | 1     | 0     | -     | 1          | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 1          |
| % Buses              | -                   | 0.0   | 2.0   | 0.0   | -     | 0.9        | -                   | -     | -     | -     | -     | -          | -                     | -     | 0.0   | 0.0   | -     | 0.0        | -                     | 0.0   | 0.0   | -     | -     | 0.0        | 0.5        |
| Single-Unit Trucks   | 0                   | 1     | 1     | 5     | -     | 7          | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 1     | -     | 1          | 0                     | 0     | 1     | 0     | -     | 1          | 9          |
| % Single-Unit Trucks | -                   | 4.5   | 2.0   | 13.9  | -     | 6.5        | -                   | -     | -     | -     | -     | -          | -                     | -     | 0.0   | 5.6   | -     | 1.1        | -                     | 0.0   | 5.0   | -     | -     | 4.2        | 4.1        |
| Articulated Trucks   | 0                   | 0     | 0     | 0     | -     | 0          | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                   | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                   | -     | -     | -     | -     | -          | -                     | -     | 0.0   | 0.0   | -     | 0.0        | -                     | 0.0   | 0.0   | -     | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                   | 2     | 4     | 3     | -     | 9          | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 19    | 0     | -     | 19         | 0                     | 0     | 3     | 0     | -     | 3          | 31         |
| % Bicycles on Road   | -                   | 9.1   | 8.2   | 8.3   | -     | 8.4        | -                   | -     | -     | -     | -     | -          | -                     | -     | 27.1  | 0.0   | -     | 21.6       | -                     | 0.0   | 15.0  | -     | -     | 12.5       | 14.2       |
| Pedestrians          | -                   | -     | -     | -     | 36    | -          | -                   | -     | -     | -     | 25    | -          | -                     | -     | -     | -     | 41    | -          | -                     | -     | -     | -     | 29    | -          | -          |
| % Pedestrians        | -                   | -     | -     | -     | 100.0 | -          | -                   | -     | -     | -     | 100.0 | -          | -                     | -     | -     | -     | 100.0 | -          | -                     | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Church St with Hinman St  
Site Code:  
Start Date: 09/16/2021  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Church St Eastbound |       |       |       |       |            | Church St Westbound |       |       |       |       |            | Hinman Ave Northbound |       |       |       |       |            | Hinman Ave Southbound |       |       |       |       |            | Int. Total |
|----------------------|---------------------|-------|-------|-------|-------|------------|---------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn              | Left  | Thru  | Right | Peds  | App. Total | U-Turn              | Left  | Thru  | Right | Peds  | App. Total | U-Turn                | Left  | Thru  | Right | Peds  | App. Total | U-Turn                | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                   | 4     | 30    | 17    | 14    | 51         | 0                   | 0     | 1     | 0     | 6     | 1          | 0                     | 0     | 17    | 7     | 6     | 24         | 0                     | 2     | 45    | 0     | 7     | 47         | 123        |
| 5:15 PM              | 0                   | 5     | 34    | 25    | 12    | 64         | 0                   | 0     | 0     | 0     | 5     | 0          | 0                     | 0     | 18    | 6     | 8     | 24         | 0                     | 3     | 22    | 0     | 13    | 25         | 113        |
| 5:30 PM              | 0                   | 5     | 24    | 25    | 18    | 54         | 0                   | 0     | 1     | 0     | 5     | 1          | 0                     | 0     | 11    | 8     | 17    | 19         | 0                     | 3     | 34    | 0     | 22    | 37         | 111        |
| 5:45 PM              | 0                   | 5     | 32    | 28    | 11    | 65         | 0                   | 0     | 0     | 0     | 9     | 0          | 0                     | 0     | 15    | 5     | 12    | 20         | 0                     | 4     | 29    | 0     | 16    | 33         | 118        |
| <b>Total</b>         | 0                   | 19    | 120   | 95    | 55    | 234        | 0                   | 0     | 2     | 0     | 25    | 2          | 0                     | 0     | 61    | 26    | 43    | 87         | 0                     | 12    | 130   | 0     | 58    | 142        | 465        |
| Approach %           | 0.0                 | 8.1   | 51.3  | 40.6  | -     | -          | 0.0                 | 0.0   | 100.0 | 0.0   | -     | -          | 0.0                   | 0.0   | 70.1  | 29.9  | -     | -          | 0.0                   | 8.5   | 91.5  | 0.0   | -     | -          | -          |
| Total %              | 0.0                 | 4.1   | 25.8  | 20.4  | -     | 50.3       | 0.0                 | 0.0   | 0.4   | 0.0   | -     | 0.4        | 0.0                   | 0.0   | 13.1  | 5.6   | -     | 18.7       | 0.0                   | 2.6   | 28.0  | 0.0   | -     | 30.5       | -          |
| PHF                  | 0.000               | 0.950 | 0.882 | 0.848 | -     | 0.900      | 0.000               | 0.000 | 0.500 | 0.000 | -     | 0.500      | 0.000                 | 0.000 | 0.847 | 0.813 | -     | 0.906      | 0.000                 | 0.750 | 0.722 | 0.000 | -     | 0.755      | 0.945      |
| Lights               | 0                   | 19    | 104   | 88    | -     | 211        | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 52    | 25    | -     | 77         | 0                     | 11    | 100   | 0     | -     | 111        | 399        |
| % Lights             | -                   | 100.0 | 86.7  | 92.6  | -     | 90.2       | -                   | -     | 0.0   | -     | -     | 0.0        | -                     | -     | 85.2  | 96.2  | -     | 88.5       | -                     | 91.7  | 76.9  | -     | -     | 78.2       | 85.8       |
| Buses                | 0                   | 0     | 0     | 0     | -     | 0          | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                   | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                   | -     | 0.0   | -     | -     | 0.0        | -                     | -     | 0.0   | 0.0   | -     | 0.0        | -                     | 0.0   | 0.0   | -     | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                   | 0     | 1     | 1     | -     | 2          | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 1     | 1     | -     | 2          | 0                     | 0     | 0     | 0     | -     | 0          | 4          |
| % Single-Unit Trucks | -                   | 0.0   | 0.8   | 1.1   | -     | 0.9        | -                   | -     | 0.0   | -     | -     | 0.0        | -                     | -     | 1.6   | 3.8   | -     | 2.3        | -                     | 0.0   | 0.0   | -     | -     | 0.0        | 0.9        |
| Articulated Trucks   | 0                   | 0     | 0     | 0     | -     | 0          | 0                   | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                   | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                   | -     | 0.0   | -     | -     | 0.0        | -                     | -     | 0.0   | 0.0   | -     | 0.0        | -                     | 0.0   | 0.0   | -     | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                   | 0     | 15    | 6     | -     | 21         | 0                   | 0     | 2     | 0     | -     | 2          | 0                     | 0     | 8     | 0     | -     | 8          | 0                     | 1     | 30    | 0     | -     | 31         | 62         |
| % Bicycles on Road   | -                   | 0.0   | 12.5  | 6.3   | -     | 9.0        | -                   | -     | 100.0 | -     | -     | 100.0      | -                     | -     | 13.1  | 0.0   | -     | 9.2        | -                     | 8.3   | 23.1  | -     | -     | 21.8       | 13.3       |
| Pedestrians          | -                   | -     | -     | -     | 55    | -          | -                   | -     | -     | -     | 25    | -          | -                     | -     | -     | -     | 43    | -          | -                     | -     | -     | -     | 58    | -          | -          |
| % Pedestrians        | -                   | -     | -     | -     | 100.0 | -          | -                   | -     | -     | -     | 100.0 | -          | -                     | -     | -     | -     | 100.0 | -          | -                     | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Davis St with Chicago Ave  
Site Code:  
Start Date: 09/16/2021  
Page No: 1

### Turning Movement Data

| Start Time           | Davis St Eastbound |      |      |       |      |            | Davis St Westbound |      |      |       |      |            | Chicago Ave Northbound |      |      |       |      |            | Chicago Ave Southbound |      |      |       |      |            | Int. Total |
|----------------------|--------------------|------|------|-------|------|------------|--------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn             | Left | Thru | Right | Peds | App. Total | U-Turn             | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                  | 0    | 0    | 0     | 6    | 0          | 0                  | 6    | 9    | 0     | 10   | 15         | 0                      | 9    | 29   | 0     | 10   | 38         | 0                      | 0    | 27   | 10    | 6    | 37         | 90         |
| 7:15 AM              | 0                  | 0    | 0    | 0     | 14   | 0          | 0                  | 2    | 13   | 5     | 5    | 20         | 0                      | 13   | 35   | 0     | 11   | 48         | 0                      | 0    | 30   | 6     | 6    | 36         | 104        |
| 7:30 AM              | 0                  | 0    | 0    | 0     | 18   | 0          | 0                  | 0    | 14   | 4     | 9    | 18         | 0                      | 18   | 41   | 0     | 11   | 59         | 0                      | 1    | 29   | 7     | 10   | 37         | 114        |
| 7:45 AM              | 0                  | 0    | 0    | 0     | 9    | 0          | 0                  | 2    | 10   | 3     | 13   | 15         | 0                      | 31   | 66   | 0     | 9    | 97         | 0                      | 0    | 33   | 9     | 7    | 42         | 154        |
| Hourly Total         | 0                  | 0    | 0    | 0     | 47   | 0          | 0                  | 10   | 46   | 12    | 37   | 68         | 0                      | 71   | 171  | 0     | 41   | 242        | 0                      | 1    | 119  | 32    | 29   | 152        | 462        |
| 8:00 AM              | 0                  | 0    | 0    | 0     | 23   | 0          | 0                  | 2    | 22   | 7     | 26   | 31         | 0                      | 26   | 73   | 1     | 20   | 100        | 0                      | 0    | 49   | 14    | 8    | 63         | 194        |
| 8:15 AM              | 0                  | 1    | 0    | 0     | 19   | 1          | 0                  | 1    | 14   | 4     | 18   | 19         | 0                      | 22   | 107  | 1     | 12   | 130        | 0                      | 2    | 40   | 20    | 13   | 62         | 212        |
| 8:30 AM              | 0                  | 0    | 0    | 0     | 36   | 0          | 0                  | 2    | 21   | 5     | 17   | 28         | 0                      | 33   | 87   | 0     | 14   | 120        | 0                      | 1    | 40   | 11    | 22   | 52         | 200        |
| 8:45 AM              | 0                  | 2    | 0    | 0     | 25   | 2          | 0                  | 2    | 27   | 4     | 27   | 33         | 0                      | 35   | 83   | 0     | 35   | 118        | 0                      | 0    | 46   | 22    | 15   | 68         | 221        |
| Hourly Total         | 0                  | 3    | 0    | 0     | 103  | 3          | 0                  | 7    | 84   | 20    | 88   | 111        | 0                      | 116  | 350  | 2     | 81   | 468        | 0                      | 3    | 175  | 67    | 58   | 245        | 827        |
| *** BREAK ***        | -                  | -    | -    | -     | -    | -          | -                  | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                  | 0    | 0    | 0     | 36   | 0          | 0                  | 8    | 36   | 5     | 17   | 49         | 0                      | 28   | 57   | 0     | 31   | 85         | 0                      | 0    | 93   | 34    | 55   | 127        | 261        |
| 4:15 PM              | 0                  | 0    | 0    | 0     | 32   | 0          | 0                  | 7    | 33   | 4     | 32   | 44         | 0                      | 26   | 68   | 0     | 20   | 94         | 0                      | 0    | 99   | 32    | 37   | 131        | 269        |
| 4:30 PM              | 0                  | 0    | 0    | 0     | 44   | 0          | 0                  | 9    | 35   | 6     | 35   | 50         | 0                      | 34   | 67   | 0     | 36   | 101        | 0                      | 1    | 85   | 29    | 40   | 115        | 266        |
| 4:45 PM              | 0                  | 0    | 0    | 0     | 46   | 0          | 0                  | 6    | 34   | 10    | 47   | 50         | 0                      | 26   | 70   | 0     | 26   | 96         | 0                      | 0    | 98   | 45    | 28   | 143        | 289        |
| Hourly Total         | 0                  | 0    | 0    | 0     | 158  | 0          | 0                  | 30   | 138  | 25    | 131  | 193        | 0                      | 114  | 262  | 0     | 113  | 376        | 0                      | 1    | 375  | 140   | 160  | 516        | 1085       |
| 5:00 PM              | 0                  | 0    | 0    | 2     | 36   | 2          | 0                  | 7    | 31   | 5     | 38   | 43         | 0                      | 29   | 60   | 0     | 51   | 89         | 0                      | 0    | 92   | 38    | 39   | 130        | 264        |
| 5:15 PM              | 0                  | 0    | 0    | 0     | 56   | 0          | 0                  | 9    | 22   | 9     | 30   | 40         | 0                      | 29   | 77   | 0     | 19   | 106        | 0                      | 1    | 105  | 36    | 30   | 142        | 288        |
| 5:30 PM              | 0                  | 0    | 0    | 0     | 53   | 0          | 0                  | 5    | 40   | 7     | 37   | 52         | 0                      | 30   | 90   | 0     | 32   | 120        | 0                      | 0    | 103  | 40    | 36   | 143        | 315        |
| 5:45 PM              | 0                  | 0    | 0    | 0     | 46   | 0          | 0                  | 9    | 31   | 9     | 44   | 49         | 0                      | 26   | 55   | 0     | 24   | 81         | 0                      | 0    | 107  | 40    | 36   | 147        | 277        |
| Hourly Total         | 0                  | 0    | 0    | 2     | 191  | 2          | 0                  | 30   | 124  | 30    | 149  | 184        | 0                      | 114  | 282  | 0     | 126  | 396        | 0                      | 1    | 407  | 154   | 141  | 562        | 1144       |
| Grand Total          | 0                  | 3    | 0    | 2     | 499  | 5          | 0                  | 77   | 392  | 87    | 405  | 556        | 0                      | 415  | 1065 | 2     | 361  | 1482       | 0                      | 6    | 1076 | 393   | 388  | 1475       | 3518       |
| Approach %           | 0.0                | 60.0 | 0.0  | 40.0  | -    | -          | 0.0                | 13.8 | 70.5 | 15.6  | -    | -          | 0.0                    | 28.0 | 71.9 | 0.1   | -    | -          | 0.0                    | 0.4  | 72.9 | 26.6  | -    | -          | -          |
| Total %              | 0.0                | 0.1  | 0.0  | 0.1   | -    | 0.1        | 0.0                | 2.2  | 11.1 | 2.5   | -    | 15.8       | 0.0                    | 11.8 | 30.3 | 0.1   | -    | 42.1       | 0.0                    | 0.2  | 30.6 | 11.2  | -    | 41.9       | -          |
| Lights               | 0                  | 0    | 0    | 0     | -    | 0          | 0                  | 72   | 348  | 75    | -    | 495        | 0                      | 389  | 937  | 0     | -    | 1326       | 0                      | 1    | 996  | 324   | -    | 1321       | 3142       |
| % Lights             | -                  | 0.0  | -    | 0.0   | -    | 0.0        | -                  | 93.5 | 88.8 | 86.2  | -    | 89.0       | -                      | 93.7 | 88.0 | 0.0   | -    | 89.5       | -                      | 16.7 | 92.6 | 82.4  | -    | 89.6       | 89.3       |
| Buses                | 0                  | 0    | 0    | 0     | -    | 0          | 0                  | 1    | 1    | 1     | -    | 3          | 0                      | 18   | 14   | 0     | -    | 32         | 0                      | 0    | 28   | 11    | -    | 39         | 74         |
| % Buses              | -                  | 0.0  | -    | 0.0   | -    | 0.0        | -                  | 1.3  | 0.3  | 1.1   | -    | 0.5        | -                      | 4.3  | 1.3  | 0.0   | -    | 2.2        | -                      | 0.0  | 2.6  | 2.8   | -    | 2.6        | 2.1        |
| Single-Unit Trucks   | 0                  | 0    | 0    | 0     | -    | 0          | 0                  | 2    | 0    | 3     | -    | 5          | 0                      | 3    | 23   | 0     | -    | 26         | 0                      | 0    | 20   | 3     | -    | 23         | 54         |
| % Single-Unit Trucks | -                  | 0.0  | -    | 0.0   | -    | 0.0        | -                  | 2.6  | 0.0  | 3.4   | -    | 0.9        | -                      | 0.7  | 2.2  | 0.0   | -    | 1.8        | -                      | 0.0  | 1.9  | 0.8   | -    | 1.6        | 1.5        |
| Articulated Trucks   | 0                  | 0    | 0    | 0     | -    | 0          | 0                  | 0    | 0    | 0     | -    | 0          | 0                      | 0    | 4    | 0     | -    | 4          | 0                      | 0    | 7    | 0     | -    | 7          | 11         |
| % Articulated Trucks | -                  | 0.0  | -    | 0.0   | -    | 0.0        | -                  | 0.0  | 0.0  | 0.0   | -    | 0.0        | -                      | 0.0  | 0.4  | 0.0   | -    | 0.3        | -                      | 0.0  | 0.7  | 0.0   | -    | 0.5        | 0.3        |
| Bicycles on Road     | 0                  | 3    | 0    | 2     | -    | 5          | 0                  | 2    | 43   | 8     | -    | 53         | 0                      | 5    | 87   | 2     | -    | 94         | 0                      | 5    | 25   | 55    | -    | 85         | 237        |

|                    |   |       |   |       |       |       |   |     |      |     |       |     |   |     |     |       |       |     |   |      |     |      |   |       |     |   |
|--------------------|---|-------|---|-------|-------|-------|---|-----|------|-----|-------|-----|---|-----|-----|-------|-------|-----|---|------|-----|------|---|-------|-----|---|
| % Bicycles on Road | - | 100.0 | - | 100.0 | -     | 100.0 | - | 2.6 | 11.0 | 9.2 | -     | 9.5 | - | 1.2 | 8.2 | 100.0 | -     | 6.3 | - | 83.3 | 2.3 | 14.0 | - | 5.8   | 6.7 |   |
| Pedestrians        | - | -     | - | -     | 499   | -     | - | -   | -    | -   | 405   | -   | - | -   | -   | -     | 361   | -   | - | -    | -   | -    | - | 388   | -   | - |
| % Pedestrians      | - | -     | - | -     | 100.0 | -     | - | -   | -    | -   | 100.0 | -   | - | -   | -   | -     | 100.0 | -   | - | -    | -   | -    | - | 100.0 | -   | - |

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Count Name: Davis St with Chicago Ave  
Site Code:  
Start Date: 09/16/2021  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

| Start Time           | Davis St Eastbound |          |          |          |            |            | Davis St Westbound |          |           |           |           |            | Chicago Ave Northbound |            |            |          |           |            | Chicago Ave Southbound |          |            |           |           |            | Int. Total |
|----------------------|--------------------|----------|----------|----------|------------|------------|--------------------|----------|-----------|-----------|-----------|------------|------------------------|------------|------------|----------|-----------|------------|------------------------|----------|------------|-----------|-----------|------------|------------|
|                      | U-Turn             | Left     | Thru     | Right    | Peds       | App. Total | U-Turn             | Left     | Thru      | Right     | Peds      | App. Total | U-Turn                 | Left       | Thru       | Right    | Peds      | App. Total | U-Turn                 | Left     | Thru       | Right     | Peds      | App. Total |            |
| 8:00 AM              | 0                  | 0        | 0        | 0        | 23         | 0          | 0                  | 2        | 22        | 7         | 26        | 31         | 0                      | 26         | 73         | 1        | 20        | 100        | 0                      | 0        | 49         | 14        | 8         | 63         | 194        |
| 8:15 AM              | 0                  | 1        | 0        | 0        | 19         | 1          | 0                  | 1        | 14        | 4         | 18        | 19         | 0                      | 22         | 107        | 1        | 12        | 130        | 0                      | 2        | 40         | 20        | 13        | 62         | 212        |
| 8:30 AM              | 0                  | 0        | 0        | 0        | 36         | 0          | 0                  | 2        | 21        | 5         | 17        | 28         | 0                      | 33         | 87         | 0        | 14        | 120        | 0                      | 1        | 40         | 11        | 22        | 52         | 200        |
| 8:45 AM              | 0                  | 2        | 0        | 0        | 25         | 2          | 0                  | 2        | 27        | 4         | 27        | 33         | 0                      | 35         | 83         | 0        | 35        | 118        | 0                      | 0        | 46         | 22        | 15        | 68         | 221        |
| <b>Total</b>         | <b>0</b>           | <b>3</b> | <b>0</b> | <b>0</b> | <b>103</b> | <b>3</b>   | <b>0</b>           | <b>7</b> | <b>84</b> | <b>20</b> | <b>88</b> | <b>111</b> | <b>0</b>               | <b>116</b> | <b>350</b> | <b>2</b> | <b>81</b> | <b>468</b> | <b>0</b>               | <b>3</b> | <b>175</b> | <b>67</b> | <b>58</b> | <b>245</b> | <b>827</b> |
| Approach %           | 0.0                | 100.0    | 0.0      | 0.0      | -          | -          | 0.0                | 6.3      | 75.7      | 18.0      | -         | -          | 0.0                    | 24.8       | 74.8       | 0.4      | -         | -          | 0.0                    | 1.2      | 71.4       | 27.3      | -         | -          | -          |
| Total %              | 0.0                | 0.4      | 0.0      | 0.0      | -          | 0.4        | 0.0                | 0.8      | 10.2      | 2.4       | -         | 13.4       | 0.0                    | 14.0       | 42.3       | 0.2      | -         | 56.6       | 0.0                    | 0.4      | 21.2       | 8.1       | -         | 29.6       | -          |
| PHF                  | 0.000              | 0.375    | 0.000    | 0.000    | -          | 0.375      | 0.000              | 0.875    | 0.778     | 0.714     | -         | 0.841      | 0.000                  | 0.829      | 0.818      | 0.500    | -         | 0.900      | 0.000                  | 0.375    | 0.893      | 0.761     | -         | 0.901      | 0.936      |
| Lights               | 0                  | 0        | 0        | 0        | -          | 0          | 0                  | 5        | 73        | 12        | -         | 90         | 0                      | 107        | 291        | 0        | -         | 398        | 0                      | 0        | 158        | 62        | -         | 220        | 708        |
| % Lights             | -                  | 0.0      | -        | -        | -          | 0.0        | -                  | 71.4     | 86.9      | 60.0      | -         | 81.1       | -                      | 92.2       | 83.1       | 0.0      | -         | 85.0       | -                      | 0.0      | 90.3       | 92.5      | -         | 89.8       | 85.6       |
| Buses                | 0                  | 0        | 0        | 0        | -          | 0          | 0                  | 1        | 0         | 1         | -         | 2          | 0                      | 4          | 3          | 0        | -         | 7          | 0                      | 0        | 4          | 3         | -         | 7          | 16         |
| % Buses              | -                  | 0.0      | -        | -        | -          | 0.0        | -                  | 14.3     | 0.0       | 5.0       | -         | 1.8        | -                      | 3.4        | 0.9        | 0.0      | -         | 1.5        | -                      | 0.0      | 2.3        | 4.5       | -         | 2.9        | 1.9        |
| Single-Unit Trucks   | 0                  | 0        | 0        | 0        | -          | 0          | 0                  | 1        | 0         | 2         | -         | 3          | 0                      | 2          | 10         | 0        | -         | 12         | 0                      | 0        | 6          | 0         | -         | 6          | 21         |
| % Single-Unit Trucks | -                  | 0.0      | -        | -        | -          | 0.0        | -                  | 14.3     | 0.0       | 10.0      | -         | 2.7        | -                      | 1.7        | 2.9        | 0.0      | -         | 2.6        | -                      | 0.0      | 3.4        | 0.0       | -         | 2.4        | 2.5        |
| Articulated Trucks   | 0                  | 0        | 0        | 0        | -          | 0          | 0                  | 0        | 0         | 0         | -         | 0          | 0                      | 0          | 2          | 0        | -         | 2          | 0                      | 0        | 1          | 0         | -         | 1          | 3          |
| % Articulated Trucks | -                  | 0.0      | -        | -        | -          | 0.0        | -                  | 0.0      | 0.0       | 0.0       | -         | 0.0        | -                      | 0.0        | 0.6        | 0.0      | -         | 0.4        | -                      | 0.0      | 0.6        | 0.0       | -         | 0.4        | 0.4        |
| Bicycles on Road     | 0                  | 3        | 0        | 0        | -          | 3          | 0                  | 0        | 11        | 5         | -         | 16         | 0                      | 3          | 44         | 2        | -         | 49         | 0                      | 3        | 6          | 2         | -         | 11         | 79         |
| % Bicycles on Road   | -                  | 100.0    | -        | -        | -          | 100.0      | -                  | 0.0      | 13.1      | 25.0      | -         | 14.4       | -                      | 2.6        | 12.6       | 100.0    | -         | 10.5       | -                      | 100.0    | 3.4        | 3.0       | -         | 4.5        | 9.6        |
| Pedestrians          | -                  | -        | -        | -        | 103        | -          | -                  | -        | -         | -         | 88        | -          | -                      | -          | -          | -        | 81        | -          | -                      | -        | -          | -         | 58        | -          | -          |
| % Pedestrians        | -                  | -        | -        | -        | 100.0      | -          | -                  | -        | -         | -         | 100.0     | -          | -                      | -          | -          | -        | 100.0     | -          | -                      | -        | -          | -         | 100.0     | -          | -          |



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Count Name: Davis St with Chicago Ave  
Site Code:  
Start Date: 09/16/2021  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Davis St Eastbound |       |       |       |       |            | Davis St Westbound |       |       |       |       |            | Chicago Ave Northbound |       |       |       |       |            | Chicago Ave Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------|-------|-------|-------|-------|------------|--------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn             | Left  | Thru  | Right | Peds  | App. Total | U-Turn             | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                  | 0     | 0     | 2     | 36    | 2          | 0                  | 7     | 31    | 5     | 38    | 43         | 0                      | 29    | 60    | 0     | 51    | 89         | 0                      | 0     | 92    | 38    | 39    | 130        | 264        |
| 5:15 PM              | 0                  | 0     | 0     | 0     | 56    | 0          | 0                  | 9     | 22    | 9     | 30    | 40         | 0                      | 29    | 77    | 0     | 19    | 106        | 0                      | 1     | 105   | 36    | 30    | 142        | 288        |
| 5:30 PM              | 0                  | 0     | 0     | 0     | 53    | 0          | 0                  | 5     | 40    | 7     | 37    | 52         | 0                      | 30    | 90    | 0     | 32    | 120        | 0                      | 0     | 103   | 40    | 36    | 143        | 315        |
| 5:45 PM              | 0                  | 0     | 0     | 0     | 46    | 0          | 0                  | 9     | 31    | 9     | 44    | 49         | 0                      | 26    | 55    | 0     | 24    | 81         | 0                      | 0     | 107   | 40    | 36    | 147        | 277        |
| <b>Total</b>         | 0                  | 0     | 0     | 2     | 191   | 2          | 0                  | 30    | 124   | 30    | 149   | 184        | 0                      | 114   | 282   | 0     | 126   | 396        | 0                      | 1     | 407   | 154   | 141   | 562        | 1144       |
| Approach %           | 0.0                | 0.0   | 0.0   | 100.0 | -     | -          | 0.0                | 16.3  | 67.4  | 16.3  | -     | -          | 0.0                    | 28.8  | 71.2  | 0.0   | -     | -          | 0.0                    | 0.2   | 72.4  | 27.4  | -     | -          | -          |
| Total %              | 0.0                | 0.0   | 0.0   | 0.2   | -     | 0.2        | 0.0                | 2.6   | 10.8  | 2.6   | -     | 16.1       | 0.0                    | 10.0  | 24.7  | 0.0   | -     | 34.6       | 0.0                    | 0.1   | 35.6  | 13.5  | -     | 49.1       | -          |
| PHF                  | 0.000              | 0.000 | 0.000 | 0.250 | -     | 0.250      | 0.000              | 0.833 | 0.775 | 0.833 | -     | 0.885      | 0.000                  | 0.950 | 0.783 | 0.000 | -     | 0.825      | 0.000                  | 0.250 | 0.951 | 0.963 | -     | 0.956      | 0.908      |
| Lights               | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 28    | 112   | 30    | -     | 170        | 0                      | 110   | 252   | 0     | -     | 362        | 0                      | 0     | 393   | 120   | -     | 513        | 1045       |
| % Lights             | -                  | -     | -     | 0.0   | -     | 0.0        | -                  | 93.3  | 90.3  | 100.0 | -     | 92.4       | -                      | 96.5  | 89.4  | -     | -     | 91.4       | -                      | 0.0   | 96.6  | 77.9  | -     | 91.3       | 91.3       |
| Buses                | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | -     | 0          | 0                      | 4     | 4     | 0     | -     | 8          | 0                      | 0     | 6     | 2     | -     | 8          | 16         |
| % Buses              | -                  | -     | -     | 0.0   | -     | 0.0        | -                  | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 3.5   | 1.4   | -     | -     | 2.0        | -                      | 0.0   | 1.5   | 1.3   | -     | 1.4        | 1.4        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 5     | 0     | -     | 5          | 0                      | 0     | 1     | 0     | -     | 1          | 6          |
| % Single-Unit Trucks | -                  | -     | -     | 0.0   | -     | 0.0        | -                  | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 1.8   | -     | -     | 1.3        | -                      | 0.0   | 0.2   | 0.0   | -     | 0.2        | 0.5        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 2     | 0     | -     | 2          | 2          |
| % Articulated Trucks | -                  | -     | -     | 0.0   | -     | 0.0        | -                  | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | -     | -     | 0.0        | -                      | 0.0   | 0.5   | 0.0   | -     | 0.4        | 0.2        |
| Bicycles on Road     | 0                  | 0     | 0     | 2     | -     | 2          | 0                  | 2     | 12    | 0     | -     | 14         | 0                      | 0     | 21    | 0     | -     | 21         | 0                      | 1     | 5     | 32    | -     | 38         | 75         |
| % Bicycles on Road   | -                  | -     | -     | 100.0 | -     | 100.0      | -                  | 6.7   | 9.7   | 0.0   | -     | 7.6        | -                      | 0.0   | 7.4   | -     | -     | 5.3        | -                      | 100.0 | 1.2   | 20.8  | -     | 6.8        | 6.6        |
| Pedestrians          | -                  | -     | -     | -     | 191   | -          | -                  | -     | -     | -     | 149   | -          | -                      | -     | -     | -     | 126   | -          | -                      | -     | -     | -     | 141   | -          | -          |
| % Pedestrians        | -                  | -     | -     | -     | 100.0 | -          | -                  | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -          |



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Site Code:  
Start Date: 09/16/2021  
Page No: 1

### Turning Movement Data

| Start Time           | Davis St Eastbound |       |       |       |      |            | Davis St Westbound |      |      |       |            | Hinman St Northbound |      |      |       |      |            | Hinman St Southbound |      |      |       |      |            | Int. Total |
|----------------------|--------------------|-------|-------|-------|------|------------|--------------------|------|------|-------|------------|----------------------|------|------|-------|------|------------|----------------------|------|------|-------|------|------------|------------|
|                      | U-Turn             | Left  | Thru  | Right | Peds | App. Total | U-Turn             | Left | Thru | Right | App. Total | U-Turn               | Left | Thru | Right | Peds | App. Total | U-Turn               | Left | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                  | 0     | 0     | 0     | 3    | 0          | 0                  | 3    | 9    | 1     | 13         | 0                    | 3    | 3    | 0     | 7    | 6          | 0                    | 0    | 9    | 9     | 7    | 18         | 37         |
| 7:15 AM              | 0                  | 0     | 0     | 0     | 4    | 0          | 0                  | 1    | 10   | 1     | 12         | 0                    | 5    | 5    | 0     | 3    | 10         | 0                    | 0    | 13   | 2     | 5    | 15         | 37         |
| 7:30 AM              | 0                  | 0     | 0     | 0     | 4    | 0          | 0                  | 1    | 14   | 3     | 18         | 0                    | 4    | 6    | 0     | 2    | 10         | 0                    | 0    | 10   | 3     | 3    | 13         | 41         |
| 7:45 AM              | 0                  | 0     | 0     | 0     | 3    | 0          | 0                  | 1    | 13   | 2     | 16         | 0                    | 6    | 9    | 0     | 4    | 15         | 0                    | 0    | 13   | 3     | 8    | 16         | 47         |
| Hourly Total         | 0                  | 0     | 0     | 0     | 14   | 0          | 0                  | 6    | 46   | 7     | 59         | 0                    | 18   | 23   | 0     | 16   | 41         | 0                    | 0    | 45   | 17    | 23   | 62         | 162        |
| 8:00 AM              | 0                  | 0     | 0     | 0     | 5    | 0          | 0                  | 1    | 14   | 4     | 19         | 0                    | 7    | 19   | 0     | 7    | 26         | 0                    | 0    | 11   | 5     | 4    | 16         | 61         |
| 8:15 AM              | 0                  | 1     | 1     | 0     | 8    | 2          | 0                  | 1    | 12   | 5     | 18         | 0                    | 3    | 14   | 0     | 9    | 17         | 0                    | 0    | 8    | 7     | 11   | 15         | 52         |
| 8:30 AM              | 0                  | 0     | 0     | 0     | 6    | 0          | 0                  | 4    | 18   | 5     | 27         | 0                    | 7    | 15   | 0     | 2    | 22         | 0                    | 0    | 10   | 5     | 11   | 15         | 64         |
| 8:45 AM              | 0                  | 0     | 0     | 0     | 4    | 0          | 0                  | 3    | 25   | 7     | 35         | 0                    | 7    | 18   | 0     | 6    | 25         | 0                    | 0    | 9    | 0     | 15   | 9          | 69         |
| Hourly Total         | 0                  | 1     | 1     | 0     | 23   | 2          | 0                  | 9    | 69   | 21    | 99         | 0                    | 24   | 66   | 0     | 24   | 90         | 0                    | 0    | 38   | 17    | 41   | 55         | 246        |
| *** BREAK ***        | -                  | -     | -     | -     | -    | -          | -                  | -    | -    | -     | -          | -                    | -    | -    | -     | -    | -          | -                    | -    | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                  | 0     | 0     | 1     | 5    | 1          | 0                  | 0    | 23   | 5     | 28         | 0                    | 11   | 13   | 0     | 9    | 24         | 1                    | 0    | 26   | 13    | 17   | 40         | 93         |
| 4:15 PM              | 0                  | 7     | 0     | 0     | 12   | 7          | 0                  | 0    | 15   | 1     | 16         | 0                    | 8    | 18   | 0     | 3    | 26         | 0                    | 0    | 27   | 22    | 18   | 49         | 98         |
| 4:30 PM              | 0                  | 0     | 0     | 0     | 5    | 0          | 0                  | 2    | 29   | 7     | 38         | 0                    | 5    | 11   | 0     | 13   | 16         | 0                    | 0    | 28   | 14    | 12   | 42         | 96         |
| 4:45 PM              | 0                  | 0     | 0     | 0     | 14   | 0          | 0                  | 5    | 21   | 5     | 31         | 0                    | 12   | 17   | 0     | 9    | 29         | 0                    | 0    | 29   | 12    | 16   | 41         | 101        |
| Hourly Total         | 0                  | 7     | 0     | 1     | 36   | 8          | 0                  | 7    | 88   | 18    | 113        | 0                    | 36   | 59   | 0     | 34   | 95         | 1                    | 0    | 110  | 61    | 63   | 172        | 388        |
| 5:00 PM              | 0                  | 0     | 0     | 0     | 8    | 0          | 0                  | 0    | 24   | 10    | 34         | 0                    | 6    | 14   | 0     | 5    | 20         | 0                    | 1    | 46   | 14    | 2    | 61         | 115        |
| 5:15 PM              | 0                  | 0     | 0     | 0     | 19   | 0          | 0                  | 2    | 18   | 6     | 26         | 0                    | 7    | 16   | 0     | 12   | 23         | 0                    | 0    | 34   | 11    | 11   | 45         | 94         |
| 5:30 PM              | 0                  | 0     | 0     | 0     | 9    | 0          | 0                  | 3    | 25   | 5     | 33         | 0                    | 12   | 12   | 0     | 9    | 24         | 0                    | 1    | 35   | 20    | 14   | 56         | 113        |
| 5:45 PM              | 0                  | 0     | 0     | 0     | 9    | 0          | 0                  | 4    | 14   | 7     | 25         | 0                    | 13   | 9    | 0     | 6    | 22         | 0                    | 0    | 31   | 22    | 10   | 53         | 100        |
| Hourly Total         | 0                  | 0     | 0     | 0     | 45   | 0          | 0                  | 9    | 81   | 28    | 118        | 0                    | 38   | 51   | 0     | 32   | 89         | 0                    | 2    | 146  | 67    | 37   | 215        | 422        |
| Grand Total          | 0                  | 8     | 1     | 1     | 118  | 10         | 0                  | 31   | 284  | 74    | 389        | 0                    | 116  | 199  | 0     | 106  | 315        | 1                    | 2    | 339  | 162   | 164  | 504        | 1218       |
| Approach %           | 0.0                | 80.0  | 10.0  | 10.0  | -    | -          | 0.0                | 8.0  | 73.0 | 19.0  | -          | 0.0                  | 36.8 | 63.2 | 0.0   | -    | -          | 0.2                  | 0.4  | 67.3 | 32.1  | -    | -          | -          |
| Total %              | 0.0                | 0.7   | 0.1   | 0.1   | -    | 0.8        | 0.0                | 2.5  | 23.3 | 6.1   | 31.9       | 0.0                  | 9.5  | 16.3 | 0.0   | -    | 25.9       | 0.1                  | 0.2  | 27.8 | 13.3  | -    | 41.4       | -          |
| Lights               | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 26   | 260  | 69    | 355        | 0                    | 81   | 163  | 0     | -    | 244        | 1                    | 1    | 285  | 150   | -    | 437        | 1036       |
| % Lights             | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 83.9 | 91.5 | 93.2  | 91.3       | -                    | 69.8 | 81.9 | -     | -    | 77.5       | 100.0                | 50.0 | 84.1 | 92.6  | -    | 86.7       | 85.1       |
| Buses                | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 1    | 2    | 0     | 3          | 0                    | 1    | 0    | 0     | -    | 1          | 0                    | 0    | 1    | 0     | -    | 1          | 5          |
| % Buses              | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 3.2  | 0.7  | 0.0   | 0.8        | -                    | 0.9  | 0.0  | -     | -    | 0.3        | 0.0                  | 0.0  | 0.3  | 0.0   | -    | 0.2        | 0.4        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 1    | 1    | 3     | 5          | 0                    | 2    | 1    | 0     | -    | 3          | 0                    | 0    | 4    | 5     | -    | 9          | 17         |
| % Single-Unit Trucks | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 3.2  | 0.4  | 4.1   | 1.3        | -                    | 1.7  | 0.5  | -     | -    | 1.0        | 0.0                  | 0.0  | 1.2  | 3.1   | -    | 1.8        | 1.4        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0    | 0    | 0     | 0          | 0                    | 0    | 0    | 0     | -    | 0          | 0                    | 0    | 0    | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                  | 0.0  | 0.0  | 0.0   | 0.0        | -                    | 0.0  | 0.0  | -     | -    | 0.0        | 0.0                  | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                  | 8     | 1     | 1     | -    | 10         | 0                  | 3    | 21   | 2     | 26         | 0                    | 32   | 35   | 0     | -    | 67         | 0                    | 1    | 49   | 7     | -    | 57         | 160        |
| % Bicycles on Road   | -                  | 100.0 | 100.0 | 100.0 | -    | 100.0      | -                  | 9.7  | 7.4  | 2.7   | 6.7        | -                    | 27.6 | 17.6 | -     | -    | 21.3       | 0.0                  | 50.0 | 14.5 | 4.3   | -    | 11.3       | 13.1       |
| Pedestrians          | -                  | -     | -     | -     | 118  | -          | -                  | -    | -    | -     | -          | -                    | -    | -    | -     | 106  | -          | -                    | -    | -    | -     | 164  | -          | -          |

|               |   |   |   |   |       |   |   |   |   |   |   |   |   |   |       |   |   |   |   |       |   |   |
|---------------|---|---|---|---|-------|---|---|---|---|---|---|---|---|---|-------|---|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|---|---|---|---|-------|---|---|---|---|-------|---|---|

DRAFT





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Count Name: Davis St with Hinman Ave  
Site Code:  
Start Date: 09/16/2021  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

| Start Time           | Davis St Eastbound |       |       |       |       |            | Davis St Westbound |       |       |       |            | Hinman St Northbound |       |       |       |       |            | Hinman St Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------|-------|-------|-------|-------|------------|--------------------|-------|-------|-------|------------|----------------------|-------|-------|-------|-------|------------|----------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn             | Left  | Thru  | Right | Peds  | App. Total | U-Turn             | Left  | Thru  | Right | App. Total | U-Turn               | Left  | Thru  | Right | Peds  | App. Total | U-Turn               | Left  | Thru  | Right | Peds  | App. Total |            |
| 8:00 AM              | 0                  | 0     | 0     | 0     | 5     | 0          | 0                  | 1     | 14    | 4     | 19         | 0                    | 7     | 19    | 0     | 7     | 26         | 0                    | 0     | 11    | 5     | 4     | 16         | 61         |
| 8:15 AM              | 0                  | 1     | 1     | 0     | 8     | 2          | 0                  | 1     | 12    | 5     | 18         | 0                    | 3     | 14    | 0     | 9     | 17         | 0                    | 0     | 8     | 7     | 11    | 15         | 52         |
| 8:30 AM              | 0                  | 0     | 0     | 0     | 6     | 0          | 0                  | 4     | 18    | 5     | 27         | 0                    | 7     | 15    | 0     | 2     | 22         | 0                    | 0     | 10    | 5     | 11    | 15         | 64         |
| 8:45 AM              | 0                  | 0     | 0     | 0     | 4     | 0          | 0                  | 3     | 25    | 7     | 35         | 0                    | 7     | 18    | 0     | 6     | 25         | 0                    | 0     | 9     | 0     | 15    | 9          | 69         |
| <b>Total</b>         | 0                  | 1     | 1     | 0     | 23    | 2          | 0                  | 9     | 69    | 21    | 99         | 0                    | 24    | 66    | 0     | 24    | 90         | 0                    | 0     | 38    | 17    | 41    | 55         | 246        |
| Approach %           | 0.0                | 50.0  | 50.0  | 0.0   | -     | -          | 0.0                | 9.1   | 69.7  | 21.2  | -          | 0.0                  | 26.7  | 73.3  | 0.0   | -     | -          | 0.0                  | 0.0   | 69.1  | 30.9  | -     | -          | -          |
| Total %              | 0.0                | 0.4   | 0.4   | 0.0   | -     | 0.8        | 0.0                | 3.7   | 28.0  | 8.5   | 40.2       | 0.0                  | 9.8   | 26.8  | 0.0   | -     | 36.6       | 0.0                  | 0.0   | 15.4  | 6.9   | -     | 22.4       | -          |
| PHF                  | 0.000              | 0.250 | 0.250 | 0.000 | -     | 0.250      | 0.000              | 0.563 | 0.690 | 0.750 | 0.707      | 0.000                | 0.857 | 0.868 | 0.000 | -     | 0.865      | 0.000                | 0.000 | 0.864 | 0.607 | -     | 0.859      | 0.891      |
| Lights               | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 8     | 63    | 20    | 91         | 0                    | 12    | 50    | 0     | -     | 62         | 0                    | 0     | 30    | 13    | -     | 43         | 196        |
| % Lights             | -                  | 0.0   | 0.0   | -     | -     | 0.0        | -                  | 88.9  | 91.3  | 95.2  | 91.9       | -                    | 50.0  | 75.8  | -     | -     | 68.9       | -                    | -     | 78.9  | 76.5  | -     | 78.2       | 79.7       |
| Buses                | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 2     | 0     | 2          | 0                    | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 2          |
| % Buses              | -                  | 0.0   | 0.0   | -     | -     | 0.0        | -                  | 0.0   | 2.9   | 0.0   | 2.0        | -                    | 0.0   | 0.0   | -     | -     | 0.0        | -                    | -     | 0.0   | 0.0   | -     | 0.0        | 0.8        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 1     | 0     | 1     | 2          | 0                    | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 2     | 4     | -     | 6          | 8          |
| % Single-Unit Trucks | -                  | 0.0   | 0.0   | -     | -     | 0.0        | -                  | 11.1  | 0.0   | 4.8   | 2.0        | -                    | 0.0   | 0.0   | -     | -     | 0.0        | -                    | -     | 5.3   | 23.5  | -     | 10.9       | 3.3        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                  | 0.0   | 0.0   | -     | -     | 0.0        | -                  | 0.0   | 0.0   | 0.0   | 0.0        | -                    | 0.0   | 0.0   | -     | -     | 0.0        | -                    | -     | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                  | 1     | 1     | 0     | -     | 2          | 0                  | 0     | 4     | 0     | 4          | 0                    | 12    | 16    | 0     | -     | 28         | 0                    | 0     | 6     | 0     | -     | 6          | 40         |
| % Bicycles on Road   | -                  | 100.0 | 100.0 | -     | -     | 100.0      | -                  | 0.0   | 5.8   | 0.0   | 4.0        | -                    | 50.0  | 24.2  | -     | -     | 31.1       | -                    | -     | 15.8  | 0.0   | -     | 10.9       | 16.3       |
| Pedestrians          | -                  | -     | -     | -     | 23    | -          | -                  | -     | -     | -     | -          | -                    | -     | -     | -     | 24    | -          | -                    | -     | -     | -     | 41    | -          | -          |
| % Pedestrians        | -                  | -     | -     | -     | 100.0 | -          | -                  | -     | -     | -     | -          | -                    | -     | -     | -     | 100.0 | -          | -                    | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Davis St with Hinman Ave  
Site Code:  
Start Date: 09/16/2021  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Davis St Eastbound |       |       |       |       |            | Davis St Westbound |       |       |       |            | Hinman St Northbound |       |       |       |       |            | Hinman St Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------|-------|-------|-------|-------|------------|--------------------|-------|-------|-------|------------|----------------------|-------|-------|-------|-------|------------|----------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn             | Left  | Thru  | Right | Peds  | App. Total | U-Turn             | Left  | Thru  | Right | App. Total | U-Turn               | Left  | Thru  | Right | Peds  | App. Total | U-Turn               | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                  | 0     | 0     | 0     | 8     | 0          | 0                  | 0     | 24    | 10    | 34         | 0                    | 6     | 14    | 0     | 5     | 20         | 0                    | 1     | 46    | 14    | 2     | 61         | 115        |
| 5:15 PM              | 0                  | 0     | 0     | 0     | 19    | 0          | 0                  | 2     | 18    | 6     | 26         | 0                    | 7     | 16    | 0     | 12    | 23         | 0                    | 0     | 34    | 11    | 11    | 45         | 94         |
| 5:30 PM              | 0                  | 0     | 0     | 0     | 9     | 0          | 0                  | 3     | 25    | 5     | 33         | 0                    | 12    | 12    | 0     | 9     | 24         | 0                    | 1     | 35    | 20    | 14    | 56         | 113        |
| 5:45 PM              | 0                  | 0     | 0     | 0     | 9     | 0          | 0                  | 4     | 14    | 7     | 25         | 0                    | 13    | 9     | 0     | 6     | 22         | 0                    | 0     | 31    | 22    | 10    | 53         | 100        |
| Total                | 0                  | 0     | 0     | 0     | 45    | 0          | 0                  | 9     | 81    | 28    | 118        | 0                    | 38    | 51    | 0     | 32    | 89         | 0                    | 2     | 146   | 67    | 37    | 215        | 422        |
| Approach %           | 0.0                | 0.0   | 0.0   | 0.0   | -     | -          | 0.0                | 7.6   | 68.6  | 23.7  | -          | 0.0                  | 42.7  | 57.3  | 0.0   | -     | -          | 0.0                  | 0.9   | 67.9  | 31.2  | -     | -          | -          |
| Total %              | 0.0                | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                | 2.1   | 19.2  | 6.6   | 28.0       | 0.0                  | 9.0   | 12.1  | 0.0   | -     | 21.1       | 0.0                  | 0.5   | 34.6  | 15.9  | -     | 50.9       | -          |
| PHF                  | 0.000              | 0.000 | 0.000 | 0.000 | -     | 0.000      | 0.000              | 0.563 | 0.810 | 0.700 | 0.868      | 0.000                | 0.731 | 0.797 | 0.000 | -     | 0.927      | 0.000                | 0.500 | 0.793 | 0.761 | -     | 0.881      | 0.917      |
| Lights               | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 6     | 73    | 27    | 106        | 0                    | 29    | 46    | 0     | -     | 75         | 0                    | 1     | 123   | 63    | -     | 187        | 368        |
| % Lights             | -                  | -     | -     | -     | -     | -          | -                  | 66.7  | 90.1  | 96.4  | 89.8       | -                    | 76.3  | 90.2  | -     | -     | 84.3       | -                    | 50.0  | 84.2  | 94.0  | -     | 87.0       | 87.2       |
| Buses                | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                  | -     | -     | -     | -     | -          | -                  | 0.0   | 0.0   | 0.0   | 0.0        | -                    | 0.0   | 0.0   | -     | -     | 0.0        | -                    | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 1     | 1          | 0                    | 0     | 1     | 0     | -     | 1          | 0                    | 0     | 1     | 0     | -     | 1          | 3          |
| % Single-Unit Trucks | -                  | -     | -     | -     | -     | -          | -                  | 0.0   | 0.0   | 3.6   | 0.8        | -                    | 0.0   | 2.0   | -     | -     | 1.1        | -                    | 0.0   | 0.7   | 0.0   | -     | 0.5        | 0.7        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                  | -     | -     | -     | -     | -          | -                  | 0.0   | 0.0   | 0.0   | 0.0        | -                    | 0.0   | 0.0   | -     | -     | 0.0        | -                    | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 3     | 8     | 0     | 11         | 0                    | 9     | 4     | 0     | -     | 13         | 0                    | 1     | 22    | 4     | -     | 27         | 51         |
| % Bicycles on Road   | -                  | -     | -     | -     | -     | -          | -                  | 33.3  | 9.9   | 0.0   | 9.3        | -                    | 23.7  | 7.8   | -     | -     | 14.6       | -                    | 50.0  | 15.1  | 6.0   | -     | 12.6       | 12.1       |
| Pedestrians          | -                  | -     | -     | -     | 45    | -          | -                  | -     | -     | -     | -          | -                    | -     | -     | -     | 32    | -          | -                    | -     | -     | -     | 37    | -          | -          |
| % Pedestrians        | -                  | -     | -     | -     | 100.0 | -          | -                  | -     | -     | -     | -          | -                    | -     | -     | -     | 100.0 | -          | -                    | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Davis St with Public Alley  
Site Code:  
Start Date: 09/16/2021  
Page No: 1

### Turning Movement Data

| Start Time           | Davis St Eastbound |      |      |       |      |            | Davis St Westbound |      |      |       |      |            | Public Alley Northbound |      |      |       |      |            | Public Alley Southbound |      |       |       |      |            | Int. Total |    |
|----------------------|--------------------|------|------|-------|------|------------|--------------------|------|------|-------|------|------------|-------------------------|------|------|-------|------|------------|-------------------------|------|-------|-------|------|------------|------------|----|
|                      | U-Turn             | Left | Thru | Right | Peds | App. Total | U-Turn             | Left | Thru | Right | Peds | App. Total | U-Turn                  | Left | Thru | Right | Peds | App. Total | U-Turn                  | Left | Thru  | Right | Peds | App. Total |            |    |
| 7:00 AM              | 0                  | 0    | 0    | 0     | 0    | 0          | 0                  | 0    | 16   | 1     | 0    | 17         | 0                       | 0    | 0    | 0     | 5    | 0          | 0                       | 0    | 0     | 0     | 0    | 0          | 0          | 17 |
| 7:15 AM              | 0                  | 0    | 0    | 0     | 0    | 0          | 0                  | 2    | 12   | 0     | 0    | 14         | 0                       | 0    | 0    | 0     | 5    | 0          | 0                       | 0    | 0     | 1     | 0    | 1          | 15         |    |
| 7:30 AM              | 0                  | 0    | 1    | 0     | 0    | 1          | 0                  | 0    | 18   | 0     | 0    | 18         | 0                       | 2    | 1    | 0     | 5    | 3          | 0                       | 0    | 0     | 0     | 1    | 0          | 22         |    |
| 7:45 AM              | 0                  | 0    | 0    | 0     | 1    | 0          | 0                  | 1    | 18   | 1     | 1    | 20         | 0                       | 2    | 0    | 0     | 8    | 2          | 0                       | 0    | 0     | 0     | 2    | 0          | 22         |    |
| Hourly Total         | 0                  | 0    | 1    | 0     | 1    | 1          | 0                  | 3    | 64   | 2     | 1    | 69         | 0                       | 4    | 1    | 0     | 23   | 5          | 0                       | 0    | 0     | 1     | 3    | 1          | 76         |    |
| 8:00 AM              | 0                  | 0    | 0    | 0     | 0    | 0          | 0                  | 1    | 17   | 1     | 0    | 19         | 0                       | 3    | 0    | 0     | 12   | 3          | 0                       | 0    | 0     | 1     | 0    | 1          | 23         |    |
| 8:15 AM              | 0                  | 0    | 1    | 0     | 0    | 1          | 0                  | 2    | 19   | 1     | 1    | 22         | 0                       | 0    | 0    | 0     | 6    | 0          | 0                       | 0    | 0     | 0     | 2    | 0          | 23         |    |
| 8:30 AM              | 0                  | 0    | 0    | 0     | 0    | 0          | 0                  | 0    | 21   | 0     | 3    | 21         | 0                       | 1    | 0    | 0     | 5    | 1          | 0                       | 0    | 1     | 1     | 2    | 2          | 24         |    |
| 8:45 AM              | 0                  | 0    | 0    | 0     | 0    | 0          | 0                  | 1    | 29   | 0     | 0    | 30         | 0                       | 1    | 2    | 0     | 12   | 3          | 0                       | 0    | 0     | 2     | 0    | 2          | 35         |    |
| Hourly Total         | 0                  | 0    | 1    | 0     | 0    | 1          | 0                  | 4    | 86   | 2     | 4    | 92         | 0                       | 5    | 2    | 0     | 35   | 7          | 0                       | 0    | 1     | 4     | 4    | 5          | 105        |    |
| *** BREAK ***        | -                  | -    | -    | -     | -    | -          | -                  | -    | -    | -     | -    | -          | -                       | -    | -    | -     | -    | -          | -                       | -    | -     | -     | -    | -          | -          |    |
| 4:00 PM              | 0                  | 0    | 1    | 1     | 0    | 2          | 0                  | 0    | 42   | 1     | 0    | 43         | 0                       | 2    | 0    | 0     | 22   | 2          | 0                       | 0    | 0     | 2     | 8    | 2          | 49         |    |
| 4:15 PM              | 0                  | 0    | 0    | 0     | 3    | 0          | 0                  | 0    | 41   | 1     | 1    | 42         | 0                       | 1    | 0    | 0     | 8    | 1          | 0                       | 0    | 0     | 2     | 10   | 2          | 45         |    |
| 4:30 PM              | 1                  | 0    | 0    | 0     | 2    | 1          | 0                  | 0    | 45   | 1     | 0    | 46         | 0                       | 2    | 0    | 0     | 15   | 2          | 0                       | 0    | 0     | 2     | 10   | 2          | 51         |    |
| 4:45 PM              | 0                  | 0    | 0    | 0     | 0    | 0          | 0                  | 1    | 43   | 0     | 1    | 44         | 0                       | 3    | 0    | 0     | 11   | 3          | 0                       | 0    | 1     | 1     | 7    | 2          | 49         |    |
| Hourly Total         | 1                  | 0    | 1    | 1     | 5    | 3          | 0                  | 1    | 171  | 3     | 2    | 175        | 0                       | 8    | 0    | 0     | 56   | 8          | 0                       | 0    | 1     | 7     | 35   | 8          | 194        |    |
| 5:00 PM              | 0                  | 0    | 0    | 0     | 1    | 0          | 0                  | 0    | 41   | 1     | 1    | 42         | 0                       | 0    | 0    | 0     | 9    | 0          | 0                       | 0    | 0     | 1     | 4    | 1          | 43         |    |
| 5:15 PM              | 0                  | 0    | 0    | 1     | 0    | 1          | 0                  | 0    | 33   | 1     | 0    | 34         | 0                       | 0    | 0    | 0     | 11   | 0          | 0                       | 0    | 0     | 1     | 5    | 1          | 36         |    |
| 5:30 PM              | 0                  | 0    | 0    | 0     | 0    | 0          | 0                  | 0    | 46   | 1     | 4    | 47         | 0                       | 1    | 1    | 0     | 13   | 2          | 0                       | 0    | 1     | 1     | 10   | 2          | 51         |    |
| 5:45 PM              | 0                  | 0    | 1    | 0     | 0    | 1          | 0                  | 0    | 38   | 2     | 0    | 40         | 0                       | 1    | 0    | 0     | 14   | 1          | 0                       | 0    | 0     | 1     | 4    | 1          | 43         |    |
| Hourly Total         | 0                  | 0    | 1    | 1     | 1    | 2          | 0                  | 0    | 158  | 5     | 5    | 163        | 0                       | 2    | 1    | 0     | 47   | 3          | 0                       | 0    | 1     | 4     | 23   | 5          | 173        |    |
| Grand Total          | 1                  | 0    | 4    | 2     | 7    | 7          | 0                  | 8    | 479  | 12    | 12   | 499        | 0                       | 19   | 4    | 0     | 161  | 23         | 0                       | 0    | 3     | 16    | 65   | 19         | 548        |    |
| Approach %           | 14.3               | 0.0  | 57.1 | 28.6  | -    | -          | 0.0                | 1.6  | 96.0 | 2.4   | -    | -          | 0.0                     | 82.6 | 17.4 | 0.0   | -    | -          | 0.0                     | 0.0  | 15.8  | 84.2  | -    | -          | -          |    |
| Total %              | 0.2                | 0.0  | 0.7  | 0.4   | -    | 1.3        | 0.0                | 1.5  | 87.4 | 2.2   | -    | 91.1       | 0.0                     | 3.5  | 0.7  | 0.0   | -    | 4.2        | 0.0                     | 0.0  | 0.5   | 2.9   | -    | 3.5        | -          |    |
| Lights               | 1                  | 0    | 0    | 0     | -    | 1          | 0                  | 7    | 471  | 7     | -    | 485        | 0                       | 17   | 3    | 0     | -    | 20         | 0                       | 0    | 3     | 13    | -    | 16         | 522        |    |
| % Lights             | 100.0              | -    | 0.0  | 0.0   | -    | 14.3       | -                  | 87.5 | 98.3 | 58.3  | -    | 97.2       | -                       | 89.5 | 75.0 | -     | -    | 87.0       | -                       | -    | 100.0 | 81.3  | -    | 84.2       | 95.3       |    |
| Buses                | 0                  | 0    | 0    | 0     | -    | 0          | 0                  | 0    | 3    | 0     | -    | 3          | 0                       | 0    | 0    | 0     | -    | 0          | 0                       | 0    | 0     | 0     | -    | 0          | 3          |    |
| % Buses              | 0.0                | -    | 0.0  | 0.0   | -    | 0.0        | -                  | 0.0  | 0.6  | 0.0   | -    | 0.6        | -                       | 0.0  | 0.0  | -     | -    | 0.0        | -                       | -    | 0.0   | 0.0   | -    | 0.0        | 0.5        |    |
| Single-Unit Trucks   | 0                  | 0    | 0    | 0     | -    | 0          | 0                  | 1    | 2    | 4     | -    | 7          | 0                       | 2    | 1    | 0     | -    | 3          | 0                       | 0    | 0     | 2     | -    | 2          | 12         |    |
| % Single-Unit Trucks | 0.0                | -    | 0.0  | 0.0   | -    | 0.0        | -                  | 12.5 | 0.4  | 33.3  | -    | 1.4        | -                       | 10.5 | 25.0 | -     | -    | 13.0       | -                       | -    | 0.0   | 12.5  | -    | 10.5       | 2.2        |    |
| Articulated Trucks   | 0                  | 0    | 0    | 0     | -    | 0          | 0                  | 0    | 0    | 0     | -    | 0          | 0                       | 0    | 0    | 0     | -    | 0          | 0                       | 0    | 0     | 0     | -    | 0          | 0          |    |
| % Articulated Trucks | 0.0                | -    | 0.0  | 0.0   | -    | 0.0        | -                  | 0.0  | 0.0  | 0.0   | -    | 0.0        | -                       | 0.0  | 0.0  | -     | -    | 0.0        | -                       | -    | 0.0   | 0.0   | -    | 0.0        | 0.0        |    |
| Bicycles on Road     | 0                  | 0    | 4    | 2     | -    | 6          | 0                  | 0    | 3    | 1     | -    | 4          | 0                       | 0    | 0    | 0     | -    | 0          | 0                       | 0    | 0     | 1     | -    | 1          | 11         |    |

|                    |     |   |       |       |       |      |   |     |     |     |       |     |   |     |     |   |       |     |   |   |     |     |       |     |     |
|--------------------|-----|---|-------|-------|-------|------|---|-----|-----|-----|-------|-----|---|-----|-----|---|-------|-----|---|---|-----|-----|-------|-----|-----|
| % Bicycles on Road | 0.0 | - | 100.0 | 100.0 | -     | 85.7 | - | 0.0 | 0.6 | 8.3 | -     | 0.8 | - | 0.0 | 0.0 | - | -     | 0.0 | - | - | 0.0 | 6.3 | -     | 5.3 | 2.0 |
| Pedestrians        | -   | - | -     | -     | 7     | -    | - | -   | -   | -   | 12    | -   | - | -   | -   | - | 161   | -   | - | - | -   | -   | 65    | -   | -   |
| % Pedestrians      | -   | - | -     | -     | 100.0 | -    | - | -   | -   | -   | 100.0 | -   | - | -   | -   | - | 100.0 | -   | - | - | -   | -   | 100.0 | -   | -   |

DRAFT



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Count Name: Davis St with Public Alley  
Site Code:  
Start Date: 09/16/2021  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

| Start Time           | Davis St Eastbound |       |       |       |      |            | Davis St Westbound |       |       |       |       |            | Public Alley Northbound |       |       |       |       |            | Public Alley Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------|-------|-------|-------|------|------------|--------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn             | Left  | Thru  | Right | Peds | App. Total | U-Turn             | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total |            |
| 8:00 AM              | 0                  | 0     | 0     | 0     | 0    | 0          | 0                  | 1     | 17    | 1     | 0     | 19         | 0                       | 3     | 0     | 0     | 12    | 3          | 0                       | 0     | 0     | 1     | 0     | 1          | 23         |
| 8:15 AM              | 0                  | 0     | 1     | 0     | 0    | 1          | 0                  | 2     | 19    | 1     | 1     | 22         | 0                       | 0     | 0     | 0     | 6     | 0          | 0                       | 0     | 0     | 0     | 2     | 0          | 23         |
| 8:30 AM              | 0                  | 0     | 0     | 0     | 0    | 0          | 0                  | 0     | 21    | 0     | 3     | 21         | 0                       | 1     | 0     | 0     | 5     | 1          | 0                       | 0     | 1     | 1     | 2     | 2          | 24         |
| 8:45 AM              | 0                  | 0     | 0     | 0     | 0    | 0          | 0                  | 1     | 29    | 0     | 0     | 30         | 0                       | 1     | 2     | 0     | 12    | 3          | 0                       | 0     | 0     | 2     | 0     | 2          | 35         |
| Total                | 0                  | 0     | 1     | 0     | 0    | 1          | 0                  | 4     | 86    | 2     | 4     | 92         | 0                       | 5     | 2     | 0     | 35    | 7          | 0                       | 0     | 1     | 4     | 4     | 5          | 105        |
| Approach %           | 0.0                | 0.0   | 100.0 | 0.0   | -    | -          | 0.0                | 4.3   | 93.5  | 2.2   | -     | -          | 0.0                     | 71.4  | 28.6  | 0.0   | -     | -          | 0.0                     | 0.0   | 20.0  | 80.0  | -     | -          | -          |
| Total %              | 0.0                | 0.0   | 1.0   | 0.0   | -    | 1.0        | 0.0                | 3.8   | 81.9  | 1.9   | -     | 87.6       | 0.0                     | 4.8   | 1.9   | 0.0   | -     | 6.7        | 0.0                     | 0.0   | 1.0   | 3.8   | -     | 4.8        | -          |
| PHF                  | 0.000              | 0.000 | 0.250 | 0.000 | -    | 0.250      | 0.000              | 0.500 | 0.741 | 0.500 | -     | 0.767      | 0.000                   | 0.417 | 0.250 | 0.000 | -     | 0.583      | 0.000                   | 0.000 | 0.250 | 0.500 | -     | 0.625      | 0.750      |
| Lights               | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 3     | 83    | 0     | -     | 86         | 0                       | 3     | 1     | 0     | -     | 4          | 0                       | 0     | 1     | 3     | -     | 4          | 94         |
| % Lights             | -                  | -     | 0.0   | -     | -    | 0.0        | -                  | 75.0  | 96.5  | 0.0   | -     | 93.5       | -                       | 60.0  | 50.0  | -     | -     | 57.1       | -                       | -     | 100.0 | 75.0  | -     | 80.0       | 89.5       |
| Buses                | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 2     | 0     | -     | 2          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 2          |
| % Buses              | -                  | -     | 0.0   | -     | -    | 0.0        | -                  | 0.0   | 2.3   | 0.0   | -     | 2.2        | -                       | 0.0   | 0.0   | -     | -     | 0.0        | -                       | -     | 0.0   | 0.0   | -     | 0.0        | 1.9        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 1     | 1     | 2     | -     | 4          | 0                       | 2     | 1     | 0     | -     | 3          | 0                       | 0     | 0     | 1     | -     | 1          | 8          |
| % Single-Unit Trucks | -                  | -     | 0.0   | -     | -    | 0.0        | -                  | 25.0  | 1.2   | 100.0 | -     | 4.3        | -                       | 40.0  | 50.0  | -     | -     | 42.9       | -                       | -     | 0.0   | 25.0  | -     | 20.0       | 7.6        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -    | 0          | 0                  | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                  | -     | 0.0   | -     | -    | 0.0        | -                  | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -     | 0.0        | -                       | -     | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                  | 0     | 1     | 0     | -    | 1          | 0                  | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 1          |
| % Bicycles on Road   | -                  | -     | 100.0 | -     | -    | 100.0      | -                  | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -     | 0.0        | -                       | -     | 0.0   | 0.0   | -     | 0.0        | 1.0        |
| Pedestrians          | -                  | -     | -     | -     | 0    | -          | -                  | -     | -     | -     | 4     | -          | -                       | -     | -     | -     | 35    | -          | -                       | -     | -     | -     | 4     | -          | -          |
| % Pedestrians        | -                  | -     | -     | -     | -    | -          | -                  | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | 100.0 | -          | -          |



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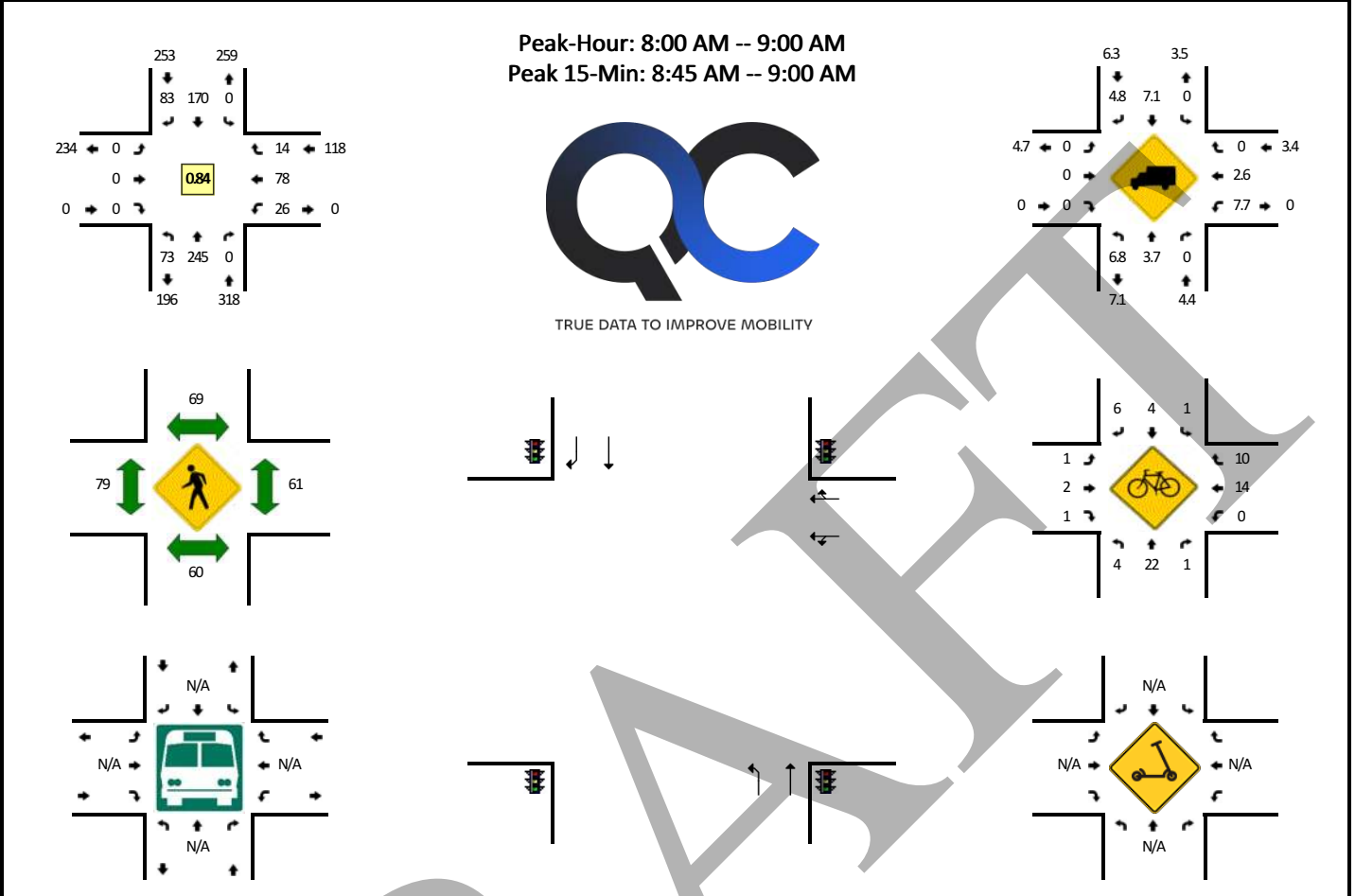
Count Name: Davis St with Public Alley  
Site Code:  
Start Date: 09/16/2021  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Davis St Eastbound |       |       |       |       |            | Davis St Westbound |       |       |       |       |            | Public Alley Northbound |       |       |       |       |            | Public Alley Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------|-------|-------|-------|-------|------------|--------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn             | Left  | Thru  | Right | Peds  | App. Total | U-Turn             | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                  | 0     | 0     | 0     | 1     | 0          | 0                  | 0     | 41    | 1     | 1     | 42         | 0                       | 0     | 0     | 0     | 9     | 0          | 0                       | 0     | 0     | 1     | 4     | 1          | 43         |
| 5:15 PM              | 0                  | 0     | 0     | 1     | 0     | 1          | 0                  | 0     | 33    | 1     | 0     | 34         | 0                       | 0     | 0     | 0     | 11    | 0          | 0                       | 0     | 0     | 1     | 5     | 1          | 36         |
| 5:30 PM              | 0                  | 0     | 0     | 0     | 0     | 0          | 0                  | 0     | 46    | 1     | 4     | 47         | 0                       | 1     | 1     | 0     | 13    | 2          | 0                       | 0     | 1     | 1     | 10    | 2          | 51         |
| 5:45 PM              | 0                  | 0     | 1     | 0     | 0     | 1          | 0                  | 0     | 38    | 2     | 0     | 40         | 0                       | 1     | 0     | 0     | 14    | 1          | 0                       | 0     | 0     | 1     | 4     | 1          | 43         |
| Total                | 0                  | 0     | 1     | 1     | 1     | 2          | 0                  | 0     | 158   | 5     | 5     | 163        | 0                       | 2     | 1     | 0     | 47    | 3          | 0                       | 0     | 1     | 4     | 23    | 5          | 173        |
| Approach %           | 0.0                | 0.0   | 50.0  | 50.0  | -     | -          | 0.0                | 0.0   | 96.9  | 3.1   | -     | -          | 0.0                     | 66.7  | 33.3  | 0.0   | -     | -          | 0.0                     | 0.0   | 20.0  | 80.0  | -     | -          | -          |
| Total %              | 0.0                | 0.0   | 0.6   | 0.6   | -     | 1.2        | 0.0                | 0.0   | 91.3  | 2.9   | -     | 94.2       | 0.0                     | 1.2   | 0.6   | 0.0   | -     | 1.7        | 0.0                     | 0.0   | 0.6   | 2.3   | -     | 2.9        | -          |
| PHF                  | 0.000              | 0.000 | 0.250 | 0.250 | -     | 0.500      | 0.000              | 0.000 | 0.859 | 0.625 | -     | 0.867      | 0.000                   | 0.500 | 0.250 | 0.000 | -     | 0.375      | 0.000                   | 0.000 | 0.250 | 1.000 | -     | 0.625      | 0.848      |
| Lights               | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 158   | 5     | -     | 163        | 0                       | 2     | 1     | 0     | -     | 3          | 0                       | 0     | 1     | 3     | -     | 4          | 170        |
| % Lights             | -                  | -     | 0.0   | 0.0   | -     | 0.0        | -                  | -     | 100.0 | 100.0 | -     | 100.0      | -                       | 100.0 | 100.0 | -     | -     | 100.0      | -                       | -     | 100.0 | 75.0  | -     | 80.0       | 98.3       |
| Buses                | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                  | -     | 0.0   | 0.0   | -     | 0.0        | -                  | -     | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -     | 0.0        | -                       | -     | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Single-Unit Trucks | -                  | -     | 0.0   | 0.0   | -     | 0.0        | -                  | -     | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -     | 0.0        | -                       | -     | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Articulated Trucks   | 0                  | 0     | 0     | 0     | -     | 0          | 0                  | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                  | -     | 0.0   | 0.0   | -     | 0.0        | -                  | -     | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -     | 0.0        | -                       | -     | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                  | 0     | 1     | 1     | -     | 2          | 0                  | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 1     | -     | 1          | 3          |
| % Bicycles on Road   | -                  | -     | 100.0 | 100.0 | -     | 100.0      | -                  | -     | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | -     | -     | 0.0        | -                       | -     | 0.0   | 25.0  | -     | 20.0       | 1.7        |
| Pedestrians          | -                  | -     | -     | -     | 1     | -          | -                  | -     | -     | -     | 5     | -          | -                       | -     | -     | -     | 47    | -          | -                       | -     | -     | -     | 23    | -          | -          |
| % Pedestrians        | -                  | -     | -     | -     | 100.0 | -          | -                  | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | 100.0 | -          | -          |

**LOCATION:** Chicago Ave -- Davis St  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 16670501  
**DATE:** Thu, Jul 11 2024

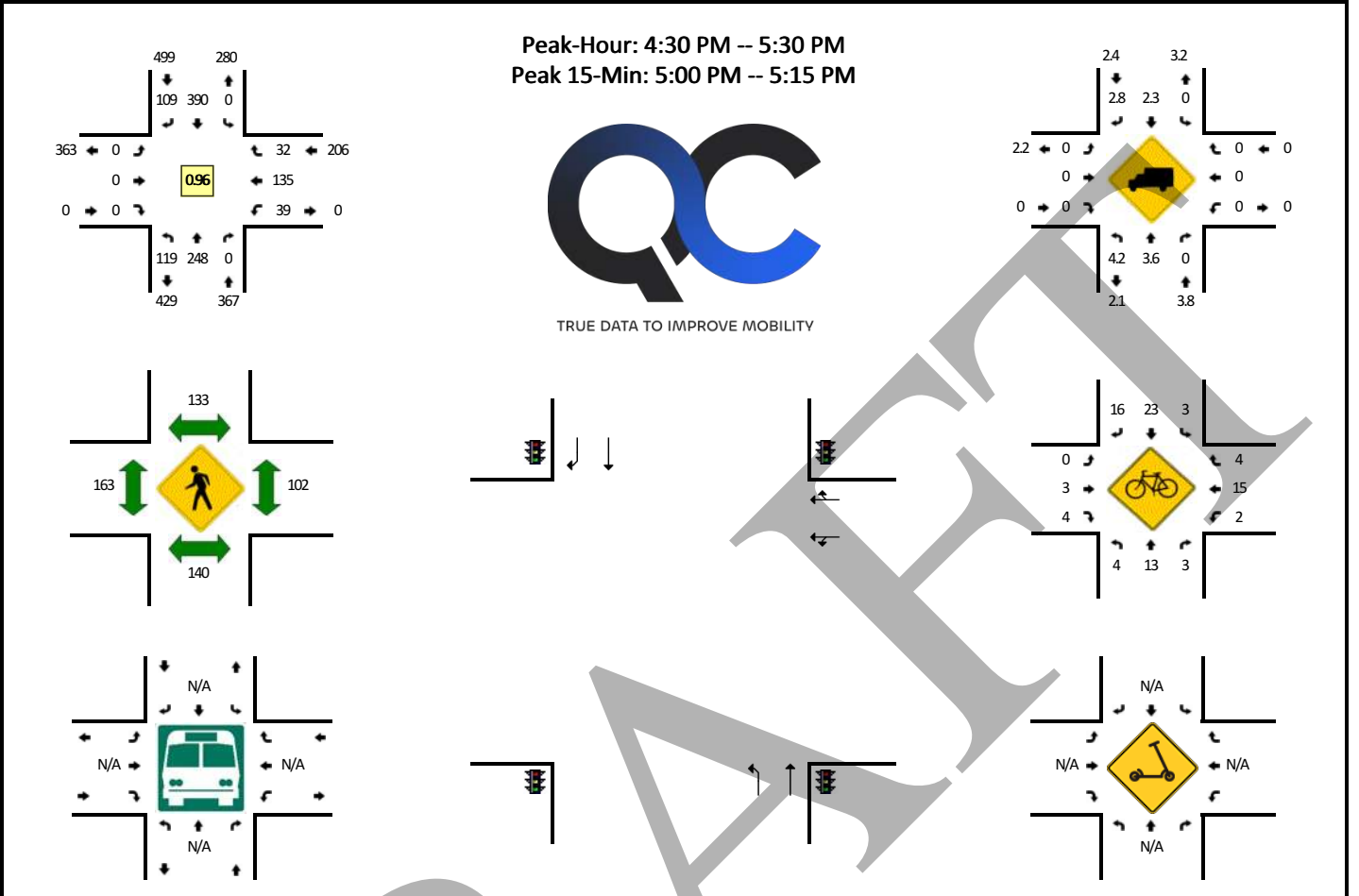


| 15-Min Count Period Beginning At | Chicago Ave (Northbound) |      |       |   | Chicago Ave (Southbound) |      |       |   | Davis St (Eastbound) |      |       |   | Davis St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                  | Left                     | Thru | Right | U | Left                     | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 6:00 AM                          | 6                        | 17   | 0     | 0 | 0                        | 21   | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 1     | 0 | 50    |               |
| 6:15 AM                          | 8                        | 24   | 0     | 0 | 0                        | 8    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 4    | 2     | 0 | 48    |               |
| 6:30 AM                          | 9                        | 17   | 0     | 0 | 0                        | 23   | 5     | 0 | 0                    | 0    | 0     | 0 | 2                    | 3    | 1     | 0 | 60    |               |
| 6:45 AM                          | 13                       | 18   | 0     | 0 | 0                        | 22   | 10    | 0 | 0                    | 0    | 0     | 0 | 1                    | 13   | 2     | 0 | 79    | 237           |
| 7:00 AM                          | 16                       | 31   | 0     | 0 | 0                        | 33   | 7     | 0 | 0                    | 0    | 0     | 0 | 4                    | 10   | 3     | 0 | 104   | 291           |
| 7:15 AM                          | 10                       | 47   | 0     | 0 | 0                        | 37   | 9     | 0 | 0                    | 0    | 0     | 0 | 1                    | 8    | 3     | 0 | 115   | 358           |
| 7:30 AM                          | 15                       | 28   | 0     | 0 | 0                        | 29   | 11    | 0 | 0                    | 0    | 0     | 0 | 4                    | 19   | 9     | 0 | 115   | 413           |
| 7:45 AM                          | 26                       | 41   | 0     | 0 | 0                        | 43   | 12    | 0 | 0                    | 0    | 0     | 0 | 6                    | 17   | 2     | 0 | 147   | 481           |
| 8:00 AM                          | 19                       | 52   | 0     | 0 | 0                        | 30   | 22    | 0 | 0                    | 0    | 0     | 0 | 8                    | 12   | 2     | 0 | 145   | 522           |
| 8:15 AM                          | 11                       | 46   | 0     | 0 | 0                        | 35   | 20    | 0 | 0                    | 0    | 0     | 0 | 2                    | 17   | 4     | 0 | 135   | 542           |
| 8:30 AM                          | 22                       | 77   | 0     | 0 | 0                        | 50   | 16    | 0 | 0                    | 0    | 0     | 0 | 7                    | 29   | 3     | 0 | 204   | 631           |
| 8:45 AM                          | 21                       | 70   | 0     | 0 | 0                        | 55   | 25    | 0 | 0                    | 0    | 0     | 0 | 9                    | 20   | 5     | 0 | 205   | 689           |
| 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                     | 84                       | 280  | 0     | 0 | 0                        | 220  | 100   | 0 | 0                    | 0    | 0     | 0 | 36                   | 80   | 20    | 0 | 820   |               |
| Heavy Trucks                     | 4                        | 8    | 0     | 0 | 0                        | 4    | 4     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 24    |               |
| Buses                            |                          |      |       |   |                          |      |       |   |                      |      |       |   |                      |      |       |   |       |               |
| Pedestrians                      |                          | 76   |       |   |                          | 104  |       |   |                      | 64   |       |   |                      | 76   |       |   | 320   |               |
| Bicycles                         | 12                       | 20   | 0     |   | 0                        | 0    | 0     |   | 0                    | 0    | 0     |   | 0                    | 16   | 8     |   | 56    |               |
| Scoters                          |                          |      |       |   |                          |      |       |   |                      |      |       |   |                      |      |       |   |       |               |

*Comments:*

**LOCATION:** Chicago Ave -- Davis St  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 16670502  
**DATE:** Thu, Jul 11 2024



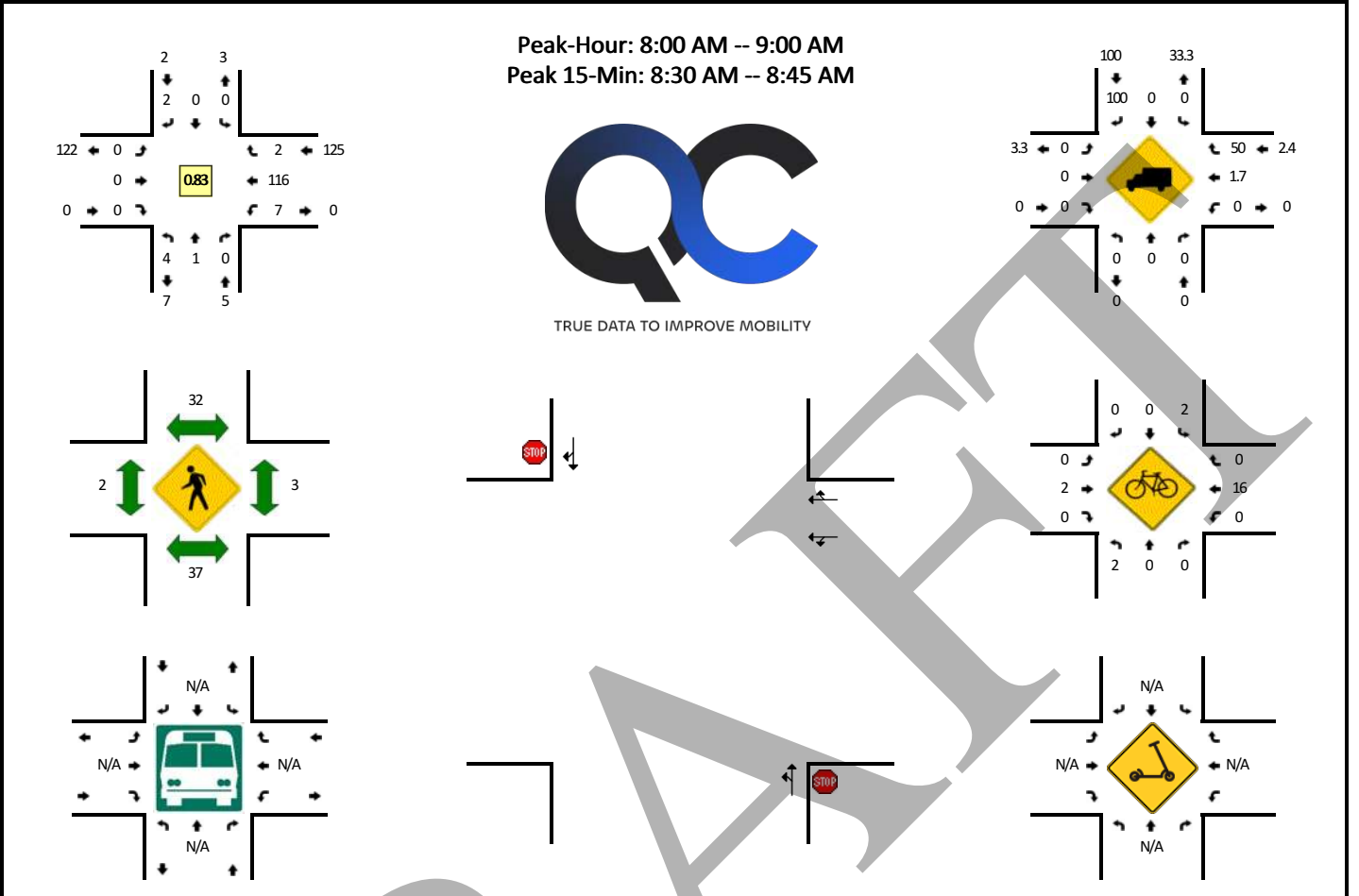
| 15-Min Count Period Beginning At | Chicago Ave (Northbound) |      |       |   | Chicago Ave (Southbound) |      |       |   | Davis St (Eastbound) |      |       |   | Davis St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                  | Left                     | Thru | Right | U | Left                     | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 4:00 PM                          | 27                       | 46   | 0     | 0 | 0                        | 94   | 29    | 0 | 0                    | 0    | 0     | 0 | 9                    | 27   | 11    | 0 | 243   |               |
| 4:15 PM                          | 32                       | 62   | 0     | 0 | 0                        | 96   | 27    | 0 | 0                    | 0    | 0     | 0 | 10                   | 35   | 7     | 0 | 269   |               |
| 4:30 PM                          | 32                       | 57   | 0     | 0 | 0                        | 103  | 27    | 0 | 0                    | 0    | 0     | 0 | 12                   | 34   | 10    | 0 | 275   |               |
| 4:45 PM                          | 26                       | 57   | 0     | 0 | 0                        | 90   | 28    | 0 | 0                    | 0    | 0     | 0 | 6                    | 31   | 7     | 0 | 245   |               |
| 5:00 PM                          | 34                       | 63   | 0     | 0 | 0                        | 105  | 24    | 0 | 0                    | 0    | 0     | 0 | 12                   | 34   | 7     | 0 | 279   | 1032          |
| 5:15 PM                          | 27                       | 71   | 0     | 0 | 0                        | 92   | 30    | 0 | 0                    | 0    | 0     | 0 | 9                    | 36   | 8     | 0 | 273   | 1072          |
| 5:30 PM                          | 30                       | 57   | 0     | 0 | 0                        | 102  | 17    | 0 | 0                    | 0    | 0     | 0 | 9                    | 30   | 11    | 0 | 256   | 1053          |
| 5:45 PM                          | 32                       | 57   | 0     | 0 | 0                        | 79   | 32    | 0 | 0                    | 0    | 0     | 0 | 11                   | 26   | 10    | 0 | 247   | 1055          |
| 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                     | 136                      | 252  | 0     | 0 | 0                        | 420  | 96    | 0 | 0                    | 0    | 0     | 0 | 48                   | 136  | 28    | 0 | 1116  |               |
| Heavy Trucks                     | 4                        | 8    | 0     | 0 | 0                        | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 24    |               |
| Buses                            |                          |      |       |   |                          |      |       |   |                      |      |       |   |                      |      |       |   |       |               |
| Pedestrians                      |                          | 120  |       |   |                          | 148  |       |   |                      | 108  |       |   |                      | 76   |       |   | 452   |               |
| Bicycles                         | 8                        | 12   | 0     |   | 4                        | 20   | 28    |   | 0                    | 4    | 0     |   | 0                    | 28   | 0     |   | 104   |               |
| Scooters                         |                          |      |       |   |                          |      |       |   |                      |      |       |   |                      |      |       |   |       |               |

Comments:



**LOCATION:** NB/SB Alley -- Davis St  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 16670503  
**DATE:** Thu, Jul 11 2024



| 15-Min Count Period Beginning At | NB/SB Alley (Northbound) |      |       |   | NB/SB Alley (Southbound) |      |       |   | Davis St (Eastbound) |      |       |   | Davis St (Westbound) |      |       |   | Total | Hourly Totals |    |     |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|----|-----|
|                                  | Left                     | Thru | Right | U | Left                     | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |    |     |
| 6:00 AM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 0     | 4             |    |     |
| 6:15 AM                          | 0                        | 0    | 0     | 0 | 0                        | 1    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 5     | 0 | 0     | 0             | 7  |     |
| 6:30 AM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 5     | 0 | 0     | 0             | 7  |     |
| 6:45 AM                          | 1                        | 1    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 16    | 0 | 0     | 0             | 18 | 36  |
| 7:00 AM                          | 0                        | 1    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 15    | 0 | 0     | 0             | 18 | 50  |
| 7:15 AM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 12    | 0 | 0     | 0             | 12 | 55  |
| 7:30 AM                          | 1                        | 0    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 30    | 0 | 0     | 0             | 34 | 82  |
| 7:45 AM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 24    | 0 | 0     | 0             | 25 | 89  |
| 8:00 AM                          | 1                        | 0    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 22    | 1 | 0     | 0             | 26 | 97  |
| 8:15 AM                          | 1                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 24    | 0 | 0     | 0             | 26 | 111 |
| 8:30 AM                          | 1                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 37    | 0 | 0     | 0             | 40 | 117 |
| 8:45 AM                          | 1                        | 1    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 33    | 1 | 0     | 0             | 40 | 132 |

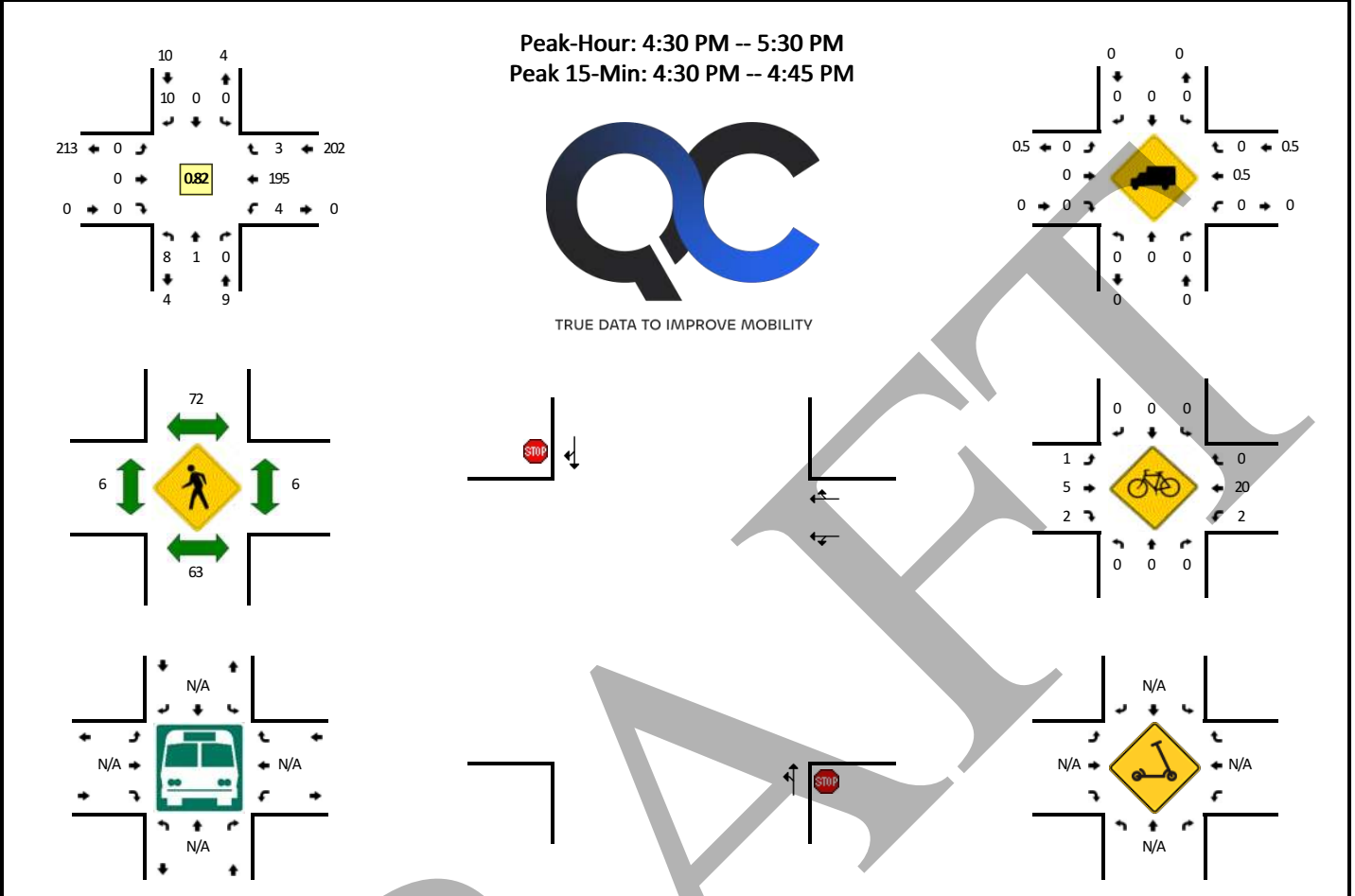
  

| Peak 15-Min Flowrates | Northbound |      |       |   | Southbound |      |       |   | Eastbound |      |       |   | Westbound |      |       |   | Total |
|-----------------------|------------|------|-------|---|------------|------|-------|---|-----------|------|-------|---|-----------|------|-------|---|-------|
|                       | Left       | Thru | Right | U | Left       | Thru | Right | U | Left      | Thru | Right | U | Left      | Thru | Right | U |       |
| All Vehicles          | 4          | 0    | 0     | 0 | 0          | 0    | 0     | 0 | 0         | 0    | 0     | 0 | 8         | 148  | 0     | 0 | 160   |
| Heavy Trucks          | 0          | 0    | 0     | 0 | 0          | 0    | 0     | 0 | 0         | 0    | 0     | 0 | 0         | 4    | 0     | 0 | 4     |
| Buses                 |            |      |       |   |            |      |       |   |           |      |       |   |           |      |       |   |       |
| Pedestrians           |            | 44   |       |   |            | 36   |       |   |           | 0    |       |   |           | 0    |       |   | 80    |
| Bicycles              | 8          | 0    | 0     |   | 4          | 0    | 0     |   |           | 0    | 0     | 0 |           | 20   | 0     |   | 32    |
| Scoters               |            |      |       |   |            |      |       |   |           |      |       |   |           |      |       |   |       |

Comments:

**LOCATION:** NB/SB Alley -- Davis St  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 16670504  
**DATE:** Thu, Jul 11 2024

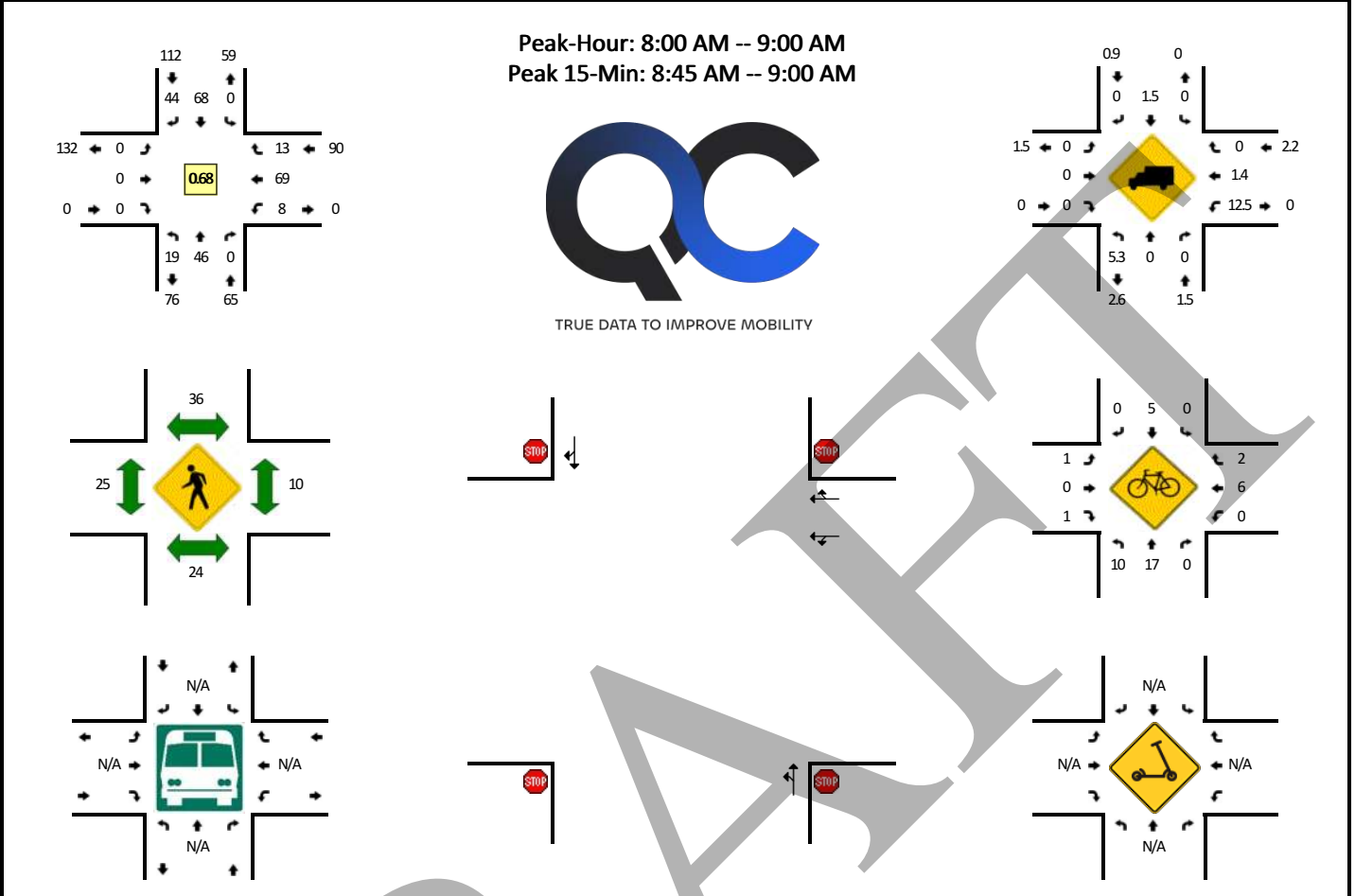


| 15-Min Count Period Beginning At | NB/SB Alley (Northbound) |      |       |   | NB/SB Alley (Southbound) |      |       |   | Davis St (Eastbound) |      |       |   | Davis St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                  | Left                     | Thru | Right | U | Left                     | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 4:00 PM                          | 4                        | 0    | 0     | 0 | 0                        | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 45   | 0     | 0 | 51    |               |
| 4:15 PM                          | 2                        | 0    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1                    | 41   | 1     | 0 | 46    |               |
| 4:30 PM                          | 1                        | 0    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1                    | 63   | 1     | 0 | 67    |               |
| 4:45 PM                          | 1                        | 0    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 39   | 0     | 0 | 41    | 205           |
| 5:00 PM                          | 4                        | 0    | 0     | 0 | 0                        | 0    | 4     | 0 | 0                    | 0    | 0     | 0 | 3                    | 46   | 1     | 0 | 58    | 212           |
| 5:15 PM                          | 2                        | 1    | 0     | 0 | 0                        | 0    | 4     | 0 | 0                    | 0    | 0     | 0 | 0                    | 47   | 1     | 0 | 55    | 221           |
| 5:30 PM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 50   | 0     | 0 | 52    | 206           |
| 5:45 PM                          | 4                        | 0    | 0     | 0 | 0                        | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2                    | 44   | 1     | 0 | 52    | 217           |
| 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                     | 4                        | 0    | 0     | 0 | 0                        | 0    | 4     | 0 | 0                    | 0    | 0     | 0 | 4                    | 252  | 4     | 0 | 268   |               |
| Heavy Trucks                     | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 4     |               |
| Buses                            |                          |      |       |   |                          |      |       |   |                      |      |       |   |                      |      |       |   |       |               |
| Pedestrians                      |                          | 48   |       |   |                          | 72   |       |   |                      | 4    |       |   |                      | 0    |       |   | 124   |               |
| Bicycles                         | 0                        | 0    | 0     |   | 0                        | 0    | 0     |   | 0                    | 0    | 4     |   | 4                    | 12   | 0     |   | 20    |               |
| Scooters                         |                          |      |       |   |                          |      |       |   |                      |      |       |   |                      |      |       |   |       |               |

Comments:

**LOCATION:** Hinman Ave -- Davis St  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 16670505  
**DATE:** Thu, Jul 11 2024

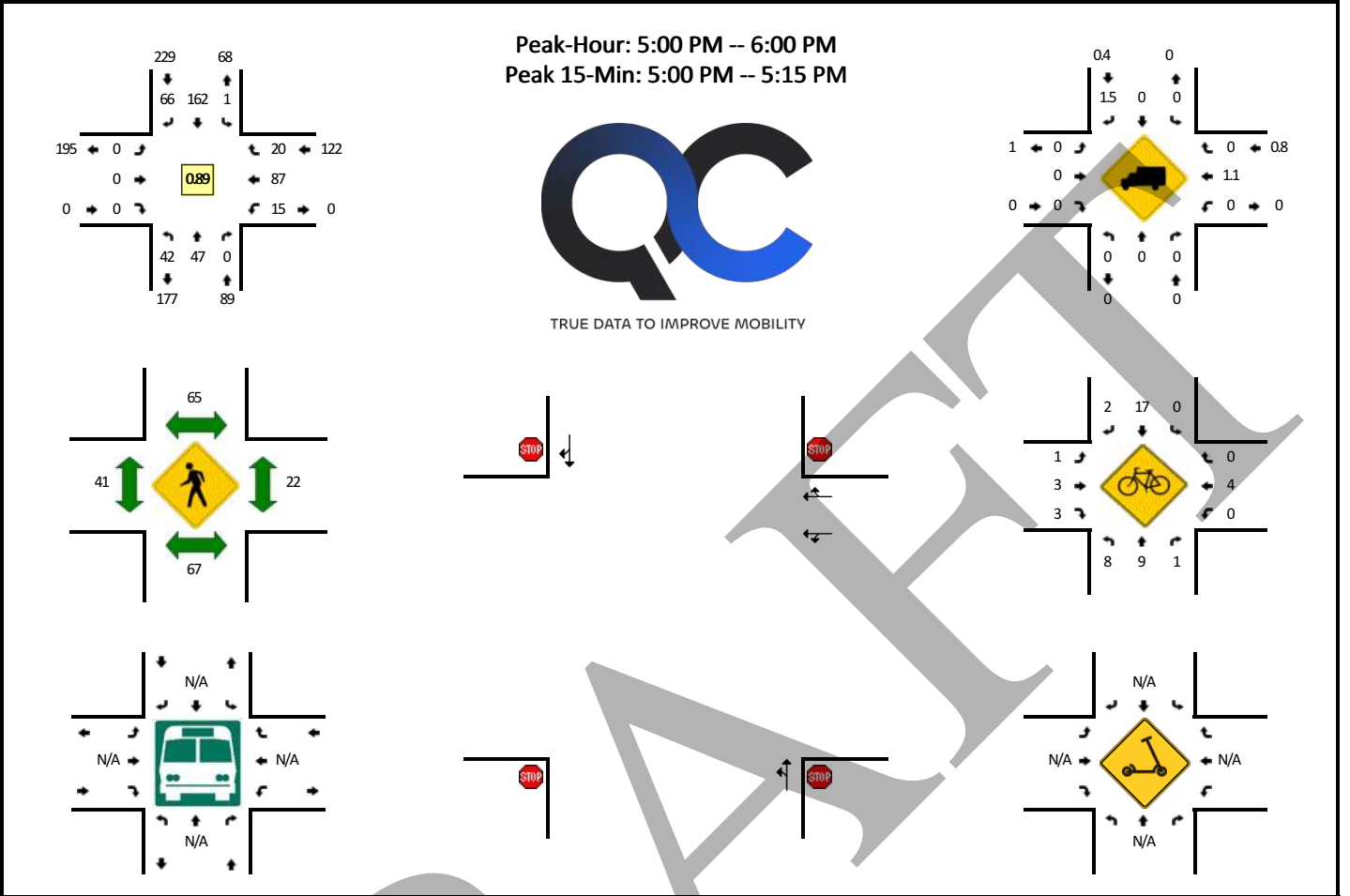


| 15-Min Count Period Beginning At | Hinman Ave (Northbound) |      |       |   | Hinman Ave (Southbound) |      |       |   | Davis St (Eastbound) |      |       |   | Davis St (Westbound) |      |       |   | Total | Hourly Totals |     |
|----------------------------------|-------------------------|------|-------|---|-------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|-----|
|                                  | Left                    | Thru | Right | U | Left                    | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |     |
| 6:00 AM                          | 0                       | 2    | 0     | 0 | 0                       | 4    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 3     | 1 | 0     | 11            |     |
| 6:15 AM                          | 1                       | 4    | 0     | 0 | 0                       | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 4     | 1 | 0     | 14            |     |
| 6:30 AM                          | 0                       | 2    | 0     | 0 | 0                       | 5    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 5     | 0 | 0     | 13            |     |
| 6:45 AM                          | 3                       | 4    | 0     | 0 | 0                       | 4    | 3     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 10    | 1 | 0     | 26            | 64  |
| 7:00 AM                          | 0                       | 8    | 0     | 0 | 0                       | 5    | 5     | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 11    | 2 | 0     | 34            | 87  |
| 7:15 AM                          | 0                       | 2    | 0     | 0 | 0                       | 12   | 4     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 10    | 5 | 0     | 34            | 107 |
| 7:30 AM                          | 2                       | 5    | 0     | 0 | 0                       | 9    | 10    | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 21    | 5 | 0     | 54            | 148 |
| 7:45 AM                          | 8                       | 8    | 0     | 0 | 0                       | 14   | 5     | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 13    | 2 | 0     | 53            | 175 |
| 8:00 AM                          | 2                       | 5    | 0     | 0 | 0                       | 10   | 10    | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 11    | 0 | 0     | 39            | 180 |
| 8:15 AM                          | 4                       | 12   | 0     | 0 | 0                       | 11   | 7     | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 14    | 1 | 0     | 51            | 197 |
| 8:30 AM                          | 9                       | 10   | 0     | 0 | 0                       | 22   | 9     | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 23    | 4 | 0     | 79            | 222 |
| 8:45 AM                          | 4                       | 19   | 0     | 0 | 0                       | 25   | 18    | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 21    | 8 | 0     | 98            | 267 |
| 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                     | 16                      | 76   | 0     | 0 | 0                       | 100  | 72    | 0 | 0                    | 0    | 0     | 0 | 12                   | 84   | 32    | 0 | 392   |               |     |
| Heavy Trucks                     | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     |               |     |
| Buses                            |                         |      |       |   |                         |      |       |   |                      |      |       |   |                      |      |       |   |       |               |     |
| Pedestrians                      |                         | 20   |       |   |                         | 36   |       |   |                      | 40   |       |   |                      | 8    |       |   | 104   |               |     |
| Bicycles                         | 8                       | 24   | 0     |   | 0                       | 0    | 0     |   | 0                    | 0    | 0     |   | 0                    | 12   | 4     |   | 48    |               |     |
| Scoters                          |                         |      |       |   |                         |      |       |   |                      |      |       |   |                      |      |       |   |       |               |     |

*Comments:*

**LOCATION:** Hinman Ave -- Davis St  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 16670506  
**DATE:** Thu, Jul 11 2024

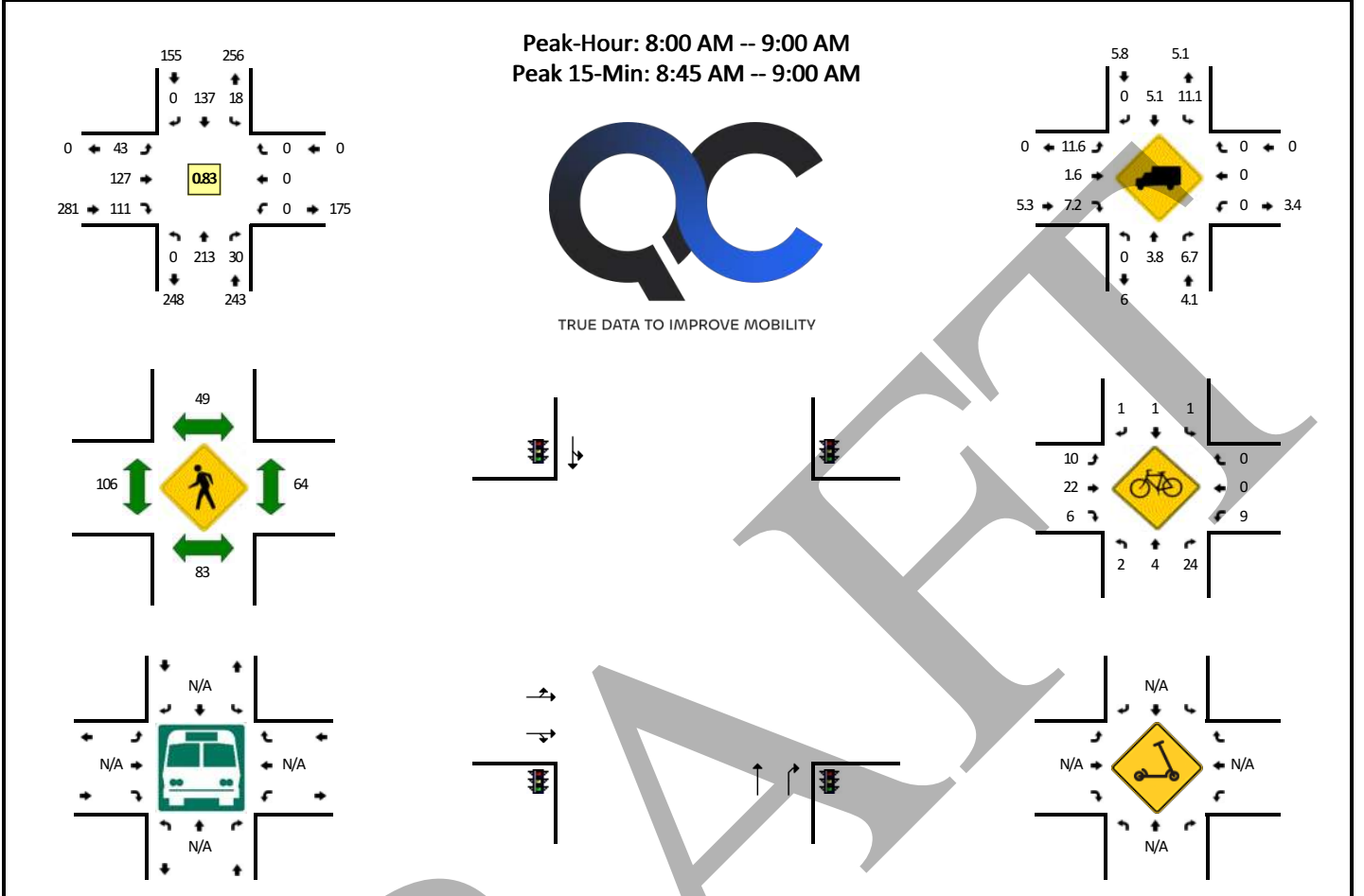


| 15-Min Count Period Beginning At | Hinman Ave (Northbound) |      |       |   | Hinman Ave (Southbound) |      |       |   | Davis St (Eastbound) |      |       |   | Davis St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|-------------------------|------|-------|---|-------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                  | Left                    | Thru | Right | U | Left                    | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 4:00 PM                          | 6                       | 15   | 0     | 0 | 0                       | 38   | 14    | 0 | 0                    | 0    | 0     | 0 | 3                    | 23   | 7     | 0 | 106   |               |
| 4:15 PM                          | 6                       | 12   | 0     | 0 | 0                       | 25   | 14    | 0 | 0                    | 0    | 0     | 0 | 4                    | 23   | 7     | 0 | 91    |               |
| 4:30 PM                          | 11                      | 8    | 0     | 0 | 0                       | 43   | 26    | 0 | 0                    | 0    | 0     | 0 | 2                    | 26   | 5     | 0 | 121   |               |
| 4:45 PM                          | 8                       | 8    | 0     | 0 | 0                       | 19   | 17    | 0 | 0                    | 0    | 0     | 0 | 3                    | 14   | 6     | 0 | 75    | 393           |
| 5:00 PM                          | 9                       | 16   | 0     | 0 | 0                       | 53   | 15    | 1 | 0                    | 0    | 0     | 0 | 3                    | 25   | 2     | 0 | 124   | 411           |
| 5:15 PM                          | 10                      | 9    | 0     | 0 | 0                       | 35   | 22    | 0 | 0                    | 0    | 0     | 0 | 8                    | 17   | 7     | 0 | 108   | 428           |
| 5:30 PM                          | 10                      | 9    | 0     | 0 | 0                       | 38   | 12    | 0 | 0                    | 0    | 0     | 0 | 2                    | 27   | 7     | 0 | 105   | 412           |
| 5:45 PM                          | 13                      | 13   | 0     | 0 | 0                       | 36   | 17    | 0 | 0                    | 0    | 0     | 0 | 2                    | 18   | 4     | 0 | 103   | 440           |
| Peak 15-Min Flowrates            | Northbound              |      |       |   | Southbound              |      |       |   | Eastbound            |      |       |   | Westbound            |      |       |   | Total |               |
| All Vehicles                     | 36                      | 64   | 0     | 0 | 0                       | 212  | 60    | 4 | 0                    | 0    | 0     | 0 | 12                   | 100  | 8     | 0 | 496   |               |
| Heavy Trucks                     | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     |               |
| Buses                            |                         |      |       |   |                         |      |       |   |                      |      |       |   |                      |      |       |   |       |               |
| Pedestrians                      |                         | 48   |       |   |                         | 52   |       |   |                      | 36   |       |   |                      | 20   |       |   | 156   |               |
| Bicyclers                        | 12                      | 12   | 0     |   | 0                       | 24   | 0     |   | 0                    | 4    | 0     |   | 0                    | 8    | 0     |   | 60    |               |
| Scooters                         |                         |      |       |   |                         |      |       |   |                      |      |       |   |                      |      |       |   |       |               |

Comments:

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

**QC JOB #:** 16670507  
**DATE:** Thu, Jul 11 2024

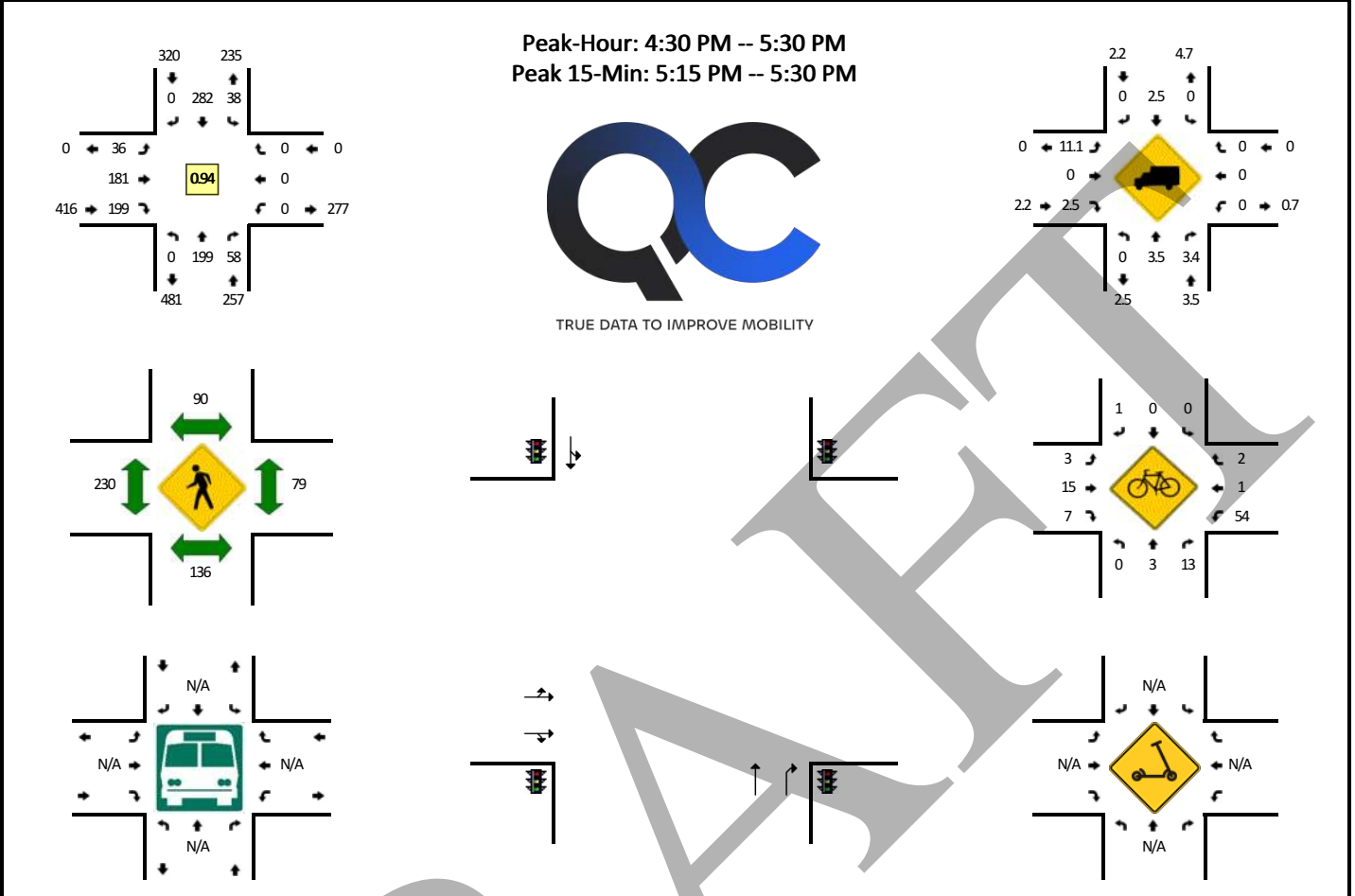


| 15-Min Count Period Beginning At | Chicago Ave (Northbound) |      |       |   | Chicago Ave (Southbound) |      |       |   | Church St (Eastbound) |      |       |   | Church St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
|                                  | Left                     | Thru | Right | U | Left                     | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |
| 6:00 AM                          | 0                        | 10   | 2     | 0 | 0                        | 14   | 0     | 0 | 4                     | 5    | 8     | 0 | 0                     | 0    | 0     | 0 | 43    |               |
| 6:15 AM                          | 0                        | 20   | 2     | 0 | 1                        | 8    | 0     | 0 | 2                     | 1    | 5     | 0 | 0                     | 0    | 0     | 0 | 39    |               |
| 6:30 AM                          | 0                        | 18   | 4     | 0 | 2                        | 21   | 0     | 0 | 5                     | 8    | 7     | 0 | 0                     | 0    | 0     | 0 | 65    |               |
| 6:45 AM                          | 0                        | 12   | 5     | 0 | 0                        | 9    | 0     | 0 | 3                     | 11   | 21    | 0 | 0                     | 0    | 0     | 0 | 61    | 208           |
| 7:00 AM                          | 0                        | 31   | 1     | 0 | 1                        | 21   | 0     | 0 | 4                     | 9    | 20    | 0 | 0                     | 0    | 0     | 0 | 87    | 252           |
| 7:15 AM                          | 0                        | 39   | 8     | 0 | 2                        | 26   | 0     | 0 | 3                     | 20   | 17    | 0 | 0                     | 0    | 0     | 0 | 115   | 328           |
| 7:30 AM                          | 0                        | 24   | 11    | 0 | 0                        | 21   | 0     | 0 | 6                     | 26   | 18    | 0 | 0                     | 0    | 0     | 0 | 106   | 369           |
| 7:45 AM                          | 0                        | 34   | 6     | 0 | 2                        | 34   | 1     | 0 | 9                     | 27   | 27    | 0 | 0                     | 0    | 0     | 0 | 140   | 448           |
| 8:00 AM                          | 0                        | 39   | 9     | 0 | 0                        | 19   | 0     | 0 | 9                     | 18   | 26    | 0 | 0                     | 0    | 0     | 0 | 120   | 481           |
| 8:15 AM                          | 0                        | 45   | 4     | 0 | 2                        | 25   | 0     | 0 | 14                    | 31   | 34    | 0 | 0                     | 0    | 0     | 0 | 155   | 521           |
| 8:30 AM                          | 0                        | 67   | 7     | 0 | 8                        | 53   | 0     | 0 | 8                     | 37   | 19    | 0 | 0                     | 0    | 0     | 0 | 199   | 614           |
| 8:45 AM                          | 0                        | 62   | 10    | 0 | 8                        | 40   | 0     | 0 | 12                    | 41   | 32    | 0 | 0                     | 0    | 0     | 0 | 205   | 679           |
| 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                        | 248  | 40    | 0 | 32                       | 160  | 0     | 0 | 48                    | 164  | 128   | 0 | 0                     | 0    | 0     | 0 | 820   |               |
| Heavy Trucks                     | 0                        | 8    | 0     | 0 | 4                        | 8    | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 20    |               |
| Buses                            |                          |      |       |   |                          |      |       |   |                       |      |       |   |                       |      |       |   |       |               |
| Pedestrians                      |                          | 84   |       |   |                          | 60   |       |   |                       | 76   |       |   |                       | 84   |       |   | 304   |               |
| Bicycles                         | 0                        | 8    | 16    |   | 0                        | 0    | 0     |   | 16                    | 12   | 0     |   | 4                     | 0    | 0     |   | 56    |               |
| Scoters                          |                          |      |       |   |                          |      |       |   |                       |      |       |   |                       |      |       |   |       |               |

Comments:

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

**QC JOB #:** 16670508  
**DATE:** Thu, Jul 11 2024

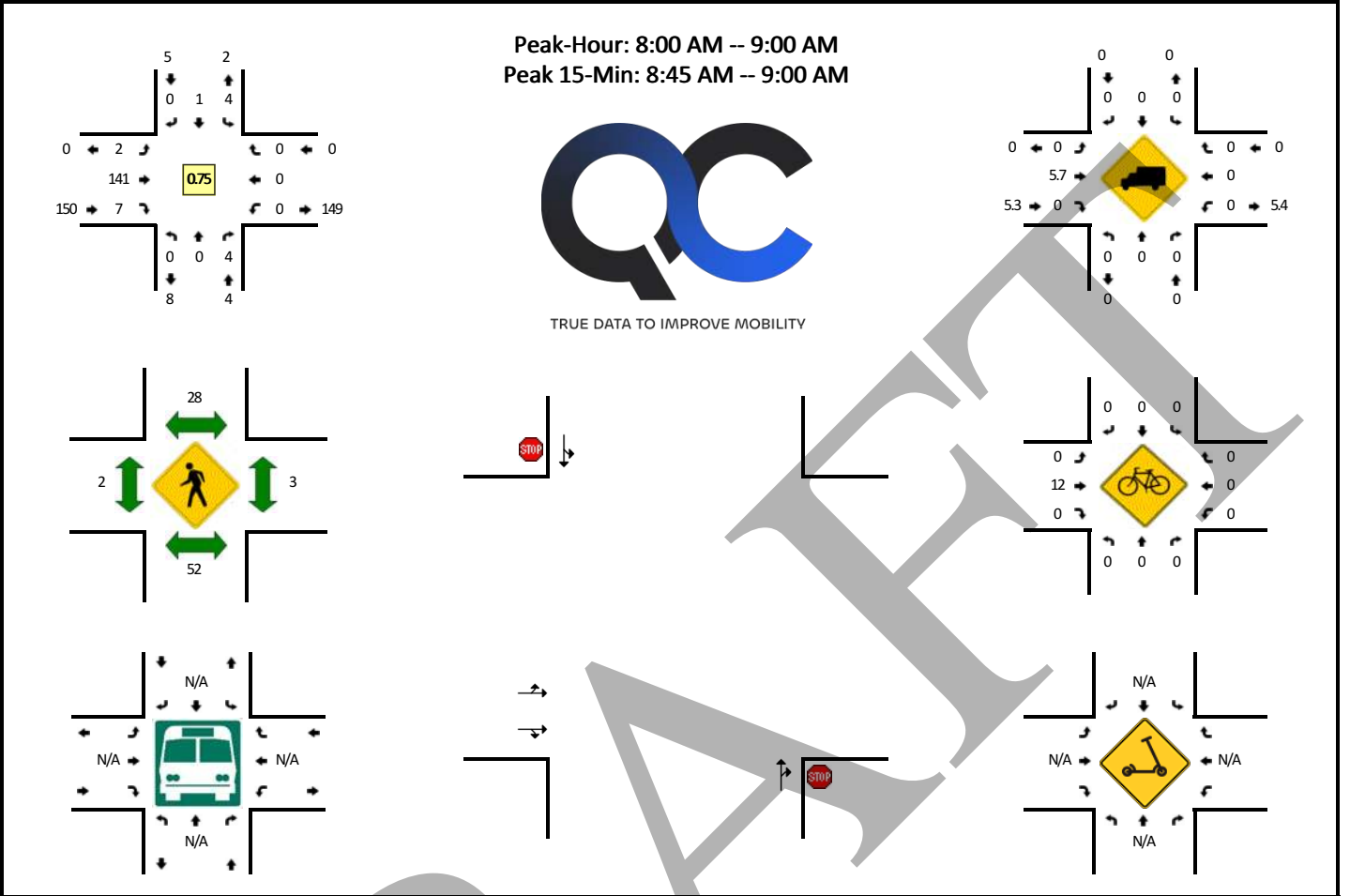


| 15-Min Count Period Beginning At | Chicago Ave (Northbound) |      |       |   | Chicago Ave (Southbound) |      |       |   | Church St (Eastbound) |      |       |   | Church St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
|                                  | Left                     | Thru | Right | U | Left                     | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |
| 4:00 PM                          | 0                        | 43   | 7     | 0 | 4                        | 60   | 0     | 0 | 11                    | 24   | 49    | 0 | 0                     | 0    | 0     | 0 | 198   |               |
| 4:15 PM                          | 0                        | 56   | 6     | 0 | 8                        | 71   | 0     | 0 | 17                    | 28   | 46    | 0 | 0                     | 0    | 0     | 0 | 232   |               |
| 4:30 PM                          | 0                        | 47   | 17    | 0 | 5                        | 83   | 0     | 0 | 8                     | 35   | 45    | 0 | 0                     | 0    | 0     | 0 | 240   |               |
| 4:45 PM                          | 0                        | 52   | 8     | 0 | 9                        | 65   | 0     | 0 | 10                    | 44   | 46    | 0 | 0                     | 0    | 0     | 0 | 234   | 904           |
| 5:00 PM                          | 0                        | 43   | 16    | 0 | 9                        | 72   | 0     | 0 | 7                     | 53   | 56    | 0 | 0                     | 0    | 0     | 0 | 256   | 962           |
| 5:15 PM                          | 0                        | 57   | 17    | 0 | 15                       | 62   | 0     | 0 | 11                    | 49   | 52    | 0 | 0                     | 0    | 0     | 0 | 263   | 993           |
| 5:30 PM                          | 0                        | 48   | 16    | 1 | 5                        | 60   | 0     | 0 | 18                    | 42   | 47    | 0 | 0                     | 0    | 0     | 0 | 237   | 990           |
| 5:45 PM                          | 0                        | 47   | 15    | 0 | 8                        | 63   | 0     | 0 | 14                    | 37   | 40    | 0 | 0                     | 0    | 0     | 0 | 224   | 980           |
| 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                        | 228  | 68    | 0 | 60                       | 248  | 0     | 0 | 44                    | 196  | 208   | 0 | 0                     | 0    | 0     | 0 | 1052  |               |
| Heavy Trucks                     | 0                        | 4    | 0     |   | 0                        | 8    | 0     |   | 4                     | 0    | 4     |   | 0                     | 0    | 0     |   | 20    |               |
| Buses                            |                          |      |       |   |                          |      |       |   |                       |      |       |   |                       |      |       |   |       |               |
| Pedestrians                      |                          | 144  |       |   |                          | 88   |       |   |                       | 248  |       |   |                       | 84   |       |   | 564   |               |
| Bicycles                         | 0                        | 8    | 12    |   | 0                        | 0    | 4     |   | 8                     | 8    | 8     |   | 56                    | 4    | 0     |   | 108   |               |
| Scooters                         |                          |      |       |   |                          |      |       |   |                       |      |       |   |                       |      |       |   |       |               |

Comments:

**LOCATION:** NB/SB Alley -- Church St  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 16670509  
**DATE:** Thu, Jul 11 2024

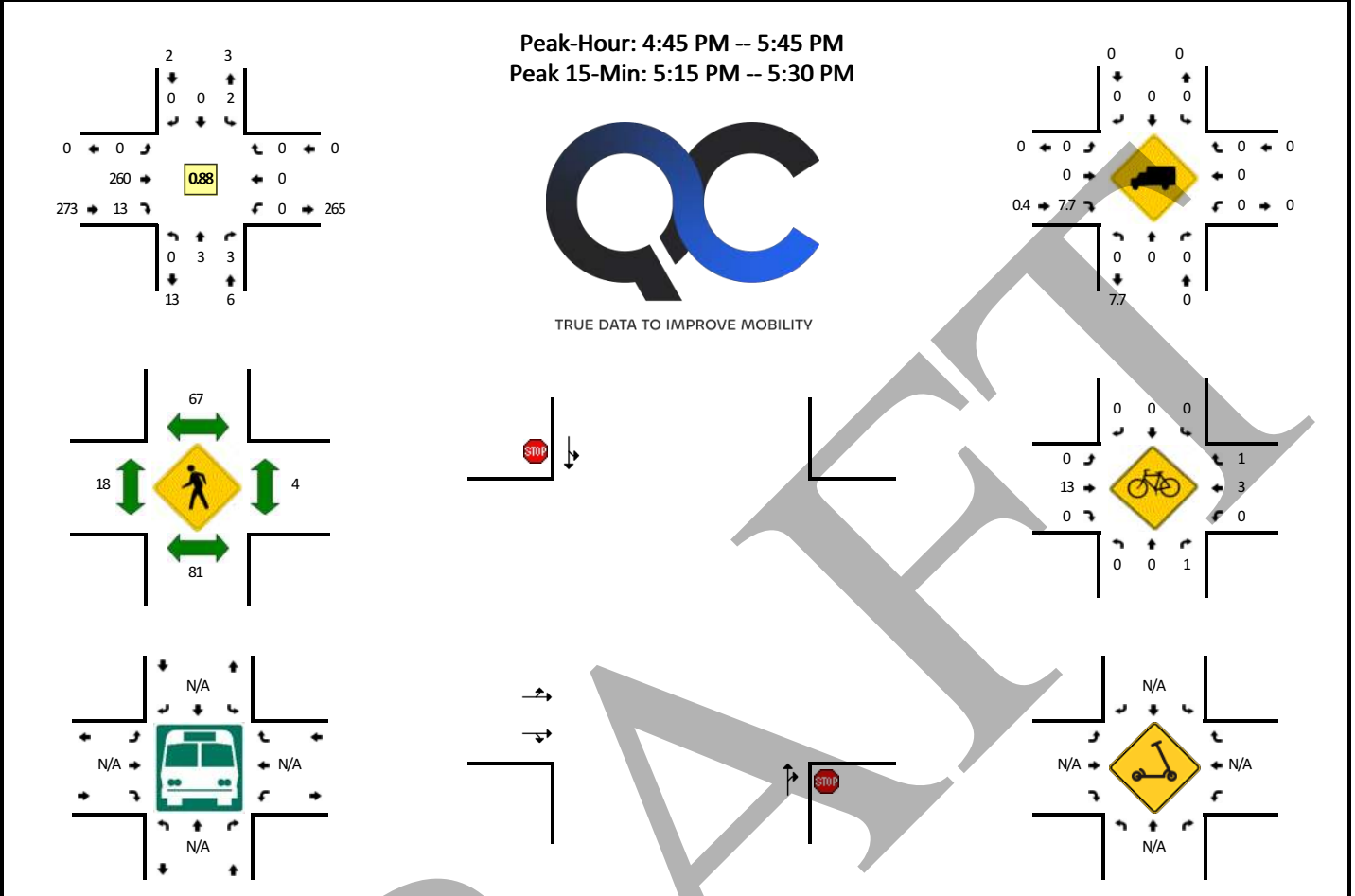


| 15-Min Count Period Beginning At | NB/SB Alley (Northbound) |      |       |   | NB/SB Alley (Southbound) |      |       |   | Church St (Eastbound) |      |       |   | Church St (Westbound) |      |       |   | Total | Hourly Totals |     |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|-----|
|                                  | Left                     | Thru | Right | U | Left                     | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |     |
| 6:00 AM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                     | 0    | 5     | 1 | 0                     | 0    | 0     | 0 | 0     | 6             |     |
| 6:15 AM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                     | 1    | 2     | 2 | 0                     | 0    | 0     | 0 | 0     | 5             |     |
| 6:30 AM                          | 0                        | 0    | 1     | 0 | 0                        | 0    | 0     | 0 | 0                     | 0    | 12    | 0 | 0                     | 0    | 0     | 0 | 0     | 13            |     |
| 6:45 AM                          | 0                        | 1    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                     | 0    | 7     | 1 | 0                     | 0    | 0     | 0 | 0     | 9             | 33  |
| 7:00 AM                          | 0                        | 1    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                     | 0    | 7     | 1 | 0                     | 0    | 0     | 0 | 0     | 9             | 36  |
| 7:15 AM                          | 0                        | 0    | 0     | 0 | 1                        | 0    | 0     | 0 | 0                     | 1    | 18    | 3 | 0                     | 0    | 0     | 0 | 0     | 23            | 54  |
| 7:30 AM                          | 0                        | 0    | 1     | 0 | 0                        | 0    | 0     | 0 | 0                     | 0    | 26    | 0 | 0                     | 0    | 0     | 0 | 0     | 27            | 68  |
| 7:45 AM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                     | 3    | 29    | 3 | 0                     | 0    | 0     | 0 | 0     | 35            | 94  |
| 8:00 AM                          | 0                        | 0    | 1     | 0 | 2                        | 1    | 0     | 0 | 0                     | 1    | 23    | 2 | 0                     | 0    | 0     | 0 | 0     | 30            | 115 |
| 8:15 AM                          | 0                        | 0    | 1     | 0 | 0                        | 0    | 0     | 0 | 0                     | 0    | 29    | 1 | 0                     | 0    | 0     | 0 | 0     | 31            | 123 |
| 8:30 AM                          | 0                        | 0    | 0     | 0 | 1                        | 0    | 0     | 0 | 0                     | 1    | 41    | 2 | 0                     | 0    | 0     | 0 | 0     | 45            | 141 |
| 8:45 AM                          | 0                        | 0    | 2     | 0 | 1                        | 0    | 0     | 0 | 0                     | 0    | 48    | 2 | 0                     | 0    | 0     | 0 | 0     | 53            | 159 |
| 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    | 8     | 0 | 4                        | 0    | 0     | 0 | 0                     | 192  | 8     | 0 | 0                     | 0    | 0     | 0 | 0     | 212           |     |
| Heavy Trucks                     | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                     | 4    | 0     | 0 | 0                     | 0    | 0     | 0 | 0     | 4             |     |
| Buses                            |                          |      |       |   |                          |      |       |   |                       |      |       |   |                       |      |       |   |       |               |     |
| Pedestrians                      |                          | 52   |       |   |                          | 40   |       |   |                       | 0    |       |   |                       | 8    |       |   |       | 100           |     |
| Bicycles                         |                          | 0    |       |   |                          | 0    |       |   |                       | 0    |       |   |                       | 0    |       |   |       | 0             |     |
| Scoters                          |                          |      |       |   |                          |      |       |   |                       |      |       |   |                       |      |       |   |       |               |     |

Comments:

**LOCATION:** NB/SB Alley -- Church St  
**CITY/STATE:** Evanston, IL

**QC JOB #:** 16670510  
**DATE:** Thu, Jul 11 2024



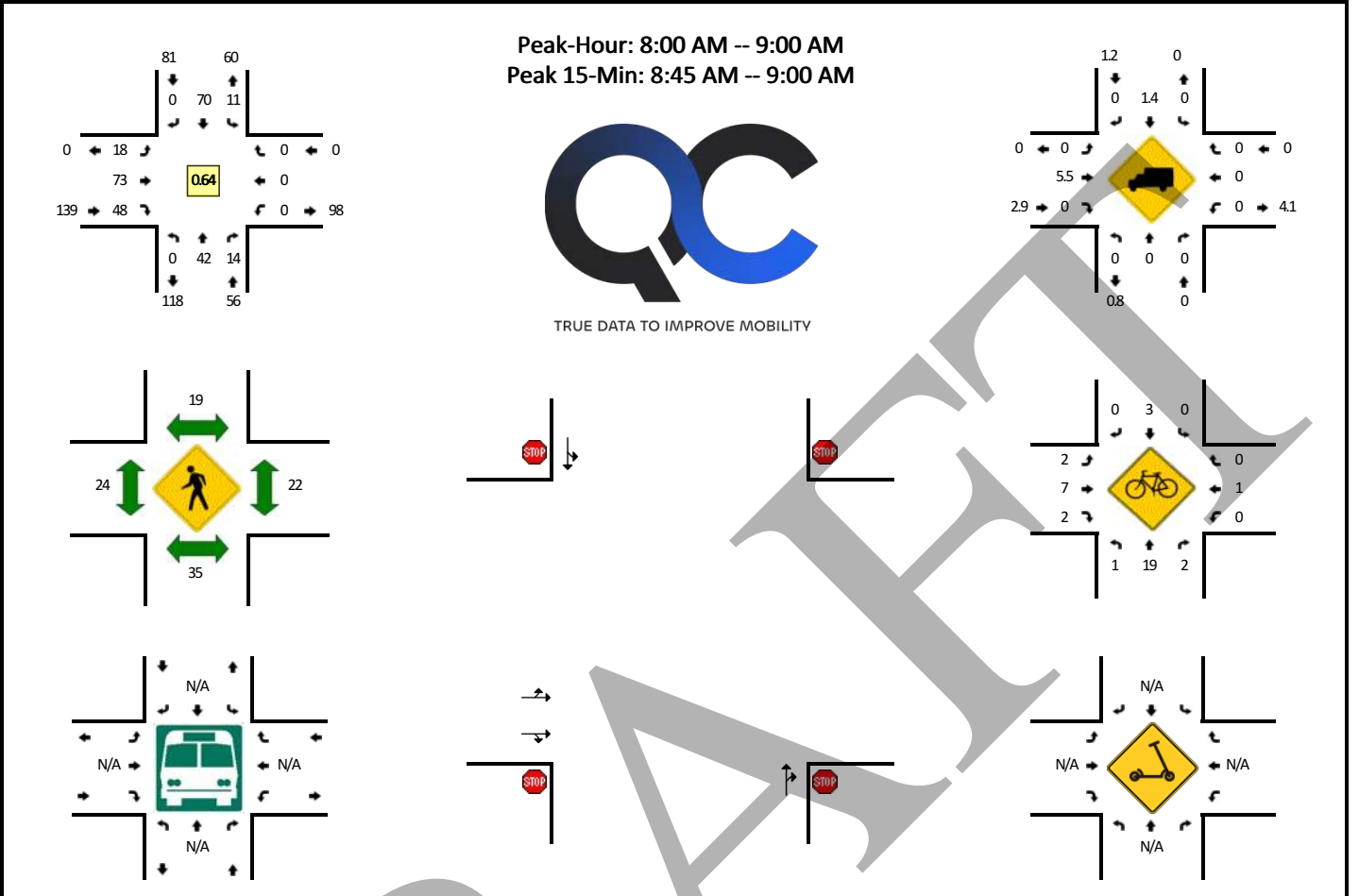
| 15-Min Count Period Beginning At | NB/SB Alley (Northbound) |      |       |   | NB/SB Alley (Southbound) |      |       |   | Church St (Eastbound) |      |       |   | Church St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
|                                  | Left                     | Thru | Right | U | Left                     | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |
| 4:00 PM                          | 0                        | 1    | 3     | 0 | 0                        | 0    | 0     | 0 | 2                     | 37   | 0     | 0 | 0                     | 0    | 0     | 0 | 43    |               |
| 4:15 PM                          | 0                        | 0    | 1     | 0 | 3                        | 0    | 0     | 0 | 1                     | 43   | 1     | 0 | 0                     | 0    | 0     | 0 | 49    |               |
| 4:30 PM                          | 0                        | 0    | 1     | 0 | 3                        | 0    | 0     | 0 | 1                     | 51   | 2     | 0 | 0                     | 0    | 0     | 0 | 58    |               |
| 4:45 PM                          | 0                        | 0    | 1     | 0 | 1                        | 0    | 0     | 0 | 0                     | 54   | 5     | 0 | 0                     | 0    | 0     | 0 | 61    | 211           |
| 5:00 PM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 0                     | 74   | 3     | 0 | 0                     | 0    | 0     | 0 | 77    | 245           |
| 5:15 PM                          | 0                        | 2    | 1     | 0 | 1                        | 0    | 0     | 0 | 0                     | 73   | 3     | 0 | 0                     | 0    | 0     | 0 | 80    | 276           |
| 5:30 PM                          | 0                        | 1    | 1     | 0 | 0                        | 0    | 0     | 0 | 0                     | 59   | 2     | 0 | 0                     | 0    | 0     | 0 | 63    | 281           |
| 5:45 PM                          | 0                        | 0    | 0     | 0 | 0                        | 0    | 0     | 0 | 2                     | 55   | 2     | 0 | 0                     | 0    | 0     | 0 | 59    | 279           |
| 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                        | 8    | 4     | 0 | 4                        | 0    | 0     | 0 | 0                     | 292  | 12    | 0 | 0                     | 0    | 0     | 0 | 320   |               |
| Heavy Trucks                     | 0                        | 0    | 0     |   | 0                        | 0    | 0     |   | 0                     | 0    | 0     |   | 0                     | 0    | 0     |   | 0     |               |
| Buses                            |                          |      |       |   |                          |      |       |   |                       |      |       |   |                       |      |       |   |       |               |
| Pedestrians                      |                          | 80   |       |   |                          | 100  |       |   |                       | 16   |       |   |                       | 0    |       |   | 196   |               |
| Bicycles                         | 0                        | 0    | 0     |   | 0                        | 0    | 0     |   | 0                     | 12   | 0     |   | 0                     | 0    | 0     |   | 12    |               |
| Scoters                          |                          |      |       |   |                          |      |       |   |                       |      |       |   |                       |      |       |   |       |               |

Comments:



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

**QC JOB #:** 16670511  
**DATE:** Thu, Jul 11 2024

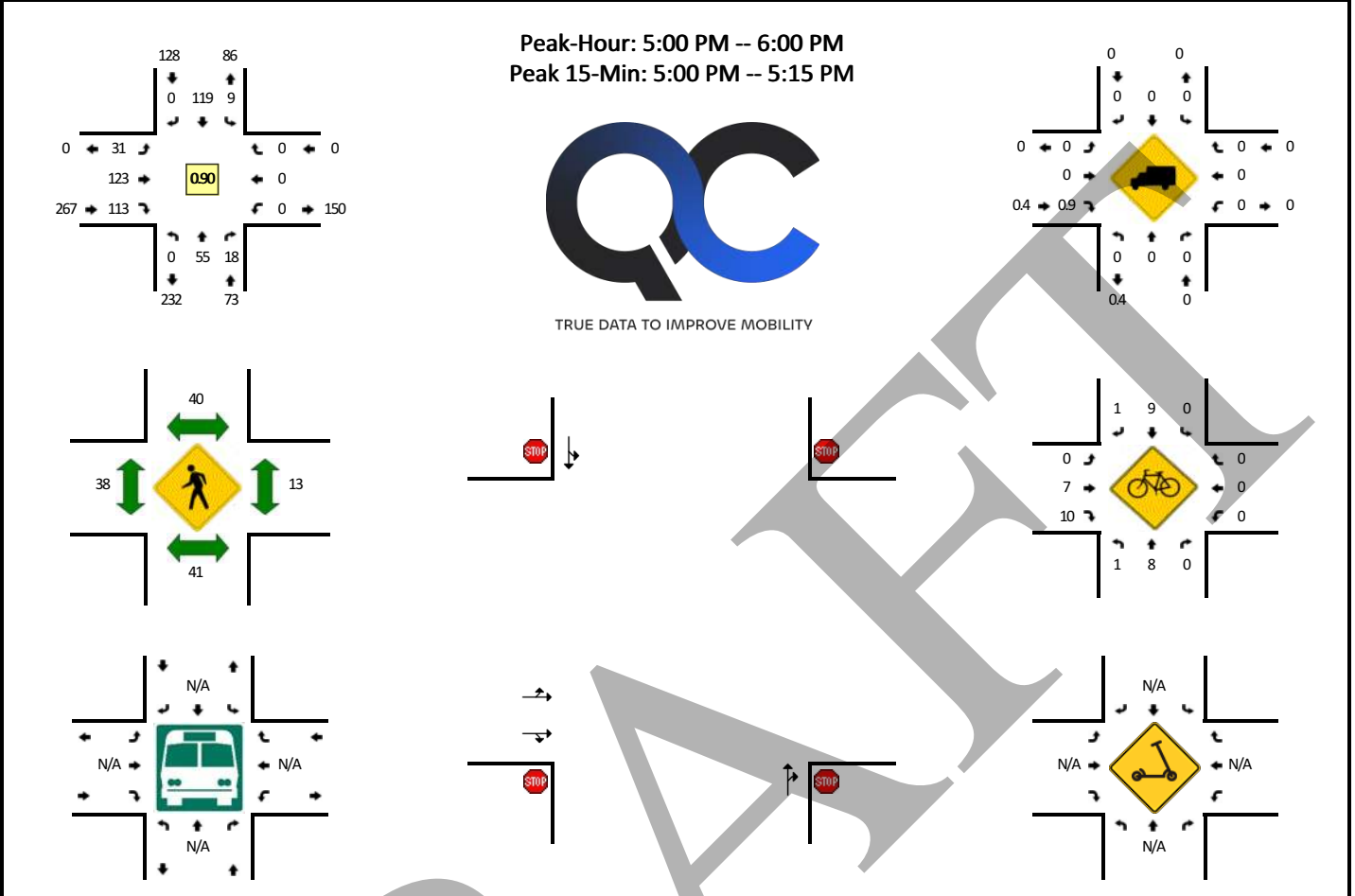


| 15-Min Count Period Beginning At | Hinman Ave (Northbound) |      |       |   | Hinman Ave (Southbound) |      |       |   | Church St (Eastbound) |      |       |   | Church St (Westbound) |      |       |   | Total | Hourly Totals |
|----------------------------------|-------------------------|------|-------|---|-------------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
|                                  | Left                    | Thru | Right | U | Left                    | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |
| 6:00 AM                          | 0                       | 3    | 0     | 0 | 1                       | 3    | 0     | 0 | 1                     | 2    | 2     | 0 | 0                     | 0    | 0     | 0 | 12    |               |
| 6:15 AM                          | 0                       | 5    | 2     | 0 | 0                       | 3    | 0     | 0 | 1                     | 0    | 1     | 0 | 0                     | 0    | 0     | 0 | 12    |               |
| 6:30 AM                          | 0                       | 2    | 0     | 0 | 1                       | 2    | 0     | 0 | 3                     | 5    | 4     | 0 | 0                     | 0    | 0     | 0 | 17    |               |
| 6:45 AM                          | 0                       | 3    | 1     | 0 | 0                       | 2    | 0     | 0 | 1                     | 5    | 1     | 0 | 0                     | 0    | 0     | 0 | 13    | 54            |
| 7:00 AM                          | 0                       | 7    | 1     | 0 | 2                       | 4    | 0     | 0 | 1                     | 4    | 2     | 0 | 0                     | 0    | 0     | 0 | 21    | 63            |
| 7:15 AM                          | 0                       | 3    | 2     | 0 | 0                       | 6    | 0     | 0 | 1                     | 8    | 8     | 0 | 0                     | 0    | 0     | 0 | 28    | 79            |
| 7:30 AM                          | 0                       | 6    | 4     | 0 | 0                       | 7    | 0     | 0 | 8                     | 7    | 10    | 0 | 0                     | 0    | 0     | 0 | 42    | 104           |
| 7:45 AM                          | 0                       | 6    | 3     | 0 | 0                       | 10   | 0     | 0 | 5                     | 17   | 9     | 0 | 0                     | 0    | 0     | 0 | 50    | 141           |
| 8:00 AM                          | 0                       | 2    | 3     | 0 | 1                       | 11   | 0     | 0 | 1                     | 9    | 10    | 0 | 0                     | 0    | 0     | 0 | 37    | 157           |
| 8:15 AM                          | 0                       | 8    | 1     | 0 | 5                       | 12   | 0     | 0 | 3                     | 15   | 10    | 0 | 0                     | 0    | 0     | 0 | 54    | 183           |
| 8:30 AM                          | 0                       | 13   | 3     | 0 | 3                       | 19   | 0     | 0 | 6                     | 21   | 12    | 0 | 0                     | 0    | 0     | 0 | 77    | 218           |
| 8:45 AM                          | 0                       | 19   | 7     | 0 | 2                       | 28   | 0     | 0 | 8                     | 28   | 16    | 0 | 0                     | 0    | 0     | 0 | 108   | 276           |
| 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                       | 76   | 28    | 0 | 8                       | 112  | 0     | 0 | 32                    | 112  | 64    | 0 | 0                     | 0    | 0     | 0 | 432   |               |
| Heavy Trucks                     | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                     | 4    | 0     | 0 | 0                     | 0    | 0     | 0 | 4     |               |
| Buses                            |                         |      |       |   |                         |      |       |   |                       |      |       |   |                       |      |       |   |       |               |
| Pedestrians                      |                         | 28   |       |   |                         | 16   |       |   |                       | 32   |       |   |                       | 20   |       |   | 96    |               |
| Bicycles                         |                         | 28   | 4     |   |                         | 0    | 0     |   |                       | 0    | 0     |   |                       | 0    | 0     |   | 32    |               |
| Scoters                          |                         |      |       |   |                         |      |       |   |                       |      |       |   |                       |      |       |   |       |               |

Comments:

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

**QC JOB #:** 16670512  
**DATE:** Thu, Jul 11 2024



| 15-Min Count Period Beginning At | Hinman Ave (Northbound) |      |       |   | Hinman 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                       | 15   | 9     | 0 | 1                       | 31   | 0     | 0 | 5                     | 20   | 13    | 0 | 0                     | 0    | 0     | 0 | 94    |               |
| 4:15 PM                          | 0                       | 11   | 6     | 0 | 1                       | 27   | 0     | 0 | 4                     | 26   | 16    | 0 | 0                     | 0    | 0     | 0 | 91    |               |
| 4:30 PM                          | 0                       | 6    | 4     | 1 | 3                       | 39   | 0     | 0 | 2                     | 18   | 32    | 0 | 0                     | 0    | 0     | 0 | 105   |               |
| 4:45 PM                          | 0                       | 9    | 3     | 0 | 1                       | 15   | 0     | 0 | 7                     | 33   | 15    | 0 | 0                     | 0    | 0     | 0 | 83    | 373           |
| 5:00 PM                          | 0                       | 17   | 5     | 0 | 2                       | 33   | 0     | 0 | 7                     | 29   | 37    | 0 | 0                     | 0    | 0     | 0 | 130   | 409           |
| 5:15 PM                          | 0                       | 13   | 5     | 0 | 1                       | 29   | 0     | 0 | 11                    | 36   | 27    | 0 | 0                     | 0    | 0     | 0 | 122   | 440           |
| 5:30 PM                          | 0                       | 17   | 4     | 0 | 4                       | 28   | 0     | 0 | 7                     | 31   | 24    | 0 | 0                     | 0    | 0     | 0 | 115   | 450           |
| 5:45 PM                          | 0                       | 8    | 4     | 0 | 2                       | 29   | 0     | 0 | 6                     | 27   | 25    | 0 | 0                     | 0    | 0     | 0 | 101   | 468           |

| 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          | 68   | 20    | 0 | 8          | 132  | 0     | 0 | 28        | 116  | 148   | 0 | 0         | 0    | 0     | 0 | 520   |
| Heavy Trucks          | 0          | 0    | 0     |   | 0          | 0    | 0     |   | 0         | 0    | 0     |   | 0         | 0    | 0     |   | 0     |
| Buses                 |            |      |       |   |            |      |       |   |           |      |       |   |           |      |       |   |       |
| Pedestrians           |            | 64   |       |   |            | 36   |       |   |           | 32   |       |   |           | 8    |       |   | 140   |
| Bicycles              | 4          | 8    | 0     |   | 0          | 4    | 0     |   | 0         | 4    | 16    |   | 0         | 0    | 0     |   | 36    |
| Scoters               |            |      |       |   |            |      |       |   |           |      |       |   |           |      |       |   |       |

*Comments:*

DRAFT

Preliminary Site Plan

# Chicago Ave



Existing 20' Alley

Adjacent One-Story Building

Adjacent Eight-Story Building

Ground Floor Plan  
SCALE: 1/16" = 1'-0"



1621-31 Chicago Ave. - Evanston, IL

Ground Floor Plan N  
8/20/24 PAPPAGEORGE HAYMES



**ITE Trip Generation Sheets and Census Data**

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

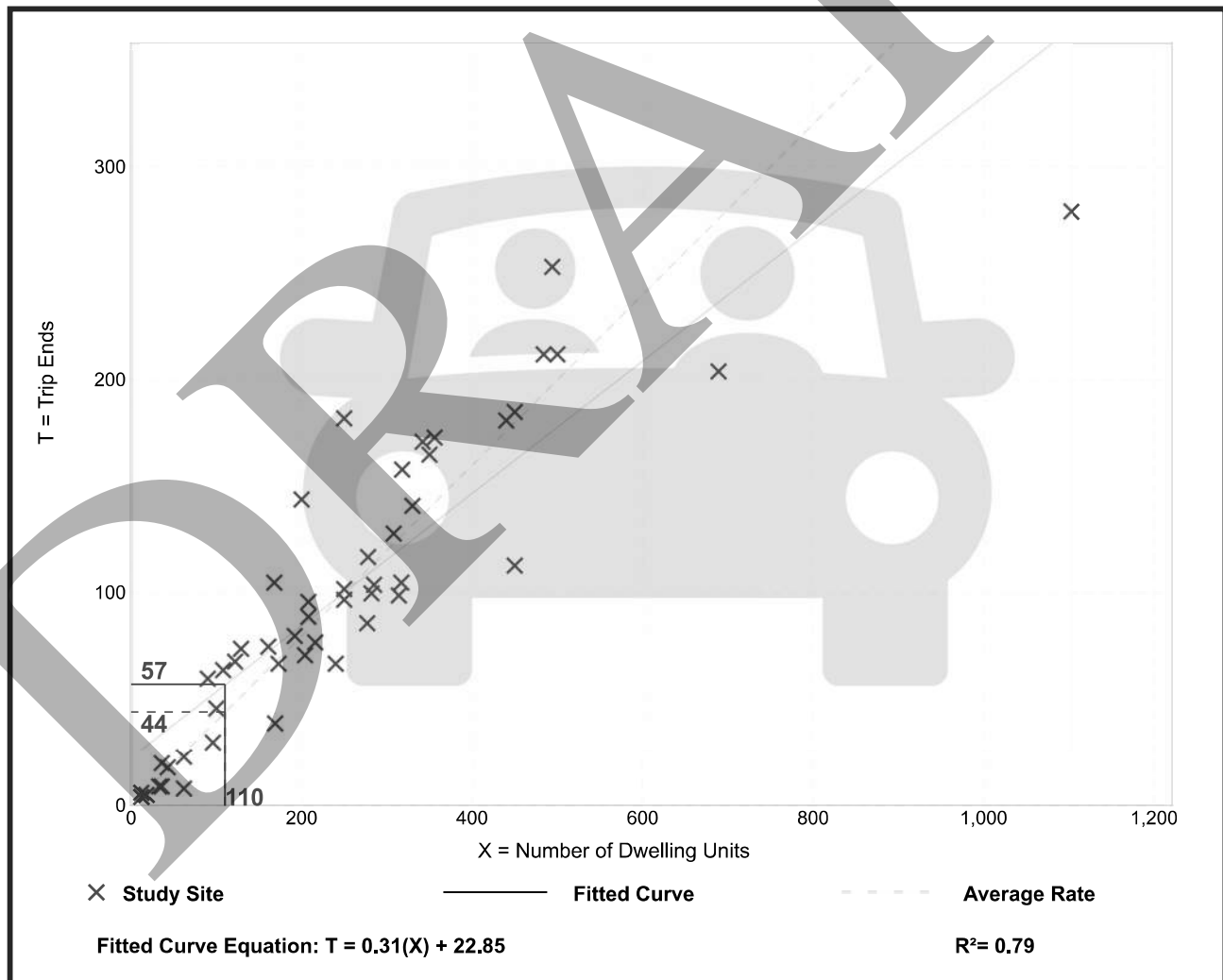
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban  
Number of Studies: 49  
Avg. Num. of Dwelling Units: 249  
Directional Distribution: 24% entering, 76% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.40         | 0.13 - 0.73    | 0.12               |

## Data Plot and Equation



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

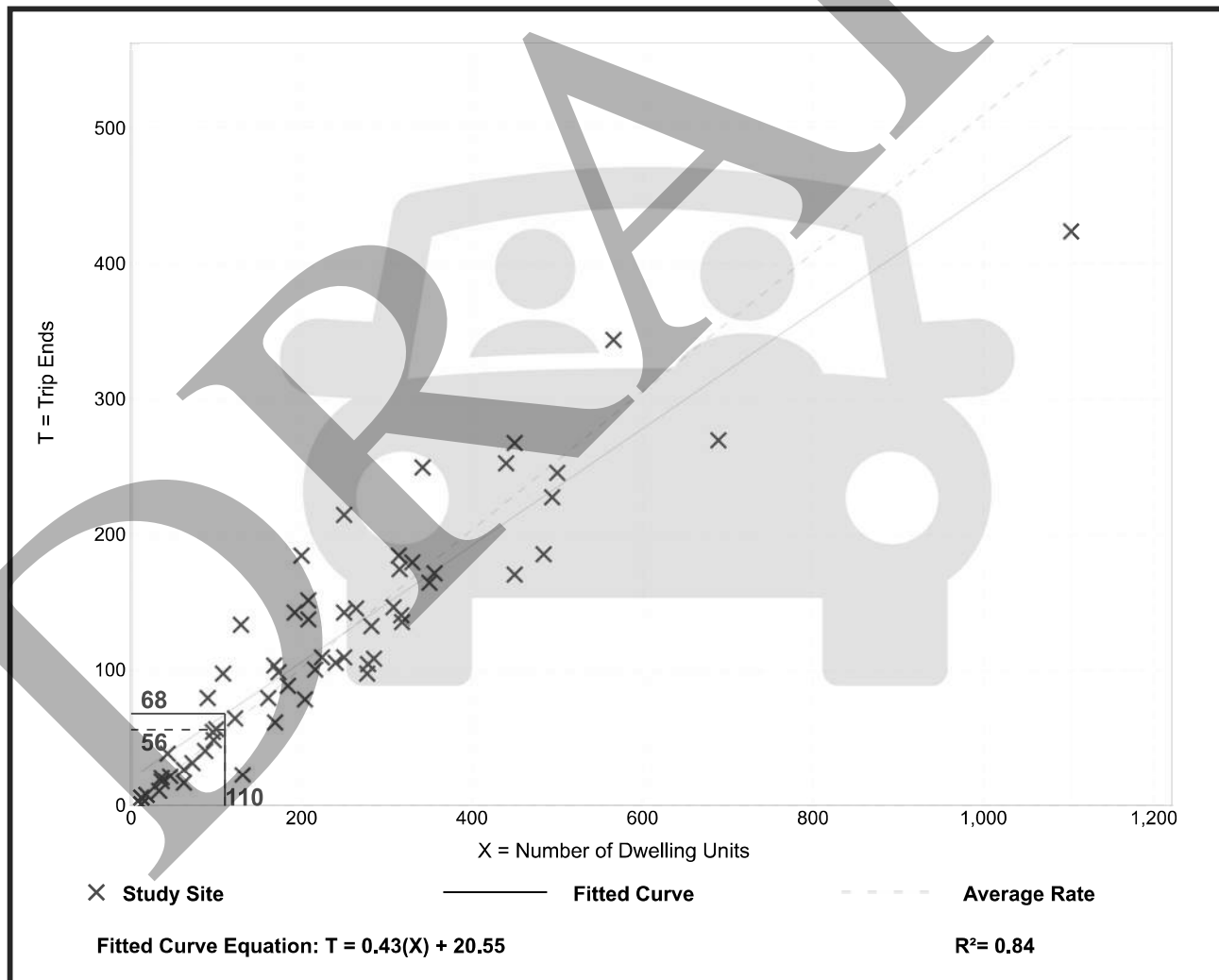
Vehicle Trip Ends vs: Dwelling Units  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban  
 Number of Studies: 59  
 Avg. Num. of Dwelling Units: 241  
 Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.51         | 0.08 - 1.04    | 0.15               |

## Data Plot and Equation



# Strip Retail Plaza (<40k) (822)

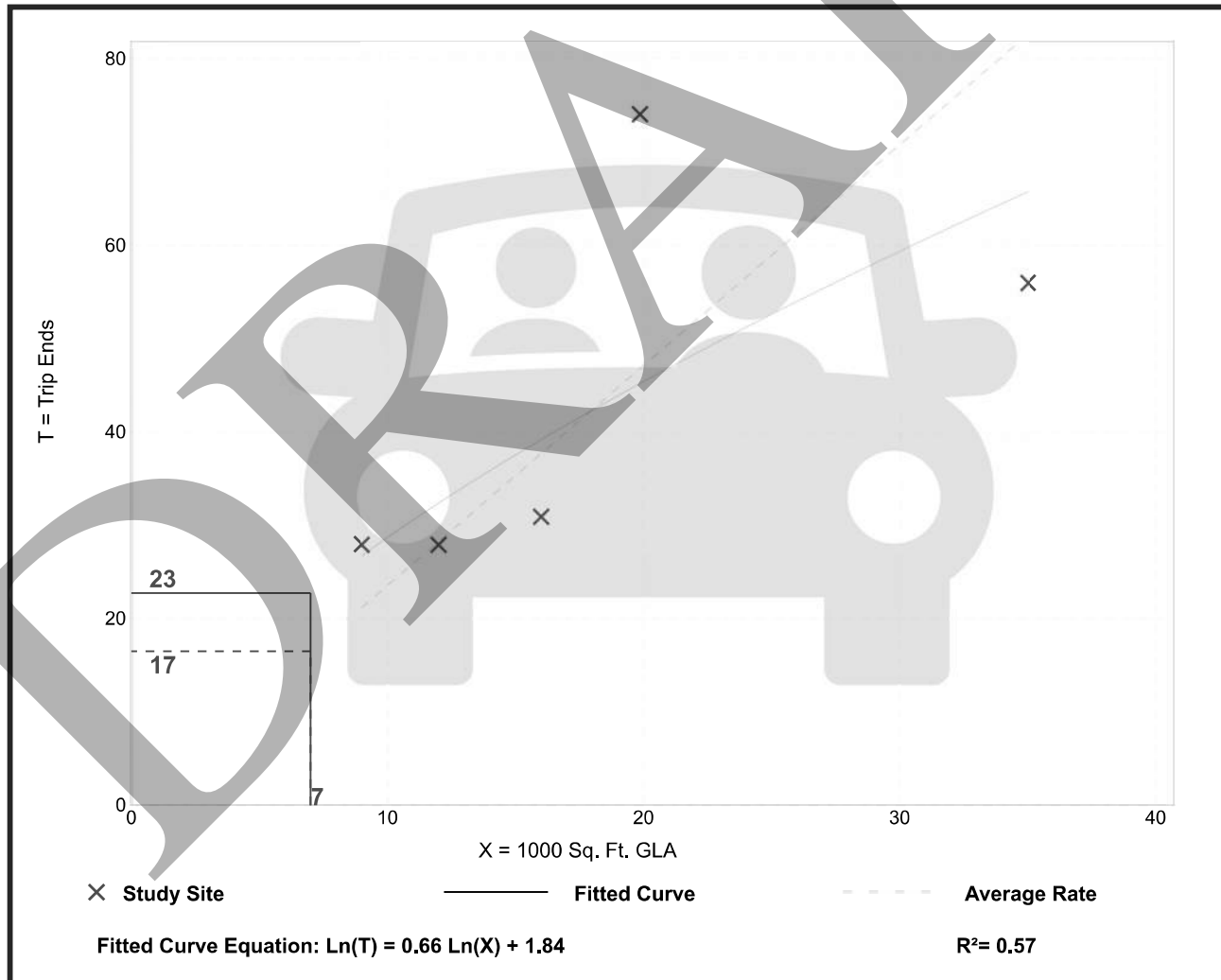
**Vehicle Trip Ends vs:** 1000 Sq. Ft. GLA  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location:** General Urban/Suburban  
 Number of Studies: 5  
 Avg. 1000 Sq. Ft. GLA: 18  
 Directional Distribution: 60% entering, 40% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.36         | 1.60 - 3.73    | 0.94               |

## Data Plot and Equation

*Caution – Small Sample Size*





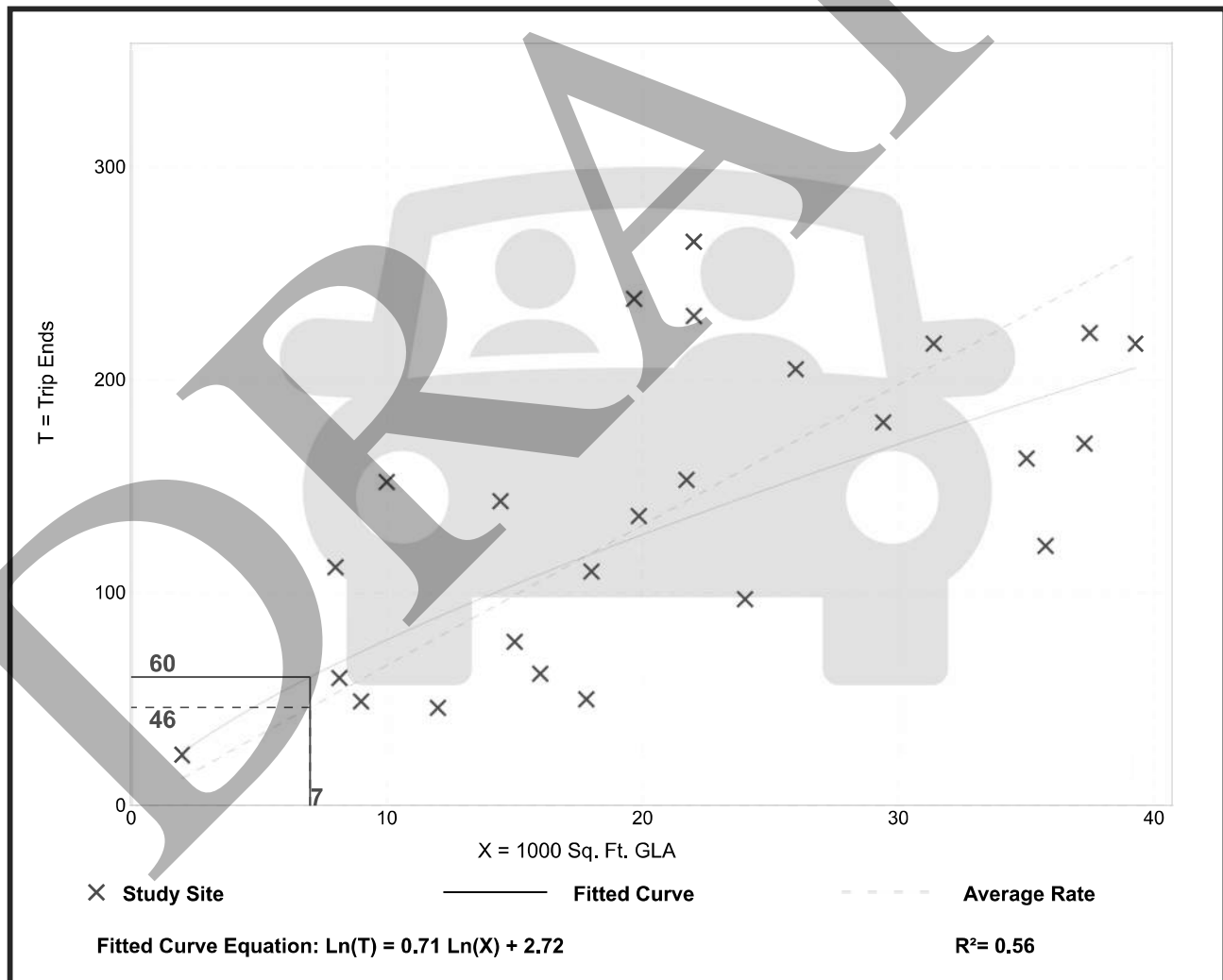
# Strip Retail Plaza (<40k) (822)

**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: 25  
 Avg. 1000 Sq. Ft. GLA: 21  
 Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.59         | 2.81 - 15.20   | 2.94               |

## Data Plot and Equation



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**CMAP Projections Letter**



August 5, 2024

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

**Subject: Chicago Ave South of Church St**  
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated July 31, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT                   | Current ADT | Year 2050 ADT |
|--------------------------------|-------------|---------------|
| Chicago Ave south of Church St | 9,750       | 10,300        |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at [jrodriguez@cmap.illinois.gov](mailto:jrodriguez@cmap.illinois.gov)

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

cc: Rios (IDOT)  
2024\_TrafficForecasts\Evanston\ck-88-24\ck-88-24.docx

DRAFT

## 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.  | $\leq 10$                                   |
| B   | Good progression, with more vehicles stopping than for Level of Service A.   | $> 10 - 20$                                 |
| C   | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | $> 20 - 35$                                 |
| D   | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.   | $> 35 - 55$                                 |
| E   | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.   | $> 55 - 80$                                 |
| F   | The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.  | $> 80$                                      |
| Unsignalized Intersections  |  |   |
| Level of Service  | Average Total Delay (sec/veh)  |   |
| A   | 0 - 10   |   |
| B   | $> 10 - 15$  |   |
| C   | $> 15 - 25$  |   |
| D   | $> 25 - 35$  |   |
| E   | $> 35 - 50$  |   |
| F   | $> 50$   |   |
| Source: <i>Highway Capacity Manual</i> , 6 <sup>th</sup> Edition. |  |   |

Capacity Analysis Summary Sheets  
Weekday Morning Peak Hour – Existing Conditions

Lanes, Volumes, Timings  
1: Chicago Avenue & Davis Street

08/09/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL    | NBT  | NBR  | SBL   | SBT   | SBR   |
|-------------------------|------|------|------|-------|-------|------|--------|------|------|-------|-------|-------|
| Lane Configurations     |      |      |      |       | ↕↕    |      | ↗      | ↖    |      |       | ↖     | ↗     |
| Traffic Volume (vph)    | 0    | 0    | 0    | 26    | 128   | 15   | 113    | 398  | 0    | 0     | 186   | 83    |
| Future Volume (vph)     | 0    | 0    | 0    | 26    | 128   | 15   | 113    | 398  | 0    | 0     | 186   | 83    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900   | 1900 | 1900 | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0    |      | 0    | 0     |       | 0    | 0      |      | 0    | 0     |       | 70    |
| Storage Lanes           | 0    |      | 0    | 0     |       | 0    | 1      |      | 0    | 0     |       | 1     |
| Taper Length (ft)       | 25   |      |      | 25    |       |      | 25     |      |      | 25    |       |       |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 0.95  | 0.95  | 0.95 | 1.00   | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  |
| Ped Bike Factor         |      |      |      |       | 0.94  |      | 0.87   |      |      |       |       | 0.79  |
| Frt                     |      |      |      |       | 0.987 |      |        |      |      |       |       | 0.850 |
| Flt Protected           |      |      |      |       | 0.992 |      | 0.950  |      |      |       |       |       |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0     | 3008  | 0    | 1662   | 1589 | 0    | 0     | 1559  | 1501  |
| Flt Permitted           |      |      |      |       | 0.992 |      | 0.595  |      |      |       |       |       |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0     | 2888  | 0    | 904    | 1589 | 0    | 0     | 1559  | 1188  |
| Right Turn on Red       |      |      | No   |       |       | No   |        |      | No   |       |       | No    |
| Satd. Flow (RTOR)       |      |      |      |       |       |      |        |      |      |       |       |       |
| Link Speed (mph)        |      | 30   |      |       | 30    |      |        | 30   |      |       |       | 30    |
| Link Distance (ft)      |      | 636  |      |       | 240   |      |        | 245  |      |       |       | 582   |
| Travel Time (s)         |      | 14.5 |      |       | 5.5   |      |        | 5.6  |      |       |       | 13.2  |
| Confl. Peds. (#/hr)     | 58   |      | 81   | 81    |       | 58   | 103    |      | 88   | 88    |       | 103   |
| Confl. Bikes (#/hr)     |      |      |      |       |       | 16   |        |      | 49   |       |       | 11    |
| 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%   | 29%   | 0%    | 15%  | 5%     | 4%   | 0%   | 0%    | 6%    | 4%    |
| Parking (#/hr)          |      | 0    |      |       | 0     |      |        | 0    |      |       |       | 0     |
| Shared Lane Traffic (%) |      |      |      |       |       |      |        |      |      |       |       |       |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0     | 180   | 0    | 120    | 423  | 0    | 0     | 198   | 88    |
| Turn Type               |      |      |      | Perm  | NA    |      | custom | NA   |      |       | NA    | Perm  |
| Protected Phases        |      |      |      |       | 8     |      | 1      | 1 2  |      |       | 6     |       |
| Permitted Phases        |      |      |      | 8     |       |      | 2      |      |      |       |       | 6     |
| Detector Phase          |      |      |      | 8     | 8     |      | 1      | 1 2  |      |       | 6     | 6     |
| Switch Phase            |      |      |      |       |       |      |        |      |      |       |       |       |
| Minimum Initial (s)     |      |      |      | 7.0   | 7.0   |      | 4.0    |      |      |       | 15.0  | 15.0  |
| Minimum Split (s)       |      |      |      | 25.0  | 25.0  |      | 8.5    |      |      |       | 25.0  | 25.0  |
| Total Split (s)         |      |      |      | 40.0  | 40.0  |      | 17.0   |      |      |       | 42.0  | 42.0  |
| Total Split (%)         |      |      |      | 33.3% | 33.3% |      | 14.2%  |      |      |       | 35.0% | 35.0% |
| Yellow Time (s)         |      |      |      | 4.5   | 4.5   |      | 3.5    |      |      |       | 4.5   | 4.5   |
| All-Red Time (s)        |      |      |      | 1.5   | 1.5   |      | 1.0    |      |      |       | 1.5   | 1.5   |
| Lost Time Adjust (s)    |      |      |      |       | 0.0   |      | 0.0    |      |      |       | 0.0   | 0.0   |
| Total Lost Time (s)     |      |      |      |       | 6.0   |      | 4.5    |      |      |       | 6.0   | 6.0   |
| Lead/Lag                |      |      |      |       |       |      |        |      |      |       |       |       |
| Lead-Lag Optimize?      |      |      |      |       |       |      |        |      |      |       |       |       |
| Recall Mode             |      |      |      | Max   | Max   |      | None   |      |      | C-Max | C-Max |       |
| Act Effct Green (s)     |      |      |      |       | 38.1  |      | 62.7   | 67.2 |      | 52.8  | 52.8  |       |
| Actuated g/C Ratio      |      |      |      |       | 0.32  |      | 0.52   | 0.56 |      | 0.44  | 0.44  |       |
| v/c Ratio               |      |      |      |       | 0.20  |      | 0.23   | 0.48 |      | 0.29  | 0.17  |       |
| Control Delay (s/veh)   |      |      |      |       | 31.1  |      | 16.5   | 19.4 |      | 18.1  | 17.2  |       |
| Queue Delay             |      |      |      |       | 0.0   |      | 0.0    | 0.0  |      | 0.0   | 0.0   |       |
| Total Delay (s/veh)     |      |      |      |       | 31.1  |      | 16.5   | 19.4 |      | 18.1  | 17.2  |       |
| LOS                     |      |      |      |       | C     |      | B      | B    |      | B     | B     |       |

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

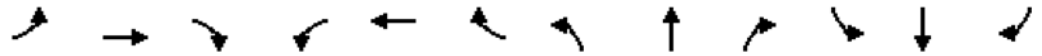
08/09/2024

| Lane Group              | Ø2    | Ø10  |
|-------------------------|-------|------|
| Lane Configurations     |       |      |
| Traffic Volume (vph)    |       |      |
| Future Volume (vph)     |       |      |
| Ideal Flow (vphpl)      |       |      |
| Storage Length (ft)     |       |      |
| Storage Lanes           |       |      |
| Taper Length (ft)       |       |      |
| Lane Util. Factor       |       |      |
| Ped Bike Factor         |       |      |
| Frt                     |       |      |
| Flt Protected           |       |      |
| Satd. Flow (prot)       |       |      |
| Flt Permitted           |       |      |
| Satd. Flow (perm)       |       |      |
| Right Turn on Red       |       |      |
| Satd. Flow (RTOR)       |       |      |
| Link Speed (mph)        |       |      |
| Link Distance (ft)      |       |      |
| Travel Time (s)         |       |      |
| Confl. Peds. (#/hr)     |       |      |
| Confl. Bikes (#/hr)     |       |      |
| Peak Hour Factor        |       |      |
| Heavy Vehicles (%)      |       |      |
| Parking (#/hr)          |       |      |
| Shared Lane Traffic (%) |       |      |
| Lane Group Flow (vph)   |       |      |
| Turn Type               |       |      |
| Protected Phases        | 2     | 10   |
| Permitted Phases        |       |      |
| Detector Phase          |       |      |
| Switch Phase            |       |      |
| Minimum Initial (s)     | 15.0  | 4.0  |
| Minimum Split (s)       | 25.0  | 21.0 |
| Total Split (s)         | 42.0  | 21.0 |
| Total Split (%)         | 35%   | 18%  |
| Yellow Time (s)         | 4.5   | 6.0  |
| All-Red Time (s)        | 1.5   | 0.0  |
| Lost Time Adjust (s)    |       |      |
| Total Lost Time (s)     |       |      |
| Lead/Lag                |       |      |
| Lead-Lag Optimize?      |       |      |
| Recall Mode             | C-Max | None |
| Act Effct Green (s)     |       |      |
| Actuated g/C Ratio      |       |      |
| v/c Ratio               |       |      |
| Control Delay (s/veh)   |       |      |
| Queue Delay             |       |      |
| Total Delay (s/veh)     |       |      |
| LOS                     |       |      |



Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024



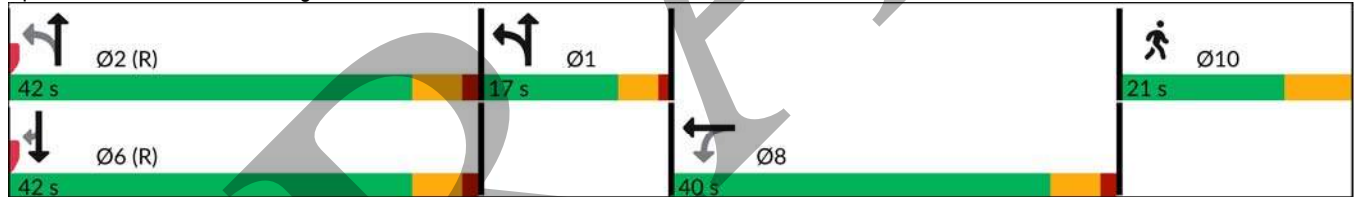
| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT  | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|------|------|
| Approach Delay (s/veh)  |     |     |     |     | 31.1 |     |      | 18.7 |     |     | 17.8 |      |
| Approach LOS            |     |     |     |     | C    |     |      | B    |     |     | B    |      |
| Queue Length 50th (ft)  |     |     |     |     | 53   |     | 39   | 172  |     |     | 74   | 27   |
| Queue Length 95th (ft)  |     |     |     |     | 86   |     | 94   | 351  |     |     | 167  | 88   |
| Internal Link Dist (ft) |     | 556 |     |     | 160  |     |      | 165  |     |     | 502  |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |      | 70   |
| Base Capacity (vph)     |     |     |     |     | 916  |     | 581  | 943  |     |     | 685  | 522  |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.20 |     | 0.21 | 0.45 |     |     | 0.29 | 0.17 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay (s/veh): 20.7  
 Intersection Capacity Utilization 51.7%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 1: Chicago Avenue & Davis Street



| Lane Group              | Ø2 | Ø10 |
|-------------------------|----|-----|
| Approach Delay (s/veh)  |    |     |
| Approach LOS            |    |     |
| Queue Length 50th (ft)  |    |     |
| Queue Length 95th (ft)  |    |     |
| Internal Link Dist (ft) |    |     |
| Turn Bay Length (ft)    |    |     |
| Base Capacity (vph)     |    |     |
| Starvation Cap Reductn  |    |     |
| Spillback Cap Reductn   |    |     |
| Storage Cap Reductn     |    |     |
| Reduced v/c Ratio       |    |     |
| Intersection Summary    |    |     |

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

08/09/2024



| Lane Group              | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR    | SBL  | SBT   | SBR  |
|-------------------------|-------|-------|------|------|------|------|------|------|--------|------|-------|------|
| Lane Configurations     |       | ↕↕    |      |      |      |      |      | ↑    | ↗      |      | ↖     |      |
| Traffic Volume (vph)    | 47    | 232   | 111  | 0    | 0    | 0    | 0    | 361  | 33     | 18   | 145   | 0    |
| Future Volume (vph)     | 47    | 232   | 111  | 0    | 0    | 0    | 0    | 361  | 33     | 18   | 145   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900   | 1900 | 1900  | 1900 |
| Storage Length (ft)     | 0     |       | 0    | 0    |      | 0    | 0    |      | 50     | 0    |       | 0    |
| Storage Lanes           | 0     |       | 0    | 0    |      | 0    | 0    |      | 1      | 0    |       | 0    |
| Taper Length (ft)       | 25    |       |      | 25   |      |      | 25   |      |        | 25   |       |      |
| Lane Util. Factor       | 0.95  | 0.95  | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00   | 1.00 | 1.00  | 1.00 |
| Ped Bike Factor         |       | 0.94  |      |      |      |      |      |      |        |      | 1.00  |      |
| Frt                     |       | 0.957 |      |      |      |      |      |      | 0.850  |      |       |      |
| Flt Protected           |       | 0.994 |      |      |      |      |      |      |        |      | 0.995 |      |
| Satd. Flow (prot)       | 0     | 2852  | 0    | 0    | 0    | 0    | 0    | 1545 | 1473   | 0    | 1535  | 0    |
| Flt Permitted           |       | 0.994 |      |      |      |      |      |      |        |      | 0.942 |      |
| Satd. Flow (perm)       | 0     | 2807  | 0    | 0    | 0    | 0    | 0    | 1545 | 1473   | 0    | 1450  | 0    |
| Right Turn on Red       |       |       | Yes  |      |      | Yes  |      |      | Yes    |      |       | Yes  |
| Satd. Flow (RTOR)       |       | 50    |      |      |      |      |      |      | 45     |      |       |      |
| Link Speed (mph)        |       | 30    |      |      | 30   |      |      | 30   |        |      | 30    |      |
| Link Distance (ft)      |       | 542   |      |      | 228  |      |      | 582  |        |      | 542   |      |
| Travel Time (s)         |       | 12.3  |      |      | 5.2  |      |      | 13.2 |        |      | 12.3  |      |
| Confl. Peds. (#/hr)     | 76    |       | 81   | 81   |      | 76   | 141  |      | 88     | 88   |       | 141  |
| Confl. Bikes (#/hr)     |       |       | 12   |      |      |      |      |      | 74     |      |       |      |
| Peak Hour Factor        | 0.86  | 0.86  | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86   | 0.86 | 0.86  | 0.86 |
| Heavy Vehicles (%)      | 12%   | 4%    | 5%   | 0%   | 0%   | 0%   | 0%   | 7%   | 6%     | 0%   | 8%    | 0%   |
| Parking (#/hr)          |       | 0     |      |      |      |      |      | 0    |        |      | 0     |      |
| Shared Lane Traffic (%) |       |       |      |      |      |      |      |      |        |      |       |      |
| Lane Group Flow (vph)   | 0     | 454   | 0    | 0    | 0    | 0    | 0    | 420  | 38     | 0    | 190   | 0    |
| Turn Type               | Perm  | NA    |      |      |      |      |      | NA   | custom | Perm | NA    |      |
| Protected Phases        |       | 10    |      |      |      |      |      | 2 6  | 6      |      | 2 6   |      |
| Permitted Phases        | 10    |       |      |      |      |      |      |      |        | 2 6  |       |      |
| Detector Phase          | 10    | 10    |      |      |      |      |      | 2 6  | 6      | 2 6  | 2 6   |      |
| Switch Phase            |       |       |      |      |      |      |      |      |        |      |       |      |
| Minimum Initial (s)     | 30.0  | 30.0  |      |      |      |      |      |      | 24.0   |      |       |      |
| Minimum Split (s)       | 36.0  | 36.0  |      |      |      |      |      |      | 30.0   |      |       |      |
| Total Split (s)         | 41.0  | 41.0  |      |      |      |      |      |      | 30.0   |      |       |      |
| Total Split (%)         | 34.2% | 34.2% |      |      |      |      |      |      | 25.0%  |      |       |      |
| Yellow Time (s)         | 4.5   | 4.5   |      |      |      |      |      |      | 4.5    |      |       |      |
| All-Red Time (s)        | 1.5   | 1.5   |      |      |      |      |      |      | 1.5    |      |       |      |
| Lost Time Adjust (s)    |       | 0.0   |      |      |      |      |      |      | 0.0    |      |       |      |
| Total Lost Time (s)     |       | 6.0   |      |      |      |      |      |      | 6.0    |      |       |      |
| Lead/Lag                |       |       |      |      |      |      |      |      |        |      |       |      |
| Lead-Lag Optimize?      |       |       |      |      |      |      |      |      |        |      |       |      |
| Recall Mode             | Max   | Max   |      |      |      |      |      |      | None   |      |       |      |
| Act Effct Green (s)     |       | 35.0  |      |      |      |      |      | 77.0 | 24.0   |      | 77.0  |      |
| Actuated g/C Ratio      |       | 0.29  |      |      |      |      |      | 0.64 | 0.20   |      | 0.64  |      |
| v/c Ratio               |       | 0.53  |      |      |      |      |      | 0.42 | 0.12   |      | 0.20  |      |
| Control Delay (s/veh)   |       | 34.1  |      |      |      |      |      | 5.1  | 15.0   |      | 9.5   |      |
| Queue Delay             |       | 0.0   |      |      |      |      |      | 0.0  | 0.0    |      | 0.0   |      |
| Total Delay (s/veh)     |       | 34.1  |      |      |      |      |      | 5.1  | 15.0   |      | 9.5   |      |
| LOS                     |       | C     |      |      |      |      |      | A    | B      |      | A     |      |

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

08/09/2024

| Lane Group              | Ø2    |
|-------------------------|-------|
| Lane Configurations     |       |
| Traffic Volume (vph)    |       |
| Future Volume (vph)     |       |
| Ideal Flow (vphpl)      |       |
| Storage Length (ft)     |       |
| Storage Lanes           |       |
| Taper Length (ft)       |       |
| Lane Util. Factor       |       |
| Ped Bike Factor         |       |
| Frt                     |       |
| Flt Protected           |       |
| Satd. Flow (prot)       |       |
| Flt Permitted           |       |
| Satd. Flow (perm)       |       |
| Right Turn on Red       |       |
| Satd. Flow (RTOR)       |       |
| Link Speed (mph)        |       |
| Link Distance (ft)      |       |
| Travel Time (s)         |       |
| Confl. Peds. (#/hr)     |       |
| Confl. Bikes (#/hr)     |       |
| Peak Hour Factor        |       |
| Heavy Vehicles (%)      |       |
| Parking (#/hr)          |       |
| Shared Lane Traffic (%) |       |
| Lane Group Flow (vph)   |       |
| Turn Type               |       |
| Protected Phases        | 2     |
| Permitted Phases        |       |
| Detector Phase          |       |
| Switch Phase            |       |
| Minimum Initial (s)     | 42.0  |
| Minimum Split (s)       | 44.0  |
| Total Split (s)         | 49.0  |
| Total Split (%)         | 41%   |
| Yellow Time (s)         | 2.0   |
| All-Red Time (s)        | 0.0   |
| Lost Time Adjust (s)    |       |
| Total Lost Time (s)     |       |
| Lead/Lag                |       |
| Lead-Lag Optimize?      |       |
| Recall Mode             | C-Max |
| Act Effct Green (s)     |       |
| Actuated g/C Ratio      |       |
| v/c Ratio               |       |
| Control Delay (s/veh)   |       |
| Queue Delay             |       |
| Total Delay (s/veh)     |       |
| LOS                     |       |

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

08/09/2024



| Lane Group              | EBL | EBT  | EBR | WBL | WBT | WBR | NBL | NBT  | NBR  | SBL | SBT | SBR  |
|-------------------------|-----|------|-----|-----|-----|-----|-----|------|------|-----|-----|------|
| Approach Delay (s/veh)  |     | 34.1 |     |     |     |     |     | 6.0  |      |     |     | 9.5  |
| Approach LOS            |     | C    |     |     |     |     |     | A    |      |     |     | A    |
| Queue Length 50th (ft)  |     | 137  |     |     |     |     |     | 196  | 8    |     |     | 56   |
| Queue Length 95th (ft)  |     | 181  |     |     |     |     |     | 13   | 39   |     |     | 85   |
| Internal Link Dist (ft) |     | 462  |     |     | 148 |     |     | 502  |      |     |     | 462  |
| Turn Bay Length (ft)    |     |      |     |     |     |     |     |      | 50   |     |     |      |
| Base Capacity (vph)     |     | 854  |     |     |     |     |     | 991  | 330  |     |     | 930  |
| Starvation Cap Reductn  |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Spillback Cap Reductn   |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     | 0.53 |     |     |     |     |     | 0.42 | 0.12 |     |     | 0.20 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay (s/veh): 18.2  
 Intersection Capacity Utilization 93.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service F

Splits and Phases: 2: Chicago Avenue & Church Street



|                         |    |
|-------------------------|----|
| Lane Group              | Ø2 |
| Approach Delay (s/veh)  |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

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HCM 7th AWSC  
 3: Davis Street & Hinman Avenue

08/09/2024

| 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  | 0    | 0    | 0    | 9    | 106  | 21   | 19   | 50   | 0    | 0    | 68   | 44   |
| Future Vol, veh/h   | 0    | 0    | 0    | 9    | 106  | 21   | 19   | 50   | 0    | 0    | 68   | 44   |
| Peak Hour Factor    | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 11   | 3    | 5    | 0    | 0    | 0    | 0    | 5    | 24   |
| Mvmt Flow           | 0    | 0    | 0    | 10   | 119  | 24   | 21   | 56   | 0    | 0    | 76   | 49   |
| Number of Lanes     | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | WB  | NB | SB |
|----------------------------|-----|----|----|
| Opposing Approach          |     | SB | NB |
| Opposing Lanes             | 0   | 1  | 1  |
| Conflicting Approach Left  | NB  |    | WB |
| Conflicting Lanes Left     | 1   | 0  | 2  |
| Conflicting Approach Right | SB  | WB |    |
| Conflicting Lanes Right    | 1   | 2  | 0  |
| HCM Control Delay, s/veh   | 8.3 | 8  | 8  |
| HCM LOS                    | A   | A  | A  |

| Lane                     | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 28%   | 15%   | 0%    | 0%    |
| Vol Thru, %              | 72%   | 85%   | 72%   | 61%   |
| Vol Right, %             | 0%    | 0%    | 28%   | 39%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 69    | 62    | 74    | 112   |
| LT Vol                   | 19    | 9     | 0     | 0     |
| Through Vol              | 50    | 53    | 53    | 68    |
| RT Vol                   | 0     | 0     | 21    | 44    |
| Lane Flow Rate           | 78    | 70    | 83    | 126   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.096 | 0.101 | 0.111 | 0.147 |
| Departure Headway (Hd)   | 4.47  | 5.213 | 4.804 | 4.218 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 805   | 690   | 748   | 853   |
| Service Time             | 2.482 | 2.928 | 2.519 | 2.228 |
| HCM Lane V/C Ratio       | 0.097 | 0.101 | 0.111 | 0.148 |
| HCM Control Delay, s/veh | 8     | 8.5   | 8.1   | 8     |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.3   | 0.3   | 0.4   | 0.5   |

HCM 7th AWSC  
 4: Hinman Avenue & Church Street

08/09/2024

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕↕   |      |      |      |      |      | ↔    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 20   | 202  | 48   | 0    | 0    | 0    | 0    | 53   | 18   | 11   | 70   | 0    |
| Future Vol, veh/h   | 20   | 202  | 48   | 0    | 0    | 0    | 0    | 53   | 18   | 11   | 70   | 0    |
| 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, %   | 4    | 4    | 14   | 0    | 0    | 0    | 0    | 0    | 6    | 0    | 5    | 0    |
| Mvmt Flow           | 21   | 215  | 51   | 0    | 0    | 0    | 0    | 56   | 19   | 12   | 74   | 0    |
| Number of Lanes     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | NB | SB  |
|----------------------------|-----|----|-----|
| Opposing Approach          |     | SB | NB  |
| Opposing Lanes             | 0   | 1  | 1   |
| Conflicting Approach Left  | SB  | EB |     |
| Conflicting Lanes Left     | 1   | 2  | 0   |
| Conflicting Approach Right | NB  |    | EB  |
| Conflicting Lanes Right    | 1   | 0  | 2   |
| HCM Control Delay, s/veh   | 8.8 | 8  | 8.3 |
| HCM LOS                    | A   | A  | A   |

| Lane                     | NBLn1 | EBLn1 | EBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 0%    | 17%   | 0%    | 14%   |
| Vol Thru, %              | 75%   | 83%   | 68%   | 86%   |
| Vol Right, %             | 25%   | 0%    | 32%   | 0%    |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 71    | 121   | 149   | 81    |
| LT Vol                   | 0     | 20    | 0     | 11    |
| Through Vol              | 53    | 101   | 101   | 70    |
| RT Vol                   | 18    | 0     | 48    | 0     |
| Lane Flow Rate           | 76    | 129   | 159   | 86    |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.095 | 0.18  | 0.208 | 0.112 |
| Departure Headway (Hd)   | 4.521 | 5.031 | 4.722 | 4.685 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 794   | 714   | 762   | 767   |
| Service Time             | 2.541 | 2.75  | 2.441 | 2.704 |
| HCM Lane V/C Ratio       | 0.096 | 0.181 | 0.209 | 0.112 |
| HCM Control Delay, s/veh | 8     | 8.9   | 8.7   | 8.3   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.3   | 0.7   | 0.8   | 0.4   |



HCM 7th TWSC  
6: Davis Street & East Alley

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 7    | 160  | 2    | 5    | 2    | 0    | 0    | 6    | 4    |
| Future Vol, veh/h        | 0    | 0    | 0    | 7    | 160  | 2    | 5    | 2    | 0    | 0    | 6    | 4    |
| Conflicting Peds, #/hr   | 4    | 0    | 35   | 35   | 0    | 4    | 0    | 0    | 4    | 4    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 25   | 4    | 0    | 40   | 50   | 0    | 0    | 0    | 25   |
| Mvmt Flow                | 0    | 0    | 0    | 9    | 213  | 3    | 7    | 3    | 0    | 0    | 8    | 5    |

| Major/Minor          | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 35     | 0      | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.6    | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.45   | -      | -      |
| Pot Cap-1 Maneuver   | 1422   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1384   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | WB   | NB    | SB    |
|------------------------|------|-------|-------|
| HCM Control Delay, s/v | 0.36 | 11.02 | 10.32 |
| HCM LOS                |      | B     | B     |

| Minor Lane/Major Mvmt     | NBLn1 | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 607   | 147   | -   | -   | 691   |
| HCM Lane V/C Ratio        | 0.015 | 0.007 | -   | -   | 0.019 |
| HCM Control Delay (s/veh) | 11    | 7.6   | 0.1 | -   | 10.3  |
| HCM Lane LOS              | B     | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0.1   |

HCM 7th TWSC  
7: East Alley & Church Street

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔↔   |      |      |      |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 9    | 262  | 10   | 0    | 0    | 0    | 0    | 4    | 4    | 4    | 1    | 0    |
| Future Vol, veh/h        | 9    | 262  | 10   | 0    | 0    | 0    | 0    | 4    | 4    | 4    | 1    | 0    |
| Conflicting Peds, #/hr   | 33   | 0    | 20   | 20   | 0    | 33   | 17   | 0    | 1    | 1    | 0    | 17   |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 10   | 285  | 11   | 0    | 0    | 0    | 0    | 4    | 4    | 4    | 1    | 0    |

| Major/Minor          | Major1 |   |   | Minor1 |      |      | Minor2 |      |   |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 33     | 0 | 0 | -      | 363  | 169  | 198    | 368  | - |
| Stage 1              | -      | - | - | -      | 330  | -    | 33     | 33   | - |
| Stage 2              | -      | - | - | -      | 33   | -    | 165    | 335  | - |
| Critical Hdwy        | 4.14   | - | - | -      | 6.54 | 6.94 | 7.54   | 6.54 | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | 5.54 | -    | -      | -    | - |
| Critical Hdwy Stg 2  | -      | - | - | -      | -    | -    | 6.54   | 5.54 | - |
| Follow-up Hdwy       | 2.22   | - | - | -      | 4.02 | 3.32 | 3.52   | 4.02 | - |
| Pot Cap-1 Maneuver   | 1577   | - | - | 0      | 563  | 846  | 743    | 559  | 0 |
| Stage 1              | -      | - | - | 0      | 644  | -    | -      | -    | 0 |
| Stage 2              | -      | - | - | 0      | -    | -    | 820    | 641  | 0 |
| Platoon blocked, %   | -      | - | - | -      | -    | -    | -      | -    | - |
| Mov Cap-1 Maneuver   | 1537   | - | - | -      | 537  | 833  | 710    | 533  | - |
| Mov Cap-2 Maneuver   | -      | - | - | -      | 537  | -    | 710    | 533  | - |
| Stage 1              | -      | - | - | -      | 630  | -    | -      | -    | - |
| Stage 2              | -      | - | - | -      | -    | -    | 805    | 627  | - |

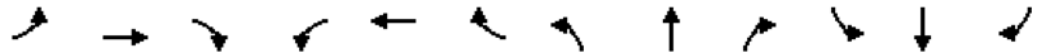
| Approach               | EB   | NB    | SB    |
|------------------------|------|-------|-------|
| HCM Control Delay, s/v | 0.28 | 10.59 | 10.45 |
| HCM LOS                |      | B     | B     |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 653   | 110   | -   | -   | 666   |
| HCM Lane V/C Ratio        | 0.013 | 0.006 | -   | -   | 0.008 |
| HCM Control Delay (s/veh) | 10.6  | 7.4   | 0   | -   | 10.5  |
| HCM Lane LOS              | B     | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0     |

Capacity Analysis Summary Sheets  
Weekday Evening Peak Hour – Existing Conditions

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL    | NBT  | NBR  | SBL  | SBT   | SBR   |
|-------------------------|------|------|------|-------|-------|------|--------|------|------|------|-------|-------|
| Lane Configurations     |      |      |      |       | ↕↕    |      | ↗      | ↖    |      |      | ↖     | ↗     |
| Traffic Volume (vph)    | 0    | 0    | 0    | 39    | 157   | 32   | 119    | 274  | 0    | 0    | 503   | 122   |
| Future Volume (vph)     | 0    | 0    | 0    | 39    | 157   | 32   | 119    | 274  | 0    | 0    | 503   | 122   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900   | 1900 | 1900 | 1900 | 1900  | 1900  |
| Storage Length (ft)     | 0    |      | 0    | 0     |       | 0    | 0      |      | 0    | 0    |       | 70    |
| Storage Lanes           | 0    |      | 0    | 0     |       | 0    | 1      |      | 0    | 0    |       | 1     |
| Taper Length (ft)       | 25   |      |      | 25    |       |      | 25     |      |      | 25   |       |       |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 0.95  | 0.95  | 0.95 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |
| Ped Bike Factor         |      |      |      |       | 0.87  |      |        |      |      |      |       | 0.67  |
| Frt                     |      |      |      |       | 0.979 |      |        |      |      |      |       | 0.850 |
| Flt Protected           |      |      |      |       | 0.992 |      | 0.950  |      |      |      |       |       |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0     | 3010  | 0    | 1678   | 1605 | 0    | 0    | 1621  | 1531  |
| Flt Permitted           |      |      |      |       | 0.992 |      | 0.210  |      |      |      |       |       |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0     | 2805  | 0    | 371    | 1605 | 0    | 0    | 1621  | 1023  |
| Right Turn on Red       |      |      | No   |       |       | No   |        |      | No   |      |       | No    |
| Satd. Flow (RTOR)       |      |      |      |       |       |      |        |      |      |      |       |       |
| Link Speed (mph)        |      | 30   |      |       | 30    |      |        | 30   |      |      |       | 30    |
| Link Distance (ft)      |      | 636  |      |       | 240   |      |        | 245  |      |      |       | 582   |
| Travel Time (s)         |      | 14.5 |      |       | 5.5   |      |        | 5.6  |      |      |       | 13.2  |
| Confl. Peds. (#/hr)     | 141  |      | 126  | 126   |       | 141  | 191    |      | 149  | 149  |       | 191   |
| Confl. Bikes (#/hr)     |      |      |      |       |       | 14   |        |      | 21   |      |       | 38    |
| Peak Hour Factor        | 0.91 | 0.91 | 0.91 | 0.91  | 0.91  | 0.91 | 0.91   | 0.91 | 0.91 | 0.91 | 0.91  | 0.91  |
| Heavy Vehicles (%)      | 0%   | 0%   | 0%   | 0%    | 0%    | 0%   | 4%     | 3%   | 0%   | 0%   | 2%    | 2%    |
| Parking (#/hr)          |      | 0    |      |       | 0     |      |        | 0    |      |      |       | 0     |
| Shared Lane Traffic (%) |      |      |      |       |       |      |        |      |      |      |       |       |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0     | 251   | 0    | 131    | 301  | 0    | 0    | 553   | 134   |
| Turn Type               |      |      |      | Perm  | NA    |      | custom | NA   |      |      | NA    | Perm  |
| Protected Phases        |      |      |      |       | 8     |      | 1      | 1 2  |      |      | 6     |       |
| Permitted Phases        |      |      |      | 8     |       |      | 2      |      |      |      |       | 6     |
| Detector Phase          |      |      |      | 8     | 8     |      | 1      | 1 2  |      |      | 6     | 6     |
| Switch Phase            |      |      |      |       |       |      |        |      |      |      |       |       |
| Minimum Initial (s)     |      |      |      | 7.0   | 7.0   |      | 4.0    |      |      |      | 15.0  | 15.0  |
| Minimum Split (s)       |      |      |      | 25.0  | 25.0  |      | 8.5    |      |      |      | 25.0  | 25.0  |
| Total Split (s)         |      |      |      | 40.0  | 40.0  |      | 17.0   |      |      |      | 42.0  | 42.0  |
| Total Split (%)         |      |      |      | 33.3% | 33.3% |      | 14.2%  |      |      |      | 35.0% | 35.0% |
| Yellow Time (s)         |      |      |      | 4.5   | 4.5   |      | 3.5    |      |      |      | 4.5   | 4.5   |
| All-Red Time (s)        |      |      |      | 1.5   | 1.5   |      | 1.0    |      |      |      | 1.5   | 1.5   |
| Lost Time Adjust (s)    |      |      |      |       | 0.0   |      | 0.0    |      |      |      | 0.0   | 0.0   |
| Total Lost Time (s)     |      |      |      |       | 6.0   |      | 4.5    |      |      |      | 6.0   | 6.0   |
| Lead/Lag                |      |      |      |       |       |      |        |      |      |      |       |       |
| Lead-Lag Optimize?      |      |      |      |       |       |      |        |      |      |      |       |       |
| Recall Mode             |      |      |      | Max   | Max   |      | None   |      |      |      | C-Max | C-Max |
| Act Effct Green (s)     |      |      |      |       | 36.7  |      | 64.1   | 68.6 |      |      | 52.8  | 52.8  |
| Actuated g/C Ratio      |      |      |      |       | 0.31  |      | 0.53   | 0.57 |      |      | 0.44  | 0.44  |
| v/c Ratio               |      |      |      |       | 0.29  |      | 0.43   | 0.33 |      |      | 0.78  | 0.30  |
| Control Delay (s/veh)   |      |      |      |       | 33.6  |      | 25.7   | 15.9 |      |      | 31.7  | 21.5  |
| Queue Delay             |      |      |      |       | 0.0   |      | 0.0    | 0.0  |      |      | 0.0   | 0.0   |
| Total Delay (s/veh)     |      |      |      |       | 33.6  |      | 25.7   | 15.9 |      |      | 31.7  | 21.5  |
| LOS                     |      |      |      |       | C     |      | C      | B    |      |      | C     | C     |

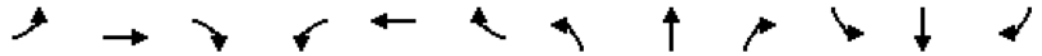
Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024

| Lane Group              | Ø2    | Ø10  |
|-------------------------|-------|------|
| Lane Configurations     |       |      |
| Traffic Volume (vph)    |       |      |
| Future Volume (vph)     |       |      |
| Ideal Flow (vphpl)      |       |      |
| Storage Length (ft)     |       |      |
| Storage Lanes           |       |      |
| Taper Length (ft)       |       |      |
| Lane Util. Factor       |       |      |
| Ped Bike Factor         |       |      |
| Frt                     |       |      |
| Flt Protected           |       |      |
| Satd. Flow (prot)       |       |      |
| Flt Permitted           |       |      |
| Satd. Flow (perm)       |       |      |
| Right Turn on Red       |       |      |
| Satd. Flow (RTOR)       |       |      |
| Link Speed (mph)        |       |      |
| Link Distance (ft)      |       |      |
| Travel Time (s)         |       |      |
| Confl. Peds. (#/hr)     |       |      |
| Confl. Bikes (#/hr)     |       |      |
| Peak Hour Factor        |       |      |
| Heavy Vehicles (%)      |       |      |
| Parking (#/hr)          |       |      |
| Shared Lane Traffic (%) |       |      |
| Lane Group Flow (vph)   |       |      |
| Turn Type               |       |      |
| Protected Phases        | 2     | 10   |
| Permitted Phases        |       |      |
| Detector Phase          |       |      |
| Switch Phase            |       |      |
| Minimum Initial (s)     | 15.0  | 4.0  |
| Minimum Split (s)       | 25.0  | 21.0 |
| Total Split (s)         | 42.0  | 21.0 |
| Total Split (%)         | 35%   | 18%  |
| Yellow Time (s)         | 4.5   | 6.0  |
| All-Red Time (s)        | 1.5   | 0.0  |
| Lost Time Adjust (s)    |       |      |
| Total Lost Time (s)     |       |      |
| Lead/Lag                |       |      |
| Lead-Lag Optimize?      |       |      |
| Recall Mode             | C-Max | None |
| Act Effct Green (s)     |       |      |
| Actuated g/C Ratio      |       |      |
| v/c Ratio               |       |      |
| Control Delay (s/veh)   |       |      |
| Queue Delay             |       |      |
| Total Delay (s/veh)     |       |      |
| LOS                     |       |      |

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024



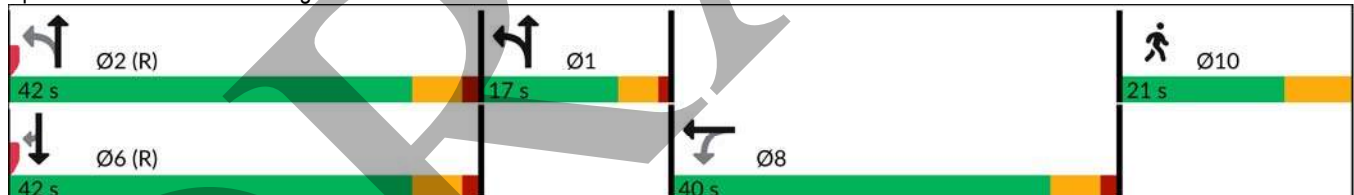
| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT  | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|------|------|
| Approach Delay (s/veh)  |     |     |     |     | 33.6 |     |      | 18.9 |     |     | 29.7 |      |
| Approach LOS            |     |     |     |     | C    |     |      | B    |     |     | C    |      |
| Queue Length 50th (ft)  |     |     |     |     | 78   |     | 40   | 105  |     |     | 275  | 46   |
| Queue Length 95th (ft)  |     |     |     |     | 118  |     | 100  | 228  |     |     | #713 | m116 |
| Internal Link Dist (ft) |     | 556 |     |     | 160  |     |      | 165  |     |     | 502  |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |      | 70   |
| Base Capacity (vph)     |     |     |     |     | 857  |     | 342  | 953  |     |     | 712  | 449  |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.29 |     | 0.38 | 0.32 |     |     | 0.78 | 0.30 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay (s/veh): 27.0  
 Intersection Capacity Utilization 62.6%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 1: Chicago Avenue & Davis Street

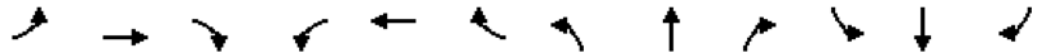


| Lane Group              | Ø2 | Ø10 |
|-------------------------|----|-----|
| Approach Delay (s/veh)  |    |     |
| Approach LOS            |    |     |
| Queue Length 50th (ft)  |    |     |
| Queue Length 95th (ft)  |    |     |
| Internal Link Dist (ft) |    |     |
| Turn Bay Length (ft)    |    |     |
| Base Capacity (vph)     |    |     |
| Starvation Cap Reductn  |    |     |
| Spillback Cap Reductn   |    |     |
| Storage Cap Reductn     |    |     |
| Reduced v/c Ratio       |    |     |
| Intersection Summary    |    |     |

DRAFT

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

08/09/2024



| Lane Group              | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR    | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|------|------|------|------|------|--------|-------|-------|------|
| Lane Configurations     |       | ↕↕    |      |      |      |      |      | ↑    | ↗      |       | ↖     |      |
| Traffic Volume (vph)    | 42    | 358   | 199  | 0    | 0    | 0    | 0    | 235  | 58     | 38    | 419   | 0    |
| Future Volume (vph)     | 42    | 358   | 199  | 0    | 0    | 0    | 0    | 235  | 58     | 38    | 419   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 0     |       | 0    | 0    |      | 0    | 0    |      | 50     | 0     |       | 0    |
| Storage Lanes           | 0     |       | 0    | 0    |      | 0    | 0    |      | 1      | 0     |       | 0    |
| Taper Length (ft)       | 25    |       |      | 25   |      |      | 25   |      |        | 25    |       |      |
| Lane Util. Factor       | 0.95  | 0.95  | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00   | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor         |       | 0.90  |      |      |      |      |      |      |        |       | 1.00  |      |
| Frt                     |       | 0.950 |      |      |      |      |      |      | 0.850  |       |       |      |
| Flt Protected           |       | 0.997 |      |      |      |      |      |      |        |       | 0.996 |      |
| Satd. Flow (prot)       | 0     | 2805  | 0    | 0    | 0    | 0    | 0    | 1605 | 1561   | 0     | 1611  | 0    |
| Flt Permitted           |       | 0.997 |      |      |      |      |      |      |        |       | 0.958 |      |
| Satd. Flow (perm)       | 0     | 2765  | 0    | 0    | 0    | 0    | 0    | 1605 | 1561   | 0     | 1544  | 0    |
| Right Turn on Red       |       |       | Yes  |      |      | Yes  |      |      | Yes    |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 73    |      |      |      |      |      |      | 45     |       |       |      |
| Link Speed (mph)        |       | 30    |      |      | 30   |      |      | 30   |        |       | 30    |      |
| Link Distance (ft)      |       | 542   |      |      | 228  |      |      | 582  |        |       | 542   |      |
| Travel Time (s)         |       | 12.3  |      |      | 5.2  |      |      | 13.2 |        |       | 12.3  |      |
| Confl. Peds. (#/hr)     | 120   |       | 125  | 125  |      | 120  | 149  |      | 149    | 149   |       | 149  |
| Confl. Bikes (#/hr)     |       |       | 19   |      |      |      |      |      | 21     |       |       | 5    |
| 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 (%)      | 7%    | 2%    | 3%   | 0%   | 0%   | 0%   | 0%   | 3%   | 0%     | 4%    | 2%    | 0%   |
| Parking (#/hr)          |       | 0     |      |      |      |      |      | 0    |        |       | 0     |      |
| Shared Lane Traffic (%) |       |       |      |      |      |      |      |      |        |       |       |      |
| Lane Group Flow (vph)   | 0     | 644   | 0    | 0    | 0    | 0    | 0    | 253  | 62     | 0     | 492   | 0    |
| Turn Type               | Perm  | NA    |      |      |      |      |      | NA   | custom | Perm  | NA    |      |
| Protected Phases        |       | 10    |      |      |      |      |      | 2 6  | 6      |       | 2 6   |      |
| Permitted Phases        | 10    |       |      |      |      |      |      |      |        | 2 6   |       |      |
| Detector Phase          | 10    | 10    |      |      |      |      |      | 2 6  | 6      | 2 6   | 2 6   |      |
| Switch Phase            |       |       |      |      |      |      |      |      |        |       |       |      |
| Minimum Initial (s)     | 30.0  | 30.0  |      |      |      |      |      |      |        | 24.0  |       |      |
| Minimum Split (s)       | 36.0  | 36.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (s)         | 41.0  | 41.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (%)         | 34.2% | 34.2% |      |      |      |      |      |      |        | 25.0% |       |      |
| Yellow Time (s)         | 4.5   | 4.5   |      |      |      |      |      |      |        | 4.5   |       |      |
| All-Red Time (s)        | 1.5   | 1.5   |      |      |      |      |      |      |        | 1.5   |       |      |
| Lost Time Adjust (s)    |       | 0.0   |      |      |      |      |      |      |        | 0.0   |       |      |
| Total Lost Time (s)     |       | 6.0   |      |      |      |      |      |      |        | 6.0   |       |      |
| Lead/Lag                |       |       |      |      |      |      |      |      |        |       |       |      |
| Lead-Lag Optimize?      |       |       |      |      |      |      |      |      |        |       |       |      |
| Recall Mode             | Max   | Max   |      |      |      |      |      |      |        | None  |       |      |
| Act Effct Green (s)     |       | 35.0  |      |      |      |      |      | 77.0 | 24.0   |       | 77.0  |      |
| Actuated g/C Ratio      |       | 0.29  |      |      |      |      |      | 0.64 | 0.20   |       | 0.64  |      |
| v/c Ratio               |       | 0.75  |      |      |      |      |      | 0.25 | 0.18   |       | 0.50  |      |
| Control Delay (s/veh)   |       | 40.4  |      |      |      |      |      | 4.6  | 20.1   |       | 13.4  |      |
| Queue Delay             |       | 0.0   |      |      |      |      |      | 0.0  | 0.0    |       | 0.0   |      |
| Total Delay (s/veh)     |       | 40.4  |      |      |      |      |      | 4.6  | 20.1   |       | 13.4  |      |
| LOS                     |       | D     |      |      |      |      |      | A    | C      |       | B     |      |



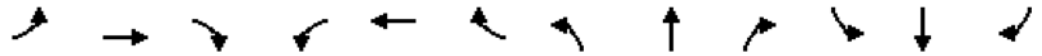
Lanes, Volumes, Timings  
 2: Chicago Avenue & Church Street

08/09/2024

| Lane Group              | Ø2    |
|-------------------------|-------|
| Lane Configurations     |       |
| Traffic Volume (vph)    |       |
| Future Volume (vph)     |       |
| Ideal Flow (vphpl)      |       |
| Storage Length (ft)     |       |
| Storage Lanes           |       |
| Taper Length (ft)       |       |
| Lane Util. Factor       |       |
| Ped Bike Factor         |       |
| Frt                     |       |
| Flt Protected           |       |
| Satd. Flow (prot)       |       |
| Flt Permitted           |       |
| Satd. Flow (perm)       |       |
| Right Turn on Red       |       |
| Satd. Flow (RTOR)       |       |
| Link Speed (mph)        |       |
| Link Distance (ft)      |       |
| Travel Time (s)         |       |
| Confl. Peds. (#/hr)     |       |
| Confl. Bikes (#/hr)     |       |
| Peak Hour Factor        |       |
| Heavy Vehicles (%)      |       |
| Parking (#/hr)          |       |
| Shared Lane Traffic (%) |       |
| Lane Group Flow (vph)   |       |
| Turn Type               |       |
| Protected Phases        | 2     |
| Permitted Phases        |       |
| Detector Phase          |       |
| Switch Phase            |       |
| Minimum Initial (s)     | 4.0   |
| Minimum Split (s)       | 44.0  |
| Total Split (s)         | 49.0  |
| Total Split (%)         | 41%   |
| Yellow Time (s)         | 2.0   |
| All-Red Time (s)        | 0.0   |
| Lost Time Adjust (s)    |       |
| Total Lost Time (s)     |       |
| Lead/Lag                |       |
| Lead-Lag Optimize?      |       |
| Recall Mode             | C-Max |
| Act Effct Green (s)     |       |
| Actuated g/C Ratio      |       |
| v/c Ratio               |       |
| Control Delay (s/veh)   |       |
| Queue Delay             |       |
| Total Delay (s/veh)     |       |
| LOS                     |       |

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

08/09/2024



| Lane Group              | EBL | EBT  | EBR | WBL | WBT | WBR | NBL | NBT  | NBR  | SBL | SBT | SBR  |
|-------------------------|-----|------|-----|-----|-----|-----|-----|------|------|-----|-----|------|
| Approach Delay (s/veh)  |     | 40.4 |     |     |     |     |     | 7.7  |      |     |     | 13.4 |
| Approach LOS            |     | D    |     |     |     |     |     | A    |      |     |     | B    |
| Queue Length 50th (ft)  |     | 212  |     |     |     |     |     | 92   | 22   |     |     | 186  |
| Queue Length 95th (ft)  |     | 285  |     |     |     |     |     | 21   | 65   |     |     | 269  |
| Internal Link Dist (ft) |     | 462  |     |     | 148 |     |     | 502  |      |     |     | 462  |
| Turn Bay Length (ft)    |     |      |     |     |     |     |     |      | 50   |     |     |      |
| Base Capacity (vph)     |     | 858  |     |     |     |     |     | 1029 | 348  |     |     | 990  |
| Starvation Cap Reductn  |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Spillback Cap Reductn   |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     | 0.75 |     |     |     |     |     | 0.25 | 0.18 |     |     | 0.50 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay (s/veh): 24.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 2: Chicago Avenue & Church Street



|                         |    |
|-------------------------|----|
| Lane Group              | Ø2 |
| Approach Delay (s/veh)  |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

DRAFT

HCM 7th AWSC  
3: Davis Street & Hinman Avenue

08/09/2024

| 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  | 0    | 0    | 0    | 15   | 111  | 28   | 42   | 51   | 0    | 0    | 162  | 66   |
| Future Vol, veh/h   | 0    | 0    | 0    | 15   | 111  | 28   | 42   | 51   | 0    | 0    | 162  | 66   |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 2    | 0    | 0    | 1    | 0    |
| Mvmt Flow           | 0    | 0    | 0    | 16   | 121  | 30   | 46   | 55   | 0    | 0    | 176  | 72   |
| Number of Lanes     | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|
| Opposing Approach          |     | SB  | NB  |
| Opposing Lanes             | 0   | 1   | 1   |
| Conflicting Approach Left  | NB  |     | WB  |
| Conflicting Lanes Left     | 1   | 0   | 2   |
| Conflicting Approach Right | SB  | WB  |     |
| Conflicting Lanes Right    | 1   | 2   | 0   |
| HCM Control Delay, s/veh   | 8.6 | 8.4 | 9.1 |
| HCM LOS                    | A   | A   | A   |

| Lane                     | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 45%   | 21%   | 0%    | 0%    |
| Vol Thru, %              | 55%   | 79%   | 66%   | 71%   |
| Vol Right, %             | 0%    | 0%    | 34%   | 29%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 93    | 71    | 84    | 228   |
| LT Vol                   | 42    | 15    | 0     | 0     |
| Through Vol              | 51    | 56    | 56    | 162   |
| RT Vol                   | 0     | 0     | 28    | 66    |
| Lane Flow Rate           | 101   | 77    | 91    | 248   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.131 | 0.115 | 0.127 | 0.295 |
| Departure Headway (Hd)   | 4.683 | 5.382 | 5.038 | 4.288 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 766   | 666   | 711   | 840   |
| Service Time             | 2.71  | 3.117 | 2.773 | 2.308 |
| HCM Lane V/C Ratio       | 0.132 | 0.116 | 0.128 | 0.295 |
| HCM Control Delay, s/veh | 8.4   | 8.8   | 8.5   | 9.1   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.4   | 0.4   | 0.4   | 1.2   |

HCM 7th AWSC  
4: Hinman Avenue & Church Street

08/09/2024

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.8 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↔↔   |      |      |      |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h  | 31   | 312  | 113  | 0    | 0    | 0    | 0    | 55   | 26   | 9    | 119  | 0    |
| Future Vol, veh/h   | 31   | 312  | 113  | 0    | 0    | 0    | 0    | 55   | 26   | 9    | 119  | 0    |
| 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    | 1    | 1    | 0    | 0    | 0    | 0    | 2    | 4    | 0    | 0    | 0    |
| Mvmt Flow           | 33   | 332  | 120  | 0    | 0    | 0    | 0    | 59   | 28   | 10   | 127  | 0    |
| Number of Lanes     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB   | NB  | SB  |
|----------------------------|------|-----|-----|
| Opposing Approach          |      | SB  | NB  |
| Opposing Lanes             | 0    | 1   | 1   |
| Conflicting Approach Left  | SB   | EB  |     |
| Conflicting Lanes Left     | 1    | 2   | 0   |
| Conflicting Approach Right | NB   |     | EB  |
| Conflicting Lanes Right    | 1    | 0   | 2   |
| HCM Control Delay, s/veh   | 10.2 | 8.7 | 9.3 |
| HCM LOS                    | B    | A   | A   |

| Lane                     | NBLn1 | EBLn1 | EBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 0%    | 17%   | 0%    | 7%    |
| Vol Thru, %              | 68%   | 83%   | 58%   | 93%   |
| Vol Right, %             | 32%   | 0%    | 42%   | 0%    |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 81    | 187   | 269   | 128   |
| LT Vol                   | 0     | 31    | 0     | 9     |
| Through Vol              | 55    | 156   | 156   | 119   |
| RT Vol                   | 26    | 0     | 113   | 0     |
| Lane Flow Rate           | 86    | 199   | 286   | 136   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.119 | 0.284 | 0.38  | 0.192 |
| Departure Headway (Hd)   | 4.984 | 5.137 | 4.775 | 5.084 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 717   | 698   | 753   | 704   |
| Service Time             | 3.031 | 2.878 | 2.516 | 3.126 |
| HCM Lane V/C Ratio       | 0.12  | 0.285 | 0.38  | 0.193 |
| HCM Control Delay, s/veh | 8.7   | 9.9   | 10.4  | 9.3   |
| HCM Lane LOS             | A     | A     | B     | A     |
| HCM 95th-tile Q          | 0.4   | 1.2   | 1.8   | 0.7   |

HCM 7th TWSC  
6: Davis Street & East Alley

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 4    | 210  | 5    | 8    | 1    | 0    | 0    | 3    | 10   |
| Future Vol, veh/h        | 0    | 0    | 0    | 4    | 210  | 5    | 8    | 1    | 0    | 0    | 3    | 10   |
| Conflicting Peds, #/hr   | 23   | 0    | 47   | 47   | 0    | 24   | 1    | 0    | 5    | 5    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 0    | 0    | 5    | 247  | 6    | 9    | 1    | 0    | 0    | 4    | 12   |

| Major/Minor          | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 47     | 0      | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.1    | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.2    | -      | -      |
| Pot Cap-1 Maneuver   | 1573   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1517   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | WB   | NB    | SB   |
|------------------------|------|-------|------|
| HCM Control Delay, s/v | 0.16 | 10.23 | 9.81 |
| HCM LOS                |      | B     | A    |

| Minor Lane/Major Mvmt     | NBLn1 | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 699   | 64    | -   | -   | 764   |
| HCM Lane V/C Ratio        | 0.015 | 0.003 | -   | -   | 0.02  |
| HCM Control Delay (s/veh) | 10.2  | 7.4   | 0   | -   | 9.8   |
| HCM Lane LOS              | B     | A     | A   | -   | A     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0.1   |

HCM 7th TWSC  
7: East Alley & Church Street

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔↔   |      |      |      |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 7    | 448  | 13   | 0    | 0    | 0    | 0    | 4    | 3    | 5    | 2    | 0    |
| Future Vol, veh/h        | 7    | 448  | 13   | 0    | 0    | 0    | 0    | 4    | 3    | 5    | 2    | 0    |
| Conflicting Peds, #/hr   | 26   | 0    | 35   | 35   | 0    | 26   | 5    | 0    | 3    | 3    | 0    | 5    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 8    | 487  | 14   | 0    | 0    | 0    | 0    | 4    | 3    | 5    | 2    | 0    |

| Major/Minor          | Major1 |   |   | Minor1 |      |      | Minor2 |      |   |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 26     | 0 | 0 | -      | 570  | 289  | 290    | 577  | - |
| Stage 1              | -      | - | - | -      | 544  | -    | 26     | 26   | - |
| Stage 2              | -      | - | - | -      | 26   | -    | 264    | 551  | - |
| Critical Hdwy        | 4.14   | - | - | -      | 6.54 | 6.94 | 7.54   | 6.54 | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | 5.54 | -    | -      | -    | - |
| Critical Hdwy Stg 2  | -      | - | - | -      | -    | -    | 6.54   | 5.54 | - |
| Follow-up Hdwy       | 2.22   | - | - | -      | 4.02 | 3.32 | 3.52   | 4.02 | - |
| Pot Cap-1 Maneuver   | 1587   | - | - | 0      | 430  | 708  | 640    | 426  | 0 |
| Stage 1              | -      | - | - | 0      | 517  | -    | -      | -    | 0 |
| Stage 2              | -      | - | - | 0      | -    | -    | 718    | 513  | 0 |
| Platoon blocked, %   | -      | - | - | -      | -    | -    | -      | -    | - |
| Mov Cap-1 Maneuver   | 1555   | - | - | -      | 408  | 689  | 614    | 404  | - |
| Mov Cap-2 Maneuver   | -      | - | - | -      | 408  | -    | 614    | 404  | - |
| Stage 1              | -      | - | - | -      | 500  | -    | -      | -    | - |
| Stage 2              | -      | - | - | -      | -    | -    | 705    | 497  | - |

| Approach               | EB   | NB   | SB    |
|------------------------|------|------|-------|
| HCM Control Delay, s/v | 0.15 | 12.4 | 11.83 |
| HCM LOS                |      | B    | B     |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 494   | 52    | -   | -   | 535   |
| HCM Lane V/C Ratio        | 0.015 | 0.005 | -   | -   | 0.014 |
| HCM Control Delay (s/veh) | 12.4  | 7.3   | 0   | -   | 11.8  |
| HCM Lane LOS              | B     | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0     |

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



Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL    | NBT  | NBR  | SBL   | SBT   | SBR   |
|-------------------------|------|------|------|-------|-------|------|--------|------|------|-------|-------|-------|
| Lane Configurations     |      |      |      |       | ↕↕    |      | ↗      | ↖    |      |       | ↖     | ↗     |
| Traffic Volume (vph)    | 0    | 0    | 0    | 26    | 145   | 18   | 131    | 418  | 0    | 0     | 196   | 99    |
| Future Volume (vph)     | 0    | 0    | 0    | 26    | 145   | 18   | 131    | 418  | 0    | 0     | 196   | 99    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900   | 1900 | 1900 | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0    |      | 0    | 0     |       | 0    | 0      |      | 0    | 0     |       | 70    |
| Storage Lanes           | 0    |      | 0    | 0     |       | 0    | 1      |      | 0    | 0     |       | 1     |
| Taper Length (ft)       | 25   |      |      | 25    |       |      | 25     |      |      | 25    |       |       |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 0.95  | 0.95  | 0.95 | 1.00   | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  |
| Ped Bike Factor         |      |      |      |       | 0.94  |      | 0.86   |      |      |       |       | 0.77  |
| Frt                     |      |      |      |       | 0.986 |      |        |      |      |       |       | 0.850 |
| Flt Protected           |      |      |      |       | 0.993 |      | 0.950  |      |      |       |       |       |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0     | 3009  | 0    | 1662   | 1589 | 0    | 0     | 1559  | 1501  |
| Flt Permitted           |      |      |      |       | 0.993 |      | 0.582  |      |      |       |       |       |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0     | 2891  | 0    | 877    | 1589 | 0    | 0     | 1559  | 1160  |
| Right Turn on Red       |      |      | No   |       |       | No   |        |      | No   |       |       | No    |
| Satd. Flow (RTOR)       |      |      |      |       |       |      |        |      |      |       |       |       |
| Link Speed (mph)        |      | 30   |      |       | 30    |      |        | 30   |      |       |       | 30    |
| Link Distance (ft)      |      | 636  |      |       | 240   |      |        | 245  |      |       |       | 582   |
| Travel Time (s)         |      | 14.5 |      |       | 5.5   |      |        | 5.6  |      |       |       | 13.2  |
| Confl. Peds. (#/hr)     | 64   |      | 89   | 89    |       | 64   | 113    |      | 97   | 97    |       | 113   |
| Confl. Bikes (#/hr)     |      |      |      |       |       | 18   |        |      | 54   |       |       | 12    |
| 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%   | 29%   | 0%    | 15%  | 5%     | 4%   | 0%   | 0%    | 6%    | 4%    |
| Parking (#/hr)          |      | 0    |      |       | 0     |      |        | 0    |      |       |       | 0     |
| Shared Lane Traffic (%) |      |      |      |       |       |      |        |      |      |       |       |       |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0     | 201   | 0    | 139    | 445  | 0    | 0     | 209   | 105   |
| Turn Type               |      |      |      | Perm  | NA    |      | custom | NA   |      |       | NA    | Perm  |
| Protected Phases        |      |      |      |       | 8     |      | 1      | 1 2  |      |       | 6     |       |
| Permitted Phases        |      |      |      | 8     |       |      | 2      |      |      |       |       | 6     |
| Detector Phase          |      |      |      | 8     | 8     |      | 1      | 1 2  |      |       | 6     | 6     |
| Switch Phase            |      |      |      |       |       |      |        |      |      |       |       |       |
| Minimum Initial (s)     |      |      |      | 7.0   | 7.0   |      | 4.0    |      |      |       | 15.0  | 15.0  |
| Minimum Split (s)       |      |      |      | 25.0  | 25.0  |      | 8.5    |      |      |       | 25.0  | 25.0  |
| Total Split (s)         |      |      |      | 40.0  | 40.0  |      | 17.0   |      |      |       | 42.0  | 42.0  |
| Total Split (%)         |      |      |      | 33.3% | 33.3% |      | 14.2%  |      |      |       | 35.0% | 35.0% |
| Yellow Time (s)         |      |      |      | 4.5   | 4.5   |      | 3.5    |      |      |       | 4.5   | 4.5   |
| All-Red Time (s)        |      |      |      | 1.5   | 1.5   |      | 1.0    |      |      |       | 1.5   | 1.5   |
| Lost Time Adjust (s)    |      |      |      |       | 0.0   |      | 0.0    |      |      |       | 0.0   | 0.0   |
| Total Lost Time (s)     |      |      |      |       | 6.0   |      | 4.5    |      |      |       | 6.0   | 6.0   |
| Lead/Lag                |      |      |      |       |       |      |        |      |      |       |       |       |
| Lead-Lag Optimize?      |      |      |      |       |       |      |        |      |      |       |       |       |
| Recall Mode             |      |      |      | Max   | Max   |      | None   |      |      | C-Max | C-Max |       |
| Act Effct Green (s)     |      |      |      |       | 37.6  |      | 63.2   | 67.7 |      | 52.8  | 52.8  |       |
| Actuated g/C Ratio      |      |      |      |       | 0.31  |      | 0.53   | 0.56 |      | 0.44  | 0.44  |       |
| v/c Ratio               |      |      |      |       | 0.22  |      | 0.27   | 0.50 |      | 0.31  | 0.21  |       |
| Control Delay (s/veh)   |      |      |      |       | 31.8  |      | 16.9   | 19.5 |      | 17.8  | 17.2  |       |
| Queue Delay             |      |      |      |       | 0.0   |      | 0.0    | 0.0  |      | 0.0   | 0.0   |       |
| Total Delay (s/veh)     |      |      |      |       | 31.8  |      | 16.9   | 19.5 |      | 17.8  | 17.2  |       |
| LOS                     |      |      |      |       | C     |      | B      | B    |      | B     | B     |       |

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024

| Lane Group              | Ø2    | Ø10  |
|-------------------------|-------|------|
| Lane Configurations     |       |      |
| Traffic Volume (vph)    |       |      |
| Future Volume (vph)     |       |      |
| Ideal Flow (vphpl)      |       |      |
| Storage Length (ft)     |       |      |
| Storage Lanes           |       |      |
| Taper Length (ft)       |       |      |
| Lane Util. Factor       |       |      |
| Ped Bike Factor         |       |      |
| Frt                     |       |      |
| Flt Protected           |       |      |
| Satd. Flow (prot)       |       |      |
| Flt Permitted           |       |      |
| Satd. Flow (perm)       |       |      |
| Right Turn on Red       |       |      |
| Satd. Flow (RTOR)       |       |      |
| Link Speed (mph)        |       |      |
| Link Distance (ft)      |       |      |
| Travel Time (s)         |       |      |
| Confl. Peds. (#/hr)     |       |      |
| Confl. Bikes (#/hr)     |       |      |
| Peak Hour Factor        |       |      |
| Heavy Vehicles (%)      |       |      |
| Parking (#/hr)          |       |      |
| Shared Lane Traffic (%) |       |      |
| Lane Group Flow (vph)   |       |      |
| Turn Type               |       |      |
| Protected Phases        | 2     | 10   |
| Permitted Phases        |       |      |
| Detector Phase          |       |      |
| Switch Phase            |       |      |
| Minimum Initial (s)     | 15.0  | 4.0  |
| Minimum Split (s)       | 25.0  | 25.0 |
| Total Split (s)         | 42.0  | 21.0 |
| Total Split (%)         | 35%   | 18%  |
| Yellow Time (s)         | 4.5   | 6.0  |
| All-Red Time (s)        | 1.5   | 0.0  |
| Lost Time Adjust (s)    |       |      |
| Total Lost Time (s)     |       |      |
| Lead/Lag                |       |      |
| Lead-Lag Optimize?      |       |      |
| Recall Mode             | C-Max | None |
| Act Effct Green (s)     |       |      |
| Actuated g/C Ratio      |       |      |
| v/c Ratio               |       |      |
| Control Delay (s/veh)   |       |      |
| Queue Delay             |       |      |
| Total Delay (s/veh)     |       |      |
| LOS                     |       |      |

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024



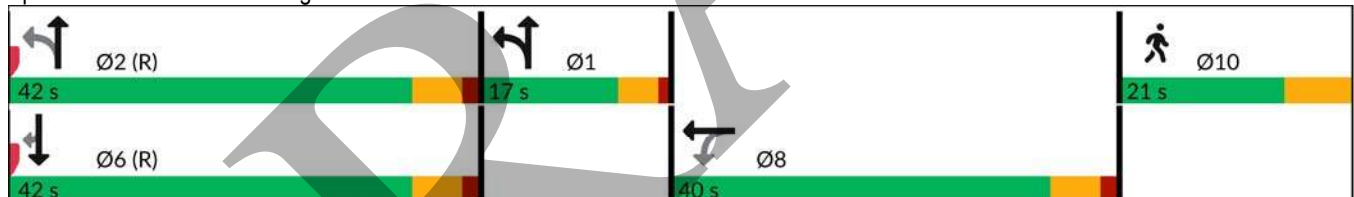
| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT  | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|------|------|
| Approach Delay (s/veh)  |     |     |     |     | 31.8 |     |      | 18.8 |     |     | 17.6 |      |
| Approach LOS            |     |     |     |     | C    |     |      | B    |     |     | B    |      |
| Queue Length 50th (ft)  |     |     |     |     | 60   |     | 45   | 184  |     |     | 76   | 33   |
| Queue Length 95th (ft)  |     |     |     |     | 96   |     | 105  | 370  |     |     | 174  | m101 |
| Internal Link Dist (ft) |     | 556 |     |     | 160  |     |      | 165  |     |     | 502  |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |      | 70   |
| Base Capacity (vph)     |     |     |     |     | 904  |     | 569  | 943  |     |     | 685  | 510  |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.22 |     | 0.24 | 0.47 |     |     | 0.31 | 0.21 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay (s/veh): 20.9  
 Intersection Capacity Utilization 52.7%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 1: Chicago Avenue & Davis Street

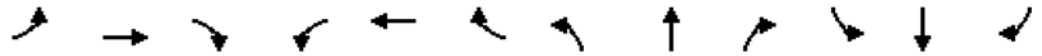


| Lane Group              | Ø2 | Ø10 |
|-------------------------|----|-----|
| Approach Delay (s/veh)  |    |     |
| Approach LOS            |    |     |
| Queue Length 50th (ft)  |    |     |
| Queue Length 95th (ft)  |    |     |
| Internal Link Dist (ft) |    |     |
| Turn Bay Length (ft)    |    |     |
| Base Capacity (vph)     |    |     |
| Starvation Cap Reductn  |    |     |
| Spillback Cap Reductn   |    |     |
| Storage Cap Reductn     |    |     |
| Reduced v/c Ratio       |    |     |
| Intersection Summary    |    |     |

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

08/09/2024



| Lane Group              | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR    | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|------|------|------|------|------|--------|-------|-------|------|
| Lane Configurations     |       | ↕↕    |      |      |      |      |      | ↑    | ↗      |       | ↖     |      |
| Traffic Volume (vph)    | 55    | 262   | 116  | 0    | 0    | 0    | 0    | 373  | 44     | 32    | 151   | 0    |
| Future Volume (vph)     | 55    | 262   | 116  | 0    | 0    | 0    | 0    | 373  | 44     | 32    | 151   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 0     |       | 0    | 0    |      | 0    | 0    |      | 50     | 0     |       | 0    |
| Storage Lanes           | 0     |       | 0    | 0    |      | 0    | 0    |      | 1      | 0     |       | 0    |
| Taper Length (ft)       | 25    |       |      | 25   |      |      | 25   |      |        | 25    |       |      |
| Lane Util. Factor       | 0.95  | 0.95  | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00   | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor         |       | 0.93  |      |      |      |      |      |      |        |       | 1.00  |      |
| Frt                     |       | 0.960 |      |      |      |      |      |      | 0.850  |       |       |      |
| Flt Protected           |       | 0.994 |      |      |      |      |      |      |        |       | 0.991 |      |
| Satd. Flow (prot)       | 0     | 2857  | 0    | 0    | 0    | 0    | 0    | 1545 | 1473   | 0     | 1537  | 0    |
| Flt Permitted           |       | 0.994 |      |      |      |      |      |      |        |       | 0.891 |      |
| Satd. Flow (perm)       | 0     | 2805  | 0    | 0    | 0    | 0    | 0    | 1545 | 1473   | 0     | 1376  | 0    |
| Right Turn on Red       |       |       | Yes  |      |      | Yes  |      |      | Yes    |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 44    |      |      |      |      |      |      | 45     |       |       |      |
| Link Speed (mph)        |       | 30    |      |      | 30   |      |      | 30   |        |       |       | 30   |
| Link Distance (ft)      |       | 542   |      |      | 228  |      |      | 582  |        |       |       | 542  |
| Travel Time (s)         |       | 12.3  |      |      | 5.2  |      |      | 13.2 |        |       |       | 12.3 |
| Confl. Peds. (#/hr)     | 84    |       | 89   | 89   |      | 84   | 155  |      | 97     | 97    |       | 155  |
| Confl. Bikes (#/hr)     |       |       | 13   |      |      |      |      |      | 81     |       |       |      |
| Peak Hour Factor        | 0.86  | 0.86  | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86   | 0.86  | 0.86  | 0.86 |
| Heavy Vehicles (%)      | 12%   | 4%    | 5%   | 0%   | 0%   | 0%   | 0%   | 7%   | 6%     | 0%    | 8%    | 0%   |
| Parking (#/hr)          |       | 0     |      |      |      |      |      | 0    |        |       |       | 0    |
| Shared Lane Traffic (%) |       |       |      |      |      |      |      |      |        |       |       |      |
| Lane Group Flow (vph)   | 0     | 504   | 0    | 0    | 0    | 0    | 0    | 434  | 51     | 0     | 213   | 0    |
| Turn Type               | Perm  | NA    |      |      |      |      |      | NA   | custom | Perm  | NA    |      |
| Protected Phases        |       | 10    |      |      |      |      |      | 2 6  | 6      |       | 2 6   |      |
| Permitted Phases        | 10    |       |      |      |      |      |      |      |        | 2 6   |       |      |
| Detector Phase          | 10    | 10    |      |      |      |      |      | 2 6  | 6      | 2 6   | 2 6   |      |
| Switch Phase            |       |       |      |      |      |      |      |      |        |       |       |      |
| Minimum Initial (s)     | 30.0  | 30.0  |      |      |      |      |      |      |        | 24.0  |       |      |
| Minimum Split (s)       | 36.0  | 36.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (s)         | 41.0  | 41.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (%)         | 34.2% | 34.2% |      |      |      |      |      |      |        | 25.0% |       |      |
| Yellow Time (s)         | 4.5   | 4.5   |      |      |      |      |      |      |        | 4.5   |       |      |
| All-Red Time (s)        | 1.5   | 1.5   |      |      |      |      |      |      |        | 1.5   |       |      |
| Lost Time Adjust (s)    |       | 0.0   |      |      |      |      |      |      |        | 0.0   |       |      |
| Total Lost Time (s)     |       | 6.0   |      |      |      |      |      |      |        | 6.0   |       |      |
| Lead/Lag                |       |       |      |      |      |      |      |      |        |       |       |      |
| Lead-Lag Optimize?      |       |       |      |      |      |      |      |      |        |       |       |      |
| Recall Mode             | Max   | Max   |      |      |      |      |      |      |        | None  |       |      |
| Act Effct Green (s)     |       | 35.0  |      |      |      |      |      | 77.0 | 24.0   |       | 77.0  |      |
| Actuated g/C Ratio      |       | 0.29  |      |      |      |      |      | 0.64 | 0.20   |       | 0.64  |      |
| v/c Ratio               |       | 0.59  |      |      |      |      |      | 0.44 | 0.15   |       | 0.24  |      |
| Control Delay (s/veh)   |       | 36.4  |      |      |      |      |      | 5.3  | 17.6   |       | 10.0  |      |
| Queue Delay             |       | 0.0   |      |      |      |      |      | 0.3  | 0.0    |       | 0.0   |      |
| Total Delay (s/veh)     |       | 36.4  |      |      |      |      |      | 5.6  | 17.6   |       | 10.0  |      |
| LOS                     |       | D     |      |      |      |      |      | A    | B      |       | A     |      |

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

08/09/2024

| Lane Group              | Ø2    |
|-------------------------|-------|
| Lane Configurations     |       |
| Traffic Volume (vph)    |       |
| Future Volume (vph)     |       |
| Ideal Flow (vphpl)      |       |
| Storage Length (ft)     |       |
| Storage Lanes           |       |
| Taper Length (ft)       |       |
| Lane Util. Factor       |       |
| Ped Bike Factor         |       |
| Frt                     |       |
| Flt Protected           |       |
| Satd. Flow (prot)       |       |
| Flt Permitted           |       |
| Satd. Flow (perm)       |       |
| Right Turn on Red       |       |
| Satd. Flow (RTOR)       |       |
| Link Speed (mph)        |       |
| Link Distance (ft)      |       |
| Travel Time (s)         |       |
| Confl. Peds. (#/hr)     |       |
| Confl. Bikes (#/hr)     |       |
| Peak Hour Factor        |       |
| Heavy Vehicles (%)      |       |
| Parking (#/hr)          |       |
| Shared Lane Traffic (%) |       |
| Lane Group Flow (vph)   |       |
| Turn Type               |       |
| Protected Phases        | 2     |
| Permitted Phases        |       |
| Detector Phase          |       |
| Switch Phase            |       |
| Minimum Initial (s)     | 42.0  |
| Minimum Split (s)       | 44.0  |
| Total Split (s)         | 49.0  |
| Total Split (%)         | 41%   |
| Yellow Time (s)         | 2.0   |
| All-Red Time (s)        | 0.0   |
| Lost Time Adjust (s)    |       |
| Total Lost Time (s)     |       |
| Lead/Lag                |       |
| Lead-Lag Optimize?      |       |
| Recall Mode             | C-Max |
| Act Effct Green (s)     |       |
| Actuated g/C Ratio      |       |
| v/c Ratio               |       |
| Control Delay (s/veh)   |       |
| Queue Delay             |       |
| Total Delay (s/veh)     |       |
| LOS                     |       |

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

08/09/2024



| Lane Group              | EBL | EBT  | EBR | WBL | WBT | WBR | NBL | NBT  | NBR  | SBL | SBT | SBR  |
|-------------------------|-----|------|-----|-----|-----|-----|-----|------|------|-----|-----|------|
| Approach Delay (s/veh)  |     | 36.4 |     |     |     |     |     | 6.8  |      |     |     | 10.0 |
| Approach LOS            |     | D    |     |     |     |     |     | A    |      |     |     | A    |
| Queue Length 50th (ft)  |     | 160  |     |     |     |     |     | 203  | 17   |     |     | 65   |
| Queue Length 95th (ft)  |     | 206  |     |     |     |     |     | 17   | 49   |     |     | 97   |
| Internal Link Dist (ft) |     | 462  |     |     | 148 |     |     | 502  |      |     |     | 462  |
| Turn Bay Length (ft)    |     |      |     |     |     |     |     |      | 50   |     |     |      |
| Base Capacity (vph)     |     | 849  |     |     |     |     |     | 991  | 330  |     |     | 882  |
| Starvation Cap Reductn  |     | 0    |     |     |     |     |     | 170  | 0    |     |     | 0    |
| Spillback Cap Reductn   |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     | 0.59 |     |     |     |     |     | 0.53 | 0.15 |     |     | 0.24 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay (s/veh): 19.8  
 Intersection Capacity Utilization 93.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service F

Splits and Phases: 2: Chicago Avenue & Church Street



|                         |    |
|-------------------------|----|
| Lane Group              | Ø2 |
| Approach Delay (s/veh)  |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

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HCM 7th AWSC  
 3: Davis Street & Hinman Avenue

08/09/2024

| 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  | 0    | 0    | 0    | 9    | 122  | 21   | 19   | 51   | 0    | 0    | 70   | 48   |
| Future Vol, veh/h   | 0    | 0    | 0    | 9    | 122  | 21   | 19   | 51   | 0    | 0    | 70   | 48   |
| Peak Hour Factor    | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 11   | 3    | 5    | 0    | 0    | 0    | 0    | 5    | 24   |
| Mvmt Flow           | 0    | 0    | 0    | 10   | 137  | 24   | 21   | 57   | 0    | 0    | 79   | 54   |
| Number of Lanes     | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | WB  | NB | SB  |
|----------------------------|-----|----|-----|
| Opposing Approach          |     | SB | NB  |
| Opposing Lanes             | 0   | 1  | 1   |
| Conflicting Approach Left  | NB  |    | WB  |
| Conflicting Lanes Left     | 1   | 0  | 2   |
| Conflicting Approach Right | SB  | WB |     |
| Conflicting Lanes Right    | 1   | 2  | 0   |
| HCM Control Delay, s/veh   | 8.4 | 8  | 8.1 |
| HCM LOS                    | A   | A  | A   |

| Lane                     | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 27%   | 13%   | 0%    | 0%    |
| Vol Thru, %              | 73%   | 87%   | 74%   | 59%   |
| Vol Right, %             | 0%    | 0%    | 26%   | 41%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 70    | 70    | 82    | 118   |
| LT Vol                   | 19    | 9     | 0     | 0     |
| Through Vol              | 51    | 61    | 61    | 70    |
| RT Vol                   | 0     | 0     | 21    | 48    |
| Lane Flow Rate           | 79    | 79    | 92    | 133   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.099 | 0.114 | 0.124 | 0.157 |
| Departure Headway (Hd)   | 4.523 | 5.225 | 4.844 | 4.256 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 794   | 687   | 742   | 846   |
| Service Time             | 2.537 | 2.944 | 2.563 | 2.269 |
| HCM Lane V/C Ratio       | 0.099 | 0.115 | 0.124 | 0.157 |
| HCM Control Delay, s/veh | 8     | 8.6   | 8.3   | 8.1   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.3   | 0.4   | 0.4   | 0.6   |

HCM 7th AWSC  
4: Hinman Avenue & Church Street

08/09/2024

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.7 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕↕   |      |      |      |      |      | ↔    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 23   | 215  | 53   | 0    | 0    | 0    | 0    | 54   | 18   | 11   | 71   | 0    |
| Future Vol, veh/h   | 23   | 215  | 53   | 0    | 0    | 0    | 0    | 54   | 18   | 11   | 71   | 0    |
| 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, %   | 4    | 4    | 14   | 0    | 0    | 0    | 0    | 0    | 6    | 0    | 5    | 0    |
| Mvmt Flow           | 24   | 229  | 56   | 0    | 0    | 0    | 0    | 57   | 19   | 12   | 76   | 0    |
| Number of Lanes     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | NB  | SB  |
|----------------------------|-----|-----|-----|
| Opposing Approach          |     | SB  | NB  |
| Opposing Lanes             | 0   | 1   | 1   |
| Conflicting Approach Left  | SB  | EB  |     |
| Conflicting Lanes Left     | 1   | 2   | 0   |
| Conflicting Approach Right | NB  |     | EB  |
| Conflicting Lanes Right    | 1   | 0   | 2   |
| HCM Control Delay, s/veh   | 8.9 | 8.1 | 8.4 |
| HCM LOS                    | A   | A   | A   |

| Lane                     | NBLn1 | EBLn1 | EBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 0%    | 18%   | 0%    | 13%   |
| Vol Thru, %              | 75%   | 82%   | 67%   | 87%   |
| Vol Right, %             | 25%   | 0%    | 33%   | 0%    |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 72    | 131   | 161   | 82    |
| LT Vol                   | 0     | 23    | 0     | 11    |
| Through Vol              | 54    | 108   | 108   | 71    |
| RT Vol                   | 18    | 0     | 53    | 0     |
| Lane Flow Rate           | 77    | 139   | 171   | 87    |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.097 | 0.195 | 0.224 | 0.115 |
| Departure Headway (Hd)   | 4.573 | 5.044 | 4.724 | 4.734 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 784   | 712   | 762   | 758   |
| Service Time             | 2.595 | 2.765 | 2.445 | 2.755 |
| HCM Lane V/C Ratio       | 0.098 | 0.195 | 0.224 | 0.115 |
| HCM Control Delay, s/veh | 8.1   | 9     | 8.8   | 8.4   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.3   | 0.7   | 0.9   | 0.4   |

HCM 7th TWSC  
6: Davis Street & East Alley

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 4    | 180  | 2    | 5    | 2    | 0    | 0    | 6    | 4    |
| Future Vol, veh/h        | 0    | 0    | 0    | 4    | 180  | 2    | 5    | 2    | 0    | 0    | 6    | 4    |
| Conflicting Peds, #/hr   | 4    | 0    | 39   | 39   | 0    | 4    | 0    | 0    | 4    | 4    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 25   | 4    | 0    | 40   | 50   | 0    | 0    | 0    | 25   |
| Mvmt Flow                | 0    | 0    | 0    | 5    | 240  | 3    | 7    | 3    | 0    | 0    | 8    | 5    |

| Major/Minor          | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 39     | 0      | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.6    | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.45   | -      | -      |
| Pot Cap-1 Maneuver   | 1417   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1374   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | WB   | NB    | SB    |
|------------------------|------|-------|-------|
| HCM Control Delay, s/v | 0.19 | 11.17 | 10.46 |
| HCM LOS                |      | B     | B     |

| Minor Lane/Major Mvmt     | NBLn1 | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 593   | 76    | -   | -   | 673   |
| HCM Lane V/C Ratio        | 0.016 | 0.004 | -   | -   | 0.02  |
| HCM Control Delay (s/veh) | 11.2  | 7.6   | 0   | -   | 10.5  |
| HCM Lane LOS              | B     | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0.1   |

HCM 7th TWSC  
7: East Alley & Church Street

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔↔   |      |      |      |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 9    | 288  | 10   | 0    | 0    | 0    | 0    | 4    | 4    | 4    | 1    | 0    |
| Future Vol, veh/h        | 9    | 288  | 10   | 0    | 0    | 0    | 0    | 4    | 4    | 4    | 1    | 0    |
| Conflicting Peds, #/hr   | 36   | 0    | 22   | 22   | 0    | 36   | 19   | 0    | 1    | 1    | 0    | 19   |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 10   | 313  | 11   | 0    | 0    | 0    | 0    | 4    | 4    | 4    | 1    | 0    |

| Major/Minor          | Major1 |   |   | Minor1 |      |      | Minor2 |      |   |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 36     | 0 | 0 | -      | 396  | 185  | 215    | 401  | - |
| Stage 1              | -      | - | - | -      | 360  | -    | 36     | 36   | - |
| Stage 2              | -      | - | - | -      | 36   | -    | 179    | 365  | - |
| Critical Hdwy        | 4.14   | - | - | -      | 6.54 | 6.94 | 7.54   | 6.54 | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | 5.54 | -    | -      | -    | - |
| Critical Hdwy Stg 2  | -      | - | - | -      | -    | -    | 6.54   | 5.54 | - |
| Follow-up Hdwy       | 2.22   | - | - | -      | 4.02 | 3.32 | 3.52   | 4.02 | - |
| Pot Cap-1 Maneuver   | 1573   | - | - | 0      | 540  | 826  | 723    | 536  | 0 |
| Stage 1              | -      | - | - | 0      | 625  | -    | -      | -    | 0 |
| Stage 2              | -      | - | - | 0      | -    | -    | 805    | 621  | 0 |
| Platoon blocked, %   | -      | - | - | -      | -    | -    | -      | -    | - |
| Mov Cap-1 Maneuver   | 1530   | - | - | -      | 512  | 812  | 688    | 509  | - |
| Mov Cap-2 Maneuver   | -      | - | - | -      | 512  | -    | 688    | 509  | - |
| Stage 1              | -      | - | - | -      | 610  | -    | -      | -    | - |
| Stage 2              | -      | - | - | -      | -    | -    | 789    | 607  | - |

| Approach               | EB   | NB    | SB    |
|------------------------|------|-------|-------|
| HCM Control Delay, s/v | 0.26 | 10.81 | 10.65 |
| HCM LOS                |      | B     | B     |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 628   | 101   | -   | -   | 643   |
| HCM Lane V/C Ratio        | 0.014 | 0.006 | -   | -   | 0.008 |
| HCM Control Delay (s/veh) | 10.8  | 7.4   | 0   | -   | 10.6  |
| HCM Lane LOS              | B     | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0     |

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

Lanes, Volumes, Timings  
1: Chicago Avenue & Davis Street

08/09/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL    | NBT  | NBR  | SBL   | SBT   | SBR   |
|-------------------------|------|------|------|-------|-------|------|--------|------|------|-------|-------|-------|
| Lane Configurations     |      |      |      |       | ↕↕    |      | ↗      | ↖    |      |       | ↖     | ↗     |
| Traffic Volume (vph)    | 0    | 0    | 0    | 40    | 182   | 34   | 128    | 284  | 0    | 0     | 519   | 129   |
| Future Volume (vph)     | 0    | 0    | 0    | 40    | 182   | 34   | 128    | 284  | 0    | 0     | 519   | 129   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900   | 1900 | 1900 | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0    |      | 0    | 0     |       | 0    | 0      |      | 0    | 0     |       | 70    |
| Storage Lanes           | 0    |      | 0    | 0     |       | 0    | 1      |      | 0    | 0     |       | 1     |
| Taper Length (ft)       | 25   |      |      | 25    |       |      | 25     |      |      | 25    |       |       |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 0.95  | 0.95  | 0.95 | 1.00   | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  |
| Ped Bike Factor         |      |      |      |       | 0.87  |      |        |      |      |       |       | 0.66  |
| Frt                     |      |      |      |       | 0.980 |      |        |      |      |       |       | 0.850 |
| Flt Protected           |      |      |      |       | 0.992 |      | 0.950  |      |      |       |       |       |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0     | 3007  | 0    | 1678   | 1605 | 0    | 0     | 1621  | 1531  |
| Flt Permitted           |      |      |      |       | 0.992 |      | 0.193  |      |      |       |       |       |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0     | 2800  | 0    | 341    | 1605 | 0    | 0     | 1621  | 1011  |
| Right Turn on Red       |      |      | No   |       |       | No   |        |      | No   |       |       | No    |
| Satd. Flow (RTOR)       |      |      |      |       |       |      |        |      |      |       |       |       |
| Link Speed (mph)        |      | 30   |      |       | 30    |      |        | 30   |      |       |       | 30    |
| Link Distance (ft)      |      | 636  |      |       | 240   |      |        | 245  |      |       |       | 582   |
| Travel Time (s)         |      | 14.5 |      |       | 5.5   |      |        | 5.6  |      |       |       | 13.2  |
| Confl. Peds. (#/hr)     | 155  |      | 139  | 139   |       | 155  | 210    |      | 164  | 164   |       | 210   |
| Confl. Bikes (#/hr)     |      |      |      |       |       | 15   |        |      | 23   |       |       | 42    |
| Peak Hour Factor        | 0.91 | 0.91 | 0.91 | 0.91  | 0.91  | 0.91 | 0.91   | 0.91 | 0.91 | 0.91  | 0.91  | 0.91  |
| Heavy Vehicles (%)      | 0%   | 0%   | 0%   | 0%    | 0%    | 0%   | 4%     | 3%   | 0%   | 0%    | 2%    | 2%    |
| Parking (#/hr)          |      | 0    |      |       | 0     |      |        | 0    |      |       |       | 0     |
| Shared Lane Traffic (%) |      |      |      |       |       |      |        |      |      |       |       |       |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0     | 281   | 0    | 141    | 312  | 0    | 0     | 570   | 142   |
| Turn Type               |      |      |      | Perm  | NA    |      | custom | NA   |      |       | NA    | Perm  |
| Protected Phases        |      |      |      |       | 8     |      | 1      | 1 2  |      |       | 6     |       |
| Permitted Phases        |      |      |      | 8     |       |      | 2      |      |      |       |       | 6     |
| Detector Phase          |      |      |      | 8     | 8     |      | 1      | 1 2  |      |       | 6     | 6     |
| Switch Phase            |      |      |      |       |       |      |        |      |      |       |       |       |
| Minimum Initial (s)     |      |      |      | 7.0   | 7.0   |      | 4.0    |      |      |       | 15.0  | 15.0  |
| Minimum Split (s)       |      |      |      | 25.0  | 25.0  |      | 8.5    |      |      |       | 25.0  | 25.0  |
| Total Split (s)         |      |      |      | 40.0  | 40.0  |      | 17.0   |      |      |       | 42.0  | 42.0  |
| Total Split (%)         |      |      |      | 33.3% | 33.3% |      | 14.2%  |      |      |       | 35.0% | 35.0% |
| Yellow Time (s)         |      |      |      | 4.5   | 4.5   |      | 3.5    |      |      |       | 4.5   | 4.5   |
| All-Red Time (s)        |      |      |      | 1.5   | 1.5   |      | 1.0    |      |      |       | 1.5   | 1.5   |
| Lost Time Adjust (s)    |      |      |      |       | 0.0   |      | 0.0    |      |      |       | 0.0   | 0.0   |
| Total Lost Time (s)     |      |      |      |       | 6.0   |      | 4.5    |      |      |       | 6.0   | 6.0   |
| Lead/Lag                |      |      |      |       |       |      |        |      |      |       |       |       |
| Lead-Lag Optimize?      |      |      |      |       |       |      |        |      |      |       |       |       |
| Recall Mode             |      |      |      | Max   | Max   |      | None   |      |      | C-Max | C-Max |       |
| Act Effct Green (s)     |      |      |      |       | 36.4  |      | 64.4   | 68.9 |      | 52.8  | 52.8  |       |
| Actuated g/C Ratio      |      |      |      |       | 0.30  |      | 0.54   | 0.57 |      | 0.44  | 0.44  |       |
| v/c Ratio               |      |      |      |       | 0.33  |      | 0.48   | 0.34 |      | 0.80  | 0.32  |       |
| Control Delay (s/veh)   |      |      |      |       | 34.3  |      | 28.3   | 16.0 |      | 32.9  | 22.2  |       |
| Queue Delay             |      |      |      |       | 0.0   |      | 0.0    | 0.0  |      | 0.0   | 0.0   |       |
| Total Delay (s/veh)     |      |      |      |       | 34.3  |      | 28.3   | 16.0 |      | 32.9  | 22.2  |       |
| LOS                     |      |      |      |       | C     |      | C      | B    |      | C     | C     |       |

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024

| Lane Group              | Ø2    | Ø10  |
|-------------------------|-------|------|
| Lane Configurations     |       |      |
| Traffic Volume (vph)    |       |      |
| Future Volume (vph)     |       |      |
| Ideal Flow (vphpl)      |       |      |
| Storage Length (ft)     |       |      |
| Storage Lanes           |       |      |
| Taper Length (ft)       |       |      |
| Lane Util. Factor       |       |      |
| Ped Bike Factor         |       |      |
| Frt                     |       |      |
| Flt Protected           |       |      |
| Satd. Flow (prot)       |       |      |
| Flt Permitted           |       |      |
| Satd. Flow (perm)       |       |      |
| Right Turn on Red       |       |      |
| Satd. Flow (RTOR)       |       |      |
| Link Speed (mph)        |       |      |
| Link Distance (ft)      |       |      |
| Travel Time (s)         |       |      |
| Confl. Peds. (#/hr)     |       |      |
| Confl. Bikes (#/hr)     |       |      |
| Peak Hour Factor        |       |      |
| Heavy Vehicles (%)      |       |      |
| Parking (#/hr)          |       |      |
| Shared Lane Traffic (%) |       |      |
| Lane Group Flow (vph)   |       |      |
| Turn Type               |       |      |
| Protected Phases        | 2     | 10   |
| Permitted Phases        |       |      |
| Detector Phase          |       |      |
| Switch Phase            |       |      |
| Minimum Initial (s)     | 15.0  | 4.0  |
| Minimum Split (s)       | 25.0  | 21.0 |
| Total Split (s)         | 42.0  | 21.0 |
| Total Split (%)         | 35%   | 18%  |
| Yellow Time (s)         | 4.5   | 6.0  |
| All-Red Time (s)        | 1.5   | 0.0  |
| Lost Time Adjust (s)    |       |      |
| Total Lost Time (s)     |       |      |
| Lead/Lag                |       |      |
| Lead-Lag Optimize?      |       |      |
| Recall Mode             | C-Max | None |
| Act Effct Green (s)     |       |      |
| Actuated g/C Ratio      |       |      |
| v/c Ratio               |       |      |
| Control Delay (s/veh)   |       |      |
| Queue Delay             |       |      |
| Total Delay (s/veh)     |       |      |
| LOS                     |       |      |

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024



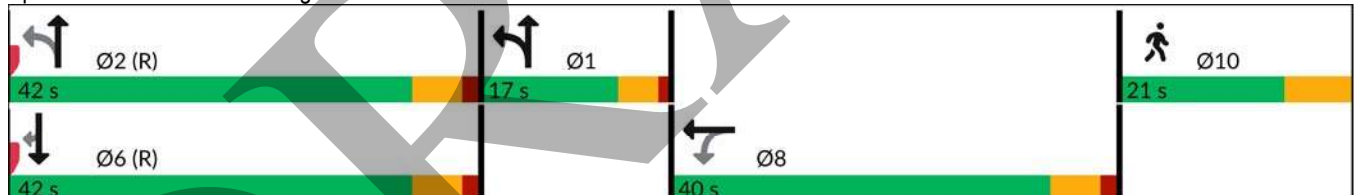
| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT   | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|-------|------|
| Approach Delay (s/veh)  |     |     |     |     | 34.3 |     |      | 19.8 |     |     | 30.8  |      |
| Approach LOS            |     |     |     |     | C    |     |      | B    |     |     | C     |      |
| Queue Length 50th (ft)  |     |     |     |     | 89   |     | 43   | 108  |     |     | 285   | 48   |
| Queue Length 95th (ft)  |     |     |     |     | 132  |     | 106  | 238  |     |     | m#740 | m122 |
| Internal Link Dist (ft) |     | 556 |     |     | 160  |     |      | 165  |     |     | 502   |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |       | 70   |
| Base Capacity (vph)     |     |     |     |     | 849  |     | 329  | 953  |     |     | 712   | 445  |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     | 0     | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     | 0     | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     | 0     | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.33 |     | 0.43 | 0.33 |     |     | 0.80  | 0.32 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay (s/veh): 28.0  
 Intersection Capacity Utilization 64.0%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 1: Chicago Avenue & Davis Street



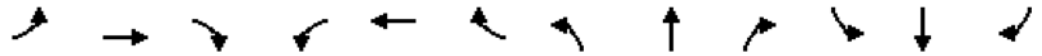


| Lane Group              | Ø2 | Ø10 |
|-------------------------|----|-----|
| Approach Delay (s/veh)  |    |     |
| Approach LOS            |    |     |
| Queue Length 50th (ft)  |    |     |
| Queue Length 95th (ft)  |    |     |
| Internal Link Dist (ft) |    |     |
| Turn Bay Length (ft)    |    |     |
| Base Capacity (vph)     |    |     |
| Starvation Cap Reductn  |    |     |
| Spillback Cap Reductn   |    |     |
| Storage Cap Reductn     |    |     |
| Reduced v/c Ratio       |    |     |
| Intersection Summary    |    |     |

DRAFT

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

08/09/2024



| Lane Group              | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR    | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|------|------|------|------|------|--------|-------|-------|------|
| Lane Configurations     |       | ↕↕    |      |      |      |      |      | ↑    | ↗      |       | ↖     |      |
| Traffic Volume (vph)    | 59    | 379   | 203  | 0    | 0    | 0    | 0    | 243  | 61     | 42    | 432   | 0    |
| Future Volume (vph)     | 59    | 379   | 203  | 0    | 0    | 0    | 0    | 243  | 61     | 42    | 432   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 0     |       | 0    | 0    |      | 0    | 0    |      | 50     | 0     |       | 0    |
| Storage Lanes           | 0     |       | 0    | 0    |      | 0    | 0    |      | 1      | 0     |       | 0    |
| Taper Length (ft)       | 25    |       |      | 25   |      |      | 25   |      |        | 25    |       |      |
| Lane Util. Factor       | 0.95  | 0.95  | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00   | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor         |       | 0.89  |      |      |      |      |      |      |        |       | 1.00  |      |
| Frt                     |       | 0.953 |      |      |      |      |      |      | 0.850  |       |       |      |
| Flt Protected           |       | 0.995 |      |      |      |      |      |      |        |       | 0.996 |      |
| Satd. Flow (prot)       | 0     | 2795  | 0    | 0    | 0    | 0    | 0    | 1605 | 1561   | 0     | 1611  | 0    |
| Flt Permitted           |       | 0.995 |      |      |      |      |      |      |        |       | 0.954 |      |
| Satd. Flow (perm)       | 0     | 2737  | 0    | 0    | 0    | 0    | 0    | 1605 | 1561   | 0     | 1536  | 0    |
| Right Turn on Red       |       |       | Yes  |      |      | Yes  |      |      | Yes    |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 64    |      |      |      |      |      |      | 45     |       |       |      |
| Link Speed (mph)        |       | 30    |      |      | 30   |      |      | 30   |        |       | 30    |      |
| Link Distance (ft)      |       | 542   |      |      | 228  |      |      | 582  |        |       | 542   |      |
| Travel Time (s)         |       | 12.3  |      |      | 5.2  |      |      | 13.2 |        |       | 12.3  |      |
| Confl. Peds. (#/hr)     | 132   |       | 138  | 138  |      | 132  | 164  |      | 164    | 164   |       | 164  |
| Confl. Bikes (#/hr)     |       |       | 21   |      |      |      |      |      | 23     |       |       | 6    |
| 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 (%)      | 7%    | 2%    | 3%   | 0%   | 0%   | 0%   | 0%   | 3%   | 0%     | 4%    | 2%    | 0%   |
| Parking (#/hr)          |       | 0     |      |      |      |      |      | 0    |        |       | 0     |      |
| Shared Lane Traffic (%) |       |       |      |      |      |      |      |      |        |       |       |      |
| Lane Group Flow (vph)   | 0     | 689   | 0    | 0    | 0    | 0    | 0    | 261  | 66     | 0     | 510   | 0    |
| Turn Type               | Perm  | NA    |      |      |      |      |      | NA   | custom | Perm  | NA    |      |
| Protected Phases        |       | 10    |      |      |      |      |      | 2 6  | 6      |       | 2 6   |      |
| Permitted Phases        | 10    |       |      |      |      |      |      |      |        | 2 6   |       |      |
| Detector Phase          | 10    | 10    |      |      |      |      |      | 2 6  | 6      | 2 6   | 2 6   |      |
| Switch Phase            |       |       |      |      |      |      |      |      |        |       |       |      |
| Minimum Initial (s)     | 30.0  | 30.0  |      |      |      |      |      |      |        | 24.0  |       |      |
| Minimum Split (s)       | 36.0  | 36.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (s)         | 41.0  | 41.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (%)         | 34.2% | 34.2% |      |      |      |      |      |      |        | 25.0% |       |      |
| Yellow Time (s)         | 4.5   | 4.5   |      |      |      |      |      |      |        | 4.5   |       |      |
| All-Red Time (s)        | 1.5   | 1.5   |      |      |      |      |      |      |        | 1.5   |       |      |
| Lost Time Adjust (s)    |       | 0.0   |      |      |      |      |      |      |        | 0.0   |       |      |
| Total Lost Time (s)     |       | 6.0   |      |      |      |      |      |      |        | 6.0   |       |      |
| Lead/Lag                |       |       |      |      |      |      |      |      |        |       |       |      |
| Lead-Lag Optimize?      |       |       |      |      |      |      |      |      |        |       |       |      |
| Recall Mode             | Max   | Max   |      |      |      |      |      |      |        | None  |       |      |
| Act Effct Green (s)     |       | 35.0  |      |      |      |      |      | 77.0 | 24.0   |       | 77.0  |      |
| Actuated g/C Ratio      |       | 0.29  |      |      |      |      |      | 0.64 | 0.20   |       | 0.64  |      |
| v/c Ratio               |       | 0.82  |      |      |      |      |      | 0.25 | 0.19   |       | 0.52  |      |
| Control Delay (s/veh)   |       | 44.8  |      |      |      |      |      | 4.9  | 20.4   |       | 13.9  |      |
| Queue Delay             |       | 0.0   |      |      |      |      |      | 0.0  | 0.0    |       | 0.0   |      |
| Total Delay (s/veh)     |       | 44.8  |      |      |      |      |      | 4.9  | 20.4   |       | 13.9  |      |
| LOS                     |       | D     |      |      |      |      |      | A    | C      |       | B     |      |

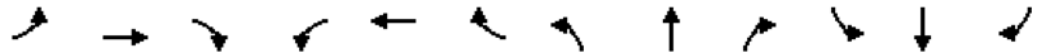
Lanes, Volumes, Timings  
 2: Chicago Avenue & Church Street

08/09/2024

| Lane Group              | Ø2    |
|-------------------------|-------|
| Lane Configurations     |       |
| Traffic Volume (vph)    |       |
| Future Volume (vph)     |       |
| Ideal Flow (vphpl)      |       |
| Storage Length (ft)     |       |
| Storage Lanes           |       |
| Taper Length (ft)       |       |
| Lane Util. Factor       |       |
| Ped Bike Factor         |       |
| Frt                     |       |
| Flt Protected           |       |
| Satd. Flow (prot)       |       |
| Flt Permitted           |       |
| Satd. Flow (perm)       |       |
| Right Turn on Red       |       |
| Satd. Flow (RTOR)       |       |
| Link Speed (mph)        |       |
| Link Distance (ft)      |       |
| Travel Time (s)         |       |
| Confl. Peds. (#/hr)     |       |
| Confl. Bikes (#/hr)     |       |
| Peak Hour Factor        |       |
| Heavy Vehicles (%)      |       |
| Parking (#/hr)          |       |
| Shared Lane Traffic (%) |       |
| Lane Group Flow (vph)   |       |
| Turn Type               |       |
| Protected Phases        | 2     |
| Permitted Phases        |       |
| Detector Phase          |       |
| Switch Phase            |       |
| Minimum Initial (s)     | 4.0   |
| Minimum Split (s)       | 44.0  |
| Total Split (s)         | 49.0  |
| Total Split (%)         | 41%   |
| Yellow Time (s)         | 2.0   |
| All-Red Time (s)        | 0.0   |
| Lost Time Adjust (s)    |       |
| Total Lost Time (s)     |       |
| Lead/Lag                |       |
| Lead-Lag Optimize?      |       |
| Recall Mode             | C-Max |
| Act Effct Green (s)     |       |
| Actuated g/C Ratio      |       |
| v/c Ratio               |       |
| Control Delay (s/veh)   |       |
| Queue Delay             |       |
| Total Delay (s/veh)     |       |
| LOS                     |       |

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

08/09/2024



| Lane Group              | EBL | EBT  | EBR | WBL | WBT | WBR | NBL | NBT  | NBR  | SBL | SBT | SBR  |
|-------------------------|-----|------|-----|-----|-----|-----|-----|------|------|-----|-----|------|
| Approach Delay (s/veh)  |     | 44.8 |     |     |     |     |     | 8.0  |      |     |     | 13.9 |
| Approach LOS            |     | D    |     |     |     |     |     | A    |      |     |     | B    |
| Queue Length 50th (ft)  |     | 239  |     |     |     |     |     | 104  | 24   |     |     | 196  |
| Queue Length 95th (ft)  |     | 317  |     |     |     |     |     | 23   | 68   |     |     | 283  |
| Internal Link Dist (ft) |     | 462  |     |     | 148 |     |     | 502  |      |     |     | 462  |
| Turn Bay Length (ft)    |     |      |     |     |     |     |     |      | 50   |     |     |      |
| Base Capacity (vph)     |     | 843  |     |     |     |     |     | 1029 | 348  |     |     | 985  |
| Starvation Cap Reductn  |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Spillback Cap Reductn   |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     | 0.82 |     |     |     |     |     | 0.25 | 0.19 |     |     | 0.52 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay (s/veh): 26.6  
 Intersection Capacity Utilization 83.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 2: Chicago Avenue & Church Street



|                         |    |
|-------------------------|----|
| Lane Group              | Ø2 |
| Approach Delay (s/veh)  |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

DRAFT

HCM 7th AWSC  
 3: Davis Street & Hinman Avenue

08/09/2024

| 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  | 0    | 0    | 0    | 15   | 122  | 28   | 43   | 52   | 0    | 0    | 171  | 82   |
| Future Vol, veh/h   | 0    | 0    | 0    | 15   | 122  | 28   | 43   | 52   | 0    | 0    | 171  | 82   |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 2    | 0    | 0    | 1    | 0    |
| Mvmt Flow           | 0    | 0    | 0    | 16   | 133  | 30   | 47   | 57   | 0    | 0    | 186  | 89   |
| Number of Lanes     | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|
| Opposing Approach          |     | SB  | NB  |
| Opposing Lanes             | 0   | 1   | 1   |
| Conflicting Approach Left  | NB  |     | WB  |
| Conflicting Lanes Left     | 1   | 0   | 2   |
| Conflicting Approach Right | SB  | WB  |     |
| Conflicting Lanes Right    | 1   | 2   | 0   |
| HCM Control Delay, s/veh   | 8.8 | 8.5 | 9.4 |
| HCM LOS                    | A   | A   | A   |

| Lane                     | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 45%   | 20%   | 0%    | 0%    |
| Vol Thru, %              | 55%   | 80%   | 69%   | 68%   |
| Vol Right, %             | 0%    | 0%    | 31%   | 32%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 95    | 76    | 89    | 253   |
| LT Vol                   | 43    | 15    | 0     | 0     |
| Through Vol              | 52    | 61    | 61    | 171   |
| RT Vol                   | 0     | 0     | 28    | 82    |
| Lane Flow Rate           | 103   | 83    | 97    | 275   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.136 | 0.125 | 0.138 | 0.329 |
| Departure Headway (Hd)   | 4.745 | 5.439 | 5.118 | 4.303 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 755   | 658   | 699   | 836   |
| Service Time             | 2.78  | 3.181 | 2.86  | 2.329 |
| HCM Lane V/C Ratio       | 0.136 | 0.126 | 0.139 | 0.329 |
| HCM Control Delay, s/veh | 8.5   | 9     | 8.7   | 9.4   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.5   | 0.4   | 0.5   | 1.4   |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 10.4 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕↕   |      |      |      |      |      | ↔    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 43   | 337  | 136  | 0    | 0    | 0    | 0    | 56   | 26   | 11   | 121  | 0    |
| Future Vol, veh/h   | 43   | 337  | 136  | 0    | 0    | 0    | 0    | 56   | 26   | 11   | 121  | 0    |
| 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    | 1    | 1    | 0    | 0    | 0    | 0    | 2    | 4    | 0    | 0    | 0    |
| Mvmt Flow           | 46   | 359  | 145  | 0    | 0    | 0    | 0    | 60   | 28   | 12   | 129  | 0    |
| Number of Lanes     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB   | NB  | SB  |
|----------------------------|------|-----|-----|
| Opposing Approach          |      | SB  | NB  |
| Opposing Lanes             | 0    | 1   | 1   |
| Conflicting Approach Left  | SB   | EB  |     |
| Conflicting Lanes Left     | 1    | 2   | 0   |
| Conflicting Approach Right | NB   |     | EB  |
| Conflicting Lanes Right    | 1    | 0   | 2   |
| HCM Control Delay, s/veh   | 10.8 | 8.9 | 9.6 |
| HCM LOS                    | B    | A   | A   |

| Lane                     | NBLn1 | EBLn1 | EBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 0%    | 20%   | 0%    | 8%    |
| Vol Thru, %              | 68%   | 80%   | 55%   | 92%   |
| Vol Right, %             | 32%   | 0%    | 45%   | 0%    |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 82    | 212   | 305   | 132   |
| LT Vol                   | 0     | 43    | 0     | 11    |
| Through Vol              | 56    | 169   | 169   | 121   |
| RT Vol                   | 26    | 0     | 136   | 0     |
| Lane Flow Rate           | 87    | 225   | 324   | 140   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.124 | 0.324 | 0.43  | 0.203 |
| Departure Headway (Hd)   | 5.111 | 5.182 | 4.783 | 5.204 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 698   | 693   | 752   | 688   |
| Service Time             | 3.165 | 2.927 | 2.527 | 3.252 |
| HCM Lane V/C Ratio       | 0.125 | 0.325 | 0.431 | 0.203 |
| HCM Control Delay, s/veh | 8.9   | 10.4  | 11.1  | 9.6   |
| HCM Lane LOS             | A     | B     | B     | A     |
| HCM 95th-tile Q          | 0.4   | 1.4   | 2.2   | 0.8   |

HCM 7th TWSC  
6: Davis Street & East Alley

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1    |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 4    | 238  | 5    | 8    | 1    | 0    | 0    | 3    | 10   |
| Future Vol, veh/h        | 0    | 0    | 0    | 4    | 238  | 5    | 8    | 1    | 0    | 0    | 3    | 10   |
| Conflicting Peds, #/hr   | 25   | 0    | 52   | 52   | 0    | 25   | 1    | 0    | 6    | 6    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 0    | 0    | 5    | 280  | 6    | 9    | 1    | 0    | 0    | 4    | 12   |

| Major/Minor          | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 52     | 0      | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.1    | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.2    | -      | -      |
| Pot Cap-1 Maneuver   | 1567   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1505   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | WB   | NB    | SB   |
|------------------------|------|-------|------|
| HCM Control Delay, s/v | 0.14 | 10.45 | 9.99 |
| HCM LOS                |      | B     | A    |

| Minor Lane/Major Mvmt     | NBLn1 | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 671   | 57    | -   | -   | 737   |
| HCM Lane V/C Ratio        | 0.016 | 0.003 | -   | -   | 0.021 |
| HCM Control Delay (s/veh) | 10.5  | 7.4   | 0   | -   | 10    |
| HCM Lane LOS              | B     | A     | A   | -   | A     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0.1   |



HCM 7th TWSC  
7: East Alley & Church Street

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔↔   |      |      |      |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 7    | 508  | 13   | 0    | 0    | 0    | 0    | 4    | 3    | 5    | 2    | 0    |
| Future Vol, veh/h        | 7    | 508  | 13   | 0    | 0    | 0    | 0    | 4    | 3    | 5    | 2    | 0    |
| Conflicting Peds, #/hr   | 29   | 0    | 39   | 39   | 0    | 29   | 6    | 0    | 3    | 3    | 0    | 6    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 8    | 552  | 14   | 0    | 0    | 0    | 0    | 4    | 3    | 5    | 2    | 0    |

| Major/Minor          | Major1 |   |   | Minor1 |      |      | Minor2 |      |   |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 29     | 0 | 0 | -      | 642  | 325  | 325    | 650  | - |
| Stage 1              | -      | - | - | -      | 613  | -    | 29     | 29   | - |
| Stage 2              | -      | - | - | -      | 29   | -    | 296    | 621  | - |
| Critical Hdwy        | 4.14   | - | - | -      | 6.54 | 6.94 | 7.54   | 6.54 | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | 5.54 | -    | -      | -    | - |
| Critical Hdwy Stg 2  | -      | - | - | -      | -    | -    | 6.54   | 5.54 | - |
| Follow-up Hdwy       | 2.22   | - | - | -      | 4.02 | 3.32 | 3.52   | 4.02 | - |
| Pot Cap-1 Maneuver   | 1582   | - | - | 0      | 391  | 671  | 604    | 387  | 0 |
| Stage 1              | -      | - | - | 0      | 481  | -    | -      | -    | 0 |
| Stage 2              | -      | - | - | 0      | -    | -    | 688    | 478  | 0 |
| Platoon blocked, %   | -      | - | - | -      | -    | -    | -      | -    | - |
| Mov Cap-1 Maneuver   | 1547   | - | - | -      | 368  | 651  | 577    | 365  | - |
| Mov Cap-2 Maneuver   | -      | - | - | -      | 368  | -    | 577    | 365  | - |
| Stage 1              | -      | - | - | -      | 464  | -    | -      | -    | - |
| Stage 2              | -      | - | - | -      | -    | -    | 674    | 461  | - |


















| Approach               | EB   | NB    | SB    |
|------------------------|------|-------|-------|
| HCM Control Delay, s/v | 0.14 | 13.09 | 12.39 |
| HCM LOS                |      | B     | B     |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 453   | 46    | -   | -   | 495   |
| HCM Lane V/C Ratio        | 0.017 | 0.005 | -   | -   | 0.015 |
| HCM Control Delay (s/veh) | 13.1  | 7.3   | 0   | -   | 12.4  |
| HCM Lane LOS              | B     | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0.1   | 0     | -   | -   | 0     |

Capacity Analysis Summary Sheets  
Weekday Morning Peak Hour – Projected Conditions

Lanes, Volumes, Timings  
1: Chicago Avenue & Davis Street

08/09/2024

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |   |   |   |  |   |  |  |   |   |  |  |
| Traffic Volume (vph)    | 0   | 0   | 0   | 32  | 153   | 22  | 131   | 425   | 0   | 0   | 197   | 101   |
| Future Volume (vph)     | 0   | 0   | 0   | 32  | 153   | 22  | 131   | 425   | 0   | 0   | 197   | 101   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0   |   | 0   | 0   |   | 0   | 0   |   | 0   | 0   |   | 70  |
| Storage Lanes           | 0   |   | 0   | 0   |   | 0   | 1   |   | 0   | 0   |   | 1   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 0.95  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Ped Bike Factor         |   |   |   |   | 0.93  |   | 0.86  |   |   |   |   | 0.77  |
| Frt                     |   |   |   |   | 0.984   |   |   |   |   |   |   | 0.850   |
| Flt Protected           |   |   |   |   | 0.992   |   | 0.950   |   |   |   |   |   |
| Satd. Flow (prot)       | 0   | 0   | 0   | 0   | 2976  | 0   | 1662  | 1589  | 0   | 0   | 1559  | 1501  |
| Flt Permitted           |   |   |   |   | 0.992   |   | 0.581   |   |   |   |   |   |
| Satd. Flow (perm)       | 0   | 0   | 0   | 0   | 2847  | 0   | 876   | 1589  | 0   | 0   | 1559  | 1160  |
| Right Turn on Red       |   |   | No  |   |   | No  |   |   | No  |   |   | No  |
| Satd. Flow (RTOR)       |   |   |   |   |   |   |   |   |   |   |   |   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   |   | 30  |
| Link Distance (ft)      |   | 636   |   |   | 240   |   |   | 245   |   |   |   | 582   |
| Travel Time (s)         |   | 14.5  |   |   | 5.5   |   |   | 5.6   |   |   |   | 13.2  |
| Confl. Peds. (#/hr)     | 64  |   | 89  | 89  |   | 64  | 113   |   | 97  | 97  |   | 113   |
| Confl. Bikes (#/hr)     |   |   |   |   |   | 18  |   |   | 54  |   |   | 12  |
| 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%  | 29%   | 0%  | 15%   | 5%  | 4%  | 0%  | 0%  | 6%  | 4%  |
| Parking (#/hr)          |   | 0   |   |   | 0   |   |   | 0   |   |   |   | 0   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 0   | 0   | 0   | 220   | 0   | 139   | 452   | 0   | 0   | 210   | 107   |
| Turn Type               |   |   |   | Perm  | NA  |   | custom  | NA  |   |   | NA  | Perm  |
| Protected Phases        |   |   |   |   | 8   |   | 1   | 1 2   |   |   | 6   |   |
| Permitted Phases        |   |   |   | 8   |   |   | 2   |   |   |   |   | 6   |
| Detector Phase          |   |   |   | 8   | 8   |   | 1   | 1 2   |   |   | 6   | 6   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     |   |   |   | 7.0   | 7.0   |   | 4.0   |   |   |   | 15.0  | 15.0  |
| Minimum Split (s)       |   |   |   | 25.0  | 25.0  |   | 8.5   |   |   |   | 25.0  | 25.0  |
| Total Split (s)         |   |   |   | 40.0  | 40.0  |   | 17.0  |   |   |   | 42.0  | 42.0  |
| Total Split (%)         |   |   |   | 33.3%   | 33.3%   |   | 14.2%   |   |   |   | 35.0%   | 35.0%   |
| Yellow Time (s)         |   |   |   | 4.5   | 4.5   |   | 3.5   |   |   |   | 4.5   | 4.5   |
| All-Red Time (s)        |   |   |   | 1.5   | 1.5   |   | 1.0   |   |   |   | 1.5   | 1.5   |
| Lost Time Adjust (s)    |   |   |   |   | 0.0   |   | 0.0   |   |   |   | 0.0   | 0.0   |
| Total Lost Time (s)     |   |   |   |   | 6.0   |   | 4.5   |   |   |   | 6.0   | 6.0   |
| Lead/Lag                |   |   |   |   |   |   |   |   |   |   |   |   |
| Lead-Lag Optimize?      |   |   |   |   |   |   |   |   |   |   |   |   |
| Recall Mode             |   |   |   | Max   | Max   |   | None  |   |   | C-Max   | C-Max   |   |
| Act Effct Green (s)     |   |   |   |   | 37.6  |   | 63.2  | 67.7  |   | 52.8  | 52.8  |   |
| Actuated g/C Ratio      |   |   |   |   | 0.31  |   | 0.53  | 0.56  |   | 0.44  | 0.44  |   |
| v/c Ratio               |   |   |   |   | 0.25  |   | 0.27  | 0.50  |   | 0.31  | 0.21  |   |
| Control Delay (s/veh)   |   |   |   |   | 32.2  |   | 16.9  | 19.6  |   | 17.8  | 17.1  |   |
| Queue Delay             |   |   |   |   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay (s/veh)     |   |   |   |   | 32.2  |   | 16.9  | 19.6  |   | 17.8  | 17.1  |   |
| LOS                     |   |   |   |   | C   |   | B   | B   |   | B   | B   |   |

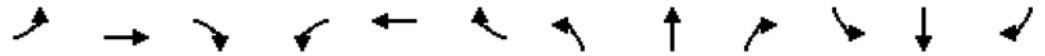
Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024

| Lane Group              | Ø2    | Ø10  |
|-------------------------|-------|------|
| Lane Configurations     |       |      |
| Traffic Volume (vph)    |       |      |
| Future Volume (vph)     |       |      |
| Ideal Flow (vphpl)      |       |      |
| Storage Length (ft)     |       |      |
| Storage Lanes           |       |      |
| Taper Length (ft)       |       |      |
| Lane Util. Factor       |       |      |
| Ped Bike Factor         |       |      |
| Frt                     |       |      |
| Flt Protected           |       |      |
| Satd. Flow (prot)       |       |      |
| Flt Permitted           |       |      |
| Satd. Flow (perm)       |       |      |
| Right Turn on Red       |       |      |
| Satd. Flow (RTOR)       |       |      |
| Link Speed (mph)        |       |      |
| Link Distance (ft)      |       |      |
| Travel Time (s)         |       |      |
| Confl. Peds. (#/hr)     |       |      |
| Confl. Bikes (#/hr)     |       |      |
| Peak Hour Factor        |       |      |
| Heavy Vehicles (%)      |       |      |
| Parking (#/hr)          |       |      |
| Shared Lane Traffic (%) |       |      |
| Lane Group Flow (vph)   |       |      |
| Turn Type               |       |      |
| Protected Phases        | 2     | 10   |
| Permitted Phases        |       |      |
| Detector Phase          |       |      |
| Switch Phase            |       |      |
| Minimum Initial (s)     | 15.0  | 4.0  |
| Minimum Split (s)       | 25.0  | 21.0 |
| Total Split (s)         | 42.0  | 21.0 |
| Total Split (%)         | 35%   | 18%  |
| Yellow Time (s)         | 4.5   | 6.0  |
| All-Red Time (s)        | 1.5   | 0.0  |
| Lost Time Adjust (s)    |       |      |
| Total Lost Time (s)     |       |      |
| Lead/Lag                |       |      |
| Lead-Lag Optimize?      |       |      |
| Recall Mode             | C-Max | None |
| Act Effct Green (s)     |       |      |
| Actuated g/C Ratio      |       |      |
| v/c Ratio               |       |      |
| Control Delay (s/veh)   |       |      |
| Queue Delay             |       |      |
| Total Delay (s/veh)     |       |      |
| LOS                     |       |      |

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024



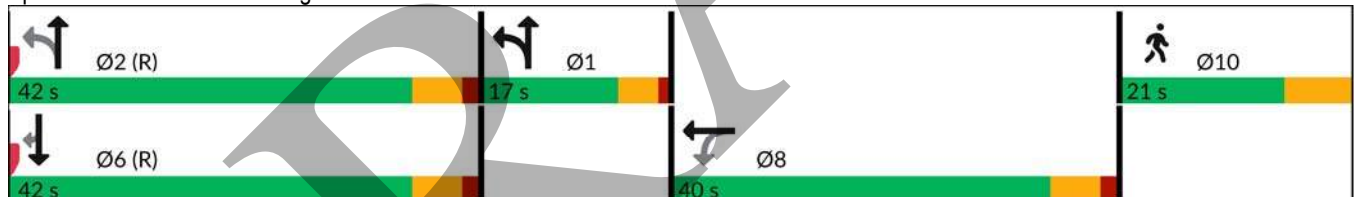
| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT  | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|------|------|
| Approach Delay (s/veh)  |     |     |     |     | 32.2 |     |      | 19.0 |     |     | 17.6 |      |
| Approach LOS            |     |     |     |     | C    |     |      | B    |     |     | B    |      |
| Queue Length 50th (ft)  |     |     |     |     | 65   |     | 45   | 188  |     |     | 75   | 33   |
| Queue Length 95th (ft)  |     |     |     |     | 105  |     | 105  | 378  |     |     | 175  | m102 |
| Internal Link Dist (ft) |     | 556 |     |     | 160  |     |      | 165  |     |     | 502  |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |      | 70   |
| Base Capacity (vph)     |     |     |     |     | 891  |     | 569  | 943  |     |     | 685  | 510  |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     | 0    | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.25 |     | 0.24 | 0.48 |     |     | 0.31 | 0.21 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay (s/veh): 21.2  
 Intersection Capacity Utilization 52.7%  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 1: Chicago Avenue & Davis Street

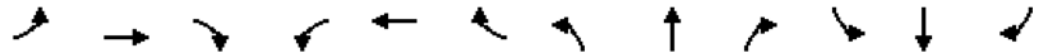


| Lane Group              | Ø2 | Ø10 |
|-------------------------|----|-----|
| Approach Delay (s/veh)  |    |     |
| Approach LOS            |    |     |
| Queue Length 50th (ft)  |    |     |
| Queue Length 95th (ft)  |    |     |
| Internal Link Dist (ft) |    |     |
| Turn Bay Length (ft)    |    |     |
| Base Capacity (vph)     |    |     |
| Starvation Cap Reductn  |    |     |
| Spillback Cap Reductn   |    |     |
| Storage Cap Reductn     |    |     |
| Reduced v/c Ratio       |    |     |
| Intersection Summary    |    |     |

DRAFT

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

08/09/2024



| Lane Group              | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR    | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|------|------|------|------|------|--------|-------|-------|------|
| Lane Configurations     |       | ↕↕    |      |      |      |      |      | ↑    | ↗      |       | ↖     |      |
| Traffic Volume (vph)    | 55    | 264   | 118  | 0    | 0    | 0    | 0    | 379  | 48     | 34    | 153   | 0    |
| Future Volume (vph)     | 55    | 264   | 118  | 0    | 0    | 0    | 0    | 379  | 48     | 34    | 153   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 0     |       | 0    | 0    |      | 0    | 0    |      | 50     | 0     |       | 0    |
| Storage Lanes           | 0     |       | 0    | 0    |      | 0    | 0    |      | 1      | 0     |       | 0    |
| Taper Length (ft)       | 25    |       |      | 25   |      |      | 25   |      |        | 25    |       |      |
| Lane Util. Factor       | 0.95  | 0.95  | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00   | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor         |       | 0.93  |      |      |      |      |      |      |        |       | 1.00  |      |
| Frt                     |       | 0.960 |      |      |      |      |      |      | 0.850  |       |       |      |
| Flt Protected           |       | 0.994 |      |      |      |      |      |      |        |       | 0.991 |      |
| Satd. Flow (prot)       | 0     | 2856  | 0    | 0    | 0    | 0    | 0    | 1545 | 1473   | 0     | 1538  | 0    |
| Flt Permitted           |       | 0.994 |      |      |      |      |      |      |        |       | 0.882 |      |
| Satd. Flow (perm)       | 0     | 2804  | 0    | 0    | 0    | 0    | 0    | 1545 | 1473   | 0     | 1363  | 0    |
| Right Turn on Red       |       |       | Yes  |      |      | Yes  |      |      | Yes    |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 45    |      |      |      |      |      |      | 45     |       |       |      |
| Link Speed (mph)        |       | 30    |      |      | 30   |      |      | 30   |        |       | 30    |      |
| Link Distance (ft)      |       | 542   |      |      | 228  |      |      | 582  |        |       | 542   |      |
| Travel Time (s)         |       | 12.3  |      |      | 5.2  |      |      | 13.2 |        |       | 12.3  |      |
| Confl. Peds. (#/hr)     | 84    |       | 89   | 89   |      | 84   | 155  |      | 97     | 97    |       | 155  |
| Confl. Bikes (#/hr)     |       |       | 13   |      |      |      |      |      | 81     |       |       |      |
| Peak Hour Factor        | 0.86  | 0.86  | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86   | 0.86  | 0.86  | 0.86 |
| Heavy Vehicles (%)      | 12%   | 4%    | 5%   | 0%   | 0%   | 0%   | 0%   | 7%   | 6%     | 0%    | 8%    | 0%   |
| Parking (#/hr)          |       | 0     |      |      |      |      |      | 0    |        |       | 0     |      |
| Shared Lane Traffic (%) |       |       |      |      |      |      |      |      |        |       |       |      |
| Lane Group Flow (vph)   | 0     | 508   | 0    | 0    | 0    | 0    | 0    | 441  | 56     | 0     | 218   | 0    |
| Turn Type               | Perm  | NA    |      |      |      |      |      | NA   | custom | Perm  | NA    |      |
| Protected Phases        |       | 10    |      |      |      |      |      | 2 6  | 6      |       | 2 6   |      |
| Permitted Phases        | 10    |       |      |      |      |      |      |      |        | 2 6   |       |      |
| Detector Phase          | 10    | 10    |      |      |      |      |      | 2 6  | 6      | 2 6   | 2 6   |      |
| Switch Phase            |       |       |      |      |      |      |      |      |        |       |       |      |
| Minimum Initial (s)     | 30.0  | 30.0  |      |      |      |      |      |      |        | 24.0  |       |      |
| Minimum Split (s)       | 36.0  | 36.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (s)         | 41.0  | 41.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (%)         | 34.2% | 34.2% |      |      |      |      |      |      |        | 25.0% |       |      |
| Yellow Time (s)         | 4.5   | 4.5   |      |      |      |      |      |      |        | 4.5   |       |      |
| All-Red Time (s)        | 1.5   | 1.5   |      |      |      |      |      |      |        | 1.5   |       |      |
| Lost Time Adjust (s)    |       | 0.0   |      |      |      |      |      |      |        | 0.0   |       |      |
| Total Lost Time (s)     |       | 6.0   |      |      |      |      |      |      |        | 6.0   |       |      |
| Lead/Lag                |       |       |      |      |      |      |      |      |        |       |       |      |
| Lead-Lag Optimize?      |       |       |      |      |      |      |      |      |        |       |       |      |
| Recall Mode             | Max   | Max   |      |      |      |      |      |      |        | None  |       |      |
| Act Effct Green (s)     |       | 35.0  |      |      |      |      |      | 77.0 | 24.0   |       | 77.0  |      |
| Actuated g/C Ratio      |       | 0.29  |      |      |      |      |      | 0.64 | 0.20   |       | 0.64  |      |
| v/c Ratio               |       | 0.60  |      |      |      |      |      | 0.45 | 0.17   |       | 0.25  |      |
| Control Delay (s/veh)   |       | 36.5  |      |      |      |      |      | 5.4  | 18.0   |       | 10.1  |      |
| Queue Delay             |       | 0.0   |      |      |      |      |      | 0.3  | 0.0    |       | 0.0   |      |
| Total Delay (s/veh)     |       | 36.5  |      |      |      |      |      | 5.7  | 18.0   |       | 10.1  |      |
| LOS                     |       | D     |      |      |      |      |      | A    | B      |       | B     |      |

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

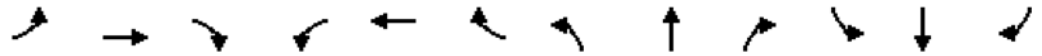
08/09/2024

| Lane Group              | Ø2    |
|-------------------------|-------|
| Lane Configurations     |       |
| Traffic Volume (vph)    |       |
| Future Volume (vph)     |       |
| Ideal Flow (vphpl)      |       |
| Storage Length (ft)     |       |
| Storage Lanes           |       |
| Taper Length (ft)       |       |
| Lane Util. Factor       |       |
| Ped Bike Factor         |       |
| Frt                     |       |
| Flt Protected           |       |
| Satd. Flow (prot)       |       |
| Flt Permitted           |       |
| Satd. Flow (perm)       |       |
| Right Turn on Red       |       |
| Satd. Flow (RTOR)       |       |
| Link Speed (mph)        |       |
| Link Distance (ft)      |       |
| Travel Time (s)         |       |
| Confl. Peds. (#/hr)     |       |
| Confl. Bikes (#/hr)     |       |
| Peak Hour Factor        |       |
| Heavy Vehicles (%)      |       |
| Parking (#/hr)          |       |
| Shared Lane Traffic (%) |       |
| Lane Group Flow (vph)   |       |
| Turn Type               |       |
| Protected Phases        | 2     |
| Permitted Phases        |       |
| Detector Phase          |       |
| Switch Phase            |       |
| Minimum Initial (s)     | 42.0  |
| Minimum Split (s)       | 44.0  |
| Total Split (s)         | 49.0  |
| Total Split (%)         | 41%   |
| Yellow Time (s)         | 2.0   |
| All-Red Time (s)        | 0.0   |
| Lost Time Adjust (s)    |       |
| Total Lost Time (s)     |       |
| Lead/Lag                |       |
| Lead-Lag Optimize?      |       |
| Recall Mode             | C-Max |
| Act Effct Green (s)     |       |
| Actuated g/C Ratio      |       |
| v/c Ratio               |       |
| Control Delay (s/veh)   |       |
| Queue Delay             |       |
| Total Delay (s/veh)     |       |
| LOS                     |       |



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

08/09/2024



| Lane Group              | EBL | EBT  | EBR | WBL | WBT | WBR | NBL | NBT  | NBR  | SBL | SBT | SBR  |
|-------------------------|-----|------|-----|-----|-----|-----|-----|------|------|-----|-----|------|
| Approach Delay (s/veh)  |     | 36.5 |     |     |     |     |     | 7.1  |      |     |     | 10.1 |
| Approach LOS            |     | D    |     |     |     |     |     | A    |      |     |     | B    |
| Queue Length 50th (ft)  |     | 162  |     |     |     |     |     | 206  | 20   |     |     | 67   |
| Queue Length 95th (ft)  |     | 207  |     |     |     |     |     | 20   | 52   |     |     | 100  |
| Internal Link Dist (ft) |     | 462  |     |     | 148 |     |     | 502  |      |     |     | 462  |
| Turn Bay Length (ft)    |     |      |     |     |     |     |     |      | 50   |     |     |      |
| Base Capacity (vph)     |     | 849  |     |     |     |     |     | 991  | 330  |     |     | 874  |
| Starvation Cap Reductn  |     | 0    |     |     |     |     |     | 168  | 0    |     |     | 0    |
| Spillback Cap Reductn   |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     | 0.60 |     |     |     |     |     | 0.54 | 0.17 |     |     | 0.25 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay (s/veh): 19.9  
 Intersection Capacity Utilization 93.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service F

Splits and Phases: 2: Chicago Avenue & Church Street



|                         |    |
|-------------------------|----|
| Lane Group              | Ø2 |
| Approach Delay (s/veh)  |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

DRAFT

HCM 7th AWSC  
3: Davis Street & Hinman Avenue

08/09/2024

| 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  | 0    | 0    | 0    | 9    | 125  | 21   | 19   | 51   | 0    | 0    | 71   | 48   |
| Future Vol, veh/h   | 0    | 0    | 0    | 9    | 125  | 21   | 19   | 51   | 0    | 0    | 71   | 48   |
| Peak Hour Factor    | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 11   | 3    | 5    | 0    | 0    | 0    | 0    | 5    | 24   |
| Mvmt Flow           | 0    | 0    | 0    | 10   | 140  | 24   | 21   | 57   | 0    | 0    | 80   | 54   |
| Number of Lanes     | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | WB  | NB | SB  |
|----------------------------|-----|----|-----|
| Opposing Approach          |     | SB | NB  |
| Opposing Lanes             | 0   | 1  | 1   |
| Conflicting Approach Left  | NB  |    | WB  |
| Conflicting Lanes Left     | 1   | 0  | 2   |
| Conflicting Approach Right | SB  | WB |     |
| Conflicting Lanes Right    | 1   | 2  | 0   |
| HCM Control Delay, s/veh   | 8.4 | 8  | 8.1 |
| HCM LOS                    | A   | A  | A   |

| Lane                     | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 27%   | 13%   | 0%    | 0%    |
| Vol Thru, %              | 73%   | 87%   | 75%   | 60%   |
| Vol Right, %             | 0%    | 0%    | 25%   | 40%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 70    | 72    | 84    | 119   |
| LT Vol                   | 19    | 9     | 0     | 0     |
| Through Vol              | 51    | 63    | 63    | 71    |
| RT Vol                   | 0     | 0     | 21    | 48    |
| Lane Flow Rate           | 79    | 80    | 94    | 134   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.099 | 0.117 | 0.126 | 0.158 |
| Departure Headway (Hd)   | 4.532 | 5.226 | 4.849 | 4.267 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 793   | 688   | 741   | 844   |
| Service Time             | 2.547 | 2.945 | 2.568 | 2.279 |
| HCM Lane V/C Ratio       | 0.1   | 0.116 | 0.127 | 0.159 |
| HCM Control Delay, s/veh | 8     | 8.6   | 8.3   | 8.1   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.3   | 0.4   | 0.4   | 0.6   |

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.7 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↔↔   |      |      |      |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h  | 26   | 219  | 54   | 0    | 0    | 0    | 0    | 54   | 18   | 11   | 71   | 0    |
| Future Vol, veh/h   | 26   | 219  | 54   | 0    | 0    | 0    | 0    | 54   | 18   | 11   | 71   | 0    |
| 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, %   | 4    | 4    | 14   | 0    | 0    | 0    | 0    | 0    | 6    | 0    | 5    | 0    |
| Mvmt Flow           | 28   | 233  | 57   | 0    | 0    | 0    | 0    | 57   | 19   | 12   | 76   | 0    |
| Number of Lanes     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | NB  | SB  |
|----------------------------|-----|-----|-----|
| Opposing Approach          |     | SB  | NB  |
| Opposing Lanes             | 0   | 1   | 1   |
| Conflicting Approach Left  | SB  | EB  |     |
| Conflicting Lanes Left     | 1   | 2   | 0   |
| Conflicting Approach Right | NB  |     | EB  |
| Conflicting Lanes Right    | 1   | 0   | 2   |
| HCM Control Delay, s/veh   | 8.9 | 8.1 | 8.4 |
| HCM LOS                    | A   | A   | A   |

| Lane                     | NBLn1 | EBLn1 | EBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 0%    | 19%   | 0%    | 13%   |
| Vol Thru, %              | 75%   | 81%   | 67%   | 87%   |
| Vol Right, %             | 25%   | 0%    | 33%   | 0%    |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 72    | 136   | 164   | 82    |
| LT Vol                   | 0     | 26    | 0     | 11    |
| Through Vol              | 54    | 110   | 110   | 71    |
| RT Vol                   | 18    | 0     | 54    | 0     |
| Lane Flow Rate           | 77    | 144   | 174   | 87    |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.098 | 0.202 | 0.228 | 0.115 |
| Departure Headway (Hd)   | 4.592 | 5.052 | 4.724 | 4.753 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 782   | 712   | 762   | 755   |
| Service Time             | 2.612 | 2.775 | 2.447 | 2.773 |
| HCM Lane V/C Ratio       | 0.098 | 0.202 | 0.228 | 0.115 |
| HCM Control Delay, s/veh | 8.1   | 9.1   | 8.8   | 8.4   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.3   | 0.8   | 0.9   | 0.4   |

HCM 7th TWSC  
6: Davis Street & East Alley

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 7    | 182  | 3    | 5    | 2    | 0    | 0    | 6    | 20   |
| Future Vol, veh/h        | 0    | 0    | 0    | 7    | 182  | 3    | 5    | 2    | 0    | 0    | 6    | 20   |
| Conflicting Peds, #/hr   | 4    | 0    | 39   | 39   | 0    | 4    | 0    | 0    | 4    | 4    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   | 75   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 25   | 4    | 0    | 40   | 50   | 0    | 0    | 0    | 25   |
| Mvmt Flow                | 0    | 0    | 0    | 9    | 243  | 4    | 7    | 3    | 0    | 0    | 8    | 27   |

| Major/Minor          | Major2 | Minor1 | Minor2 |     |     |   |   |     |      |
|----------------------|--------|--------|--------|-----|-----|---|---|-----|------|
| Conflicting Flow All | 39     | 0      | 0      | 183 | 308 | - | - | 306 | 127  |
| Stage 1              | -      | -      | -      | 39  | 39  | - | - | 267 | -    |
| Stage 2              | -      | -      | -      | 144 | 269 | - | - | 39  | -    |
| Critical Hdwy        | 4.6    | -      | -      | 8.3 | 7.5 | - | - | 6.5 | 7.4  |
| Critical Hdwy Stg 1  | -      | -      | -      | -   | -   | - | - | 5.5 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | 7.3 | 6.5 | - | - | -   | -    |
| Follow-up Hdwy       | 2.45   | -      | -      | 3.9 | 4.5 | - | - | 4   | 3.55 |
| Pot Cap-1 Maneuver   | 1417   | -      | -      | 667 | 507 | 0 | 0 | 611 | 831  |
| Stage 1              | -      | -      | -      | -   | -   | 0 | 0 | 691 | -    |
| Stage 2              | -      | -      | -      | 744 | 579 | 0 | 0 | -   | -    |
| Platoon blocked, %   | -      | -      | -      | -   | -   | - | - | -   | -    |
| Mov Cap-1 Maneuver   | 1374   | -      | -      | 614 | 487 | - | - | 586 | 828  |
| Mov Cap-2 Maneuver   | -      | -      | -      | 614 | 487 | - | - | 586 | -    |
| Stage 1              | -      | -      | -      | -   | -   | - | - | 684 | -    |
| Stage 2              | -      | -      | -      | 707 | 573 | - | - | -   | -    |

| Approach               | WB   | NB    | SB   |
|------------------------|------|-------|------|
| HCM Control Delay, s/v | 0.33 | 11.41 | 9.99 |
| HCM LOS                |      | B     | A    |

| Minor Lane/Major Mvmt     | NBLn1 | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 571   | 128   | -   | -   | 756   |
| HCM Lane V/C Ratio        | 0.016 | 0.007 | -   | -   | 0.046 |
| HCM Control Delay (s/veh) | 11.4  | 7.6   | 0.1 | -   | 10    |
| HCM Lane LOS              | B     | A     | A   | -   | A     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0.1   |

HCM 7th TWSC  
7: East Alley & Church Street

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔↔   |      |      |      |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 9    | 285  | 16   | 0    | 0    | 0    | 0    | 4    | 10   | 4    | 1    | 0    |
| Future Vol, veh/h        | 9    | 285  | 16   | 0    | 0    | 0    | 0    | 4    | 10   | 4    | 1    | 0    |
| Conflicting Peds, #/hr   | 36   | 0    | 22   | 22   | 0    | 36   | 19   | 0    | 1    | 1    | 0    | 19   |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 10   | 310  | 17   | 0    | 0    | 0    | 0    | 4    | 11   | 4    | 1    | 0    |

| Major/Minor          | Major1 |   |   | Minor1 |      |      | Minor2 |      |   |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 36     | 0 | 0 | -      | 396  | 187  | 214    | 405  | - |
| Stage 1              | -      | - | - | -      | 360  | -    | 36     | 36   | - |
| Stage 2              | -      | - | - | -      | 36   | -    | 178    | 369  | - |
| Critical Hdwy        | 4.14   | - | - | -      | 6.54 | 6.94 | 7.54   | 6.54 | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | 5.54 | -    | -      | -    | - |
| Critical Hdwy Stg 2  | -      | - | - | -      | -    | -    | 6.54   | 5.54 | - |
| Follow-up Hdwy       | 2.22   | - | - | -      | 4.02 | 3.32 | 3.52   | 4.02 | - |
| Pot Cap-1 Maneuver   | 1573   | - | - | 0      | 540  | 824  | 724    | 534  | 0 |
| Stage 1              | -      | - | - | 0      | 625  | -    | -      | -    | 0 |
| Stage 2              | -      | - | - | 0      | -    | -    | 807    | 619  | 0 |
| Platoon blocked, %   | -      | - | - | -      | -    | -    | -      | -    | - |
| Mov Cap-1 Maneuver   | 1530   | - | - | -      | 512  | 810  | 684    | 507  | - |
| Mov Cap-2 Maneuver   | -      | - | - | -      | 512  | -    | 684    | 507  | - |
| Stage 1              | -      | - | - | -      | 610  | -    | -      | -    | - |
| Stage 2              | -      | - | - | -      | -    | -    | 785    | 605  | - |

| Approach               | EB   | NB   | SB    |
|------------------------|------|------|-------|
| HCM Control Delay, s/v | 0.26 | 10.3 | 10.68 |
| HCM LOS                |      | B    | B     |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 695   | 97    | -   | -   | 639   |
| HCM Lane V/C Ratio        | 0.022 | 0.006 | -   | -   | 0.008 |
| HCM Control Delay (s/veh) | 10.3  | 7.4   | 0   | -   | 10.7  |
| HCM Lane LOS              | B     | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0.1   | 0     | -   | -   | 0     |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.5  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | Y    |      |      | Y    | Y    |      |
| Traffic Vol, veh/h       | 6    | 16   | 1    | 4    | 10   | 6    |
| Future Vol, veh/h        | 6    | 16   | 1    | 4    | 10   | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 6    | 17   | 1    | 4    | 11   | 6    |

| Major/Minor          | Minor2 | Major1 |      | Major2 |   |
|----------------------|--------|--------|------|--------|---|
| Conflicting Flow All | 20     | 14     | 17   | 0      | 0 |
| Stage 1              | 14     | -      | -    | -      | - |
| Stage 2              | 6      | -      | -    | -      | - |
| Critical Hdwy        | 6.4    | 6.2    | 4.1  | -      | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -    | -      | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -    | -      | - |
| Follow-up Hdwy       | 3.5    | 3.3    | 2.2  | -      | - |
| Pot Cap-1 Maneuver   | 1002   | 1072   | 1614 | -      | - |
| Stage 1              | 1014   | -      | -    | -      | - |
| Stage 2              | 1022   | -      | -    | -      | - |
| Platoon blocked, %   |        |        |      | -      | - |
| Mov Cap-1 Maneuver   | 1002   | 1072   | 1614 | -      | - |
| Mov Cap-2 Maneuver   | 1002   | -      | -    | -      | - |
| Stage 1              | 1014   | -      | -    | -      | - |
| Stage 2              | 1022   | -      | -    | -      | - |

| Approach               | EB  | NB   | SB |
|------------------------|-----|------|----|
| HCM Control Delay, s/v | 8.5 | 1.45 | 0  |
| HCM LOS                | A   |      |    |

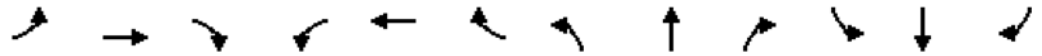
| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 360   | -   | 1052  | -   | -   |
| HCM Lane V/C Ratio        | 0.001 | -   | 0.022 | -   | -   |
| HCM Control Delay (s/veh) | 7.2   | 0   | 8.5   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0.1   | -   | -   |

Capacity Analysis Summary Sheets  
Weekday Evening Peak Hour – Projected Conditions



Lanes, Volumes, Timings  
1: Chicago Avenue & Davis Street

08/09/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL    | NBT  | NBR  | SBL   | SBT   | SBR   |
|-------------------------|------|------|------|-------|-------|------|--------|------|------|-------|-------|-------|
| Lane Configurations     |      |      |      |       | ↕↕    |      | ↗      | ↖    |      |       | ↖     | ↗     |
| Traffic Volume (vph)    | 0    | 0    | 0    | 43    | 187   | 39   | 128    | 296  | 0    | 0     | 532   | 134   |
| Future Volume (vph)     | 0    | 0    | 0    | 43    | 187   | 39   | 128    | 296  | 0    | 0     | 532   | 134   |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900   | 1900 | 1900 | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 0    |      | 0    | 0     |       | 0    | 0      |      | 0    | 0     |       | 70    |
| Storage Lanes           | 0    |      | 0    | 0     |       | 0    | 1      |      | 0    | 0     |       | 1     |
| Taper Length (ft)       | 25   |      |      | 25    |       |      | 25     |      |      | 25    |       |       |
| Lane Util. Factor       | 1.00 | 1.00 | 1.00 | 0.95  | 0.95  | 0.95 | 1.00   | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  |
| Ped Bike Factor         |      |      |      |       | 0.86  |      |        |      |      |       |       | 0.66  |
| Frt                     |      |      |      |       | 0.978 |      |        |      |      |       |       | 0.850 |
| Flt Protected           |      |      |      |       | 0.992 |      | 0.950  |      |      |       |       |       |
| Satd. Flow (prot)       | 0    | 0    | 0    | 0     | 2977  | 0    | 1678   | 1605 | 0    | 0     | 1621  | 1531  |
| Flt Permitted           |      |      |      |       | 0.992 |      | 0.179  |      |      |       |       |       |
| Satd. Flow (perm)       | 0    | 0    | 0    | 0     | 2769  | 0    | 316    | 1605 | 0    | 0     | 1621  | 1011  |
| Right Turn on Red       |      |      | No   |       |       | No   |        |      | No   |       |       | No    |
| Satd. Flow (RTOR)       |      |      |      |       |       |      |        |      |      |       |       |       |
| Link Speed (mph)        |      | 30   |      |       | 30    |      |        | 30   |      |       |       | 30    |
| Link Distance (ft)      |      | 636  |      |       | 240   |      |        | 245  |      |       |       | 582   |
| Travel Time (s)         |      | 14.5 |      |       | 5.5   |      |        | 5.6  |      |       |       | 13.2  |
| Confl. Peds. (#/hr)     | 155  |      | 139  | 139   |       | 155  | 210    |      | 164  | 164   |       | 210   |
| Confl. Bikes (#/hr)     |      |      |      |       |       | 15   |        |      | 23   |       |       | 42    |
| Peak Hour Factor        | 0.91 | 0.91 | 0.91 | 0.91  | 0.91  | 0.91 | 0.91   | 0.91 | 0.91 | 0.91  | 0.91  | 0.91  |
| Heavy Vehicles (%)      | 0%   | 0%   | 0%   | 0%    | 0%    | 0%   | 4%     | 3%   | 0%   | 0%    | 2%    | 2%    |
| Parking (#/hr)          |      | 0    |      |       | 0     |      |        | 0    |      |       |       | 0     |
| Shared Lane Traffic (%) |      |      |      |       |       |      |        |      |      |       |       |       |
| Lane Group Flow (vph)   | 0    | 0    | 0    | 0     | 295   | 0    | 141    | 325  | 0    | 0     | 585   | 147   |
| Turn Type               |      |      |      | Perm  | NA    |      | custom | NA   |      |       | NA    | Perm  |
| Protected Phases        |      |      |      |       | 8     |      | 1      | 1 2  |      |       | 6     |       |
| Permitted Phases        |      |      |      | 8     |       |      | 2      |      |      |       |       | 6     |
| Detector Phase          |      |      |      | 8     | 8     |      | 1      | 1 2  |      |       | 6     | 6     |
| Switch Phase            |      |      |      |       |       |      |        |      |      |       |       |       |
| Minimum Initial (s)     |      |      |      | 7.0   | 7.0   |      | 4.0    |      |      |       | 15.0  | 15.0  |
| Minimum Split (s)       |      |      |      | 25.0  | 25.0  |      | 8.0    |      |      |       | 25.0  | 25.0  |
| Total Split (s)         |      |      |      | 40.0  | 40.0  |      | 17.0   |      |      |       | 42.0  | 42.0  |
| Total Split (%)         |      |      |      | 33.3% | 33.3% |      | 14.2%  |      |      |       | 35.0% | 35.0% |
| Yellow Time (s)         |      |      |      | 4.5   | 4.5   |      | 3.5    |      |      |       | 4.5   | 4.5   |
| All-Red Time (s)        |      |      |      | 1.5   | 1.5   |      | 0.5    |      |      |       | 1.5   | 1.5   |
| Lost Time Adjust (s)    |      |      |      |       | 0.0   |      | 0.0    |      |      |       | 0.0   | 0.0   |
| Total Lost Time (s)     |      |      |      |       | 6.0   |      | 4.0    |      |      |       | 6.0   | 6.0   |
| Lead/Lag                |      |      |      |       |       |      |        |      |      |       |       |       |
| Lead-Lag Optimize?      |      |      |      |       |       |      |        |      |      |       |       |       |
| Recall Mode             |      |      |      | Max   | Max   |      | None   |      |      | C-Max | C-Max |       |
| Act Effct Green (s)     |      |      |      |       | 36.7  |      | 65.1   | 69.1 |      |       | 52.8  | 52.8  |
| Actuated g/C Ratio      |      |      |      |       | 0.31  |      | 0.54   | 0.58 |      |       | 0.44  | 0.44  |
| v/c Ratio               |      |      |      |       | 0.35  |      | 0.49   | 0.35 |      |       | 0.82  | 0.33  |
| Control Delay (s/veh)   |      |      |      |       | 34.5  |      | 29.4   | 16.0 |      |       | 34.3  | 22.7  |
| Queue Delay             |      |      |      |       | 0.0   |      | 0.0    | 0.0  |      |       | 0.0   | 0.0   |
| Total Delay (s/veh)     |      |      |      |       | 34.5  |      | 29.4   | 16.0 |      |       | 34.3  | 22.7  |
| LOS                     |      |      |      |       | C     |      | C      | B    |      |       | C     | C     |

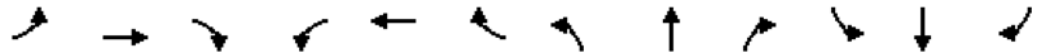
Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024

| Lane Group              | Ø2    | Ø10  |
|-------------------------|-------|------|
| Lane Configurations     |       |      |
| Traffic Volume (vph)    |       |      |
| Future Volume (vph)     |       |      |
| Ideal Flow (vphpl)      |       |      |
| Storage Length (ft)     |       |      |
| Storage Lanes           |       |      |
| Taper Length (ft)       |       |      |
| Lane Util. Factor       |       |      |
| Ped Bike Factor         |       |      |
| Frt                     |       |      |
| Flt Protected           |       |      |
| Satd. Flow (prot)       |       |      |
| Flt Permitted           |       |      |
| Satd. Flow (perm)       |       |      |
| Right Turn on Red       |       |      |
| Satd. Flow (RTOR)       |       |      |
| Link Speed (mph)        |       |      |
| Link Distance (ft)      |       |      |
| Travel Time (s)         |       |      |
| Confl. Peds. (#/hr)     |       |      |
| Confl. Bikes (#/hr)     |       |      |
| Peak Hour Factor        |       |      |
| Heavy Vehicles (%)      |       |      |
| Parking (#/hr)          |       |      |
| Shared Lane Traffic (%) |       |      |
| Lane Group Flow (vph)   |       |      |
| Turn Type               |       |      |
| Protected Phases        | 2     | 10   |
| Permitted Phases        |       |      |
| Detector Phase          |       |      |
| Switch Phase            |       |      |
| Minimum Initial (s)     | 15.0  | 4.0  |
| Minimum Split (s)       | 25.0  | 21.0 |
| Total Split (s)         | 42.0  | 21.0 |
| Total Split (%)         | 35%   | 18%  |
| Yellow Time (s)         | 4.5   | 6.0  |
| All-Red Time (s)        | 1.5   | 0.0  |
| Lost Time Adjust (s)    |       |      |
| Total Lost Time (s)     |       |      |
| Lead/Lag                |       |      |
| Lead-Lag Optimize?      |       |      |
| Recall Mode             | C-Max | None |
| Act Effct Green (s)     |       |      |
| Actuated g/C Ratio      |       |      |
| v/c Ratio               |       |      |
| Control Delay (s/veh)   |       |      |
| Queue Delay             |       |      |
| Total Delay (s/veh)     |       |      |
| LOS                     |       |      |

Lanes, Volumes, Timings  
 1: Chicago Avenue & Davis Street

08/09/2024



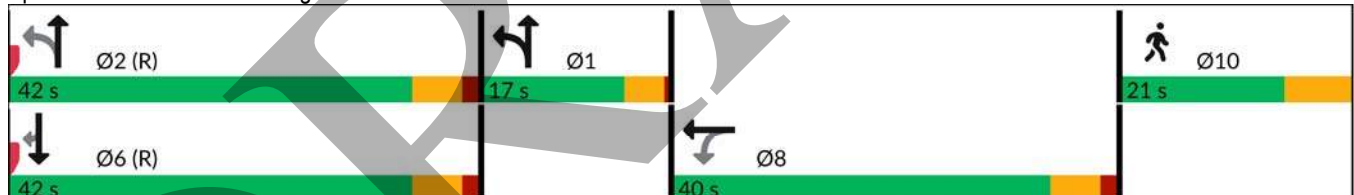
| Lane Group              | EBL | EBT | EBR | WBL | WBT  | WBR | NBL  | NBT  | NBR | SBL | SBT   | SBR  |
|-------------------------|-----|-----|-----|-----|------|-----|------|------|-----|-----|-------|------|
| Approach Delay (s/veh)  |     |     |     |     | 34.5 |     |      | 20.1 |     |     | 32.0  |      |
| Approach LOS            |     |     |     |     | C    |     |      | C    |     |     | C     |      |
| Queue Length 50th (ft)  |     |     |     |     | 94   |     | 43   | 114  |     |     | 295   | 50   |
| Queue Length 95th (ft)  |     |     |     |     | 138  |     | 105  | 247  |     |     | m#760 | m127 |
| Internal Link Dist (ft) |     | 556 |     |     | 160  |     |      | 165  |     |     | 502   |      |
| Turn Bay Length (ft)    |     |     |     |     |      |     |      |      |     |     |       | 70   |
| Base Capacity (vph)     |     |     |     |     | 847  |     | 326  | 960  |     |     | 712   | 445  |
| Starvation Cap Reductn  |     |     |     |     | 0    |     | 0    | 0    |     |     | 0     | 0    |
| Spillback Cap Reductn   |     |     |     |     | 0    |     | 0    | 0    |     |     | 0     | 0    |
| Storage Cap Reductn     |     |     |     |     | 0    |     | 0    | 0    |     |     | 0     | 0    |
| Reduced v/c Ratio       |     |     |     |     | 0.35 |     | 0.43 | 0.34 |     |     | 0.82  | 0.33 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay (s/veh): 28.7  
 Intersection Capacity Utilization 64.3%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 1: Chicago Avenue & Davis Street

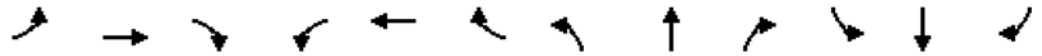


| Lane Group              | Ø2 | Ø10 |
|-------------------------|----|-----|
| Approach Delay (s/veh)  |    |     |
| Approach LOS            |    |     |
| Queue Length 50th (ft)  |    |     |
| Queue Length 95th (ft)  |    |     |
| Internal Link Dist (ft) |    |     |
| Turn Bay Length (ft)    |    |     |
| Base Capacity (vph)     |    |     |
| Starvation Cap Reductn  |    |     |
| Spillback Cap Reductn   |    |     |
| Storage Cap Reductn     |    |     |
| Reduced v/c Ratio       |    |     |
| Intersection Summary    |    |     |

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

08/09/2024



| Lane Group              | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR    | SBL   | SBT   | SBR  |
|-------------------------|-------|-------|------|------|------|------|------|------|--------|-------|-------|------|
| Lane Configurations     |       | ↕↕    |      |      |      |      |      | ↑    | ↗      |       | ↖     |      |
| Traffic Volume (vph)    | 59    | 388   | 207  | 0    | 0    | 0    | 0    | 252  | 70     | 47    | 436   | 0    |
| Future Volume (vph)     | 59    | 388   | 207  | 0    | 0    | 0    | 0    | 252  | 70     | 47    | 436   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900   | 1900  | 1900  | 1900 |
| Storage Length (ft)     | 0     |       | 0    | 0    |      | 0    | 0    |      | 50     | 0     |       | 0    |
| Storage Lanes           | 0     |       | 0    | 0    |      | 0    | 0    |      | 1      | 0     |       | 0    |
| Taper Length (ft)       | 25    |       |      | 25   |      |      | 25   |      |        | 25    |       |      |
| Lane Util. Factor       | 0.95  | 0.95  | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00   | 1.00  | 1.00  | 1.00 |
| Ped Bike Factor         |       | 0.90  |      |      |      |      |      |      |        |       | 0.99  |      |
| Frt                     |       | 0.952 |      |      |      |      |      |      | 0.850  |       |       |      |
| Flt Protected           |       | 0.996 |      |      |      |      |      |      |        |       | 0.995 |      |
| Satd. Flow (prot)       | 0     | 2795  | 0    | 0    | 0    | 0    | 0    | 1605 | 1561   | 0     | 1609  | 0    |
| Flt Permitted           |       | 0.996 |      |      |      |      |      |      |        |       | 0.946 |      |
| Satd. Flow (perm)       | 0     | 2738  | 0    | 0    | 0    | 0    | 0    | 1605 | 1561   | 0     | 1522  | 0    |
| Right Turn on Red       |       |       | Yes  |      |      | Yes  |      |      | Yes    |       |       | Yes  |
| Satd. Flow (RTOR)       |       | 64    |      |      |      |      |      |      | 45     |       |       |      |
| Link Speed (mph)        |       | 30    |      |      | 30   |      |      | 30   |        |       | 30    |      |
| Link Distance (ft)      |       | 542   |      |      | 228  |      |      | 582  |        |       | 542   |      |
| Travel Time (s)         |       | 12.3  |      |      | 5.2  |      |      | 13.2 |        |       | 12.3  |      |
| Confl. Peds. (#/hr)     | 132   |       | 138  | 138  |      | 132  | 164  |      | 164    | 164   |       | 164  |
| Confl. Bikes (#/hr)     |       |       | 21   |      |      |      |      |      | 23     |       |       | 6    |
| 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 (%)      | 7%    | 2%    | 3%   | 0%   | 0%   | 0%   | 0%   | 3%   | 0%     | 4%    | 2%    | 0%   |
| Parking (#/hr)          |       | 0     |      |      |      |      |      | 0    |        |       | 0     |      |
| Shared Lane Traffic (%) |       |       |      |      |      |      |      |      |        |       |       |      |
| Lane Group Flow (vph)   | 0     | 703   | 0    | 0    | 0    | 0    | 0    | 271  | 75     | 0     | 520   | 0    |
| Turn Type               | Perm  | NA    |      |      |      |      |      | NA   | custom | Perm  | NA    |      |
| Protected Phases        |       | 10    |      |      |      |      |      | 2 6  | 6      |       | 2 6   |      |
| Permitted Phases        | 10    |       |      |      |      |      |      |      |        | 2 6   |       |      |
| Detector Phase          | 10    | 10    |      |      |      |      |      | 2 6  | 6      | 2 6   | 2 6   |      |
| Switch Phase            |       |       |      |      |      |      |      |      |        |       |       |      |
| Minimum Initial (s)     | 30.0  | 30.0  |      |      |      |      |      |      |        | 24.0  |       |      |
| Minimum Split (s)       | 36.0  | 36.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (s)         | 41.0  | 41.0  |      |      |      |      |      |      |        | 30.0  |       |      |
| Total Split (%)         | 34.2% | 34.2% |      |      |      |      |      |      |        | 25.0% |       |      |
| Yellow Time (s)         | 4.5   | 4.5   |      |      |      |      |      |      |        | 4.5   |       |      |
| All-Red Time (s)        | 1.5   | 1.5   |      |      |      |      |      |      |        | 1.5   |       |      |
| Lost Time Adjust (s)    |       | 0.0   |      |      |      |      |      |      |        | 0.0   |       |      |
| Total Lost Time (s)     |       | 6.0   |      |      |      |      |      |      |        | 6.0   |       |      |
| Lead/Lag                |       |       |      |      |      |      |      |      |        |       |       |      |
| Lead-Lag Optimize?      |       |       |      |      |      |      |      |      |        |       |       |      |
| Recall Mode             | Max   | Max   |      |      |      |      |      |      |        | None  |       |      |
| Act Effct Green (s)     |       | 35.0  |      |      |      |      |      | 77.0 | 24.0   |       | 77.0  |      |
| Actuated g/C Ratio      |       | 0.29  |      |      |      |      |      | 0.64 | 0.20   |       | 0.64  |      |
| v/c Ratio               |       | 0.83  |      |      |      |      |      | 0.26 | 0.22   |       | 0.53  |      |
| Control Delay (s/veh)   |       | 46.0  |      |      |      |      |      | 5.1  | 21.2   |       | 14.2  |      |
| Queue Delay             |       | 0.0   |      |      |      |      |      | 0.0  | 0.0    |       | 0.0   |      |
| Total Delay (s/veh)     |       | 46.0  |      |      |      |      |      | 5.1  | 21.2   |       | 14.2  |      |
| LOS                     |       | D     |      |      |      |      |      | A    | C      |       | B     |      |

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

08/09/2024

| Lane Group              | Ø2    |
|-------------------------|-------|
| Lane Configurations     |       |
| Traffic Volume (vph)    |       |
| Future Volume (vph)     |       |
| Ideal Flow (vphpl)      |       |
| Storage Length (ft)     |       |
| Storage Lanes           |       |
| Taper Length (ft)       |       |
| Lane Util. Factor       |       |
| Ped Bike Factor         |       |
| Frt                     |       |
| Flt Protected           |       |
| Satd. Flow (prot)       |       |
| Flt Permitted           |       |
| Satd. Flow (perm)       |       |
| Right Turn on Red       |       |
| Satd. Flow (RTOR)       |       |
| Link Speed (mph)        |       |
| Link Distance (ft)      |       |
| Travel Time (s)         |       |
| Confl. Peds. (#/hr)     |       |
| Confl. Bikes (#/hr)     |       |
| Peak Hour Factor        |       |
| Heavy Vehicles (%)      |       |
| Parking (#/hr)          |       |
| Shared Lane Traffic (%) |       |
| Lane Group Flow (vph)   |       |
| Turn Type               |       |
| Protected Phases        | 2     |
| Permitted Phases        |       |
| Detector Phase          |       |
| Switch Phase            |       |
| Minimum Initial (s)     | 4.0   |
| Minimum Split (s)       | 44.0  |
| Total Split (s)         | 49.0  |
| Total Split (%)         | 41%   |
| Yellow Time (s)         | 2.0   |
| All-Red Time (s)        | 0.0   |
| Lost Time Adjust (s)    |       |
| Total Lost Time (s)     |       |
| Lead/Lag                |       |
| Lead-Lag Optimize?      |       |
| Recall Mode             | C-Max |
| Act Effct Green (s)     |       |
| Actuated g/C Ratio      |       |
| v/c Ratio               |       |
| Control Delay (s/veh)   |       |
| Queue Delay             |       |
| Total Delay (s/veh)     |       |
| LOS                     |       |

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

08/09/2024



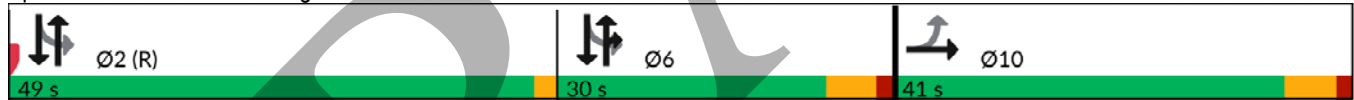
| Lane Group              | EBL | EBT  | EBR | WBL | WBT | WBR | NBL | NBT  | NBR  | SBL | SBT | SBR  |
|-------------------------|-----|------|-----|-----|-----|-----|-----|------|------|-----|-----|------|
| Approach Delay (s/veh)  |     | 46.0 |     |     |     |     |     | 8.6  |      |     |     | 14.2 |
| Approach LOS            |     | D    |     |     |     |     |     | A    |      |     |     | B    |
| Queue Length 50th (ft)  |     | 246  |     |     |     |     |     | 103  | 29   |     |     | 203  |
| Queue Length 95th (ft)  |     | #328 |     |     |     |     |     | 27   | 75   |     |     | 294  |
| Internal Link Dist (ft) |     | 462  |     |     | 148 |     |     | 502  |      |     |     | 462  |
| Turn Bay Length (ft)    |     |      |     |     |     |     |     |      | 50   |     |     |      |
| Base Capacity (vph)     |     | 843  |     |     |     |     |     | 1029 | 348  |     |     | 976  |
| Starvation Cap Reductn  |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Spillback Cap Reductn   |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Storage Cap Reductn     |     | 0    |     |     |     |     |     | 0    | 0    |     |     | 0    |
| Reduced v/c Ratio       |     | 0.83 |     |     |     |     |     | 0.26 | 0.22 |     |     | 0.53 |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay (s/veh): 27.2  
 Intersection Capacity Utilization 83.9%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 2: Chicago Avenue & Church Street



|                         |    |
|-------------------------|----|
| Lane Group              | Ø2 |
| Approach Delay (s/veh)  |    |
| Approach LOS            |    |
| Queue Length 50th (ft)  |    |
| Queue Length 95th (ft)  |    |
| Internal Link Dist (ft) |    |
| Turn Bay Length (ft)    |    |
| Base Capacity (vph)     |    |
| Starvation Cap Reductn  |    |
| Spillback Cap Reductn   |    |
| Storage Cap Reductn     |    |
| Reduced v/c Ratio       |    |
| Intersection Summary    |    |

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HCM 7th AWSC  
3: Davis Street & Hinman Avenue

08/09/2024

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.1 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      |      |      |      | ⇄    |      |      | ⇄    |      |      | ⇄    |      |
| Traffic Vol, veh/h  | 0    | 0    | 0    | 15   | 127  | 28   | 45   | 52   | 0    | 0    | 172  | 82   |
| Future Vol, veh/h   | 0    | 0    | 0    | 15   | 127  | 28   | 45   | 52   | 0    | 0    | 172  | 82   |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 2    | 0    | 0    | 1    | 0    |
| Mvmt Flow           | 0    | 0    | 0    | 16   | 138  | 30   | 49   | 57   | 0    | 0    | 187  | 89   |
| Number of Lanes     | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|
| Opposing Approach          |     | SB  | NB  |
| Opposing Lanes             | 0   | 1   | 1   |
| Conflicting Approach Left  | NB  |     | WB  |
| Conflicting Lanes Left     | 1   | 0   | 2   |
| Conflicting Approach Right | SB  | WB  |     |
| Conflicting Lanes Right    | 1   | 2   | 0   |
| HCM Control Delay, s/veh   | 8.8 | 8.6 | 9.5 |
| HCM LOS                    | A   | A   | A   |

| Lane                     | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 46%   | 19%   | 0%    | 0%    |
| Vol Thru, %              | 54%   | 81%   | 69%   | 68%   |
| Vol Right, %             | 0%    | 0%    | 31%   | 32%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 97    | 79    | 92    | 254   |
| LT Vol                   | 45    | 15    | 0     | 0     |
| Through Vol              | 52    | 64    | 64    | 172   |
| RT Vol                   | 0     | 0     | 28    | 82    |
| Lane Flow Rate           | 105   | 85    | 99    | 276   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.14  | 0.129 | 0.142 | 0.331 |
| Departure Headway (Hd)   | 4.765 | 5.447 | 5.135 | 4.32  |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 752   | 657   | 697   | 831   |
| Service Time             | 2.799 | 3.189 | 2.877 | 2.347 |
| HCM Lane V/C Ratio       | 0.14  | 0.129 | 0.142 | 0.332 |
| HCM Control Delay, s/veh | 8.6   | 9     | 8.7   | 9.5   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.5   | 0.4   | 0.5   | 1.5   |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 10.4 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕↕   |      |      |      |      |      | ↔    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 46   | 341  | 137  | 0    | 0    | 0    | 0    | 56   | 26   | 9    | 121  | 0    |
| Future Vol, veh/h   | 46   | 341  | 137  | 0    | 0    | 0    | 0    | 56   | 26   | 9    | 121  | 0    |
| 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    | 1    | 1    | 0    | 0    | 0    | 0    | 2    | 4    | 0    | 0    | 0    |
| Mvmt Flow           | 49   | 363  | 146  | 0    | 0    | 0    | 0    | 60   | 28   | 10   | 129  | 0    |
| Number of Lanes     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB   | NB  | SB  |
|----------------------------|------|-----|-----|
| Opposing Approach          |      | SB  | NB  |
| Opposing Lanes             | 0    | 1   | 1   |
| Conflicting Approach Left  | SB   | EB  |     |
| Conflicting Lanes Left     | 1    | 2   | 0   |
| Conflicting Approach Right | NB   |     | EB  |
| Conflicting Lanes Right    | 1    | 0   | 2   |
| HCM Control Delay, s/veh   | 10.9 | 8.9 | 9.6 |
| HCM LOS                    | B    | A   | A   |

| Lane                     | NBLn1 | EBLn1 | EBLn2 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 0%    | 21%   | 0%    | 7%    |
| Vol Thru, %              | 68%   | 79%   | 55%   | 93%   |
| Vol Right, %             | 32%   | 0%    | 45%   | 0%    |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 82    | 217   | 308   | 130   |
| LT Vol                   | 0     | 46    | 0     | 9     |
| Through Vol              | 56    | 171   | 171   | 121   |
| RT Vol                   | 26    | 0     | 137   | 0     |
| Lane Flow Rate           | 87    | 230   | 327   | 138   |
| Geometry Grp             | 2     | 5     | 5     | 2     |
| Degree of Util (X)       | 0.124 | 0.331 | 0.434 | 0.2   |
| Departure Headway (Hd)   | 5.123 | 5.181 | 4.778 | 5.216 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 697   | 693   | 752   | 686   |
| Service Time             | 3.175 | 2.926 | 2.523 | 3.262 |
| HCM Lane V/C Ratio       | 0.125 | 0.332 | 0.435 | 0.201 |
| HCM Control Delay, s/veh | 8.9   | 10.5  | 11.2  | 9.6   |
| HCM Lane LOS             | A     | B     | B     | A     |
| HCM 95th-tile Q          | 0.4   | 1.4   | 2.2   | 0.7   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      | ↔    |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 4    | 242  | 8    | 8    | 1    | 0    | 0    | 3    | 19   |
| Future Vol, veh/h        | 0    | 0    | 0    | 4    | 242  | 8    | 8    | 1    | 0    | 0    | 3    | 19   |
| Conflicting Peds, #/hr   | 25   | 0    | 52   | 52   | 0    | 25   | 1    | 0    | 6    | 6    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 0    | 0    | 5    | 285  | 9    | 9    | 1    | 0    | 0    | 4    | 22   |

| Major/Minor          | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 52     | 0      | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.1    | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.2    | -      | -      |
| Pot Cap-1 Maneuver   | 1567   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1505   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | WB   | NB    | SB   |
|------------------------|------|-------|------|
| HCM Control Delay, s/v | 0.14 | 10.54 | 9.84 |
| HCM LOS                |      | B     | A    |

| Minor Lane/Major Mvmt     | NBLn1 | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 660   | 54    | -   | -   | 769   |
| HCM Lane V/C Ratio        | 0.016 | 0.003 | -   | -   | 0.034 |
| HCM Control Delay (s/veh) | 10.5  | 7.4   | 0   | -   | 9.8   |
| HCM Lane LOS              | B     | A     | A   | -   | A     |
| HCM 95th %tile Q(veh)     | 0     | 0     | -   | -   | 0.1   |

HCM 7th TWSC  
7: East Alley & Church Street

08/09/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔↔   |      |      |      |      |      | ↔    |      |      | ↔    |      |
| Traffic Vol, veh/h       | 7    | 512  | 32   | 0    | 0    | 0    | 0    | 4    | 7    | 5    | 2    | 0    |
| Future Vol, veh/h        | 7    | 512  | 32   | 0    | 0    | 0    | 0    | 4    | 7    | 5    | 2    | 0    |
| Conflicting Peds, #/hr   | 29   | 0    | 39   | 39   | 0    | 29   | 6    | 0    | 3    | 3    | 0    | 6    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 3    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 8    | 557  | 35   | 0    | 0    | 0    | 0    | 4    | 8    | 5    | 2    | 0    |

| Major/Minor          | Major1 |   |   | Minor1 |      |      | Minor2 |      |   |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 29     | 0 | 0 | -      | 657  | 338  | 328    | 675  | - |
| Stage 1              | -      | - | - | -      | 628  | -    | 29     | 29   | - |
| Stage 2              | -      | - | - | -      | 29   | -    | 299    | 646  | - |
| Critical Hdwy        | 4.14   | - | - | -      | 6.54 | 6.94 | 7.54   | 6.54 | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | 5.54 | -    | -      | -    | - |
| Critical Hdwy Stg 2  | -      | - | - | -      | -    | -    | 6.54   | 5.54 | - |
| Follow-up Hdwy       | 2.22   | - | - | -      | 4.02 | 3.32 | 3.52   | 4.02 | - |
| Pot Cap-1 Maneuver   | 1582   | - | - | 0      | 383  | 658  | 602    | 374  | 0 |
| Stage 1              | -      | - | - | 0      | 474  | -    | -      | -    | 0 |
| Stage 2              | -      | - | - | 0      | -    | -    | 685    | 465  | 0 |
| Platoon blocked, %   | -      | - | - | -      | -    | -    | -      | -    | - |
| Mov Cap-1 Maneuver   | 1547   | - | - | -      | 361  | 639  | 571    | 353  | - |
| Mov Cap-2 Maneuver   | -      | - | - | -      | 361  | -    | 571    | 353  | - |
| Stage 1              | -      | - | - | -      | 457  | -    | -      | -    | - |
| Stage 2              | -      | - | - | -      | -    | -    | 667    | 449  | - |

| Approach               | EB   | NB    | SB    |
|------------------------|------|-------|-------|
| HCM Control Delay, s/v | 0.13 | 12.39 | 12.53 |
| HCM LOS                |      | B     | B     |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h)          | 499   | 42    | -   | -   | 485   |
| HCM Lane V/C Ratio        | 0.024 | 0.005 | -   | -   | 0.016 |
| HCM Control Delay (s/veh) | 12.4  | 7.3   | 0   | -   | 12.5  |
| HCM Lane LOS              | B     | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0.1   | 0     | -   | -   | 0     |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.8  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | TT   |      |      | TT   | TT   |      |
| Traffic Vol, veh/h       | 4    | 9    | 3    | 6    | 6    | 19   |
| Future Vol, veh/h        | 4    | 9    | 3    | 6    | 6    | 19   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 4    | 9    | 3    | 6    | 6    | 20   |

| Major/Minor          | Minor2 | Major1 | Major2 |   |     |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 29     | 16     | 26     | 0 | - 0 |
| Stage 1              | 16     | -      | -      | - | -   |
| Stage 2              | 13     | -      | -      | - | -   |
| Critical Hdwy        | 6.4    | 6.2    | 4.1    | - | -   |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -   |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -   |
| Follow-up Hdwy       | 3.5    | 3.3    | 2.2    | - | -   |
| Pot Cap-1 Maneuver   | 991    | 1069   | 1601   | - | -   |
| Stage 1              | 1012   | -      | -      | - | -   |
| Stage 2              | 1015   | -      | -      | - | -   |
| Platoon blocked, %   |        |        |        | - | -   |
| Mov Cap-1 Maneuver   | 989    | 1069   | 1601   | - | -   |
| Mov Cap-2 Maneuver   | 989    | -      | -      | - | -   |
| Stage 1              | 1010   | -      | -      | - | -   |
| Stage 2              | 1015   | -      | -      | - | -   |

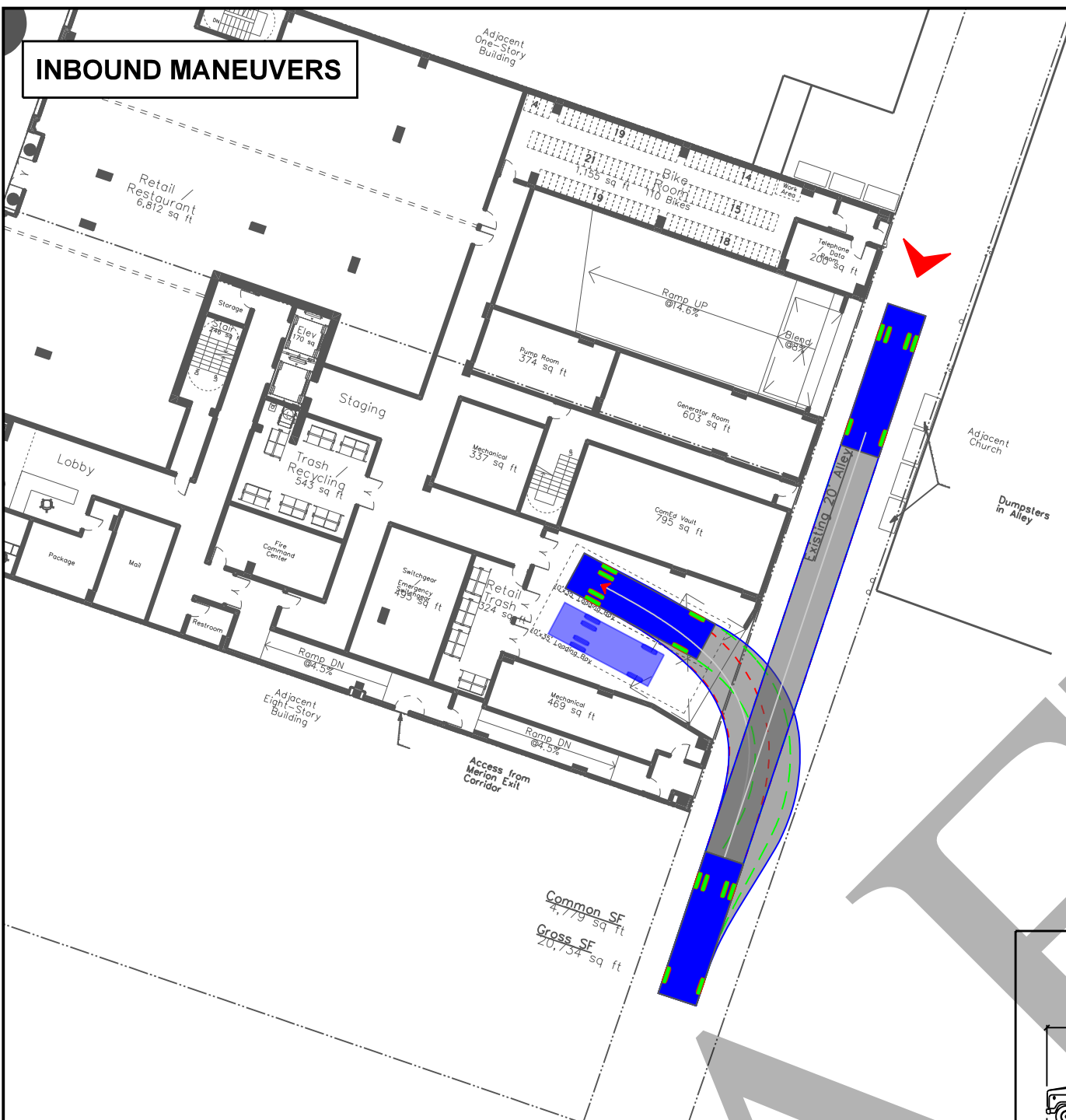
| Approach               | EB  | NB   | SB |
|------------------------|-----|------|----|
| HCM Control Delay, s/v | 8.5 | 2.42 | 0  |
| HCM LOS                | A   |      |    |

| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 600   | -   | 1043  | -   | -   |
| HCM Lane V/C Ratio        | 0.002 | -   | 0.013 | -   | -   |
| HCM Control Delay (s/veh) | 7.3   | 0   | 8.5   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0     | -   | -   |

Passenger Vehicle and Truck Maneuvering  
Exhibits

**INBOUND MANEUVERS**

SCALE: 1" = 30'

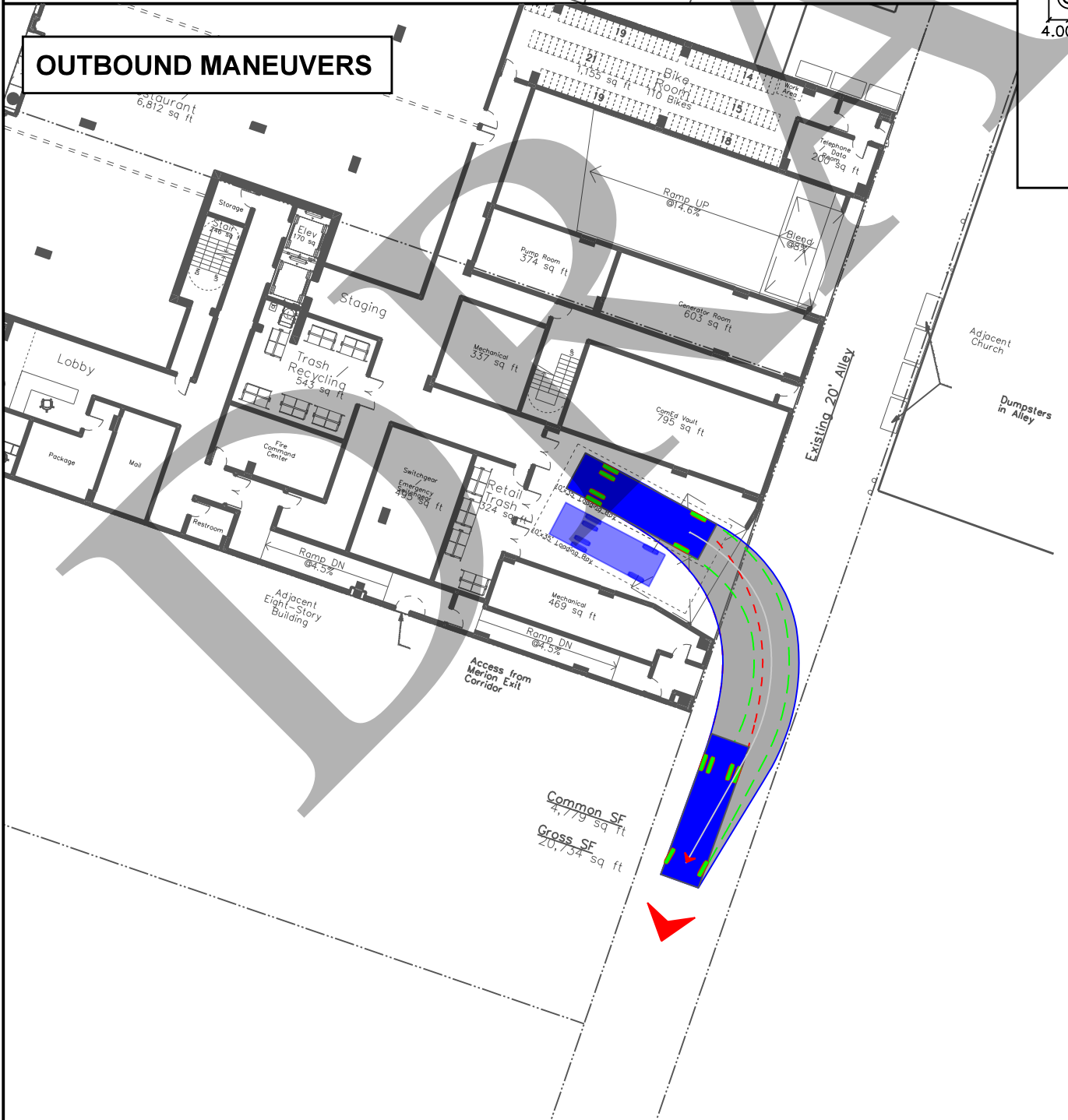


**SINGLE-UNIT TRUCK**

|                   | FEET   |
|-------------------|--------|
| WIDTH             | : 8.00 |
| TRACK             | : 8.00 |
| LOCK TO LOCK TIME | : 6.00 |
| STEERING ANGLE    | : 31.8 |

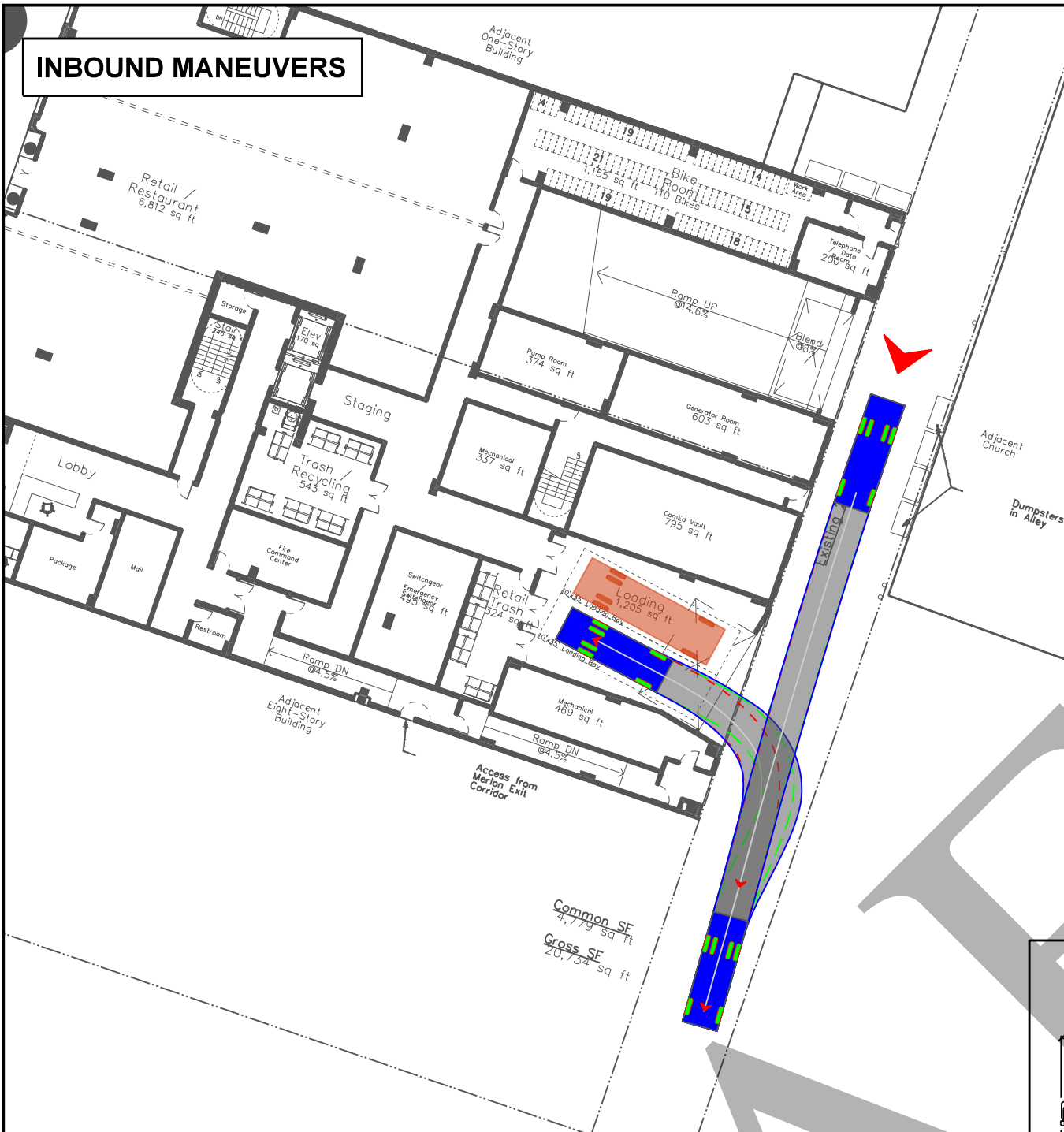
BODY OF VEHICLE - ———  
 FRONT TIRES PATH - - - - - -  
 REAR TIRES PATH - - - - - -

**OUTBOUND MANEUVERS**



**INBOUND MANEUVERS**

SCALE: 1" = 30'

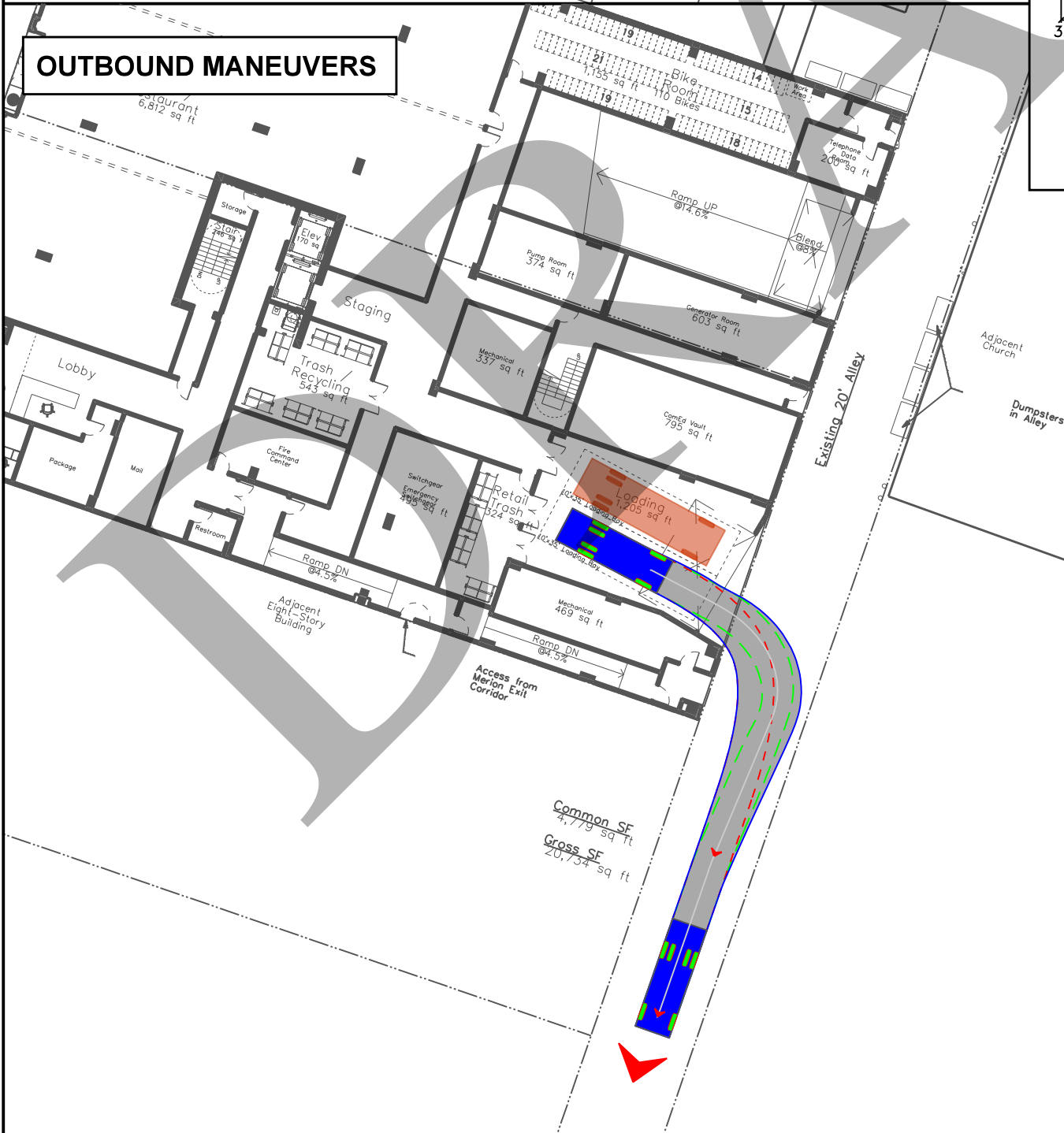


**CUSTOM MEDIUM TRUCK**

|                   | FEET   |
|-------------------|--------|
| WIDTH             | : 7.12 |
| TRACK             | : 7.12 |
| LOCK TO LOCK TIME | : 6.00 |
| STEERING ANGLE    | : 40.0 |

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

**OUTBOUND MANEUVERS**



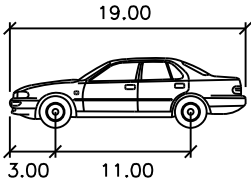




SCALE: 1" = 30'

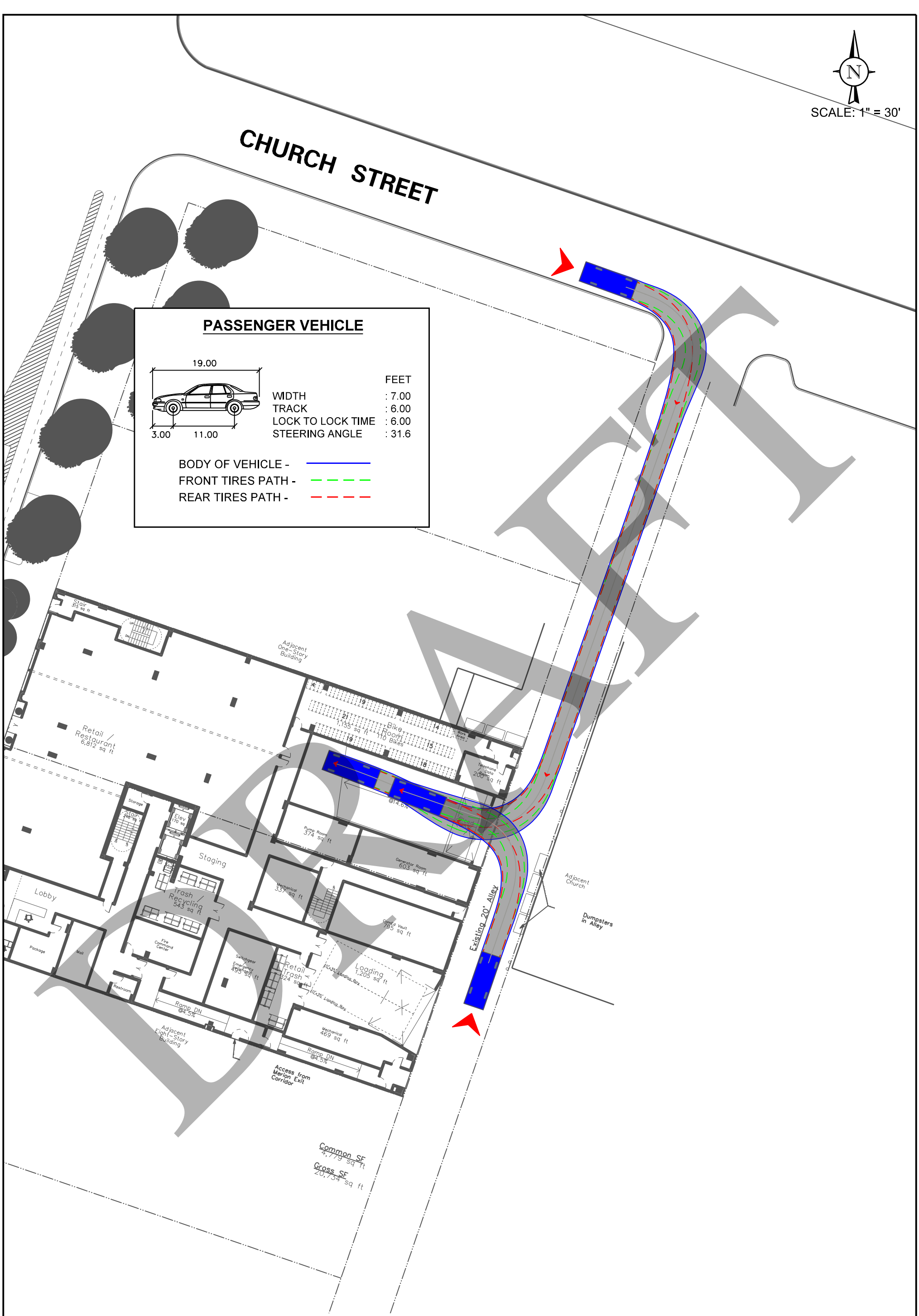
CHURCH STREET

**PASSENGER VEHICLE**



|                   | FEET   |
|-------------------|--------|
| WIDTH             | : 7.00 |
| TRACK             | : 6.00 |
| LOCK TO LOCK TIME | : 6.00 |
| STEERING ANGLE    | : 31.6 |

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





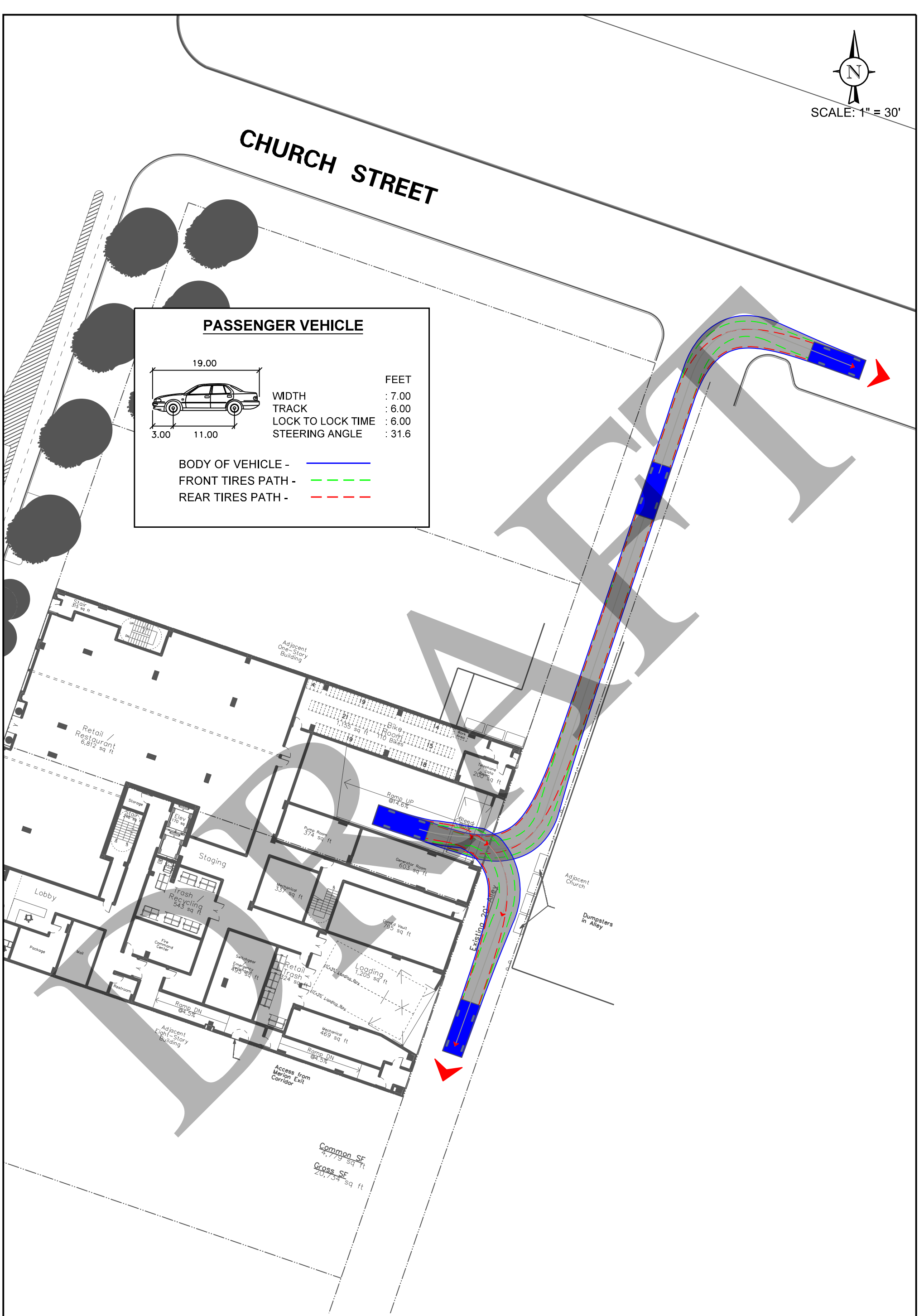
SCALE: 1" = 30'

CHURCH STREET

**PASSENGER VEHICLE**

|                   |        |
|-------------------|--------|
|                   | FEET   |
| WIDTH             | : 7.00 |
| TRACK             | : 6.00 |
| LOCK TO LOCK TIME | : 6.00 |
| STEERING ANGLE    | : 31.6 |

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



DRAFT

## Alley Management Plan



## **ALLEY MANAGEMENT PLAN FOR LEGACY APARTMENTS**

Horizon Group XXIII, LLC (“Horizon”) recognizes the alley located behind the Legacy Apartments (the “Legacy”) is of concern to the neighbors immediately adjacent to the alley as it is used to service these abutting properties. Over the years, the alley has suffered some dilapidation and congestion. This Alley Management Plan (“AMP”) dated October 9, 2024, memorializes the commitment by Horizon with respect to the rehabilitation, management and operations of the alley, in concert with neighbors and the City of Evanston (“City”).

### **1. CONSTRUCTION PHASE**

- a. Horizon will be submitting to the City a draft Construction Management Plan (“CMP”). Prior to obtaining a building permit, Horizon will submit a final CMP to be approved by the City. The CMP allows for continued use of the alley, with one lane during construction, which also allows for snow removal as needed and as currently handled by the various property owners abutting the alley.
- b. Horizon will commit to pay \$400,000 (the “Horizon Contribution”) toward the repaving of the alley by the City upon completion of construction, and the City will be responsible for the remainder of the cost of repaving, provided however, that if the City is not prepared to begin such repaving work at completion of construction and (i) Horizon must expend funds to repair the alley in order for its development to receive a Certificate of Occupancy or otherwise be accessible from the alley (“Horizon Repair Expenditures”), then the Horizon Contribution shall be reduced by the Horizon Repair Expenditures; and (ii) if repaving of the alley is not commenced by the City within two years of the completion of construction, then Horizon shall not be required to make the Horizon Contribution, as it may be reduced by the Horizon Repair Expenditures, or if Horizon has made all or any part of the Horizon Contribution, the funds so paid will be returned to Horizon by the City.

### **2. OPERATIONS PHASE**

- a. Once the proposed development becomes operational, Horizon will use best efforts to manage its use of the alley, as set forth below, to best alleviate potential congestion in the alley.
- b. The Legacy will work with the Merion and LRS to coordinate and consolidate trash and recycling services in order to improve the efficiency of LRS, including reducing the number of trash bins and frequency of pick-ups. Horizon has shared with the City confirmation from LRS that (subject to unforeseen challenges that can surface) they will be able to handle waste hauling activities from the interior loading berths of the new building, as opposed to idling trucks in the alley. Additionally, the Legacy will have a box baler located near the internal loading bays, which will reduce refuse size and number of required pick-ups.
- c. The Legacy property manager will have an established line of communication with First United Methodist Church and other nearby users of the alley in order to alleviate alley blockage.
- d. Horizon will continue to utilize its maintenance staff for snow removal adjacent to its properties.
- e. For residents that are moving in or out of the building, those events will be scheduled through the property manager, so that there is only 1 move in or out scheduled at a time per loading berth, avoiding peak alley usage times where possible. Residential move ins/outs will only be scheduled upon the availability of the loading berths and the one freight elevator. This scheduling and coordination provision will be a condition of Project approval, and Applicant will work with the City on the ordinance language.
- f. Commercial deliveries requiring use of the loading berths, will be coordinated with the residential property manager so as to avoid conflicts or move ins/outs during commercial delivery times. Brief deliveries (ie- FedEx and Amazon) will be able to be accommodated, subject to City requirements, in the short-term loading zones in front of the building on Chicago Avenue.
- g. Horizon will work with its design consultants to install surveillance and safety devices such as cameras, alley lighting, flashing lights, mirrors, signage and markings on the exterior of the building to alleviate congestion, deter violative behavior, and increase public safety in the alley.



## **ALLEY MANAGEMENT PLAN FOR LEGACY APARTMENTS**

Horizon Group XXIII, LLC (“Horizon”) recognizes the alley located behind the Legacy Apartments (the “Legacy”) is of concern to the neighbors immediately adjacent to the alley as it is used to service these abutting properties. Over the years, the alley has suffered some dilapidation and congestion. This Alley Management Plan (“AMP”) dated October 9, 2024, memorializes the commitment by Horizon with respect to the rehabilitation, management and operations of the alley, in concert with neighbors and the City of Evanston (“City”).

### **1. CONSTRUCTION PHASE**

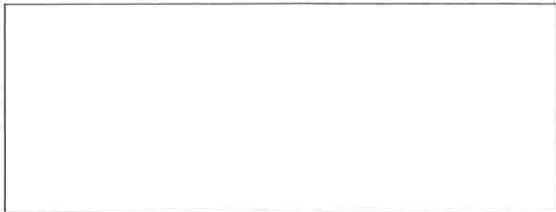
- a. Horizon will be submitting to the City a draft Construction Management Plan (“CMP”). Prior to obtaining a building permit, Horizon will submit a final CMP to be approved by the City. The CMP allows for continued use of the alley, with one lane during construction, which also allows for snow removal as needed and as currently handled by the various property owners abutting the alley.
- b. Horizon will commit to pay \$400,000 (the “Horizon Contribution”) toward the repaving of the alley by the City upon completion of construction, and the City will be responsible for the remainder of the cost of repaving, provided however, that if the City is not prepared to begin such repaving work at completion of construction and (i) Horizon must expend funds to repair the alley in order for its development to receive a Certificate of Occupancy or otherwise be accessible from the alley (“Horizon Repair Expenditures”), then the Horizon Contribution shall be reduced by the Horizon Repair Expenditures; and (ii) if repaving of the alley is not commenced by the City within two years of the completion of construction, then Horizon shall not be required to make the Horizon Contribution, as it may be reduced by the Horizon Repair Expenditures, or if Horizon has made all or any part of the Horizon Contribution, the funds so paid will be returned to Horizon by the City.

### **2. OPERATIONS PHASE**

- a. Once the proposed development becomes operational, Horizon will use best efforts to manage its use of the alley, as set forth below, to best alleviate potential congestion in the alley.
- b. The Legacy will work with the Merion and LRS to coordinate and consolidate trash and recycling services in order to improve the efficiency of LRS, including reducing the number of trash bins and frequency of pick-ups. Horizon has shared with the City confirmation from LRS that (subject to unforeseen challenges that can surface) they will be able to handle waste hauling activities from the interior loading berths of the new building, as opposed to idling trucks in the alley. Additionally, the Legacy will have a box baler located near the internal loading bays, which will reduce refuse size and number of required pick-ups.
- c. The Legacy property manager will have an established line of communication with First United Methodist Church and other nearby users of the alley in order to alleviate alley blockage.
- d. Horizon will continue to utilize its maintenance staff for snow removal adjacent to its properties.
- e. For residents that are moving in or out of the building, those events will be scheduled through the property manager, so that there is only 1 move in or out scheduled at a time per loading berth, avoiding peak alley usage times where possible. Residential move ins/outs will only be scheduled upon the availability of the loading berths and the one freight elevator. This scheduling and coordination provision will be a condition of Project approval, and Applicant will work with the City on the ordinance language.
- f. Commercial deliveries requiring use of the loading berths, will be coordinated with the residential property manager so as to avoid conflicts or move ins/outs during commercial delivery times. Brief deliveries (ie- FedEx and Amazon) will be able to be accommodated, subject to City requirements, in the short-term loading zones in front of the building on Chicago Avenue.
- g. Horizon will work with its design consultants to install surveillance and safety devices such as cameras, alley lighting, flashing lights, mirrors, signage and markings on the exterior of the building to alleviate congestion, deter violative behavior, and increase public safety in the alley.



# PLANNED DEVELOPMENT APPLICATION



Case Number: \_\_\_\_\_

## 1. PROPERTY

Address(es)/Location(s)

1621-31 Chicago Avenue

Brief Narrative Summary of Proposal:

The proposed development, referred to as The Legacy, is located in a Transit-Oriented Development area and consists of a 12-story, mixed-use building containing:

1) approximately 6,812 sq. ft. of ground floor commercial space; 2) 110 bicycle parking spaces located on the ground floor 3) 48 automobile parking spaces located on the 2nd and 3rd floors; 4) 110 residential units located on floors 3-11; and 5) a partial, setback, 12th floor amenity level.

The proposed building will be a predominantly concrete and glass clad structure. This Planned Development application replaces Applicant's two previous applications for this Property: 1) a 2018 application consisting of a 211 foot, 19-story, 240 residential unit building; and 2) a 2022 application consisting of a 165 foot, 15-story, 140 residential unit building. The current proposal materially addresses previous height objections, while maintaining previously offered public benefits and improving several aspects of the project such that it is now in-line and consistent with pertinent City planning and development policies and area plans. The project also includes 8 on-site Affordable units and shall be in full compliance with the Evanston IHO.

## 2. APPLICANT

Name: Horizon Group XXIII, LLC Organization: Contact: Jeffrey Michael

Address: 1946 W. Lawrence Avenue City, State, Zip: Chicago, IL 60640

Phone: Work: 773-529-7200 x 5001 Home: \_\_\_\_\_ Cell/Other: 847-812-8768

Fax: Work: \_\_\_\_\_ Home: \_\_\_\_\_

E-mail: jmichael@horizonrealtygroup.com [PRIMARY MEANS OF CONTACT]

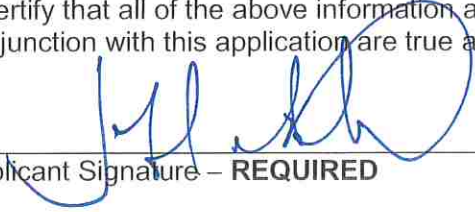
Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- same
- builder/contractor
- potential purchaser
- potential lessee
- architect
- attorney
- lessee
- real estate agent
- officer of board of directors
- other: \_\_\_\_\_

## 3. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

  
Applicant Signature – **REQUIRED**

8/27/24  
Date

#### 4. PRE-SUBMISSION REQUIREMENTS

Prior to actually submitting an application for Planned Development, you must:

A. Complete a Zoning Analysis of the Development Plan

The Zoning Office staff must review the development plan and publish a written determination of the plan's level of compliance with the zoning district regulations. Apply at the Zoning Office.

B. Present the planned development at a pre-application conference

Contact the Zoning Office to schedule a conference with Planning & Zoning Division staff.

#### 5. REQUIRED SUBMISSION DOCUMENTS AND MATERIALS

- (This) Completed Application Form**
- Application Fee (\$6,000)**
- Two (2) Copies of Application Binder**

Your application must be in the form of a binder with removable pages for copying. You must submit two application binders for initial review.

The Application Binder must include:

- Certificate of Disclosure of Ownership Interest Form
- Plan drawing illustrating development boundary and individual parcels and PINs
- Plat of Survey of Entire Development Site
- Zoning Analysis Results Sheet
- Preliminary Plat of Subdivision *N/A*
- Pre-application Conference Materials
- Development Plan
- Landscape Plan
- Inclusionary Housing Ordinance Application
- Statement addressing how the planned development approval will further public benefits
- Statement describing the relationship with the Comprehensive Plan and other City land use plans
- Statement describing the development's compliance with any other pertinent city planning and development policies
- Statement addressing the site controls and standards for planned developments
- Statement of proposed development's compatibility with the surrounding neighborhood
- Statement of the proposed development's compatibility with the design guidelines for planned developments
- Statements describing provisions for care and maintenance of open space and recreational facilities and proposed articles of incorporation and bylaws
- Restrictive Covenants *N/A*
- Schedule of Development
- Market Feasibility Statement
- Traffic Circulation Impact Study
- Statement addressing development allowances for planned developments

**Notes:**

- **Plats of survey** must be drawn to scale and must accurately and completely reflect the current conditions of the property.
- **Building plans** must be drawn to scale and must include interior floor plans and exterior elevations.
- **Application Fees** may be paid by cash, check, or credit card.
- **Mailing Fees** also apply and will be provided to the applicant from the City's mailing vendor.

- **Civic Engagement Website** will be set up for the duration of the planned development review process at applicant expense.

## **6. OTHER PROFESSIONAL REPRESENTATIVE INFORMATION**

### **Attorney**

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

### **Architect**

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

### **Surveyor**

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

### **Civil Engineer**

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

### **Traffic Engineer**

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

### **Other Consultant**

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Address: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_





## **Application Procedure**

- (A) Pre-Application Conference: Pre-Application Conference: Prior to application submittal, an applicant shall meet with the Zoning Administrator, Planning & Zoning staff, and the Alderman of the ward in which the proposed planned development is located. Where applicable, a representative of the Preservation Commission shall be present. The purpose of the conference is to present the concept of the proposed plan and discuss procedures and standards for approval. No representation made by City staff or the representative of the Preservation Commission during such conference or at any other time shall be binding upon the City with respect to the application subsequently submitted. The pre-application conference shall be scheduled within 15 calendar days after receiving the applicant's request.
- (B) Information Needed for Pre-Application Conference: The applicant shall include the following information at the time of request for the meeting:
1. Narrative summary of proposal.
  2. Conceptual site plan.
  3. Plat of survey (including the location of utilities).
  4. Proposed elevations.
  5. Photographs of the subject and surrounding properties.
  6. Description of adjacent land uses and neighborhood characteristics.
  7. Description of critical historical structures, details or characteristics (if applicable).
- (C) Zoning Analysis Application: Prior to review of the project, the applicant must submit the project for "zoning analysis." The Zoning Division's response to this application is a Zoning Analysis Review Sheet addressing specific regulatory areas, and indicating compliance or deficiency.
- (D) Results of Pre-Application Conference and Zoning Analysis: Following the pre-application conference, the Zoning Administrator shall be available to suggest modifications to the site plan as discussed during the pre-application conference. Within 7 calendar days, minutes of the pre-application conference shall be sent to the applicant and shall be available upon request to interested parties by the Zoning Administrator.

## **Review Procedure - Decision**

- (A) Review Procedure: Upon the review of an application for a planned development the Zoning Administrator shall notify the developer of any deficiencies or modifications necessary to perfect the planned development application.
- (B) Public Hearing: After determining that the application is complete, the Zoning Administrator shall schedule a public hearing to be held by the Plan Commission at which time a formal presentation of the planned development application will be presented. The public hearing shall be held not less than 15 calendar days and no more than 30 calendar days from the date of receipt of the complete application. In addition, a sign shall be posted on the property for a minimum of 10 working days prior to the public hearing indicating the place, time and date of the hearing.
- (C) Mailed Notices Required: Notice shall also be given by first class mail to all owners of property within a 1,000-foot radius of the subject property as provided by the City. The failure of delivery of such notice, however, shall not invalidate any such hearing. The City, through its Geographic Information System, will supply the names and addresses of the owners of property within the 1,000-foot radius. A third party mailing service mails notice of the hearing to the neighboring property owners. The applicant must pay any and all fees and postage associated with mailing this notice. The City publishes a notice of the hearing in a locally circulating newspaper, generally the Evanston Review, no less than 15 days nor more than 30 days prior to hearing.
- (D) Recommendation: The Plan Commission holds a public hearing and makes a recommendation, based on findings of fact, to the City Council within 60 days of the close of the public hearing. The Planning and Development Committee of the City Council considers the Plan Commission's recommendation and forwards it to the full Council with or without a recommendation. The City Council considers the Plan Commission's recommendation and may introduce an ordinance granting the planned development. The City Council may adopt an ordinance granting the planned development at the following or any subsequent City Council meeting. The developer shall record the ordinance granting the planned development and the development plan with the Cook County Recorder.

## **Submittal Requirements**

- 1) Planned Development Application Form.
- 2) Certificate of Disclosure of Ownership Interest Form listing each individual lot contained within the proposed development identified by parcel identification number and each owner having legal or equitable interest in each

individual parcel. Connection to the ownership interest in the property must be documented in the form of a title insurance policy, deed, lease or contract to lease or purchase.

- 3) Exhibit illustrating the boundaries of each individual parcel contained within the property(ies) proposed for development with coincide parcel identification numbers.
- 4) Plat of Survey, drawn to scale, showing dimensions and areas of the parcel(s), lot(s), block(s), or portions thereof, according to the recorded plat of the subject property(ies).
- 5) Preliminary Plat of Subdivision, if necessary, showing the development consists of, and is coterminous with, a single lot legally described in a recorded plat of subdivision or proposed subdivision or consolidation.
- 6) Pre-application Conference Materials:
  - a) Conceptual site plan, showing parking and bicycle facilities where appropriate;
  - b) Plat of survey showing location of utilities;
  - c) Elevations;
  - d) Photographs of the subject and surrounding properties;
  - e) Description of adjacent land uses and neighborhood characteristics; and
  - f) Description of critical historical structures, details or characteristics.
- 7) Zoning Analysis Results Sheet, if available.
- 8) Development Plan showing:
  - a) Location, dimensions and total area of site;
  - b) Location, dimensions, floor area, construction type and use of each structure;
  - c) Number, type and size of dwelling units, and the overall dwelling unit density;
  - d) Number and location of parking spaces and loading docks, with means of ingress and egress;
  - e) Traffic circulation pattern, location and description of public improvements, streets and access easements to be installed or created;
  - f) All existing and proposed dedications and easements;
  - g) Drainage plan;
  - h) Locations, dimensions and uses of adjacent properties, rights of way, easements and utilities serving the site;
  - i) Significant topographical or physical features, including trees;
  - j) Soil or subsurface conditions; and
  - k) Historical structures or features.
- 9) Landscape Plan, including:
  - a) Location, dimensions and total area of site;
  - b) Locations, dimensions and uses of adjacent properties, rights of way, easements and utilities serving the site;
  - c) Landscaping location and treatment, plant material types, size and quantity, open spaces, and exterior surfaces of all structures with sketches of proposed landscaping;
  - d) Topographic and physical site features including soils and existing trees and vegetation;
  - e) Location, type and size of trees to be removed, and preservation plan for existing trees to remain through construction; and
  - f) Location, type, height and material of all fences and walls.
- 10) Inclusionary Housing Ordinance Application.
- 11) Statement addressing how the planned development approval will further public benefits including:
  - a) Preservation and enhancement of desirable site characteristics, open space, topographic and geologic features, and historic and natural resources;
  - b) Use of design, landscape, and architectural features to create a pleasing environment;
  - c) Provide a variety of housing types in accordance with the City's housing goals;
  - d) Eliminate blighted structures or incompatible uses through redevelopment or rehabilitation;
  - e) Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base;
  - f) Efficiently use land resulting in more economic networks of utilities, streets, schools, public grounds, and other facilities; and
  - g) Incorporate recognized sustainable design practices and building materials to promote energy conservation and improve environmental quality.
  - h) Additional benefits related to transit alternatives, public art, public space improvements, etc.

- 12) Statement describing the relationship between the proposed development and the Comprehensive General Plan and other City land use plans.
- 13) Statement describing the developments compliance with the Zoning Ordinance and any other pertinent city planning and development policies.
- 14) Statement addressing the site controls and standards for planned developments in the subject property's zoning district regarding the following:
  - a) Minimum area
  - b) Tree preservation
  - c) Landscaped strip
  - d) Open space
  - e) Walkways
  - f) Parking and loading
  - g) Utilities
  - h) Stormwater treatment
- 15) Statement of proposed developments compatibility with the surrounding neighborhood.
- 16) Statement of proposed developments compatibility with the design guidelines for planned developments.
- 17) Statement describing provisions for care and maintenance of open space and recreational facilities and, if owned by an entity other than a government authority, proposed articles of incorporation and bylaws.
- 18) Restrictive Covenants to be recorded against proposed development.
- 19) Schedule of Development phases or stages stating beginning and completion time for each phase.
- 20) Market Feasibility Statement indicating the consumer market areas for all proposed uses in the development, the population potential of the area to be served by the proposed uses and other pertinent information concerning the demand for such uses of land.
- 21) Traffic Circulation Impact Study showing the effect of the development upon adjacent roadways, anticipated vehicular trips and traffic flow, and what road improvements and traffic control upgrading might be necessary.
- 22) Statement addressing the development allowances for planned developments in the subject property's zoning district regarding the following:
  - a) Height increases
  - b) Density increases
  - c) The location and placement of buildings varying from that otherwise permitted in the district
  - d) Floor area ratio increases

**Standing**

The applicant must own, lease, or have legal or equitable interest in the subject property. The Planning and Zoning Division requires the applicant to demonstrate his or her connection to the ownership interest in the property. Documentation can be in the form of a title insurance policy or a deed, and a lease or contract to lease or purchase.



# SPECIAL USE APPLICATION

## 1. PROPERTY

Address 1621-31 Chicago Avenue

Permanent Identification Number(s):

PIN 1: 1 1 - 1 8 - 4 0 3 - 0 2 1 - 0 0 0 0 PIN 2:     -    -    -    -    -    -    -    

(Note: An accurate plat of survey for all properties that are subject to this application **must** be submitted with the application.)

## 2. APPLICANT

Name: Horizon Group XXIII, LLC

Organization: C/O Jeffrey Michael

Address: 1946 W. Lawrence Ave.

City, State, Zip: Chicago, IL 60640

Phone: Work: 773-529-7200 x 5001 Home: \_\_\_\_\_ Cell/Other: 847-812-8768

Fax: Work: \_\_\_\_\_ Home: \_\_\_\_\_

E-mail: jmichael@horizonrealitygroup.com [Primary Means of Contact]

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- same
- architect
- officer of board of directors
- builder/contractor
- attorney
- other: \_\_\_\_\_
- potential purchaser
- lessee
- potential lessee
- real estate agent

## 3. PROPERTY OWNER (Required if different than applicant. All property owners must be listed and must sign below.)

Name(s) or Organization: Applicant owns the property

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: Work: \_\_\_\_\_ Home: \_\_\_\_\_ Cell/Other: \_\_\_\_\_

Fax: Work: \_\_\_\_\_ Home: \_\_\_\_\_

E-mail: \_\_\_\_\_

Please circle the primary means of contact.

"By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing."

Property Owner(s) Signature(s) -- **REQUIRED** \_\_\_\_\_ Date \_\_\_\_\_

## 4. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

Applicant Signature - **REQUIRED** \_\_\_\_\_

Date 8/27/24

## 5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- (This) Completed and Signed Application Form**
- Plat of Survey** Date of Survey: May 1, 2018
- Project Site Plan** Date of Drawings: \_\_\_\_\_
- Plan or Graphic Drawings of Proposal** (If needed, see notes)
- Non-Compliant Zoning Analysis**
- Proof of Ownership** Document Submitted: Title Policy
- Application Fee** Amount \$ 6,000

**Notes: Incomplete applications will not be accepted.** Although some of these materials may be on file with another City application, individual City applications must be complete with their own required documents.

### **Plat of Survey**

- (1) One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

### **Site Plan**

- (1) One copy of site plan or floor plans, drawn to scale, showing all dimensions.

### **Plan or Graphic Drawings of Proposal**

A Special Use application requires graphic representations for any elevated proposal-- garages, home additions, roofed porches, etc. Applications for a/c units, driveways, concrete walks do not need graphic drawings; their proposed locations on the submitted site plan will suffice.

### **Proof of Ownership**

Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).

- **Tax bill will not be accepted as Proof of Ownership.**

### **Non-Compliant Zoning Analysis**

This document informed you that the proposed change of use is non-compliant with the Zoning Code and requires a variance.

### **Application Fee**

The application fee depends on your zoning district (see zoning fees). Acceptable forms of payment are: Cash, Check, or Credit Card.

## 6. PROPOSED PROJECT

### A. Briefly describe the proposed Special Use:

The proposed development, referred to as The Legacy, is located in a Transit-Oriented Development area and consists of a 12-story, mixed-use building containing:

- 1) approximately 6,812 sq.ft. of ground floor commercial space; 2) 110 bicycle parking spaces; 3) 48 automobile parking spaces located on the 2nd and 3rd floors;
- 4) 110 residential dwelling units located on floors 3-11; and 5) a partial, setback, 12th floor amenity level. The Proposed building will be a predominantly concrete and glass clad structure. This current proposal materially addresses previous height objections, while maintaining previously offered public benefits and improving aspects of the project such that it is now in-line and consistent with pertinent City planning and development policies and area plans. The project also includes 8 on-site affordable units and is in full compliance with the Evanston IHO.

## APPLICANT QUESTIONS

- a) Is the requested special use one of the special uses specifically listed in the Zoning Ordinance? What section of the Zoning Ordinance lists your proposed use as an allowed special use in the zoning district in which the subject property lies? (See Zoning Analysis Review Sheet)

Yes. Applicant's proposed development requires approval of a Special Use for a Planned Development under Sections 6-3-5-2 (c), 6-3-6-1, 6-11-1-10-(D)2, and 6-11-5-3 of the City of Evanston's Zoning Ordinance. Eligible Site Development Allowances are required in order to allow the height, number of dwelling units, number of off-street automobile parking spaces and reduction in size of 2 compact parking spaces, subject to and by the authority of Sections 6-3-6-5 (B), (D), and (E).

- b) Will the requested special use interfere with or diminish the value of property in the neighborhood? Will it cause a negative cumulative effect on the neighborhood?

The requested Special Use will not interfere or diminish the neighborhood property values in any way. In fact, the proposed Special Use will have a positive effect on the value of property in the neighborhood, as the proposed development will bring in new residents, customers and visitors to the area, thereby significantly increasing real estate and sales tax revenue, as well as supporting local businesses. The elimination of obsolete, vacant commercial space, replacing it with a modern commercial establishment and improved streetscape and pedestrian experience will also positively impact the neighborhood.

- c) Will the requested special use be adequately served by public facilities and services?

The planned development will be adequately served by public facilities and services. The Legacy development team has met with City staff and departments of public works, engineering, and fire department, along with project civil engineer to insure that adequate utilities, public facilities and services are available to the planned development. Additionally, the City of Evanston's Land Use Commission previously affirmed, at the time of Applicant's prior planned development application hearing, that the planned development at this Property met this standard.

d) Will the requested special use cause undue traffic congestion?

The planned development will not cause undue traffic congestion as set forth in the Traffic Impact Study conducted by KLOA. The subject Property is well located in a transit-oriented area, with reduced automobile parking and alternative modes of transportation available, including increased bicycle parking and public transportation further alleviate traffic.

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e) Will the requested special use preserve significant historical and architectural resources?

The subject Property does not contain any historically or architecturally significant buildings or resources.

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f) Will the requested special use preserve significant natural and environmental features?

The subject Property does not contain any significant natural or environmental features.

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g) Will the requested special use comply 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?

Yes. The requested special use will comply with all applicable regulations of the district in which it is located, including the Evanston zoning ordinance, subject to approval of the four eligible site development allowances requested, as set forth in the Planned Development Application materials.

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# City of Evanston DISCLOSURE STATEMENT

(This form is required for all Major Variances and Special Use Applications)

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The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or special uses, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made: Does not apply.

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2. *If a person or organization owns or controls the proposed land user*, list the name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number \_\_\_\_ above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.)

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3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number \_\_\_\_ above, or indicated below.

Horizon Group XXIII, LLC

c/o Jeff Michael

1946 W. Lawrence Avenue

Chicago, IL 60640

Attention: Jeffrey Michael

4. List the name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number \_\_\_\_ above, or indicated below.

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**If Applicant or Proposed Land User is a Corporation**

Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.

a. Names and addresses of all officers and directors.

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b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.

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**If Applicant or Proposed Land User is not a Corporation**

Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

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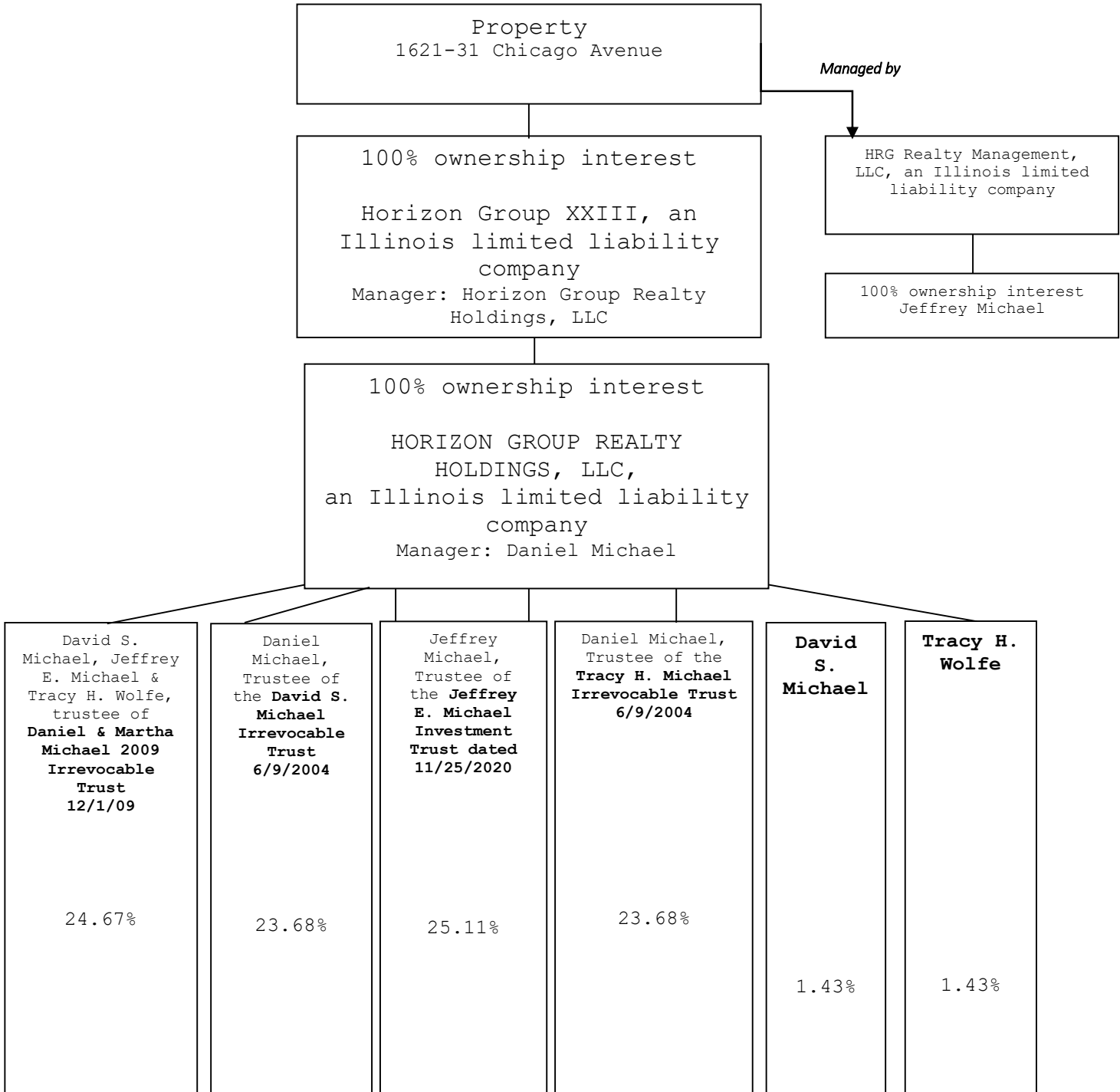
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**ORGANIZATIONAL CHART:**



CHICAGO TITLE INSURANCE COMPANY

OWNER'S POLICY (2006)

SCHEDULE A

POLICY NUMBER: 1401 - 008861207 - D1

DATE OF POLICY: SEPTEMBER 12, 2012

AMOUNT OF INSURANCE: \$ [REDACTED]

1. NAME OF INSURED:

HORIZON GROUP XXIII, AN ILLINOIS LIMITED LIABILITY COMPANY

2. THE ESTATE OR INTEREST IN THE LAND THAT IS INSURED BY THIS POLICY IS:  
FEE SIMPLE, UNLESS OTHERWISE NOTED.

3. TITLE IS VESTED IN:  
THE INSURED

4. THE LAND HEREIN DESCRIBED IS ENCUMBERED BY THE FOLLOWING MORTGAGE OR TRUST DEED  
AND ASSIGNMENTS:

COMMERCIAL MORTGAGE (INCLUDING SECURITY AGREEMENT, ASSIGNMENT OF RENTS AND LEASES AND  
FIXTURE FILING) DATED AUGUST 30, 2012 AND RECORDED SEPTEMBER 12, 2012 AS DOCUMENT  
1225601077 MADE BY HORIZON GROUP XXIII, AN ILLINOIS LIMITED LIABILITY COMPANY TO  
THE NORTHERN TRUST COMPANY TO SECURE A NOTE IN THE AMOUNT OF \$ [REDACTED]

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED

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CHICAGO TITLE INSURANCE COMPANY

OWNER'S POLICY (2006)  
SCHEDULE A (CONTINUED)

POLICY NUMBER: 1401 - 008861207 - D1

5. THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

LOT "A" IN THE PLAT OF CONSOLIDATION, OF LOT 4 (EXCEPT THE NORTH 5 FEET THEREOF) AND ALL OF LOTS 5, 6, 7, 8 AND 9 IN BLOCK 20 IN THE VILLAGE OF EVANSTON, BEING A SUBDIVISION OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

**THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED**

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CHICAGO TITLE INSURANCE COMPANY

OWNER'S POLICY (2006)

SCHEDULE B

POLICY NUMBER: 1401 - 008861207 - D1

EXCEPTIONS FROM COVERAGE

THIS POLICY DOES NOT INSURE AGAINST LOSS OR DAMAGE, THE COMPANY WILL NOT PAY COSTS, ATTORNEY'S FEES OR EXPENSES THAT ARISE BY REASON OF:

GENERAL EXCEPTIONS:

- (1) RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY PUBLIC RECORDS.
- (2) ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.
- (3) EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY PUBLIC RECORDS.
- (4) ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
- (5) TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.

6.

1. TAXES FOR THE YEAR(S) 2011 AND 2012  
2012 TAXES ARE NOT YET DUE OR PAYABLE.

1A. NOTE: 2011 FIRST INSTALLMENT WAS DUE MARCH 1, 2012  
NOTE: 2011 FINAL INSTALLMENT WAS DUE AUGUST 1, 2012

| PERM TAX#          | PCL    | YEAR | 1ST INST     | STAT |
|--------------------|--------|------|--------------|------|
| 11-18-403-019-0000 | 1 OF 1 | 2011 | \$368,685.81 | PAID |

FINAL INSTALLMENT OF 2011 TAXES IN THE AMOUNT OF \$305,002.65 IS PAID

PERM TAX# 11-18-403-019-0000 PCL 1 OF 1 VOLUME 57

4A SPECIAL SERVICE AREA NUMBER 4, CITY OF EVANSTON, RECORDED AS DOCUMENT NUMBER 0434404070, ORDINANCE NUMBER 52-0-97.

7. RESTRICTIONS CONTAINED IN DEED RECORDED FEBRUARY 17, 1857 AS DOCUMENT 81567 AND RECORDED MARCH 3, 1863 AS DOCUMENT 63409 PROHIBITING THE MANUFACTURE, SALE OR GIVING AWAY OF LIQUORS

NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF

CHICAGO TITLE INSURANCE COMPANY

OWNER'S POLICY (2006)

SCHEDULE B

POLICY NUMBER: 1401 - 008861207 - D1

EXCEPTIONS FROM COVERAGE (CONTINUED)

TITLE IN CASE OF BREACH OF CONDITION

(AFFECTS LOTS 6, 7, 8 AND 9)

- E 8. COVENANT RECORDED SEPTEMBER 14, 1978 AS DOCUMENT 24627321 MADE BY EXCHANGE NATIONAL BANK AS TRUSTEE UNDER < NO 25168 AND NORTH SHORE HOTEL LTD., THAT THE PRESENT AND FUTURE OWNERS OF THE BUILDING SHALL LEASE OR OTHERWISE PROVIDE ONE OFF-STREET PARKING SPACE FOR EACH VEHICLE OWNED OR REGISTERED TO A RESIDENT OF THE RETIREMENT HOTEL. IN NO EVENT SHALL THE SPECIAL USE PERMITTEE PROVIDE LESS THAN 15 OFF STREET PARKING SPACES.

(AFFECTS LOTS 6, 7, 8, AND 9)

- F 9. ENCROACHMENT OF THE CAR PORT LOCATED MAINLY ON THE LAND ONTO THE PROPERTY WEST AND ADJOINING BY AN UNDISCLOSED AMOUNT, AS SHOWN ON PLAT OF SURVEY NUMBER 12-175 PREPARED BY B.H. SUHR & COMPANY, INC. DATED JULY 10, 2012.

- G 10. ENCROACHMENT OF CANOPIES OVER THE WEST LINE AND SOUTH LINE AND ENCROACHMENT OF CONCRETE WALL OVER THE EAST LINE BY 1.10 FEET MORE OR LESS AS DISCLOSED BY SURVEY AFORESAID.

- H 11. ENCROACHMENT OF ONE STORY BRICK BUILDING LOCATED ON PROPERTY NORTH AND ADJOINING OVER AND ONTO THE LAND BY 0.10 FEET AS DISCLOSED BY SURVEY AFORESAID.

- AK 12. EXISTING UNRECORDED LEASES AS DISCLOSED BY THE RENT ROLL ATTACHED TO ALTA STATEMENT DATED AUGUST 30, 2012 WHICH CONTAIN NO RIGHT TO EXTEND OR PURCHASE.





Community Development Department  
 2100 Ridge Avenue, Evanston IL 60201  
 Email: IHO@cityofevanston.org  
 Phone: 847-448-4311  
[www.cityofevanston.org](http://www.cityofevanston.org)  
 Effective 1/1/2024

## INCLUSIONARY HOUSING APPLICATION

**Submission Date:** April 26, 2024 (Revised May 14, 2024)

**Applicant Name:** Horizon Realty Group

**Applicant Address:** 1946 W. Lawrence Avenue, Chicago, IL 60640

**Applicant Phone:** 773-529-7200 **Cell Phone:** 847-812-8768

**Email:** jmichael@horizonrealtygroup.com **Website:** \_\_\_\_\_

**Property Owner Name:** Horizon Group XXIII, LLC

**Property Owner Address:** same as above

**Property Owner Phone:** same as above **Cell Phone:** same as above

**Email:** same as above **Website:** www.horizonrealtygroup.com

**Project Name:** The Legacy

**Project Address:** 1621-1631 Chicago Avenue

**Parcel Identification Number (PIN):** 11-18-403-0210-0000

- Project Type:**
- New Construction**
  - Conversion/Addition of Residential Units**
  - Reconfiguration of Residential Units (change in # of bedrooms)**

**Project Located in:**  **Downtown or RP Zoning District:** D4

**All other Zoning Districts:** \_\_\_\_\_

**Project Description:** New 12-story planned development with ground floor commercial, 48 parking spaces, 110 dwelling units. All required

IHO units to be provided on-site.



**Inclusionary Housing Compliance\*:**     **On-site Units**

**Fee in Lieu**

\*If a project requires special zoning (i.e. variances, allowances, Planned Development) a minimum of 5% of the total units are required to be Inclusionary Housing units, with the exception of for-sale units.

**Project Funding Type:**     **Private**

**Public**

**List all sources of government assistance (Federal, State, Local), including TIF, LIHTC, bond financing, public grants, land disposition programs, etc.:**

None

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**Inclusionary Units:**     **Rental**

**For Sale**

**Market Rate Units:**

**Rental**

**For Sale**

**Residential Units**

|                  | <b>Total Units</b> | <b>Inclusionary Units</b> |
|------------------|--------------------|---------------------------|
| <b>Studio</b>    | 34                 | 2                         |
| <b>1 Bedroom</b> | 44                 | 4                         |
| <b>2 Bedroom</b> | 32                 | 2                         |
| <b>3 Bedroom</b> |                    |                           |
| <b>4 Bedroom</b> |                    |                           |

**Unit Square Footage**

|                  | <b>Market Rate Units</b> | <b>Inclusionary Units</b> |
|------------------|--------------------------|---------------------------|
| <b>Studio</b>    | 442-592                  | 442-592                   |
| <b>1 Bedroom</b> | 683-822                  | 683-822                   |
| <b>2 Bedroom</b> | 899-1062                 | 899-1062                  |
| <b>3 Bedroom</b> |                          |                           |
| <b>4 Bedroom</b> |                          |                           |

**Describe the location and size of each Inclusionary Housing unit in the development:**

IHO units will be disbursed evenly amongst the building in the same unit mix percentage as the market rate units. There will be 2 studios.

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4 one bedrooms and 2 two bedrooms. Precise locations will be IHO compliant and mutually determined with staff once plans are fully developed.

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**Pricing Schedule – Market Rate Units (Estimated Sale Price or Monthly Rent)**

|                  | Sale Price | Monthly Rent |
|------------------|------------|--------------|
| <b>Studio</b>    | N/A        | \$1900       |
| <b>1 Bedroom</b> | N/A        | \$2500       |
| <b>2 Bedroom</b> | N/A        | \$3600       |
| <b>3 Bedroom</b> |            |              |
| <b>4 Bedroom</b> |            |              |

**On-site Inclusionary Rental Units**

| Units at or < 60% AMI |        |                   |
|-----------------------|--------|-------------------|
|                       | Number | Monthly Rent      |
| <b>Studio</b>         | 2      | Per Housing Auth. |
| <b>1 Bedroom</b>      | 4      | Per Housing Auth. |
| <b>2 Bedroom</b>      | 2      | Per Housing Auth. |
| <b>3 Bedroom</b>      |        |                   |

**On-site Inclusionary For Sale Units**

| Units at or < 100% AMI |        |            |
|------------------------|--------|------------|
|                        | Number | Sale Price |
| <b>Studio</b>          |        |            |
| <b>1 Bedroom</b>       |        |            |
| <b>2 Bedroom</b>       |        |            |
| <b>3 Bedroom</b>       |        |            |

**Development in Downtown or Research Park Zoning Districts:**

Rental In-Lieu Fee: \$209,195 x \_\_\_\_\_ (total units\*) = \$ \_\_\_\_\_

For-Sale In-Lieu Fee: \$313,792 (\$209,195 x 1.5) x \_\_\_\_\_ (total units\*) = \$ \_\_\_\_\_

**Development in all other districts:**

Rental In-Lieu Fee: \$179,310 x \_\_\_\_\_ (total units\*) = \$ \_\_\_\_\_

For-Sale In-Lieu Fee: \$268,964 (\$179,310 x 1.5) x \_\_\_\_\_ (total units\*) = \$ \_\_\_\_\_

\*If the percentage of units results in a fractional number, if 0.5 or greater, it rounds up to an on-site unit or full fee-in-lieu. If under 0.5, there is no on-site unit requirement and one-half the fee-in-lieu is paid. For example, 10% of 45 units is 4.5. This would round up to 5 on-site units or the per-unit fee-in-lieu x 5. If 5% of the units were provided on-site, the requirement would be 2.25 on-site units, which would round down to 2 on-site units and a fee-in-lieu would be required for one half the per-unit fee. The fee-in-lieu for the remaining 5%, or 2.25 units, would be the per-unit fee-in-lieu x 2.5.

**If construction will be phased, provide a construction schedule for market rate and Inclusionary units:**

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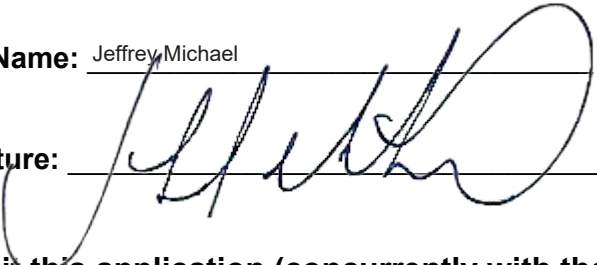


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The developer proposes to meet the Inclusionary Housing Ordinance requirements through the attached alternative equivalent action. (The proposal must show that the alternative proposed will increase affordable housing opportunities in the City to an equal or greater extent than compliance with the express requirements of Inclusionary Housing Ordinance).

For further information visit the [Inclusionary Housing webpage](#).

I certify that the above information is true and correct:

Print Name: Jeffrey Michael Position/Title: COO  
Signature:  Date: 5-14-24

Submit this application (concurrently with the Zoning Analysis application) to:  
[zoning@cityofevanston.org](mailto:zoning@cityofevanston.org)

**Statement addressing how the planned development approval will further public benefits:**

The proposed planned development at 1621-31 Chicago Avenue (the “Legacy” or the “Property”) will bring Evanston a number of public benefits contributing to the continued revitalization, enhancement, and growth of Evanston and its downtown core. Section 6-3-6-3 of the City of Evanston’s Zoning Ordinance (“Ordinance” or “Code”) contains a non-exclusive list of criteria or factors which may be considered a public benefit in assessing Planned Developments. The Ordinance considers public benefits to be those that not only affect the surrounding area (i.e. the 1600 block of Chicago, downtown core), but also those that would benefit the entire City.

**a) Preservation and enhancement of desirable site characteristics, open space, topographic and geologic features, and historic and natural resources:**

Although some of these factors do not apply to this site or planned development, it should be noted that the proposed planned development enhances the pedestrian friendly street frontage with modern commercial ground floor space, improved landscaping, and a project that is informed by and complimentary to the protected bicycle lanes along Chicago Avenue.

**b) Use of design, landscape, and architectural features to create a pleasing environment:**

The proposed building is designed in an architectural contemporary style that fits well within the context of other buildings in downtown Evanston by using modern materials and providing modern amenities. The Legacy compliments the adjacent Merion senior living residences as the proposed building enhances the pedestrian experience and continues the existing pattern of development along the block. The Legacy's building height, which has been reduced from its previously proposed maximum heights of 211’ 8” feet and 165’ to the current 135’, fits very well into the context of the area and this block of Chicago Avenue especially given its proximity to the Park Evanston, which is 100’ taller than the Legacy. The proposed building’s height and density have been reduced significantly, making it well within the scale anticipated by the D4 Downtown Transition District. With its significant north-south setbacks, it reduces mass preserves view corridors to the east and west thereby complementing surrounding buildings and providing a transition to the residential areas to the east. The proposed building’s ground floor retail space and resident lobby have large windows and prominent entrances that help activate the street by promoting an attractive atmosphere for pedestrians. The new facade of the building—which will be constructed of materials and color intended to create a frontage uniform with adjacent structures—will highlight the new businesses with contemporary architectural forms and signage. Additionally, the Legacy will improve and enhance existing landscape and streetscape areas fronting Chicago Avenue by incorporating curbing, sidewalk and new landscaping to promote and attract new potential outdoor dining experiences along Chicago Avenue, immediately adjacent to the protected bicycle lanes. This excellence in design is a project benefit for the immediate area and Evanston as a whole.

**c) Provide a variety of housing types in accordance with the City’s housing goals:**

The proposed building will offer 110 total rental units. Additionally, eight (8) inclusionary housing (“IHO”) units at 60% AMI will be disbursed throughout the building and will include 2-

bedroom and 1-bedroom units. The project will create the first ever IHO units in a market rate building in the First Ward. Evanston has several housing goals, and two such goals include expanding rental housing options and increasing the number of IHO units. These goals are aspired to maintain an economically diverse population in the City. The proposed development will add a variety of housing types ranging from studio to 2BR apartments, targeting a range of populations including but not limited to young professionals and empty-nest seniors. As the Integra Realty Resources market study describes, there is still a significant demand for new market-rate rentals in Evanston due to the City's outstanding quality-of-life, location, job opportunities, and attractive amenities. The project also aligns greatly with the 2009 Downtown Evanston Plan, which states, in part, that new rental apartments will help Evanston reach its overarching economic development goals. The creation of more housing, including affordable housing, will allow for a boost in the activity and economics in the downtown core.

**d) Eliminate blighted structures or incompatible uses through redevelopment or rehabilitation:**

The proposed redevelopment proposal will replace an old, functionally obsolete, vacant, one-story, commercial building with an attractive, mixed-use building that includes new ground floor commercial space built with proper design intent, high-quality materials and physical specifications required by today's commercial tenants. The aesthetic improvement to Chicago Avenue, as well as the economic impacts of the development are significant. Additionally, this state-of-the-art building, with its sustainable features, including: all electric residential units, furthering the transit-oriented goals of reduced automobile and increased bicycle activity, landscaping and green roof features, all help to improve the character of Evanston's downtown.

**e) Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base:**

The proposed project will replace the one-story, partially vacant retail building with a new transit-oriented mixed-use development energizing the local economy with an increase in residents living downtown, while improving the ground floor retail and pedestrian experience, with a modern commercial space for downtown retailers or restaurateurs. As set forth in the Applicant's Fiscal and Economic Impact Study, from a financial perspective, these new residents, with the building fully occupied in 2028, will spend approximately \$7.1 million annually in the local economy of Evanston, generating almost \$300,000 in new sales tax revenue for the community each year. In addition, the new residents will also generate over \$56,000 annually in new income tax and utility taxes to the City of Evanston.

In terms of property taxes, beginning in 2029, the proposed development is estimated to pay over \$718,000 annually, which is approximately seven times more than the Subject Property currently yields. The City of Evanston's share in 2029 will be approximately \$112,000 compared to the approximate \$16,000 it currently receives. Finally, the addition of new residents will increase the local demand for goods and services, further activating the existing brick and mortar retail and restaurant businesses located within downtown Evanston, which remains challenging despite Evanston's enviable location and demographics.

**f) Efficiently use land resulting in more economic networks of utilities, streets, schools, public grounds, and other facilities:**

The property is currently improved with a functionally obsolete, one-story, vacant commercial/retail space which is clearly not the most efficient, highest and best use for the Property. The designated lot can be developed in a manner that is more efficient by replacing the structure with a mixed-use development, comprised of both residential and commercial uses.

Increasing density in an area that has an existing network of infrastructure improvements that can accommodate this density in an appropriate location addresses this standard. In fact, a key feature of The Legacy is that it fully embraces Evanston's goals surrounding transit-oriented development, thus lessening the need for dependency on automobiles. The proposed development is planned within close proximity to significant rail, bus, ride-hailing and the other alternative modes of transportation. The project is informed by and complements the protected bicycle lanes on Chicago Avenue. The project furthers transit-oriented development goals by providing less automobile parking, while including 110 bicycle parking spaces for the 110 residential units and exterior bicycle parking for guests and patrons of The Legacy. Additionally, alley improvements, as detailed in Applicant's alley management plan and diagram, will be made to accommodate a smoother flow of traffic and lessen the occasions when cars and trucks are unable to pass due to the existing poor design of loading locations. All of these features further a more efficient and environmentally friendly network of public right of ways for access to schools, public grounds, and other facilities. Not only is this use more in line with development in the downtown D4 district, it also appropriately brings density to a walkable, transit-friendly area of Evanston.

**g) Incorporate recognized sustainable design practices and building materials to promote energy conservation and improve environmental quality:**

The Legacy will be designed to achieve Green Globes Certification, 3 Globes, in keeping with City of Evanston requirements. Additionally, the proposed development will comply with the guidelines for bird-friendly design. A green roof will be located on the 12th floor of The Legacy. Finally, the most notable, new feature of the building includes the commitment of an all-electric residential portion of the building.

**h) Additional benefits related to transit alternatives, public art, public space improvements, etc:**

**1. Traffic and Public Alley Offerings**

- a. **Alley Repairs** – As set forth in the attached Alley Management Plan for the Legacy Apartments (“AMP”), Applicant commits to pay \$400,000 (the “Horizon Contribution”) toward the repaving of the alley by the City upon completion of construction, and the City will be responsible for the remainder of the cost of repaving.
- b. **Alley Management Program** – As further detailed in the AMP, implementation of a thoughtful and effective plan that will tackle the issue of alley traffic and congestion by properly managing the activities that will take place in the alley. The Alley Management Plan will be strictly enforced and overseen by Horizon.
- c. **Public Safety** – Installation of cameras and lighting in the alley.
- d. **Loading & Unloading Spaces** – Creation of three (3) short-term standing/loading spaces along Chicago Avenue that will ensure the availability of parking in front of the property so as to eliminate the potential for double parked cars on Chicago

Avenue while performing deliveries and drop-offs.

- e. **Contribution to City Transportation Fund** - Applicant will contribute \$5,000 to the City for improvements to transportation infrastructure in the vicinity of the project.

## 2. Labor & Educational Offerings

- a. **GC Apprenticeship Program** - As a condition to being awarded the General Contracting job, Horizon Realty Group will require the GC to implement an apprentice program to make career opportunities in the building trades available to local residents. The program will create at least 5 apprentice opportunities in building trades including sponsorship and support of entry into trade union training programs, and a guarantee of employment as an apprentice on the Legacy project during its construction.
- b. **LEP Participant Hiring** - As a condition to being awarded the General Contracting job, Horizon Realty Group will require the GC to hire at least one (1) Local Employment Program (LEP) participant.
- c. **Education Scholarship Contribution** - Partnering with Oakton Community College to fund a property management or building maintenance scholarship program for students that are residents of Evanston, capped at \$10,000 per student and \$50,000 in the aggregate.
- d. **Ownership Apprenticeship Program** - Enter into a workforce agreement with the City of Evanston whereby Horizon Realty Group shall commit to provide at least one paid apprenticeship program for at least 12 weeks with the intention of providing full-time employment thereafter for a staff position of assistant property manager, assistant building engineer or door attendant.

## 3. Environmental & Green Initiatives Offerings

- a. **All Electric Apartments** – The project will contain apartments utilizing all electric appliances and mechanical equipment to provide in-unit energy and heating and cooling needs.
- b. **Creation of an Industry Leading Waste Management Plan** – The plan will establish best practices associated with waste composting and recycling, box bailing, waste hauling and maintaining the alley free of debris and providing clear passage.
- c. **Environmental Site Clean-Up** – clean up a site that is currently subject to a No Further Remediation Plan by removing contaminated soil and further ensuring public safety.
- d. **Green Certified Construction** - Building will be constructed utilizing and meeting Green Globes certification standards: 3 Green Globes.

## **Statement Describing the Relationship of The Legacy to the Comprehensive General Plan and Other City Land Use Plans:**

### **A. Comprehensive General Plan**

The primary theme of the Comprehensive General Plan is the recognition that Evanston must allow growth to occur while enhancing the community's special character. The proposed development furthers these goals, and the Comprehensive Plan because it is consistent with the following principles articulated by Evanston:

#### **1. Encouraging new development that improves the economy, convenience, and attractiveness of Evanston while simultaneously working to maintain a high quality of life within the community.**

The Legacy will add to Evanston's minimal population growth; generate significant property taxes, sales taxes, and other revenue; provide new permanent and temporary employment; and bring new residential spending to downtown Evanston by providing new customers for the neighborhood's stores, services, and restaurants. The proposed development is a transit-oriented development that is close to public transportation, as well as nearby to an array of services and attractions in the urban center of Evanston. Also, The Legacy is designed in a contemporary architectural style that fits within the context of downtown Evanston. Finally, the building will offer a mix of apartment sizes to reflect the demand from both younger populations as well as active adults reaching the senior stages of their lives.

#### **2. Promote higher-density residential and mixed-use development in close proximity to transit nodes in order to support non-automobile dependent lifestyles. New developments should be integrated with existing neighborhoods to promote walking and the use of mass transit.**

The Legacy is located within walking distance to the CTA and Metra stations in downtown Evanston and several bus routes. In addition, the proposed development is located on protected bike lanes that will encourage bicycle ownership and use. To encourage biking, the proposed development will have one bicycle parking space for every residential unit, along with substantial bicycle parking and amenities for repair and storage. The Applicant will also provide eight (8) exterior bicycle spaces directly in front of the proposed building for patrons and guests. Additionally, the front entrance of the proposed building offers ample room for loading/unloading of ride hailing services without creating street conflicts. Last, the proposed development is set in the heart of one of the most walkable downtown communities in the country. With these project features, The Legacy is fully integrated into the existing neighborhood and promotes walking and the use of mass transit.

#### **3. Higher density residential and residential/commercial mixed-use buildings can be desirable additions along major corridors, including Chicago Avenue. The strong mass transit service along the corridor makes multifamily housing a strong possibility for redevelopment. Such housing will be desirable to both young professional households as well as retirees.**



The Legacy's location on Chicago Avenue is within an identified north-south transportation corridor which Evanston has encouraged and accepted higher density in the last several years because of its access to mass transit. The Legacy's target market for the tenant mix is consistent with the Comprehensive Plan, as is the careful design considerations that the development team and City staff have collaborated upon to ensure that the pedestrian experience and scale are taken into account and to avoid congestion. Examples of these considerations are the quality landscaping, fully embracing the protected bike lanes and alternative modes of transportation, reduced on site parking, building loading and parking occurring off of the 20-foot-wide public alley to the rear of the building, and maintaining short term loading zones in front of the building.

**4. Encourage new developments to complement existing street and sidewalk patterns.**

The Legacy is designed to enhance the pedestrian experience along Chicago Avenue and will continue the existing retail-oriented character of the street. The zero-setback placement of the proposed building on the Subject Property will ensure pedestrian engagement and be scaled in a manner appropriate to its downtown Evanston context. The first floor will include the residential lobby and approximately 6,812 SF of retail space suitable for restaurant use with sidewalk dining opportunities. Vehicular access will be located along the alley behind the property. All on-site parking will be located within the 2nd and 3rd floors of the proposed development, and well-hidden from view on the second floor through use of materials like opaque glass, and liner residential units on the third floor, which also serves to activate the street frontage of the building. The sidewalk will be designed to current Evanston standards and include enhanced paving and street trees.

**5. The height and mass of the building should be compatible with its particular site.**

Upon close review of its location and area context, The Legacy, with its proposed further reduction in height, massing and density, has been carefully scaled and proportioned. It clearly fits into the context of other buildings in the area, and despite the larger Mather buildings to the east, provides a transition in scale from the taller buildings to the west to the residential areas to the east. The architecture of The Legacy is designed to harmonize with the urban character of downtown Evanston's and Evanston's overall varied architectural vocabularies. The contemporary elements of its design and overall massing are designed with a striking glass exterior window-wall system. The building's base matches the zero-setback character of the existing block, promoting downtown's pedestrian nature. Furthermore, the building materials on the lower floors of Applicant's proposed building have been changed to a masonry brick application in order to be complementary with surrounding buildings.

**6. Encourage both new housing construction and the conversion of underutilized non-residential buildings to housing in order to increase housing variety and to enhance the property tax base.**

The Legacy allows for the redevelopment of obsolete and vacant commercial space and transforms the Property into a mixed-use residential development for all ages that will provide for improved retail space, along with a variety of housing options and generate much needed tax dollars.

**7. Develop strategies where feasible for addressing parking and circulation of merchants and surrounding residents in areas of neighborhood business activity.**

The Legacy fully embraces the goals of transit-oriented development. There is reduced automobile parking in conjunction with one-to-one bicycle parking for residents plus additional on-site guest bicycle parking. In contrast to the current, disorganized loading for the commercial spaces, the proposed project places its loading internal to the building off of the 20 foot, public alley to the rear, separated from the residential parking. The proposed development provides a 48-space parking garage which helps to reduce vehicular activity for the area, but also reflects the true demand in an urban transit-oriented downtown like Evanston. The close proximity the City-owned Church/Chicago parking garage is available to assist with additional parking demand, if any, generated by the project. This creates a win-win by decreasing undesirable parking in the building, and potentially increasing parking revenue for the City.

**8. Sensitivity to environmental concerns should be reflected in building design, site planning, and landscaping.**

Prior to the construction of The Legacy, the development team will undertake an environmental clean-up of the Property. Additionally, The Legacy will be designed to achieve Green Globes Certification in keeping with City of Evanston requirements. The proposed development will also meet current guidelines for bird-friendly design. A green roof will be located on the 12th floor of The Legacy. Finally, the most notable, new feature of the building includes the commitment of an all-electric, fossil-free residential portion of the building.

**B. Downtown Evanston Plan**

The Legacy is also consistent with and furthers many of the Downtown Plan (2009) Objectives and Recommendations. The overarching priorities noted for downtown are to maintain the diversity of land uses, reinforce downtown's pedestrian character, encourage density to support healthy and viable downtown businesses, and maintain a pedestrian friendly, walkable environment.

The Legacy is consistent with several elements noted in the Downtown Plan including:

1. The notion that the downtown is well suited for taller and denser development with a mix of uses based on its traditional role as an urban core rather than a low-rise shopping center/main street.
2. Protection of the downtown's compact, walkable, mixed-use and transit-oriented character.

3. Downtown infrastructure should be maintained in order to promote the efficient movement of vehicles, bicyclist, commuters, and pedestrians to and through downtown.
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.
5. Development policies should promote sustainability and environmentally responsible development.
6. Maintain a Strong Multi-Modal Transportation System and encourage mass transit use.

### **C. Chicago Avenue Corridor Recommendations Report**

Although the recommendation report is more than 24 years old, The Legacy is also consistent with a variety of the Chicago Avenue Corridor Recommendations as follows:

1. **Encourage attractive new development that harmonizes Chicago Avenue with the surrounding neighborhoods and complements the adjacent historic districts. Mixed-use development that combines residential and retail is desired.**

The Legacy is mixed-use building, designed with architectural design excellence in mind. Improved pedestrian experience informed by the protected bicycle lanes and complimentary landscaping and modern aesthetic all contribute to this notion. The building itself utilizes high-quality materials and a variety of sustainable features. The building fits well into the context, tapering from taller buildings to the west as a transition to the residential to the east. The building's massing thoughtfully reduces the appearance of mass by providing significant setbacks, in a thinner tower form, from the properties to the north and south, while also materially setting back the top -12<sup>th</sup> Floor – mitigating any impact from the pedestrian, on street experience.

2. **Promote development that enhances Chicago Avenue and the tax base of Evanston. Chicago Avenue historically has been a major commercial corridor that is also a gateway to residential neighborhoods to the east and west. Any new development that occurs should be an asset to the appearance and economic vitality of the area and the City as a whole.**

The Legacy enhances the aesthetic appearance and pedestrian experience along this stretch of Chicago Avenue. It adds much needed density as well as on-site affordable housing. The modern, on-site retail will also be a significant improvement to the existing commercial space. The project will certainly contribute to the economic vitality of the area and the City generally.

3. **Maintain and improve the overall streetscape to foster a greener, more pedestrian-friendly environment.**

The Legacy has been designed with the human-scale and pedestrian-friendly environment in mind. The programming, architecture, use of materials, and setbacks, along with enhanced

landscaping that respects and is informed by the Chicago Avenue bike lanes furthers these goals. The additional amenities for bicyclists, including bicycle parking, have the potential to reduce automobile trips in the area, complimenting both shopping and the public transit functions of the corridor.

Additional objectives achieved with the proposed project include:

4. Soften the overall streetscape, promoting pedestrian friendliness through the “greening” of Chicago Avenue. Encourage architectural features that give the street level of multi-story buildings a human scale and minimize the sense of crowding while providing a sense of continuity with the retail façade. Avoidance of blank walls and garage entrance curb cuts at the base.
5. Redevelopment of vacant and underutilized property in a manner consistent with the strategic development needs of Evanston while addressing the character of Chicago Avenue.
6. Encourage mixed-use, residential projects that will offset historic sales tax loss to the City.
7. Support transit-oriented development site plan and design principles for new development, including those that promote transit ridership and pedestrian-friendly access to goods, services, and neighborhood amenities.

### **Statement of Compliance with Zoning Ordinance and Other Planning Policies:**

The proposed project is in compliance with the zoning ordinance of Evanston, section 6-11-5-2 Permitted Uses for the D4 Downtown Transitional District. This includes all proposed uses, namely: dwelling units located above the ground floor, restaurants, retail goods or retail services establishments. Additionally, the Applicant has submitted Planned Development and Special Use Applications pursuant to sections 6-11-1-10(D)2 and 6-11-5-3 of the zoning ordinance.

As set forth in the City of Evanston Zoning Analysis Summary dated May 30, 2024, the proposed development, located in the D4 District, is in substantial compliance with a majority of the of the zoning parameters set forth in the Evanston Zoning Ordinance, including:

- A. Principal Use and Structure:
  - 1. Use: mixed-use residential building with ground floor commercial space;
  - 2. Lot width;
  - 3. Floor Area Ratio; and
  - 4. Yards/Setbacks.
  
- B. Parking Requirements:
  - 1. Handicapped parking spaces;
  - 2. Access via the alley;
  - 3. Vertical Clearance;
  - 4. Enclosure of spaces; and
  - 5. Parking drive aisle width.
  
- C. Loading Requirements:
  - Use and totals: 2 short berths
  
- D. Inclusionary Housing Ordinance

Four authorized allowances are requested as part of the Planned Development; 1) height increase; 2) density increase; 3) required parking spaces; and 4) parking space depth reduction for two spaces. Please see attachment detailing the specifics of each requested allowance included with the Application.

The proposal also is consistent with other City Planning Policies. Please refer to the following statements included in this Planned Development Application:

- 1) Relationship of The Legacy to the Comprehensive Plan and Other City Land Use Plans;  
and
- 2) Statement of Compatibility with the Design Guidelines for Planned Developments.

Subject to the approval of this Planned Development application, including the four requested development allowances, the development will be fully compliant with the Evanston Zoning Ordinance.

**Statement addressing the site controls and standards for planned developments in the subject property's zoning district regarding the following:**

**a. Minimum area**

The minimum lot size requirements for the D4 district for a residential building is 5,000 square feet. The subject Property is 21,644 square feet and therefore meets this requirement. The minimum lot size per dwelling unit is 400 square feet, which would result in 54 dwelling units. The proposed development's 78 units (prior to the Inclusionary Housing density bonus) represents a 24-unit density increase which is allowed, subject to approval of the requested development allowance by a majority of the City Council.

**b. Tree preservation**

The Subject Property is a developed, occupied urban infill property. The existing trees fronting the site along Chicago Avenue must be removed to allow construction of the building and/or are in bad shape/not worth keeping. However, the removed trees will be replaced as part of the project pursuant to an approved landscape plan.

**c. Landscape strip**

There currently is no landscape strip along the Property's Chicago Avenue frontage. The Legacy will provide a landscape strip within the streetscape at the front of the building along Chicago Avenue. The landscape streetscape will comply with downtown streetscape design guidelines.

**d. Open space**

The Legacy will enhance the streetscape along Chicago Avenue as shown on the proposed landscape plan. Outdoor, open space amenities on the 12th floor rooftop will include planting areas and a dog walk to enhance the resident experience.

**e. Walkways**

The proposed development occupies the nearly the entire site at-grade. The project will activate the street frontage along Chicago Avenue with new retail space, and includes new landscaping on the public sidewalk, both of which provide an improved pedestrian experience. It also provides well placed entrances from the Chicago Avenue sidewalk to the different project components. Internally, walkways are included that provide a logical, safe and convenient system for pedestrian access to all project facilities.

**f. Parking and loading**

On-site parking is located within the 2<sup>nd</sup> & 3<sup>rd</sup> floors of the proposed development, accessed from the alley. The loading berths are located on the east side of the building, accessible from the alley. These vehicular access points are designed to permit smooth traffic flow with controlled turning movements and minimize hazards to vehicular and pedestrian traffic by not interrupting the Chicago Avenue sidewalk and bike lane and allowing access to the streets at a well established location where the alley intersects Davis and Church Streets.

**g. Utilities**

The Legacy will provide an underground connection to existing utilities of utilities as required by City codes. The mechanical and utility rooms are located on the east side of the building adjacent to the alley, providing easy connection to existing utilities and easy access from the alley.

**h. Stormwater Treatment**

The site is already completely impermeable. Provisions will be made for code compliant connections to storm water facilities, including grading and piping, and maintenance thereof.

**Statement addressing the general conditions for planned developments in the Downtown Districts as set forth in Section 6-11-1-10 of the zoning ordinance:**

**1. The proposed development will be compatible with surrounding development and will not be of such 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.**

The Legacy has been modified from previous proposals with materially reduced height, massing, and density. It is now in context and scale and is compatible with surrounding downtown developments, including those much taller immediately to the west, and transitioning and of similar height to buildings to the east as well, providing a thoughtful transition to residential areas.

The Legacy is substantially in compliance with the D4 District zoning parameters, and only requires 4 modest site development allowances: 1) a minor variation allowed height of 9.7 feet; 2) a 24 unit increase in density; 3) a reduction in parking count in a transit-oriented area; and 4) an allowance of 3 feet for 2 compact car parking spaces.

By contrast, Evanston has allowed other developments to substantially exceed the maximum development height allowances east of Chicago Avenue, including:

a. 500 Davis, with a height of 135 feet, exceeds the maximum height of 66 feet (with development allowances) permitted in a D1 district by fifty percent (50%); and

b. The Mather, located at 425 Davis, with a height of 143 feet, exceeds the maximum height of 97 feet (with development allowances) permitted in a R6 district by forty-five percent (45%)

**2. The proposal will enhance the identity and character of the downtown by:**

a) **Preserving character-giving buildings.** The Legacy's architectural design is intended to complement the adjacent Merion, through the continuation of the street wall, creating a consistency in form and pedestrian-friendly massing along the east side of the 1600 block of Chicago Avenue.

b) **Enhancing existing streetscape amenities.** The Legacy will work with City of Evanston to make sure the most positive features of the existing streetscape, such as planters and sidewalk patterns within the 1600 block of Chicago Avenue, are incorporated into the final landscape design. Once construction is completed, the idea is to restore much of the existing accoutrements and add new beautification amenities that create both an attractive and consistent look.

c) **Maintaining retail continuity in areas where it is prominent.** Although the 1600 block of Chicago Avenue has a mixed record of successful retail, the overall track record of Horizon Realty Group ("HRG") is strong throughout their mixed-use projects in the Chicago

area. HRG will recruit and select high-quality retail tenants who will generate pedestrian traffic serving both neighborhood residents and visitors to downtown Evanston.

d) **Strengthening pedestrian orientation and scale.** The ground floor retail space and resident lobby have large windows and prominent entrances that help activate the street. The proposed development is set to the edge of the public sidewalk, in line with the pattern of existing buildings on the block.

e) **Contributing to mixed-use vitality.** The Legacy is inherently a mixed-use development with 6,812 sq. ft. of retail/restaurant space and 110 new apartment units. The ratio of residential to retail is similar to other recent mixed-use development projects approved by Evanston. The current all-retail/service mix on the existing site does not maximize the highest and best use and results in a significant opportunity cost for Evanston.

**3. The planned development and all landscaping must be compatible with the implementation of the Comprehensive General Plan, the Plan for Downtown Evanston, any adopted land use or urban design plan, the Zoning Ordinance, and any other pertinent city planning and development policies, particularly in terms of:**

a) **Land use.** Transitioning the site from commercial uses to a mix of commercial and residential uses is appropriate for and is contextual within this part of Chicago Avenue which is already an urban mixed-use neighborhood. A more intensive mixed-use development on the Subject Property is consistent with planning and development policies to strengthen the downtown edge.

b) **Land use intensity.** The Property is currently occupied with a single-story, obsolete and vacant building, thereby presenting a redevelopment opportunity to revitalize the east side of Chicago Avenue in the 1600 block with a state-of-the art building with modern amenities which will bring more residents, guests and visitors to the area to shop at the stores and eat at the restaurants along Chicago Avenue and the greater downtown. The project will be a mixed-use, residential building with ground floor retail space that will be consistent with the adjacent ground floor uses of The Merion residences. The proposed development exemplifies transit-oriented development, reducing the need for dependency on automobiles. The proposed development's density within close proximity to significant transportation services, promotes a more efficient and more environmentally friendly network of streets and access to schools, public grounds, and other facilities. The project's density supports the health and vitality of downtown businesses, and contributes to a compact, walkable and attractive downtown.

c) **Housing.** The Legacy offers a mix of studio, one-, and two-bedroom apartments of varying sizes which reflects the price capacity of entry-level professionals and seniors along with people in transition (i.e. divorce) living alone. The two-bedroom apartments will attract small families or couples who have chosen to rent rather than buy. The proposed development will make a significant contribution to affordable housing. The proposed housing mix is in keeping with the Downtown Plan which recommends "embracing a variety of residential opportunities to enhance the vibrant urban environment." The Downtown Plan noted that new rental apartments "will help Evanston reach its overarching economic development goals."



d) **Preservation.** The proposed development preserves the concept of a continuous streetscape of retail activity in the 1600 block of Chicago Avenue.

e) **Environmental.** The Legacy will seek to attain Green Globes Certification by employing energy savings technology in its water and utility systems, energy-efficient windows, sustainable materials, lighting design, and waste management. Further, the building's limited on-site parking sends a signal to its residents (and the community) that this development recognizes the value of alternatives to automobile ownership including transit, bicycle, and ride hailing. By reducing dependence on cars, the proposed development will create a more walkable environment to help maintain and improve the high quality of life in Evanston. Finally, the most notable, new feature of the building includes the commitment of an all-electric residential portion of the building.

f) **Urban Design.** The Legacy is designed in a contemporary architectural style that is appropriate to the overall urban context of downtown Evanston. The Legacy's proposed height varies the scale of existing buildings located within this block of Chicago Avenue, while remaining much smaller than the Park Evanston. The proposed development's ground floor retail space and resident lobby have large windows and prominent entrances that help activate the street. The proposed development is set to the edge of the public sidewalk, in line with the pattern of existing buildings on the block.

g) **Traffic impact and parking.** The proposed development is located in a transit-oriented location close to two transit stations, several bus routes, and a protected bike lane that runs parallel to the proposed development. As concluded in KLOA's updated traffic study, The Legacy will have a nominal impact on traffic and will not change the rating of nearby intersections and streets with regard to their capacity and any additional delays. Parking will be accommodated both on-site and, if necessary, off-site at the underutilized Church/Chicago Parking Garage. The loading/unloading of passengers, small deliveries, and the entrance/egress to the parking garage in the building will be conducted in a loading zone eliminating numerous conflicts with pedestrians and cars on Chicago Avenue.

h) **Impact on schools, public services, and facilities.** The proposed development will have a nominal impact on schools, public services, and public facilities as the project will generate only 4 elementary school students and 2 high school students. After accounting for the cost of educating these students, the net gain to the two Evanston school districts is over \$294,000 annually once the building is fully occupied in 2028. The additional gross property tax revenue to the City of Evanston is over \$108,000 annually, starting 2028 and continues to increase each year.

i) **Essential character of the downtown district, the surrounding residential neighborhoods, and abutting residential lots.** The Applicant's proposed development will retain the essential character of downtown Evanston as a vibrant mixed-use, transit-oriented district. The only residential building that abuts the new project is The Merion senior housing residences, built, owned, and operated by Horizon Realty Group.

j) **Neighborhood planning.** The Legacy is aligned with the goals and objectives of Evanston's Comprehensive Plan and Downtown Plan, especially with respect to increased residential density and commercial retail space.

k) **Conservation of the taxable value of land and buildings throughout the City, and retention of taxable land on tax rolls.** The Legacy will have a net positive impact on the taxable value of land and buildings by increasing the tax base and thus, making Evanston marginally more affordable for its current taxpayers. In a city with significant municipal and educational needs and limited opportunities to find new dollars, The Legacy provides a new flow of tax dollars on an annual basis.

**Additional standards for planned developments as set forth in section 6-3-6-9 of the Evanston Zoning Ordinance:**

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.** As set forth above and in this Special Use Application for Planned Development, the eligible site development allowances are modest, and far less in magnitude than granted to other developments in the area. They have also been reduced from previous proposals.

2. **The proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property.** As seen on the context images in the architectural presentation, this mixed-use residential with ground floor commercial building is very consistent with the context of the immediate area, and the downtown as a whole.

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.** The site plan has been well-conceived and informed by the bike lanes on Chicago Avenue. The KLOA Traffic Impact Analysis concludes that there is de minimis impact from vehicular activity, which will also be managed well by ownership.

4. **The proposed development aligns with the current and future climate and sustainability goals of the City.** As discussed, the building has solid sustainability attributes, including the commitment of an all-electric residential portion of the building.

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).** The project meets and exceeds public benefits as set forth section 6-3-6-3 of the zoning ordinance.

**Statement of proposed development's compatibility with the surrounding neighborhood:**

The Legacy is compatible with the surrounding downtown neighborhood in several material ways. The proposed development continues an established pattern along main right of ways in the City's downtown of having mixed-use buildings with ground floor commercial space and residential uses above. The design team has proposed a building and landscape that offers high-quality architecture consistent with Evanston's standards and expectations. Its design provides continuity of the street alignment of buildings along the sidewalk and for more recent developments, like in the Park Evanston, of a masonry base with other materials that differentiation the base from the top. Applicant's proposed landscaping will further enhance the continuity of the streetscape and walkability/biking along Chicago Avenue. As clearly illustrated in the architectural presentation package, the height of the building is very much in context with the areas to the east as it serves as a transition from the much taller buildings to the west, including the Park Evanston immediately to the west. Now that the proposed building's height has been further decreased to a maximum of 135 feet, it is aligned even more so with the areas to the east, thereby respecting the transitional nature of the block. The proposed development fully embraces its transit-oriented location, and is also informed by the important, protected bike lane feature on Chicago Avenue. Subject Property is situated within a major transportation corridor in close proximity to alternative modes of transportation, including: the Metra station, CTA station, and several bus routes. With all vehicular access to the site being from the alley and the project's strong bicycle features also provide residents, employees and guests of the project with transportation alternatives, the development is consistent with established and desired patterns for vehicular access and with the City's goals for transit-oriented locations.

## **Statement of proposed development's compatibility with the design guidelines for planned developments:**

The Legacy is designed in accordance with the City's 2006 "Design Guidelines for Planned Developments" and contributes to and complements the character of the Chicago Avenue streetscape and the downtown Evanston skyline. Designed by renowned architects Pappageorge Haymes, the project will be a first-class luxury residential building.

### **1. The mass of the proposed building should respect surrounding buildings.**

This will be accomplished by 1) cladding the lower levels with brick providing a pedestrian experience consistent with the many brick clad buildings in the area; 2) breaking up the building's facade to read in different planes, 3) pulling apart portions of the building's façade and shape and introducing negative space (like recessed balconies), 4) dividing larger portions of the building's shape into smaller portions; and 5) providing overall slender profile in its east-west orientation that allows greater light penetration to nearby properties. All of these features add to visual interest, reduce the perceived mass, and provide increased consistency with area developments. (Design Guidelines, page 9).

### **2. The building's scale and context should: 1) be appropriate to the site ... and 2) complement surrounding buildings. Consideration should be given to ... how the building relates to surrounding buildings in terms of height, scale, proportion and architectural features ... [and] how the building appears from the public way. (Design Guidelines, page 9).**

The Legacy's scale and design builds upon and relates directly to the urban context of downtown Evanston. The Legacy has a defined base that relates to the streetscape with a human scale and connects, through design and materials, to surrounding buildings. The base along Chicago Avenue is clad in brick and contains significant retail space, reinforcing a familiar pattern at the pedestrian level. The base is differentiated from the upper levels by a change of materials, providing a common transition and reinforcing the pedestrian level base. The slender east-west profile provides greater sunlight penetration to buildings east and west of the site and significant separation from buildings immediately to the north and south. Each of the building's elevations have an articulated facade that employ varying heights, mass, and materials. The building's maximum height of 135 feet is 8 feet shorter than The Mather's north building's maximum height and only 11 feet taller than the main height of the two buildings, one block east of Chicago Ave. at Hinman and Davis. The building is approximately the same height as the Mather and 500 Davis office buildings which are located to the east of Chicago Ave. at Hinman and Davis. It is clear that with the current height of the proposed building, a contextual height transition has definitely been achieved.

### **3. Materials should be appropriate to the architectural style of the building. Materials should be of a durable quality that requires minimal maintenance. (Design Guidelines, page 9).**

The Legacy's brick base and glass window-wall and metal panel construction are appropriate to the architectural style of the proposed building and are contextual to and complementary of the architectural style and materials included in the overall context of downtown Evanston. The Legacy's brick base, metal panel and glass materials will be of high, durable quality for longevity and minimal maintenance and complementary to surrounding buildings.

**4. The roofline of the building should enhance the skyline of the area. Views of the roof from the public way and from adjacent taller buildings should be considered, and mechanical equipment should be screened. (Design Guidelines, page 13).**

The Legacy's penthouse and amenity floors are setback back from the facade, reducing the massing. This feature was included in Applicant's previous proposed development, of which Evanston's Land Use Commission provided favorable comment. The upper floor mechanical areas and mechanical room are located at the interior of the floor plate and are addressed with glazed and louvered walls to integrate seamlessly into the building design aesthetic and obscure their visibility from other buildings.

**5. Architectural features of the building should be consistent with its architectural style and should complement surrounding buildings. Balconies ... should be an integral component of the design of the building. (Design Guidelines, page 13).**

The brick base, glass middle and metal panel top cornice provide a typical design pattern, providing a familiar façade treatment at the pedestrian level and architecture consistent with newer buildings like the Park Evanston. Some of the proposed balconies are recessed while those at the corners are seamlessly integrated into the design of the exterior and do not appear as add-ons.

**6. Loading docks and refuse collection areas: 1) must comply with the City's zoning ordinance requirements; 2) should be screened to limit visibility from the public way. (Design Guidelines, page 15).**

The Legacy's loading berths are accessed from the alley and located within the proposed building, and not visible. Similarly, the refuse collection area is internal to the proposed development and accessed from the alley and is not visible from the public way.

**7. Meters and mechanical equipment for utilities should not be placed on the front of the building or in its front yard. Such equipment should be placed inside the building, on the roof, or at the rear of the building. (Design Guidelines, page 15).**

Mechanical equipment and meters are placed inside the building or at the rear of the building adjacent to the alley. No mechanical equipment or meters are located at the front of the existing building along Chicago Avenue.

**8. Parking structures should be designed to: a) minimize the number of vehicle access and exit points crossing the pedestrian way. (Design Guidelines, page 17).**

The Legacy's above-grade parking has a single entry from the alley, avoiding any curb cuts along Chicago Avenue.

**9. Pedestrian-oriented storefronts. The primary entrance should be oriented to the street. (Design Guidelines, page 19).**

The proposed development's retail storefront units and residential lobby are oriented to Chicago Avenue, which is activated by the pedestrian lobby entry for residents and guests and by the retail storefront.

**10. Clear glass windows should be provided at the pedestrian level to allow for visibility into the ground floor uses. (Design Guidelines, page 19).**

The ground level has been designed to provide wide floor-to-ceiling windows for the retail and lobby spaces.

**11. The City encourages green and LEED certified ... new construction projects. (Design Guidelines, page 23).**

The Legacy will be designed to achieve Green Globes Certification in keeping with City of Evanston requirements. Additionally, the proposed development will meet current guidelines for bird-friendly design. A green roof will be located on the 12th floor of The Legacy. Finally, the most notable, new feature of the building includes the commitment of an all-electric residential portion of the building.

**12. Circulation. Buildings should be sited to allow for safe and efficient pedestrian, bicycle, and vehicular movement within, in and out of, and around the proposed project. (Design Guidelines, page 37).**

The Legacy covers its entire half-acre infill site. Pedestrian and bicycle circulation will make use of the existing public sidewalk, bicycle lanes, and downtown street network. Convenient entry points for both pedestrian, bicycle access and vehicular access are provided with all vehicular access being limited to the alley.

**13. The internal pedestrian, bicycle, and vehicular circulation systems should be designed to: 1) be compatible with and connected to existing public circulation systems for all modes; 2) give strong visual clues as to where to ride bicycles, operate vehicles, and walk. (Design Guidelines, page 37)**

The internal arrangement of uses on the first floor is designed to work with Evanston's existing public sidewalk and alley system. The proposed development's architecture and signage will indicate points of access and egress. Bicycles will have direct access to the adjacent alley.

**Statement describing provisions for care and maintenance of open space and recreational facilities and, if owned by an entity other than a government authority, proposed articles of incorporation and bylaws.**

The Legacy will adhere to the Downtown Evanston landscaping and streetscape standards along Chicago Avenue. The streetscape landscaping along Chicago Avenue, and the green space located on the proposed development's open recreational and amenity areas, within the 12th floor, will be maintained by the Applicant.







**Zoning Analysis  
Summary**

Review Date: re-reviewed 05-30-24  
By: Melissa Klotz, Zoning Administrator

**Case:** 1621-1631 Chicago Avenue

**Case Status/Determination:**

24ZONA-0076

**NON-COMPLIANT – Planned Development  
required**

**Applicant:** Horizon Realty Group; Jeff Michael

**Plans prepared by:** Pappageorge Haymes

**Plans dated:** 05-14-24

**Survey dated:** 05-01-18

**District:** D4

**Proposal:**

New 12-story mixed-use tower with 6,812 sq ft of ground floor commercial space, 48 enclosed parking spaces on 2<sup>nd</sup> & 3<sup>rd</sup> floors, and 110 DUs above including 8 inclusionary DUs. Planned Development required.

**Non-compliant:**

| Code Section           | Proposed and Required  | Recommendation                      |
|------------------------|--|-------------------------------------|
| 6-11-1-10-D & 6-11-5-3 | Planned Development required for new construction of more than 24 units/substantial construction   | Submit Planned Development          |
| 6-11-5-4               | Propose 78 DUs including 8 inclusionary DUs (meets 10% IHO requirement) + 32 bonus DUs (4 bonus DUs per required inclusionary unit) = 110 DUs total where 54 DUs are allowed       | Eligible Site Development Allowance |
| 6-11-5-8               | Propose 114.7' building height (excludes 2 parking floors; total height is 135') where 105' is allowed in the D4 District and up to 145' as an eligible Site Development Allowance | Eligible Site Development Allowance |
| Table 16-B             | Propose 48 total parking spaces (including 2 compact spaces) where 91 spaces are required  | Eligible Site Development Allowance |
| 6-16-2-7               | Propose 2 parking stalls compact in size at 15' length where 18' is required   | Eligible Site Development Allowance |

**Comments:**

- Basement retail square footage is included in FAR/parking/loading calculations as required by the Zoning Ordinance.

- Modification of on-street parking to establish 30 minute parking/loading zone requires review and approval by the Public Works agency and is not recommended: 30 minutes is more than a drop-off or pick-up and appropriate loading is provided within the structure.

| <b>Principal Use and Structure:</b> |  |
|-------------------------------------|--|
| 6-11-5-2                            | Use: compliant<br><br>Standard:<br>Existing: commercial<br>Proposed: ground-floor commercial (retail), DUs above   |
| 6-11-5-5                            | Lot width: No requirement<br><br>Existing: 127.1'  |
| 6-11-5-4                            | Lot size: noncompliant (density)<br><br>Existing: 21,644 sf<br>Standard: 400 sq ft per DU<br>Proposed: 78 DUs including 8 inclusionary units (meets 10% IHO requirement) plus 32 bonus DUs (4 bonus DUs per required inclusionary unit) = 110 DUs total.<br>Lot size allows for up to 54 DUs |
|                                     | Building Lot Coverage: No requirement  |
|                                     | Impervious Surface Coverage: No requirement  |
| 6-11-5-6                            | Floor Area Ratio: compliant<br><br>Standard: 5.4<br>Existing:<br>Proposed: 113,653 sq ft (includes leasable basement area) = 5.25  |
| 6-11-5-8                            | Building Height: noncompliant<br><br>Standard: 105' (+ up to 40' eligible Site Development Allowance)<br>Existing: ~15'<br>Proposed: 135' – 20.3' parking floors = 114.7'  |
| 6-11-5-7                            | Yards (Setbacks): compliant<br><br>Front (W): compliant<br>Standard: 0'<br>Proposed: 0'<br><br>Rear (E): compliant<br>Standard: 0'<br>Proposed: 0'<br><br>Interior Side (N): compliant<br>Standard: 0'<br>Proposed: 0'   |

|                                      |  |
|--------------------------------------|--|
|                                      | <p>Interior Side (S): compliant<br/> Standard: 0'<br/> Proposed: 0'</p>  |
| <b>Parking Requirement:</b>          |  |
| Table 16-B                           | <p>Use 1: Retail Goods/Services Establishment</p> <ul style="list-style-type: none"> <li>○ Standard: 3k exempt; 1 space per 350 sq ft required; 20% total deduction for commercial in D Districts; residential TOD .55 per bedroom – inclusionary units</li> <li>○ Existing:</li> <li>○ Proposed: 48 including 2 compact spaces</li> </ul> <p>Total Required: noncompliant</p> <ul style="list-style-type: none"> <li>▪ Retail 10,832 sq ft – 3k = 7,832 / 350 = 22.4 x 80% = 17.92</li> <li>▪ Residential studio &amp; 1BR 77 – 6 inclusionary = 71 x .55 = 39.05</li> <li>▪ Residential 2BR 33 – 2 inclusionary = 31 x 1.10 = 34.10</li> <li>▪ 17.92 + 39.05 + 34.10 = 91.07 = 91</li> </ul> |
| 2018IL Accessibility Code Sec. 208.2 | <p>Handicapped Spaces: Compliant</p> <p>Standard: 2 required for up to 50 parking spaces<br/> Existing:<br/> Proposed: 2</p>   |
| 6-16-2-2                             | Access: alley; compliant   |
| 6-16-2-5                             | Vertical Clearance: 10'; compliant   |
| 6-16-2-8                             | Surface: enclosed; compliant   |
| 6-16-2-7                             | <p>Parking Angle 1: 90-degree</p> <p>Parking Space Size:</p> <ul style="list-style-type: none"> <li>○ Standard: 8.5'x18'</li> <li>○ Proposed: 8.5' or 9' x 18' for 46 spaces; compliant<br/> 9' x 15' for 2 compact spaces; noncompliant</li> </ul> <p>Drive Aisle Width: compliant</p> <ul style="list-style-type: none"> <li>○ Standard: 24.0' for 2-way traffic</li> <li>○ Existing:</li> <li>○ Proposed: 24'</li> </ul>  |
| <b>Loading Requirement:</b>          |  |
| 6-16-5                               | <p>Use: compliant</p> <ul style="list-style-type: none"> <li>○ Standard: 2 short berths for +10,000 sq ft of retail; 2 short berths for +100,000 sq ft of residential. Uses may be combined for loading calc.</li> <li>○ Existing:</li> <li>○ Proposed: 2 short</li> </ul> <p>Total Required: 2</p>  |



October 2, 2024

Sam Hubbard  
Senior Planner  
Community Development Department  
City of Evanston  
2100 Ridge Avenue  
Evanston, IL 60201

**Re: 1621 Chicago Avenue Planned Development;  
Pre-Application Conference responses to staff comments.**

Dear Mr. Hubbard:

We are in receipt of staff comments received following our pre-application conference that occurred on June 11, 2024, regarding our Planned Development Application (“Application”) for the property located at 1621 Chicago Avenue. We have restated your staff comments/questions below and added Applicant’s bolded responses following each comment.

**Planning + Zoning:**

1. Updated studies are required at time of application including updated traffic, market, and economic feasibility studies.

**RESPONSE: All studies have been updated and included in the Application package.**

2. Further explain how the proposal is contextual and compatible in height and design vocabulary with its surroundings

**RESPONSE: As seen in the updated context, massing, and design images included in the architectural presentation portion of the Application, it is clear that with the project’s reduced height and further refined design, the currently proposed building fits in very well with the context of this area of downtown Evanston. This thought was further echoed and supported by Design Evanston after their review of the project. From a height perspective, the building tapers from the taller buildings to the west, including the Park Evanston on the same street which is over 100 feet taller than the proposed building, and the Mather to the east which is of similar height. The new design, which has been further refined based upon community feedback, also fits in well and is complimentary to Chicago Avenue and downtown Evanston generally.**



3. Explain alternatives that may have been considered which would have lowered the height of the structure while retaining the same interior unit mix and density and why these alternatives were not feasible or desirable.

**RESPONSE: The development team explored multiple configurations. The proposed design achieves the best balance in term of massing and efficiency. While a larger floor plate may have resulted in a shorter, wider building, those options were deemed as too bulky, unattractive and inefficient while also creating less desirable apartments.**

**Parking:**

1. Explore increasing the number of ADA parking spaces within the parking structure and sharing of aisles to maintain the existing parking ratio.

**RESPONSE: The design meets the code requirements for ADA spaces, which the development team believes is adequate for the project.**

2. Parking is available in nearby public parking structures which could be used to reduce the off-street parking within the building

**RESPONSE: The nearby public parking structure on Church Street just north of the project site was taken into consideration when planning the proposed parking counts in the building.**

3. All deliveries shall be conducted through the alley. Explain how this will be managed.

**RESPONSE: The activities conducted via alley access to the rear of the proposed building, will include move ins/outs, trash and recycling pick up, and larger deliveries, all taking place within the enclosed areas of the building, as can be seen on the ground floor plan. This will be fully managed by the building's onsite staff and in coordination with tenants and LRS. The routine pick-ups/drop offs, package and food delivery, Uber, Taxi, activities are proposed to occur in the proposed short-term loading spaces in front of the building, which will also be facilitated by the doorman/building staff.**

4. 30-minute metered parking is the new City standard for short term loading zones.

**RESPONSE: Acknowledged. Applicant defers to the City on the short-term loading spaces, as further described in Applicant's City approved Alley Management Plan included as part of the Application.**



**Sustainability:**

1. Further detail and explain the difference between achieving LEED Gold and Green Globes and why you believe pursuing Green Globes is a public benefit.

**RESPONSE:** Green Globes was adapted for use in the United States in 2004. Both the Green Globes and LEEDs certifications are widely accepted in the construction industry. Green Globe has proven to be a simpler system to use and is more efficient to register. It is widely agreed that both systems offer a good and reliable rating system to measure and quantify sustainability features. Ultimately, the difference comes down to familiarity, ease of use and costs associated with each.

2. Further explain how the project meets the City's Green Building Ordinance and whether the building will be all electric

**RESPONSE:** A recent improvement to the intended design of the building includes a commitment by the applicant to construct fossil-free apartments, meaning that all MEP systems contained within the apartments will be electric only, thereby setting the project apart from most others. All-electric apartments have the intended consequence of substantially contributing to the City's green initiatives and sustainability efforts.

**Transportation:**

1. Explore a further reduction in provided off-street parking and ways to incentivize the use of alternative modes of transportation and mass transit

**RESPONSE:** The traffic study provided the following recommendations to reduce auto ownership and promote alternative modes of transportation:

- The development will provide covered parking for approximately 110 bicycles.
- Parking within the building 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 will 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.

Additionally, the Applicant has explored various parking ratios, including ratios less than 0.47. Based upon the applicant's experience managing approximately 30 properties in the Chicagoland area, conversations with several industry professionals (including leasing agents and appraisers) and the location of the project both with the designated T.O.D. district and its proximity to both



**Chicago and neighboring suburbs, the applicant believes that a ratio less than that proposed will present a disproportionate and unwarranted risk upon the overall success of the project. The applicant is a proponent of encouraging ride share and less dependence upon cars but believes that the current ratio strikes the appropriate balance. As a point of comparison, the Main Apartments (built 2016), located at 847 Chicago Avenue in Evanston has 112 residential units and 73 parking spaces (0.65 ratio) dedicated to the residential units. That property operates at full parking capacity and uses an overflow lot to the north of the Main.**

2. Clarify where staff for the retail spaces will park.

**RESPONSE: Staff of the commercial space may use alternative modes of transportation. Additionally, the Applicant intends to set aside up to 5 (five) parking spaces to be rented by tenants of the commercial space at their discretion. Finally, there is ability to utilize the City parking garage located just north of the site.**

3. Explore additional electric car charging stations beyond code.

**RESPONSE: Applicant believes the current ordinance requiring 10% EV-Installed, 20% EV-Ready, 70% EV-Capable is adequate given the current percentage of EVs in the market. The code also requires an increase to this capacity every three years. Additionally, it is in the owner's interest to ensure tenant's needs are being met. With all spaces at least EV-Capable, ownership will have the flexibility to increase capacity as necessary.**

4. Explore charging stations for electric bikes in the bike room.

**RESPONSE: The design shall include adequate service outlets in order to charge e-bikes.**

5. Access to the bike room should be limited to the rear entry and not cross the public right-of-way at Chicago Avenue to minimize conflicts between bikes and pedestrians.

**RESPONSE: Acknowledged. Entry to the bike room is from the alley and the design does not include an entry at the front of the building.**

## **Public Works – Engineering**

1. Further study the viability of the proposed loading zone within the existing on-street parking spaces off Chicago Avenue and clarify whether these spaces are exclusive to the property and if so how that is managed, or if they are simply short term parking that will be offered to the public and managed by the City.



**RESPONSE:** Applicant defers to the City Staff on its recommendations related to the loading/standing zoning. Applicant suggests that this zone be signed for loading/standing only and be restricted to 15 minutes. This is not intended as a private space, but rather open to the public and managed by the City. The building staff will use best efforts to monitor and work with the City on enforcement.

2. Further study how conflict between the bike lane and deliveries or short-term pick-ups at Chicago Avenue will be mitigated.

**RESPONSE:** The Project does not present any conflict between the protected bike lane and patrons of the property that is unique or different from any other businesses situated along the protected bike lane on Chicago Avenue. The applicant does not have control over safety signage along the bike lane that would warn pedestrians of crossing risks. However, the applicant is open to the addition of any safety measures that the City would support. It is incumbent upon users of the bike lane to be mindful of parkers that may traverse the bike lane. Perhaps signage along the entirety of the protected bike lane would benefit the community at large. The applicant did make a FOIA request for accidents involving the protected bike lanes in Evanston. The results of that request did not turn up any known accidents.

3. If sidewalk cafes are proposed within the right-of-way, ensure that a 6' wide clear zone can be accommodated as to not conflict with pedestrian circulation.

**RESPONSE:** Acknowledged. Any future tenant of the commercial space pursuing outdoor dining must secure a sidewalk café permit with the City.

4. Clarify how conflicts within the alley will be mitigated and how move-in and move-outs will be managed.

**RESPONSE:** The Applicant has prepared, and submitted with its Application, a detailed Alley Management Plan (“AMP”) that addresses this concern. City Staff has reviewed and approved the AMP. Please refer to the AMP for further details.

#### **Public Works - Waste:**

1. Explain how on-site composting, recycling, and waste management for the retail and residential uses will operate and be managed including frequency of pick-up, and size and location of bins.

**RESPONSE:** As the intended manager for the property, the Applicant will have direct control over the waste and recycling practices at the property. In addition to typical waste and recycling practices, the Applicant shall institute a composting regime for all tenants based upon best practices recommendations from industry





professionals. As set forth in the AMP, Applicant is already working closely with LRS Recycling to devise a pick-up schedule that minimizes alley disruption and ensures that all trash pick-ups can take place within the allotted loading berth and not within the alley. The Applicant also intends to have an on-site box baler to maximize trash container capacities. Trash bins will be located within the building at all times. Applicant will also utilize the services of a composting company to provide pick up services associated with those efforts. These details are set forth in the AMP.

**Public Works - Forestry:**

1. Include how the project will incorporate bird strike mitigation measures.

**RESPONSE:** The Applicant has committed to comply with the Evanston Bird Preservation Ordinance and use best efforts to incorporate bird friendly features as set forth therein. The particulars and manner in which Applicant will achieve compliance has yet to be determined, as design development plans have not yet been prepared, sent out for bid, nor have contractors been identified, and financial feasibility is therefore not yet known.

2. Consider interior window treatments on a timer to minimize bird strikes and interior solar gain through the glazing.

**RESPONSE:** Applicant lacks the ability to mandate and control how tenants choose to maintain windows shading with the apartments. The Applicant will include window treatments as part of the suite of offered amenities and will use best efforts to choose materials that will minimize bird attraction. Applicant will also include cautionary materials with standard move-in packets educating tenants on efforts that they can practice in order to help reduce bird strikes.

3. Explore the feasibility of garden space on the rooftop.

**RESPONSE:** The property will include approximately 3,600 SF green roof area located on the fourth floor. Applicant has explored this feasibility and has determined that, unfortunately, there is no opportunity to provide a garden space on the roof given the allocation of spaces necessary for mechanical requirements and adequate tenant amenities.

4. Incorporate the City's standards for streetscape elements and improve species diversity and age profiles of street trees.

**RESPONSE:** Acknowledged. Applicant will work with City Staff and a landscape architect to select appropriate species for the area.



5. When installing new street trees, consider improving the trees environments with wider and deeper wells to improve health and viability.

**RESPONSE: Acknowledged. The Applicant will work with City Staff and a landscape architect to select appropriate species for the area.**

**Housing & Grants:**

1. Explore the viability of additional three-bedroom units within the development.

**RESPONSE: Acknowledged. The Applicant intends to explore unit layouts further by including leasing and marketing consultants as design development progresses. Depending upon feedback from the consultants, three-bedroom layouts may be added.**

2. Further explain how the indoor air quality of the residential units adjacent to the parking structure is being maintained.

**RESPONSE: The residential apartments on Level 3 are fully separated from the garage. The garage will be equipped with standard carbon monoxide detectors and exhaust fans.**

Please feel free to reach out anytime with additional questions, comments, or clarification on any of our responses. We look forward to continuing to work together as we proceed with the entitlement process for the project.

Thank you,  
Acosta Ezgur, LLC

A handwritten signature in blue ink, appearing to read 'Michael Ezgur'.

Michael Ezgur

CC: Elizabeth Williams  
Jeffrey Michael

## **Design Evanston Project Review of the 1621-1631 Chicago Avenue Project September 17, 2024**

Design Evanston professional members participated in a presentation of the proposed 1621–1631 Chicago Avenue (The Legacy) project by Jeff Michael of Horizon Realty Group and his team in Room 2402 of the Civic Center. Following is a summary of our comments as they relate to our Project Review Standards.

### **General Comments**

Overall, the general consensus of the reviewing group was that the proposed project is of appropriate height and massing within the confines of current zoning regulations and the observed current contexts of immediate and neighboring sites. The proposed project provides much needed residential housing in a viable area of the city. The design intentions at sidewalk level are to create an appropriate small-scale streetscape experience in keeping with much of Evanston's downtown. The project provides significant benefits to the city with minimal burdens on its existing infrastructure. The specific execution of the façade treatment of the project, particularly at the street-front three-story portion, needs further study.



[www.designevanston.org](http://www.designevanston.org)

### **Specific Criteria Comments**

**1. The project should address a perceived need in the city and its respective community.**

Yes. There is a need for increased residential development in the city and in this specific area. Increased residential occupancies downtown will replace lost office workers and provide better support for existing and future retail, commercial and entertainment interests.

**2. The project should be of an appropriate and beneficial use within the project's geographical context.**

Yes. See above. The additional first-floor retail, if employed as a restaurant, will further enliven this area.

**3. The project should be of appropriate and complementary size, scale and proportion for its physical context.**

The proposed size, height and massing are achievable within the requirements of current zoning. The proposed configuration of the project is significantly smaller than prior proposals and is very complementary to its context. The perceived height of the building at all public ways will be very compatible with current, recent and past developments in the area and the current streetscape experience.

**4. The project should reflect current progressive, creative and sustainable design goals and practices.**

The project will be executed with the intention of achieving LEED Gold status. The project will be all electric. Glazing will be state of the art and conform with recent bird-friendly practices.

**5. The project should provide for current and future economic growth.**

It does. The increased residences will support existing nearby commercial establishments, e.g. Whole Foods, and provide a market for other nearby establishments. It will increase the tax base of the area with a minimal burden on the existing infrastructure.

**6. The project should provide for good city revenue generation with as low as feasible infrastructure burden to the city.**

The increase in tax base is significant at a time when city and school district funds are in such demand. This will be accomplished with little burden on the existing infrastructure of this area. There appears to be a negligible increase in vehicle accommodation required given the relatively few parking spaces provided (given current statistics on auto use by current and future residents). Resident's vehicular entry to, and exit from, the building from the alley will minimize the burden of additional vehicles on Chicago Avenue traffic.

**7. The project should provide for a positive, engaging experience at street and pedestrian level.**

The attention to the streetscape experience is very good. The three-story portion of the building is well conceived, and of an appropriate scale. The treatment of the sidewalk area in front of the building is in keeping with city standards. The project will attempt to retain the existing mature sidewalk trees. If they do not survive the construction process they will be replaced with new trees that meet city requirements.

**8. The project should complement the practices and goals of "Complete Streets" and encourage multi-modal transportation use.**

The project proposes 48 in-building vehicle parking spaces for the 110 units. If this can be conveyed as an appropriate response to the current and future market it will have minimal impact on the traffic in this area, also given the fact that entry and exit to the building will be off the alley behind the building rather than off Chicago Avenue; there will be no disruptive streetscape curb-cuts.

The project is within ¼ mile of Metra and CTA train stations, a viable walking distance for residents. Furthermore, the project provides bicycle parking for 110 bicycles, one for each unit. A designated short-term parking area in front of the building should adequately accommodate such vehicles as Amazon, UPS, etc. deliveries, Uber and Lyft drivers and other short-term users. The bicycle lanes are intact with no cross traffic. Tree planting and bicycle parking will be in accordance with the city requirements.

Longer term deliveries, move-ins and move-outs, etc. are to occur at the rear of the building off the alley. Garbage and recycling pick-ups will occur here as well with the containers located inside the building not along the alley.

**9. The project should be a contributor to the city of Evanston's goals to be energy self-sufficient.**

This appears to be the goal of the project. Its use of all-electric services and pursuing LEED Gold status are steps in the right direction.

**10. The project should provide a tangible complement of public benefits.**

The project will further vitalize and activate this area of the city. It will provide much needed additional housing (including affordable units), increase customer traffic at the local businesses, add retail or a restaurant to the area, likely increase CTA and Metra ridership and improve the alley behind the building by virtue of its internal accommodation for trash, deliveries, etc.



## Specific Design Comments

1. Among the attendees there was a general concern about the lack of visual continuity between the streetscape three-story portion of the building and the tall, narrower residential portion (tower, if you will) of the building.
2. Some attendees thought that the most recent scheme, employing brick at the three-story portion of the building, seems an unnecessary nod to the theory that Evanston has in its history utilized brick at these locations and new buildings should also. This is a new building that should be able to employ new materials. Just because adjacent buildings have brick walls adjacent to the streetscape is no reason for this building to employ that material. Sensitively expressed datum lines and appropriate detailing of any material can convey the needed scale and interest desired at the streetscape and be respectful of adjacent buildings.
3. Some attendees suggested that if a terra cotta colored brick, or even tiles, are to be employed at the three-story facade, then that material or color should be employed in some manner at the tower to better tie the two portions of the building together visually.
4. The expressed columns below the center of the tower at streetscape level suggest that this is the entrance to the tower, but it is not. This was a disturbing element for most attendees.
5. The curtainwall of butt-glazed glass employed at the tower was generally viewed as attractive and a warranted contrast to adjacent older masonry buildings. The subtle changes in the vertical joint patterns from one floor to another could be an interesting effect. The curved southwest corner was impressive (and likely expensive), though for some it was curious as to why it was not employed at the opposite front corner.
6. The employment of all glass, with its degree of reflectivity, will reduce the apparent mass of the tower. Nevertheless, its volume in this context is very appropriate and satisfying.
7. Signage for retail tenants at street level, being employed at the same area of the top portion of the window storefront, not the alternative material at the fascia above the storefront window, was appreciated.
8. The Merion addition to the south of the proposed building employs a space within the proposed building as a means of egress to the alley. Is this a viable arrangement? Will a permanent easement be granted to the Merion to insure that this remains if the north neighbor ever changes ownership?
9. The rear of the building along the alley with its internal accommodation of trash, recycling, deliveries and move-ins, etc. is a very beneficial and attractive solution that well serves the functions and appearance of the building as well as the public alley.





September 18, 2024

**Mr. David Sherman – VP, Operations**  
**Horizon Realty Group**  
**1946 West Lawrence Avenue**  
**Chicago, IL 60640**

Re: 1611 Chicago Avenue, Evanston, IL

David,

As discussed at your 1611 Chicago Avenue property in Evanston on September 12<sup>th</sup>, LRS' Operations team for Evanston sees no service concerns based on the site-survey we conducted together. Although there are occasionally unforeseen challenges that can surface, based on what we saw in person and how you described the upcoming construction - along with the plans you reviewed with our Operations team, we don't see any impediments that would prevent us from servicing the new building as designed and from within the building's loading area.

Having written that, LRS is not liable for service issues or issues in general that may result from the inability to safely and effectively access corrals, enclosures or otherwise designated areas that waste and recycling containers will be stationed based on construction missteps; we encourage you to keep our team apprised of the process as it continues to develop.

Please reach out to me if I can help with any additional questions. We appreciate your attention to detail and allowing us to provide feedback and direction as it relates to waste and recycling services.

All the best,

A handwritten signature in black ink, appearing to read "Bill Kenney", is written over the typed name and title.

Bill Kenney  
Municipal Manager  
[bbenney@lrsrecycles.com](mailto:bbenney@lrsrecycles.com)

Cc: Keith Hac  
Steve Williams



August 27, 2024

Clare Kelly  
Councilmember, First Ward  
2100 Ridge Avenue  
Evanston, IL 60201-2798

Dear Clare,

On August 7, 2024, we attended the Development Community Meeting at the Evanston Public Library, where Horizon Realty Group presented their proposed plans for the 12-story mixed-use residential building at 1621 – 1631 Chicago Ave. We also plan to attend the subsequent follow-up meeting scheduled for September 4, 2024.

We have owned Tapas Barcelona since January 2020 and have enjoyed a positive tenant-landlord relationship with Horizon Realty Group and its management since then. Shortly after the August 7, 2024, meeting, we met with Jeff Michael and David Sherman of Horizon, who gave us a personal overview of their proposed plans. We know that this development, as with any new construction, will cause disruptions, but feel that the personal discussions which we began at this meeting will help abate or minimize these disruptions.

We look forward to working with you and the City of Evanston in areas requiring your input and assistance. We are confident that some of our concerns will be answered at the upcoming meeting on September 4. We know that open communication and planning are critical to avoid and minimize disruptions, and we plan on being open to working with everyone involved to ensure that this is achieved if the Horizon plans are approved. We feel that Horizon has demonstrated and will continue to participate to achieve this.

If you have any questions, please feel free to contact us. We will contact you on or after the September 4 meeting. Thank you.

Sincerely yours,

   
Horacio and Maria Lopez

Cc: Horizon Realty Group



**CONCIERGE CARE**

Trust. Service. Compassion.

**September 5, 2024**

To Mayor Biss, Members of the City of Evanston City Council, Land Use Commission, City Staff

Members and those that this may concern:

Re: 1621-31 Chicago Avenue – The Legacy Apartments

Please accept this letter as our support for the development project known as The Legacy at 1621-31 Chicago Avenue. As local business owners of Concierge Care and stakeholders in the Evanston community, we would like to express the need for development projects like The Legacy which will bring much needed business patrons, economic activity, and vitality to downtown Evanston.

With 110 new rental apartments and 6,800 SF of retail, we believe the additional density and businesses will beget additional business for our operations. Our experience with Horizon Realty Group has been a positive one and it is our opinion that their ownership is supportive of local businesses and economic growth.

We encourage Evanston leadership to continue to support projects like the Legacy and to seek out other opportunities that will lend support to the local businesses. Thank you.

Sincerely,

Concierge Care

Cc: Horizon Realty Group





8/21/24

To Mayor Biss, Members of the City of Evanston City Council, Land Use Commission, City Staff Members and those that this may concern:

**Re: 1621-31 Chicago Avenue - The Legacy Apartments**

Please accept this letter as our support for the development project known as The Legacy at 1621-31 Chicago Avenue. As the local business owners of Eggs with Benefits, located at 527 Davis Street and stakeholders in the Evanston community, we would like to express the need for development projects like The Legacy which will bring much needed business patrons, economic activity and vitality to downtown Evanston.

With 110 new rental apartments and 6,800 SF of retail, we believe the additional density and businesses will beget additional business for our operations.

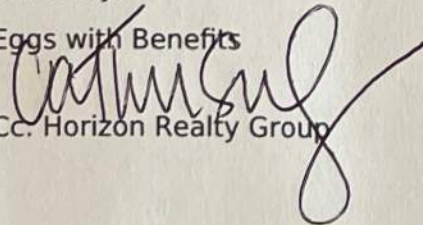
Our experience with Horizon Realty Group has been a positive one and it is our opinion that their ownership is supportive of local businesses and economic growth.

We encourage Evanston leadership to continue to support projects like the Legacy and to seek out other opportunities that will lend support to the local businesses. Thank you.

Sincerely,

Eggs with Benefits

CC: Horizon Realty Group

A handwritten signature in black ink, appearing to read "Catherine Sul", is written over the typed name and company information.

10/1/24, 2:47 PM

Gmail - LEGACY EVANSTON APT. BUILDING PROPOSAL CONCERN—UPDATE—10/1/24



Betty Ann Badger

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**LEGACY EVANSTON APT. BUILDING PROPOSAL CONCERN—UPDATE—10/1/24**

1 message

Tue, Oct 1, 2024 at 2:40 PM

Betty Ann Badger

To: clarekelly@cityofevanston.org, sfax@cityofevanston.org, "lstowe@cityofevanston.org" <lstowe@cityofevanston.org>, parkevanstonmgr@lincolnapts.com, Jonathan Nieuwsma <jnieuwsma@cityofevanston.org>

THANK YOU for your attention to this update to my email to you of 9/17/24.

Please see my forward to you—in case you haven't seen it—of an article in the Evanston Roundtable, 9/30—about Evanston resident Sharon Perrino describing being hit by a bicycle on 6/29/24—a 75 year old woman walking on the sidewalk carrying her groceries!—she incurred several serious injuries.

A major concern many of us have who live on this block between Church St. and Davis St. is that the Legacy proposal at 1621-1631 Chicago Ave. includes 100 bike stalls available for their tenants—bikes which could potentially travel down the one bike path available on this block, many of which would not use the bike path and ride on the sidewalks. This morning in a ten minute period on our sidewalk, —I live at Park Evanston, 1630 Chicago Ave.—two cyclists rode past me in violation of Evanston bike rules. Ms. Perrino expresses her concerns in regard to the many, many older adults who walk on our streets from their various nearby residences—many with disabilities who use walking aids. The Legacy would include 110 apt units and 48 car spaces in addition to the 100 bike spaces. Potentially 200 more residents, 100 bikes, and 48 more cars!

Please advise the status of this proposal with the city of Evanston land use committee.

Sincerely, Betty Ann Badger

Thank you again for your attention and for your service to our city.

10/2/24, 9:42 AM

Evanston resident on mission to end 'Wild West' bikes on sidewalks - Evanston RoundTable

"My wrist is broken in two places," she said on Sept. 9. "I have soft tissue damage to my knee, bruised ribs and numerous cuts and bruises. I will continue to need occupational and physical therapy for weeks to come."



**1621-31 Chicago Comments**

| Name (first and last) | Address of residence or place of business | Meeting date | Agenda Item (Project Name)     | Position on project | How would you like to be contacted? | If you are providing a written comment, please leave here:   | Are you representing an organization? | Please name the organization if so. |
|-----------------------|---|--------------|--------------------------------|---------------------|-------------------------------------|--|---------------------------------------|-------------------------------------|
| Jeffrey Forgash       | 1580 Sherman Ave, PH01                    | 10/16/2024   | Horizon Group, 1621-31 Chicago | Opposed             | Written comment                     | I would like to voice my opposition to this development for several reasons. I live at 1580 Sherman (Optima Towers) and the height of the proposed building will dramatically change the view (block a substantial view of the lake) of my condo unit as well as 40 plus units therefore reducing the value of our properties. I have photos but unfortunately this submission form does not provide for attachments. Chicago Ave from Church to Davis is a narrow 2 lane, exceptionally busy major street downtown. Further reduced by the width of the bike lanes on both the east and west sides of Chicago Ave. Currently traffic is unbearable and if the project is approved then a number of further traffic issues will arise; which further burdens the residents, businesses and visitors to downtown Evanston. There will be a range of deliveries and or pick ups in front of that project that will further congest the block and adversely effect the bad traffic on streets adjoining. I viewed the alley behind the proposed development and there is not sufficient width to accommodate any commercial traffic and severely limit access to the other properties in the alley. I viewed one delivery truck in the alley and it blocked access to any other vehicles able to enter or depart the alley. That would impair city trash pick ups as well restrict deliveries for retail operators who require access to the alley. It would not allow for moving vans or the building parking to be done safely. Lastly there is a great deal of density currently on that block which includes the 283 rental units in the Park, Whole Foods and the related parking, The Merion at 205 units and 522 Church which has 24 condo units and Evanston Place on the block north of the proposed development is 190 more apartments. I can tell you that having fewer total units (120) between 1580 Sherman and 240 units at Sherman Plaza that both traffic and undesirable public safety issues should provide the committee with cause to not approve the development. A more modest size project under 8 stories may be more suitable for the downtown neighborhood but in all honesty there is too much density within 3/4 blocks of the proposed project. |                                       |                                     |
| Daniel Choldin        | 1519 Hinman Ave, Apt 7N                   | 10/16/2024   | 1621-31 Chicago                | In favor            | Written comment                     | I support this project as I believe high density housing is good for the environment and will improve the downtown economy. We need to encourage more activity and commerce downtown.  |                                       |                                     |
| Karen Choldin         | 1519 Hinman Ave, Apt 7N                   | 10/16/2024   | 1621-31 Chicago                | In favor            | Written comment                     | This project has dragged on to long and should be approved, the city should encourage people to come and invest in Evanston.   |                                       |                                     |

**NOTICE OF A PUBLIC HEARING**  
**Evanston Land Use Commission**  
**Wednesday, October 16, 2024, 7:00 pm**  
**Morton Civic Center, 2100 Ridge Ave.**  
**Council Chambers**

Please be advised, as you own, or otherwise may have interest in a property within 1,000 ft. of the address listed below, for which the following zoning application will be discussed:

**Planned Development**  
**1621-31 Chicago Ave. | 24PLND-0036**

Jeffrey Michael, applicant, Horizon Group XXIII, LLC, submits for a Special Use for a Planned Development for the construction of a new 12-story mixed-use building with approximately 10,832 square feet of ground floor and basement commercial space, 110 dwelling units (including 32 bonus dwelling units per IHO), and 48 parking spaces within a 2-level parking garage in the D4 Downtown Transition District. The applicant requests the following site development allowances: 1) 78 dwelling units (including 10% on-site inclusionary) + 32 market rate bonus units for 110 total dwelling units where a maximum site development allowance of 54 dwelling units plus IHO bonus units is allowed; 2) increase of the maximum allowed building height to 114.7' where a maximum height of 105' is allowed in the D4 District; 3) reduction to the number of required parking spaces from 91 to 48 (includes 2 compact spaces); and 4) to allow two parking stalls at 15' in length where 18' in length is required. The applicant may seek and the Land Use Commission may consider additional site development allowances as may be necessary or desirable for the proposed development. The Land Use Commission makes a recommendation to the City Council, the determining body for this case. PIN: 11-18-403-021-0000. Details: <https://bit.ly/EvanstonDevelopment>



*Those wishing to make public comments at the Land Use Commission meeting may attend in-person or submit written comments in advance by calling/texting 847-448-4311 or completing the Land Use Commission online comment form available online here: <https://bit.ly/lucpubliccomment>. Information about the Land Use Commission is available online at [www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission](http://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission). Questions can be directed to Sam Hubbard, Senior Planner, at 847-448-8687 or via e-mail at [shubbard@cityofevanston.org](mailto:shubbard@cityofevanston.org). The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact the Community Development Department 48 hours in advance of the scheduled meeting so that accommodations can be made at 847-448-8170 (Voice) or 847-866-5095 (TDD). La ciudad de Evanston está obligada a hacer accesibles todas las reuniones públicas a las personas minusválidas o las quines no hablan inglés. Si usted necesita ayuda, favor de ponerse en contacto con la Oficina de Administración del Centro a 847-448-4311 (voz) o 847-866-5095 (TTY).*



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