LAND USE COMMISSION

Wednesday, September 14, 2022
7:00 P.M.
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

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/land-use-commission, clicking on How You Can Participate, then clicking on Public Comment Form. Community members may watch the Plan Commission meeting online at www.cityofevanston.org/channel16 or on Cable Channel 16.

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

II. **APPROVAL OF MEETING MINUTES: August 24, 2022**

III. **OLD BUSINESS (Continued from August 10, 2022)**

A. **Public Hearing: Planned Development | 1621-31 Chicago Avenue | 22PLND-0020**
Jeffrey Michael, applicant, Horizon Realty Group, submits a Special Use for a Planned Development to construct a new 18-story mixed-use building with approximately 7,195 square feet of ground floor retail space, 180 dwelling units (including 52 bonus dwelling units per IHO), and 57 parking spaces within a 2-level parking garage in the D4 Downtown Transition District. The applicant seeks the following site development allowances: 1.) To increase the maximum permitted number of dwelling units from 106 to 180; 2.) To increase the maximum permitted Floor Area Ratio (FAR) from 5.4 to 7.8; 3.) To increase the maximum permitted building height from 105' to 174'-8"; 4.) To reduce the number of required parking spaces from 130 to 57; and 5.) To reduce the number of required loading berths from 3 to 2. 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 in accordance with Section 6-3-5-8 of the Evanston Zoning Ordinance and Ordinance 92-O-21.

IV. **COMMUNICATION**

V. **PUBLIC COMMENT**

VI. **ADJOURNMENT**

The next meeting of the Evanston Land Use Commission will be held on **Wednesday, September 28, 2022, at 7:00 pm, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.**

Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: https://www.cityofevanston.org/government/land-use-commission. Questions can be directed to Meagan Jones at 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 847-448-4311 or 847-866-5095 (TYY) at least 48 hours in advance of the scheduled meeting so that accommodations can be made.

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).

MEETING MINUTES

LAND USE COMMISSION

Wednesday, August 24, 2022
7:00 PM
Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: Myrna Arevalo, George Halik, John Hewko, Brian Johnson, Jeanne Lindwall, Kiril Mirintchev, Max Puchtel, Matt Rodgers, Kristine Westerberg

Members Absent: Violetta Cullen

Staff Present: Sarah Flax, Alexandra Ruggie, Elizabeth Williams, Melissa Klotz, Meagan Jones

Presiding Member: Matt Rodgers (and Max Puchtel for Item 3A)

Call to Order

Chair Rodgers opened the meeting at 7:10pm. A roll call was then done and a quorum was determined to be present.

Approval of August 10, 2022 Meeting Minutes

Commissioner Lindwall then made a motion to approve the Land Use Commission meeting minutes from August 10, 2022 as amended. Seconded by Commissioner Westerberg. A voice vote was taken and the motion passed, 7-0, with 2 abstentions.

New Business

Chair Rodgers stated that the application for the request for a Special Use at 1930 Sherman had been withdrawn and would not be heard at this meeting. Ms. Williams explained that staff had not heard from the applicant on whether or not they will re-engage on the application so they will need to resubmit and the case will be renoticed at that time.

A. Public Hearing: Major Adjustment to a Planned Development | 999-1015 Howard Street |22PLND-0053
David Block, applicant, submits for a major adjustment to the planned development approved by Ordinance 8-O-20 in the B2 Business District. The applicant is requesting to modify the approved building elevations. The Land Use Commission makes a recommendation to the City Council, the determining body for this case, in accordance with Section 6-3-9-8 of the Evanston Zoning Code and Ordinance 92-O-21.

Ms. Jones read the case into the record. Chair Rodgers announced that he will be recusing himself due to being part of discussions for this project prior to his appointment to the Commission. Commissioner Puchtel, who is Vice-Chair, acted as Chair in Chair Rodgers' absence.

Mr. David Block, Director of Development and Principal with Evergreen Real Estate Group, introduced Dominic Hart with Urbanworks Architecture and attorney Steve Friedman from Applegate and Thorne Thompson. He then presented an overview of the project, explaining that the building has been substantially complete for some time and has gone through its necessary City inspections. Mr. Block stated that the building received its Temporary Certificate of Occupancy (TCO) in March, and is just about fully occupied with low income seniors aged 62 and up. He then explained that the building now needs to convert its TCO to an FCO and provided an overview of the programming being offered as well as a timeline of the building's approval before the pandemic and construction in the midst of the pandemic. Mr. Block then detailed other facades of the building, efforts in coordinating with multiple entities to get the building complete and supply chain issues that lead to the request. He also stated that there has been communication with neighbors throughout the project.

Commissioner Questions

Commissioner Westerberg asked when in the construction schedule the applicant knew an adjustment to the facade was needed and when he alerted the City. Mr. Block responded that the need for the adjustment was realized at the end of 2021, but the City was not alerted as the development team felt it was a minor adjustment to the building that was purely aesthetic and did not affect the functionality of the building.

Commissioner Westerberg then stated that she understands delays and labor shortage issues but it still seems like there should have been some kind of alert provided to the City to avoid this type of pressure. Mr. Block responded that in hindsight perhaps he should have done that. He explained that the City had staff from different departments visiting the property throughout construction and he was more concerned that items like plumbing and electrical were functioning.

Commissioner Halik stated that the applicant has put the City in a bad position since the development is already built but he believes this building design is just as good as the original design. He then asked what the Commission should do to make sure this type of situation does not happen again.

Mr. Block responded that the City's code forces this conversation. The Commission has an obligation to evaluate if the story being told by him or other developers with a similar set of circumstances makes sense. Mr. Block then stated that there is now a clause that says Covid is no excuse. It is part of the challenge now but at the time it was still too new. He then argued that the change was done in good faith, but admitted that it may not have been communicated as well as it could have been. Commissioner Halik stated that communication is the issue and circled back to what should be done to prevent this from happening again, suggesting an interim review for Zoning during construction. He

remembered the conversation when the project initially came in for review and people were happy with it.

Acting Chair Puchtel stated that he is expecting a motion later in the meeting to have staff review the language around adjustments so that it is clearer. He then asked the applicant in relation to the wood paneling, if it was price or lead time that led to the issues. Mr. Block replied that it was both, they were hearing a 6-8 month wait at $300,000 and the project was already over budget. He then explained that the project has an investor that needs a final FCO and that if there is a condition attached, they will require that money is put up that the project does not have which puts project at risk of litigation

Commissioner Mirintchev asked if the revisions were approved by the architect and submitted to the City. Mr. Block responded no; they were designed by the architect but believed it to be minor changes that did not need additional notice needed to staff. Commissioner Mirintchev then inquired what documents were shown to staff during inspections. Mr. Block added that City inspectors that come are looking at life safety issues not visuals of the building. The only visual review happens at the end of the project

Commissioner Arevalo stated that, as an architect, she understands the situation. She used a house as an example, explaining that if you show wood siding on your plans but have to use vinyl siding, if that does not affect finishing other features of the home like installing windows and sealing them, then it is just a decorative feature.

Public Comment

Steven Lohm stated that he believes the original elevation is more attractive and inquired if additional funds could be made available to help get it done.

Clare Kettlekamp, landscape architect for the project, explained more details of the building's facade, specifically figuring out how to do the living facade and keeping the tree of life elevation with the Center for Jewish Elderly. She explained the facade landscaping was planted in early June and now has coverage. Ms. Kettlekamp then shared that she has not had someone request as much care with an alley facade as this project has. She then stated that this seems to be a hiccup in the code and she hopes it gets approved.

Ms. Ann Rainey expressed that she does not think this situation will occur again because staff has mentioned that this should not need to occur through this process. Staff will request changes to the code. Ms. Rainey then stated that she asked people who do not live in the neighborhood about the project and they stated it was something they liked to see on Howard Street and they loved the building. She then shared that she hoped the shopping center would eventually go away and that building design is not really under the Commission's LUC purview

Lois Headman stated that she learned a lot and that when she initially got a postcard she got concerned and that this case demonstrated a break in the communication. She then explained that to be able to move the building (as a minor variation) but not change the facade does not make sense. She is glad that the building is finished, people are moving in and likes what has been done with the existing CJE building and the growing element of the façade. She expressed that she gets defensive about how Howard Street is treated and that, while she understands issues from the Covid pandemic, the City needs to make sure this issue does not get through to this point again.

Mr. Devon Reid expressed excitement about the building and stated the City should take things on a case by case basis. He shared that he spoke with people who are excited about this development but emphasized that it is important that the City be clear so that developers do not think they can get away from what was approved.

Ms. Sue Loellbach with Connections for the Homeless stated that this is a weird zoning issue with items like this being major but other listed items in the Code are minor, they should be flipped. She then explained that the zoning code needs to allow flexibility to enable people to build affordably. Given almost everything stopped with the pandemic it's great that this building was completed since even though things look like they may be leveling out, housing costs are increasing. Ms. Loellbach then stated that she hopes to have this project move forward and shared notes from Bonnie Wilson who stated the building facade was cheerful and the developer has worked hard to provide affordable housing and should have more costs added.

Mr. Warren Brenner stated that he now lives in the Ann Rainey Apartments and that he loves the building and is glad to live there. He then stated that the only bad thing is smell coming from restaurants at the corner strip mall. He finished by stating everything is fantastic and he wishes the developer the best.

Ms. Williams stated that staff understand the challenges that the applicant has encountered during the process and are in support of their request. Staff also recognizes that the code does present challenges and is open to feedback on future changes. Mr. Puchtel then asked if she agreed that staff was forced onto this path by the restrictions of the code. Ms. Williams responded that the memo does explain that staff does understand that the code is limiting and change to the facade is not listed as a minor adjustment.

Mr. Puchtel asked if there is anything other than the facade that there are issues with. Ms. Williams confirmed that it is just the facade and no other adjustments have been requested at this point.

Mr. Block made closing comments and Acting Chair Puchtel then closed the record.

Deliberations

Commissioner Halik stated he has no problem with the revised project and that he is familiar with Evergreen, believes they do great projects, and that this is one of them. He

then referenced Ms. Rainey's statement about design not being a part of the Commission's purview and stated that that is true but what is under the Commission's purview is making sure that what the developer says they are going to do is done. He then stated that there is work to be done on the standards for major and minor adjustments.

Commissioner Mirintchev echoed Commissioner Halik's comments, explaining that he is ok with the changes but that the review process for revisions needs to be followed. He then expressed that he preferred the original rendering better but will leave any additional changes to the architect to follow up on.

Commissioner Westerberg agreed that this is an important project but she does not think this is about a quirk in the code but this is about accountability. She stated that she understands issues with Covid and labor shortages but her concern and her recommendation is that the City finds a way to prevent this from happening in the future and make sure developers are held accountable to build what is approved. The applicant has already addressed that this was a lapse in communication and it's important that accountability be carried through for every developer that works in the City

Commissioner Lindwall stated that the project is substantially complete and that going back and punishing the developer is not a good move. She stated that facade design is very important and that there are design guidelines on what is and isn't acceptable. Commissioner Lindwall then explained that it is Important that there are interim inspections or meetings with staff to touch base on possible issues and keep the City informed so that if changes are needed there can be a public process. She also stated that she does not necessarily think that building materials are necessarily minor adjustments. Some projects have been built where people wonder how it was approved and that was due to the project simply meeting the zoning code. She also stated that there need to be changes to the Code that require changes to the building be brought back to the City, even if it is done administratively, so that this does not occur again.

Commissioner Hewko agreed with previous comments provided and stated that he intends to vote in support of the project. He stated that the Code is very clear on what is a major and minor and he is surprised that this fell through the cracks. He then explained that while he does not think we necessarily need to change the code, there should be an interim process for review.

Commissioner Johnson stated that he intends to vote yes. He is sympathetic to the financing and supply delays. He then stated that part of the charge is to hold developers accountable. The building is built and neighbors seem happy with it. Commissioner Johnson stated that he will vote in support but with concern on making sure there is no precedent sent.

Commissioner Arevalo stated that she intends to vote yes on the proposed adjustment. She explained that many are not familiar with the process and that the zoning review

stage is the beginning or conceptual stage of a project. Once a project has gone through that zoning process, then it goes through the actual building permitting and construction process. That is where details relating to life safety, structural, electrical, etc. have to be taken into account. Those building plans are submitted to the City and if at that time there were changes to the structure or building placement, those would be major changes; something like the final color, should not be represented since it is visual and changeable.

Commissioner Halik then responded that the applicant submitted the original design for a building permit. The issue is what happens after that. After a permit, other factors come in and there is no mechanism or regular communication after the permit is issued. Commissioner Arevalo expressed that there never is. For example, if someone wants to build a house, a design is drawn, then that is submitted for permitting, then there is a bidding process and in looking at the budget for the project that is when it is decided what can and cannot stay.

Commissioner Halik asked if zoning review is part of the building permit approval process. Ms. Williams explained that staff reviews building permit plans and that staff looks at the original plans that were approved per ordinance and checks for substantial compliance with those plans and to make sure the building is still zoning compliant. She stated that her understanding is that for this project changes occurred after building permits were issued and construction began.

Acting Chair Puchtel stated that he is in favor of granting the adjustment. He explained that he works in construction and can confirm that lead times and costs in particular with wood products have been highly volatile during the pandemic. He also expressed that he has no reason to believe the developer has not acted in good faith and thinks that the change to the facade is not egregious and increases the amount of window area which one could consider to be a good thing.

The Commission then discussed the Standards for Special Use, Standard for Planned Developments; and Standards and Guidelines established for Planned Developments in the B2 Business District and found that each were still met.

Commissioner Halik made a motion to accept the applicant's revised design as presented and recommend approval of the major adjustment. Seconded by Commissioner Mirintchev. A roll call vote was taken and the motion passed, 8-0.

Commissioner Rodgers returned to the dais Commissioner Rodgers stated he has been in discussion with staff regarding possible updates to the major and minor adjustment process.

Commissioner Rodgers then made a motion for staff to review how the City classifies major and minor adjustments to planned development, in particular looking at when site development allowances are granted to look at using those as standards for major adjustments and have other changes be considered minor

adjustments which would be addressed following the process of having staff review it and forwarding it on to Planning & Development Committee and City Council for final approval (so there would be opportunity for the public to speak but the items would not come before the Land Use Commission). Seconded by Chair Puchtel.

Chair Rodgers resumed his Chair duties.

Commissioner Westerberg requested clarification on what Chair Rodgers suggested, clarifying that the text amendment needed to make the change would come before the Commission for review; the differentiation between the adjustments would be once the categories are created, major variations would be addressed through the Commission while other items would be reviewed by staff, Planning & Development Committee and Council.

Commissioner Lindwall expressed support for adjustments coming back to the Commission and explained that it is important that significant changes to the facade, even the materials, have some discussion on whether or not that is a major variance and if they are brought before the Commission. Chair Rodgers stated that the Commission can act as a determining body should an applicant appeal a decision from staff. Staff can also decide if something should be forwarded up to the Commission for further review.

A voice vote was taken on the motion and the motion passed, 9-0.

B. Public Hearing Special Use | 1930 Sherman Avenue | 22ZMJV-0054 Charles Davidson of CDG Real Estate, applicant on behalf of the Jewish Learning Foundation, requests a Special Use Permit for a Religious Institution in the R5 General Residential District (Zoning Code Section 6-8-7-3). The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-5-8 of the Evanston Zoning Code and Ordinance 92-O-21. *The application for this request has been withdrawn by the applicant.*

No action taken.

C. Public Hearing: Text Amendment | Restaurants in MXE | 22PLND-0055 City initiated Text Amendment to the Zoning Ordinance, Title 6 of the City Code, to add Restaurant, Type 1, as a Permitted Use, and Restaurant, Type 2, as an Administrative Review Use in the MXE Mixed-Use Employment District. The Land Use Commission makes a recommendation to the City Council, the determining body for this case in accordance with Section 6-3-4 of the Evanston Zoning Code and Ordinance 92-O-21.

Ms. Klotz read the case into the record and provided an overview of the request. This text amendment is a referral from Councilmember Burns at the request of Soul and

Smoke, a catering business which wants to expand to a full restaurant. Ms. Klotz explained that there is a craft brewery in this district that essentially acts as a restaurant so it makes sense to make the amendment. There are several MXE business districts that have transitioned to having a mixture of quasi- industrial, commercial and residential uses within them and now there is demand for restaurant uses. The full recommendation is that Type I restaurants be a permitted use and Type 2 restaurants (or quick serve restaurants) be an administrative review use, with the ability to approve, deny or defer to the special use process.

Ms. Klotz then stated that staff has become aware of another light manufacturing use that would like to transition into a likely Type 2 restaurant use in a different MXE area.

Commissioner Questions

Commissioner Westerberg asked if any comments or questions had been received from residents. Ms. Klotz responded that none had been received.

Commissioner Lindwall expressed that she thinks the amendment is a good idea. MXE and MUE districts came about because those areas were a hodge-podge of uses and people did not quite know what to do with those areas to allow them to evolve over time. She then stated that she is in support of the text amendment, adding that uses have been added to the district as it has evolved. Handling the evolution through text amendments provides safeguards and flexibility.

Commissioner Halik expressed agreement, stating that restaurants help to stabilize these types of areas.

Chair Rodgers stated that mixed use districts should be our catchalls that can include restaurants, retail, residential etc. and that heavy manufacturing districts should be heavily regulated. He then stated that the City does not have much space designated MXE so he does not have concerns.

Public Comment

None

Deliberations

The Commission reviewed the standards for approval of text amendments

A. Met
B. Met
C. Met
D. Met

Commissioner Lindwall made a motion to recommend approval of the text amendment to add Type I restaurants as a permitted use and Type 2 restaurants as an administrative review use in the MXE district. Seconded by Commissioner Puchtel. A voice vote was taken and the motion passed, 9-0.

Communications

Ms. Flax, Interim Community Development Director, gave a brief update on the Comprehensive Plan process, explaining it had been on hold but will hopefully be moving forward soon.

Public Comment
No public comment.

Adjournment
Commissioner Westerberg motioned to adjourn, Commissioner Lindwall seconded, and the motion carried, 9-0.

Adjourned 8:47 pm
Respectfully submitted,
Meagan Jones, Neighborhood & Land Use Planner

1621-31 Chicago Avenue
Planned Development
22PLND-0020

LUC Recommending Body

Memorandum

To: Chair and Members of the Land Use Commission

From: Sarah Flax, Interim Director of Community Development
Elizabeth Williams, Planning Manager
Meagan Jones, Neighborhood and Land Use Planner

Subject: Planned Development
1621-31 Chicago Avenue, 22PLND-0020

Date: September 9, 2022

Request

The applicant applies for a Special Use for a Planned Development at 1621-31 Chicago Avenue to construct an 18-story mixed-use residential building with 7,159 sq. ft. of ground floor commercial space. The applicant is requesting the following site-development allowances:

1. 128 dwelling units proposed including required onsite IHO units leading to the addition of 52 bonus units for a total 180 total units. The maximum number of dwelling units permitted is 106 (based on the lot size of 21,644 and 52 possible bonus units).
2. 7.8 FAR is proposed. The maximum FAR is 8.0 with a site development allowance (5.4 in the D4 district + 2.0 with IHO bonus + .6 with a site development allowance).
3. 174'8" zoning height is proposed. The maximum height allowed is 145' (105' maximum in D4 + 40' with a site development allowance). This exceeds maximum site development allowance. Due to the IHO bonus, a simple majority vote of City Council will be needed.
4. 57 on-site parking spaces (including 8 compact spaces) are proposed. A minimum of 130 parking spaces are required based on the unit mix and retail provided.
5. 2 loading berths where 3 loading berths are 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

The Application has been filed in conformance with applicable procedural and public

notice requirements including publication in the Evanston Review on July 21, 2022.

Additionally, two community meetings were held, one on February 8, 2022 and a second on July 26, 2022, to enable the applicant to present plans to the nearby residents and for residents to ask questions regarding the proposal.

General Information

Applicant: Jeff Michael
Horizon Realty Group
1946 W. Lawrence Ave.
Chicago, IL 60640

Owner(s): Horizon Group XXIII, LLC
1946 W Lawrence Ave
Chicago, IL 60640

Existing Zoning: D4 Downtown Transition District

Existing Land Use: Single-story commercial building

Property Size: 21,644 sq. ft. (approx. 0.5 acres)

PINs: 11-18-403-021-0000

Surrounding Zoning and Land Uses	Zoning	Land Use
North	D4 Downtown Transition District & R6 General Residential District	Commercial Business, Multi-Family Residences
South	D4 Downtown Transition District	Commercial Businesses, Hotel
East	D1 Downtown Fringe District & R6 General Residential District	First United Methodist Church, Multi-Family Residences, Mixed-Use Buildings
West	D3 Downtown Core Development District & D2 Downtown Retail Core District	Whole Foods Market and parking garage, Park Evanston Multi-Family Residential, Commercial Businesses

Analysis

Project Description

The applicant proposes to demolish the existing one-story commercial building and

construct an 18-story (174'8" zoning height) mixed-use building with 7,159 square feet of ground floor retail and 180 total residential units above. There will be 57 parking spaces within a two level parking podium accessed from the alley to the immediate east of the property.

1621-31 Chicago Avenue - rendering of proposed building, looking towards the southeast

Site Layout

The proposed project site is on the east side of Chicago Avenue between Church Street and Davis Street slightly north of the middle of the block and currently consists of a single-story commercial building with several shops and restaurants including Found, La Cocinita, and Best Care Cleaners. There are currently three vacant storefronts.

The site for the proposed planned development is a slightly rectangular shaped area with approximately 127 feet of street frontage along Chicago Avenue. The development consists of a ground floor with approximately 7,195 square feet of retail space and lobby area consisting of a bike room, mail room, etc. for the residences above. Two parking levels are on the 2nd and 3rd floors. The proposed building will be constructed lot line to lot line. A 15 ft. 3 in. setback from the north property line and an approximately 42 ft. 3 in. setback from the south property line are proposed beginning at the 4th floor. This will consist of terrace space for the units on that floor and an area for green roof that runs adjacent to the existing building to the south.

The site is marked on the image below with an orange line.

1621-31 Chicago Avenue - aerial shot noting site boundary

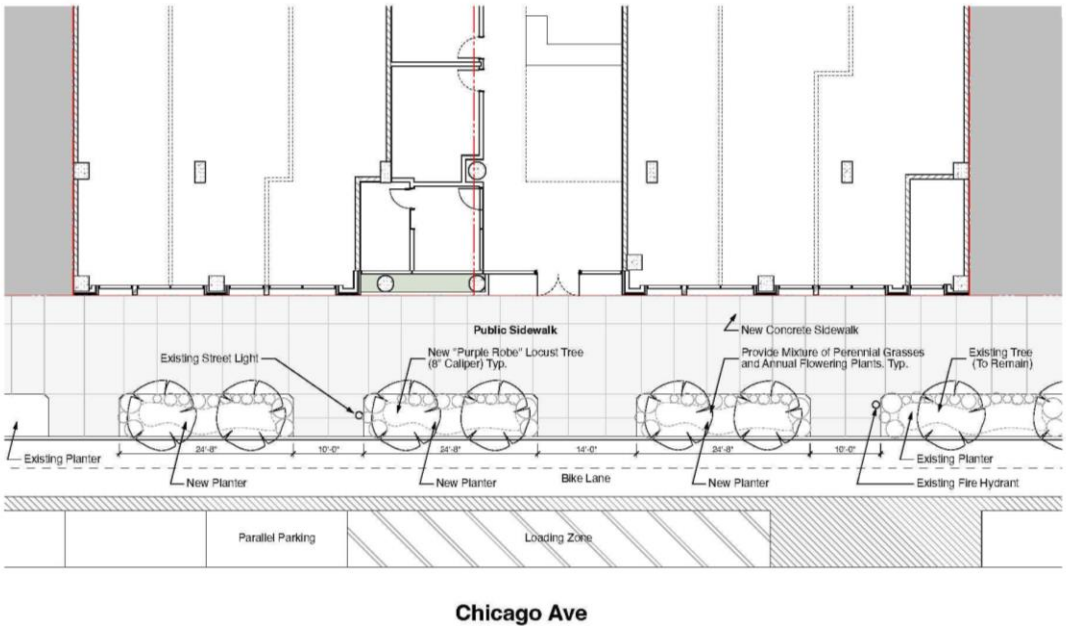
The west portion of the ground floor will consist of a lobby area for building residences and retail space accessed from Chicago Avenue. The applicant is also proposing to have a loading zone in front of the building on Chicago Avenue to accommodate quick deliveries and pick-up/drop-offs for people accessing the building. The western portion of the ground floor consists of parking for 106 bicycles and mechanical and trash /recycling receptacle space. There is also a connection to the existing Merion development to the south. Loading and trash collection will take place within a loading berth located off of the alley to the east of the property as will entry to the on-site parking garage.

The 2nd floor parking level will consist of 29 parking spaces and resident storage space. The 3rd floor parking level below will have 28 parking spaces and additional residential storage space. A total of 3 ADA accessible parking spaces will be provided.

1621-31 Chicago Avenue – ground floor

The typical floor plan will consist of 13 units with a mix of studios, 1-bedroom and 2-bedroom units. The penthouse floor will consist of 11 units with a mix of 1-bedroom and 2-bedroom units. The 18th floor of the building will be the amenity floor with lounge space, swimming pool and dog run. This floor will also house mechanical space.

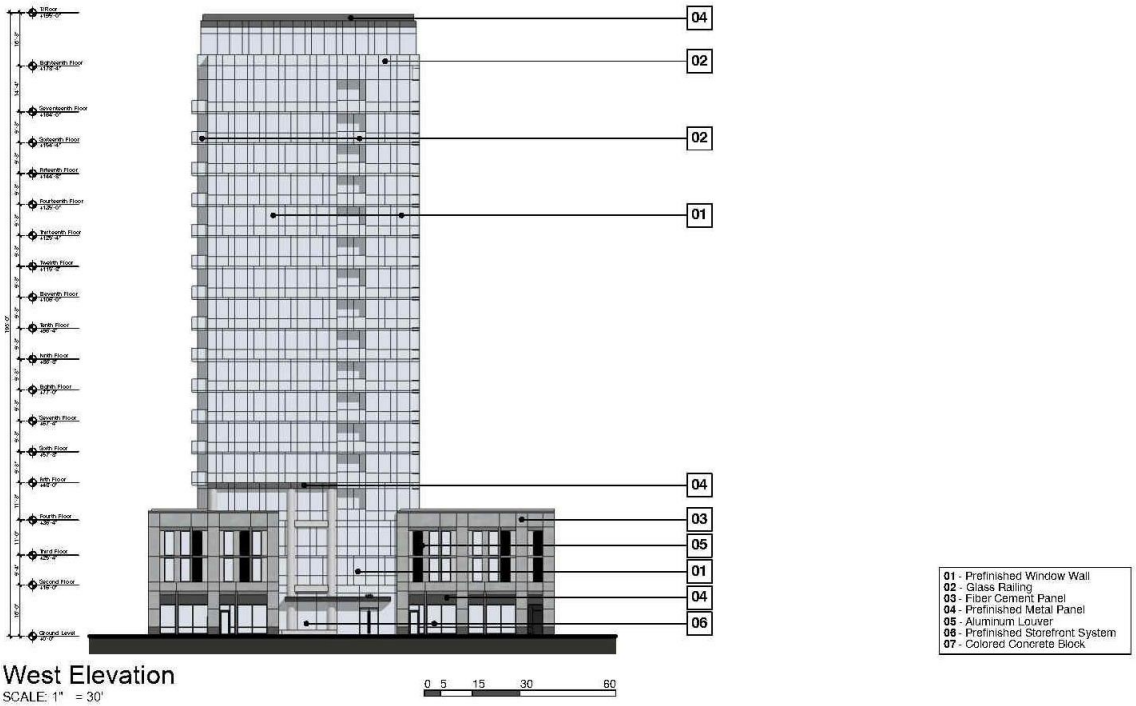
The landscape plan (pictured below) proposes to replace three planters in front of the proposed building. These planters will have perennial grasses, flowering plants and "purple robe" locust trees.



Exterior Building Materials

The proposed exterior building materials include:

- Prefinished storefront system
- Colored concrete block
- Aluminum Louver (parking levels)
- Prefinished Metal Panel
- Fiber Cement Panel
- Glass railing
- Pre-finished window wall



Staff reviewed the design and layout of the proposal and noted that the height and building materials are out of context with the surrounding properties and the intent of the D4 District as a transition district. Staff also suggested that additional Electric Vehicle (EV) charging stations be provided and that a wind study is completed to address the pedestrian experience. The applicant has alerted staff that they have sought proposals for a wind study; however, it has not been completed at this time. Clarification was sought on waste management, which the applicant proposes to have recycling and trash shoots on-site with additional pick-ups that can be scheduled for any restaurant use that may be in the retail space. A waste management plan is provided (attached). It was also pointed out that since the applicant owns the majority of the buildings on this block, alley traffic would be important for them to manage. The applicant has provided an alley management plan which is included as an attachment to this report. In order to address parking concerns, staff suggests leasing additional spaces at the Church Street garage located north of the site. Staff has also encouraged the applicant to continue

work with Bird Friendly Evanston on bird friendly measures. Finalized bird friendly measures can be reviewed by staff at the time of a building permit review.

Inclusionary Housing Ordinance (IHO)

The development meets the requirements within the City's Inclusionary Housing Ordinance. The development has a base of 128 dwelling units and proposes to provide 13 on-site affordable units (10% of 128 rounds up to 13). Since the development meets this requirement and is located within the Downtown district, it is able to obtain 4 additional bonus units for every on-site affordable unit provided, in this case 52 additional units. Adding these units to the original 128 units yields a total of 180 dwelling units.

The base number of dwelling units requested = 128
10% * 128 = 12.8, rounds up to 13
+ 4 bonus units per on-site inclusionary dwelling unit
4 * 13 = 52
128 base + 52 bonus = 180 dwelling units

Meeting the IHO requirement also enables bonuses for FAR, discounted parking requirements (described in more detail below) and the ability to have a simple majority vote from City Council to approve site development allowances that exceed the maximum permitted, instead of a supermajority (two-thirds) vote.

As a public benefit, the applicant is proposing to provide 5 additional units within the development as affordable at 60% Area Median Income (AMI), for a total of 18 on-site affordable units within the 180 unit building.

Traffic and Circulation

The Applicant submitted a Traffic Impact Study conducted by KLOA which looked at the possible effects the proposed development may have on traffic in the area. The study noted that the site is considered a Transit Oriented Development that served by several nearby CTA bus lines and is within walking distance of CTA and Metra transit stations at Davis Street. Additionally, both Chicago Avenue and Davis Street are designated bike paths and a two-way barrier protected bike lane runs in front of the site on the east side of Chicago Avenue. On-street metered parking is available on both sides of the street.

Pace Bus Route 208 runs along Golf Road and Route 213 runs along Chicago Avenue and Green Bay Road both serve the immediate area and have stops at the Davis Street CTA Station less than half a mile from the site.

Vehicle, bicycle and pedestrian counts were taken at weekday peak morning and evening times at several intersections and possible points of conflict, including:

- 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 study did note that, due to the Covid-19 pandemic, traffic volumes in the study area generally do not have typical conditions. As such, the 2021 traffic counts obtained in the study were compared to previous traffic counts conducted in the area by KLOA in 2018. Based on the comparison of the traffic volumes, the 2021 traffic volumes were increased by varying amounts detailed within the study.

The study also noted that U.S. Census data in the area showed that only approximately 50 percent of residents in the area drive a car to work. Also, given the site's location in the downtown and proximity to public transportation and alternative modes of transportation, the number of trips generated by the new development will be reduced. Similarly given the reduction in commercial space at the site from what is currently there, the study found that 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 alley adjacent to the east side of the site. Vehicles going to the parking garage and trucks to the loading docks will be able to access this alley from either Church Street or Davis Street, which will help to distribute the traffic along the roadway system. Additionally, a vehicle loading zone is proposed in front of the building along the east side of Chicago Avenue. This loading zone would eliminate approximately two to three on-street parking spaces. Pedestrian access to the residential and commercial portions of the development will be provided via Chicago Avenue. A shortened path for residents to access the building's bicycle parking has been provided to discourage biking in the alley.

Overall, the study found that proposed development would have limited impact on the operation of the roadway system. The existing roadway system has sufficient capacity to accommodate the traffic that would be generated by the proposed development. Each of the intersections studied are projected to maintain a good level of service assuming other area growth and the additional traffic projected to be generated by the development. As such, the study does not suggest roadway improvements and/or traffic control modifications are required but did suggest that consideration should 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 has added this as a possible condition should the development be approved.

<u>Public Benefits</u>
Public benefits are intended to address impacts development has on the community. The applicant proposes the following to address how the proposed development provides public benefits per Zoning Code Section 6-3-6-3:

1. 5 additional IHO units @ 60% AMI ($2,025,000 NPV to community)
2. Establish scholarship fund for continued education In real estate
3. Promote local artists
4. Environmental site clean up
5. Electric Vehicle charging stations

6. Composting & recycling of waste

Staff notes that environmental site clean-up would be required to occur with redevelopment of the site to ensure no additional remediation is needed. In addition, staff suggested additional public benefits that could be provided by the applicant including:

- Donation of $5000 of lightweight Divvy e-bike station purchase.
- Donation to the public transportation fund that could go towards a study that the City is currently working with the CTA to modernize the Purple line.

Compliance with the Zoning Ordinance

The D4 downtown transition district is intended to provide for business infill development and redevelopment within downtown Evanston. The massing and scale of structures within the D4 district should be reflective of established uses and should provide suitable transition between downtown districts and those districts adjacent to the downtown. The district is also intended to encourage and sustain a mix of office, retail, and residential uses. Planned developments are encouraged as a special use in the D4 district. Where a lot zoned D4 is overlaid with an oRD redevelopment overlay district designation, a planned development is required in order to ensure that proposed development in these areas is consistent with the objectives and policies of the adopted plan for downtown Evanston.

The applicant is requesting to construct an 18-story, 180 unit mixed-use residential building with ground floor retail. The following site development allowances are required for plan approval:

Base zoning, allowable Planned Development site development allowance, and IHO bonuses				
	Base Requirements	**IHO Bonus**	**Site Development Allowance**	**Proposed**
Density	54 dwelling units	+52 = 106 dwelling units	NA	123 + 52 (bonus)= 180
FAR	5.4	+2 = 7.4	+0.6 = 8.0	7.8
Zoning Height	105’	NA	+40 = 145’	174’8”
Parking Spaces	140 (10 retail + 130 residential)	130 (No parking required for 13 onsite affordable units. No retail parking bonus)	NA	57 (with 8 compact spaces)
Loading Berths	3	NA	NA	2

NA = no bonus/site development allowance is provided for this item

A mixed-use of multi-family residential and commercial is permitted within this zoning district. Due to the 10% IHO required on-site affordable units being provided,

development bonuses enable the proposed FAR to fall within the maximum site development allowance that can be requested. On-site parking provided is below what is required within a TOD area, even with credits given for the on-site affordable units. No bonuses are provided for loading berths which the development proposes one less than required or for building height which is above the maximum permitted in the district. Again, due to meeting IHO requirements this enables a simple majority vote instead of a super-majority vote in order to exceed maximum site development allowances. As mentioned above, additional parking spaces should be leased to address the parking gap within the proposal.

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:

- 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 18 on-site affordable units and includes 7,195 square feet of ground floor commercial space within the City's Downtown.
- Promote higher-density residential and mixed-use development in close proximity to transit nodes (e.g., train stations) in order to support non-automobile dependent lifestyles: As a higher density development located within walking distance of the Davis Street transit station, this is addressed. There is some concern regarding the need for additional parking which could be mitigated through leasing additional spaces in nearby parking structures. Additionally, there are a number of bicycle parking spaces for building residents which encourages use of the protected bike-line that runs in front of the building.
- 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.
- Maintain the appealing character of Evanston's neighborhoods while guiding their change: As mentioned above, the redevelopment of this site provides additional residents and customers to the downtown. While it does provide a podium to aid in perceived walkability at the ground level, the building materials and height of the glass wall are not in context with the heights and building materials of adjacent structures.

Compliance with the Downtown Plan

This site is within the designated East Edge subarea and is recognized as a site susceptible to change. The East Edge subarea calls for mixed-use development with ground floor retail or office and heights between 6 and 10 stories to keep a walkable commercial stretch for this section of the Downtown. The overall height of the proposed development is above this suggested height. The Downtown Plan also highlighted 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 by the development with the proposed ground floor retail, however, the development will remove a building that has been viewed as character giving and contains some unique retail space that helps provide the unique "local" character that is mentioned within the Downtown Plan's objectives and strategies. Additionally, the parking podium levels above the ground floor present an area of dead space along the front façade.

Compliance with the Design Guidelines for Planned Developments

The proposed building has some inconsistency with the Design Guidelines for Planned Developments. The building does break-up the massing with setbacks from the north and south property lines, providing terrace space for building residents on the 4th floor as well as a green roof area. Additionally, the ground retail and parking podium can be viewed as presenting a more pedestrian oriented scale and help break-up the perception of the massing for a portion of the façade, though the parking levels themselves are inactive on that portion of the façade. That being said, the overall massing and building materials are out of appropriate scale and context to the site, which is zoned to provide a transition to the neighboring properties to the east. Though the area to the east is higher density residential, the adjacent residential buildings are of a smaller scale than what is proposed. Additionally though contemporary architecture is permitted and specific design elements fit that style of architecture, the proposed façade which is largely prefinished glass wall that begins at the ground floor at the center of the building, does not keep the existing context of adjacent buildings which are largely masonry or a similar look.

Standards

The proposed development must satisfy the Standards for Special Use in Section 6-3-5-10, the Standard for Planned Development in Section 6-3-6-9, and the standards and guidelines established for Planned Developments in the D4 Downtown Transition District. (Section 6-11-1-10). Staff finds that the proposed Planned Development does not meet all of the Standards for approval.

Standards for Special Use (Section 6-3-5-10)

- A Planned Development is listed as an allowed special use in the D4 District.
- As noted above, the proposal is generally in keeping with the purposes and policies of the adopted Comprehensive Plan as it provides a mixed-use, transit oriented development with on-site affordable units. The proposal is seeking site development allowances to address the requirements within the Zoning Ordinance code that it does not meet. There is concern, however, with regards to the building context and height which is also above site development allowance that is established.
- The proposed development will not cause a negative cumulative effect when considered in conjunction with other special uses on the immediate area and the City as a whole. Surrounding uses include a number of mixed-use residential buildings, retail, office, and high density multiple family residences. The extent of the proposed use, however, does exceed what is permitted.

- The proposed development will not interfere with or diminish the value of property in the neighborhood. No information has been provided that indicates negative impact to property values of adjacent property
- The proposed development will be adequately served by public infrastructure already available. The street and sidewalk network, as well as water, sewer, electricity and gas infrastructure already exist.
- The proposed development will not cause undue traffic congestion. The applicant has submitted a traffic study indicating there will be minimal effect on the level of service on existing surrounding roadways. That being said, the submitted alley management plan would need to be adhered to mitigate any impacts on adjacent properties that utilize the alley.
- There are no historical and architectural resources or environmental features present on the site. Though, per staff's review letter, consideration could be taken in preserving portions of the 1-story commercial building.

Standards and Guidelines for Planned Developments in D4 Downtown Transition District (Sections 6-3-6-9 and 6-11-1-10)

The proposed Planned Development use complies with the purposes and intent of the Zoning Ordinance. The proposal will greatly increase the bulk of structures on the east side of Chicago Avenue and be out of scale with other structures on that block which is within a zoning district meant to act as a transition to less intense uses on the edge of downtown and have smaller bulk. The proposal is largely consistent with the vision and goals of the Comprehensive Plan for redevelopment of underutilized properties with uses compatible with the surrounding neighborhood, however, the bulk and materials of the proposed development is out of scale and context with neighboring properties.

The proposed site development allowances for height and dwelling units exceed the maximum site development allowances permitted. As stated above, due to the proposed development meeting IHO requirements, a majority vote of City Council is required for approval as opposed to a supermajority vote.

Recommendation

Based on the analysis above staff recommends the Land Use Commission review the facts presented and make a recommendation to the City Council. Should the Commission vote to approve the development staff recommends the following conditions be added:

1. Additional public benefits are considered as suggested within the staff report.
2. That the applicant adhere to the alley management plan provided
3. That the applicant adhere to the waste management plan provided
4. Bird Friendly measures continue to be worked on and finalized prior to building permit issuance.
5. Consider adding car-sharing space within the building's garage or in the vicinity.
6. Building residents are not allowed to park in the neighborhood.
7. Additional parking spaces are leased in the Church Street parking garage and vehicle ownership data on building residents is provided over time to monitor parking demand

Attachments

1621-31 Chicago Avenue Plans - revised July 6, 2022
Traffic Impact Study - dated October 19, 2021
Alley Management Plan
Waste Management Plan
Fiscal Impact Analysis - dated March 1, 2022
Public comments/petitions received
- Link to Comments received after August 10, 2022
- Comments within August 10, 2022 meeting packet
- Link to Comment Addendum from August 10, 2022 meeting

Link to Planned Development Application
Link to Market Feasibility Study

PAPPAGEORGE HAYMES

The Legacy

1621-29 Chicago Ave

July 6, 2022

HORIZON REALTY GROUP

HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Area Map
7/6/22

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HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Area Map
7/6/22

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1621-31 Chicago Ave. - Evanston, IL

Context View from Northwest
7/6/22

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1621-31 Chicago Ave. - Evanston, IL

Context View from East
7/6/22

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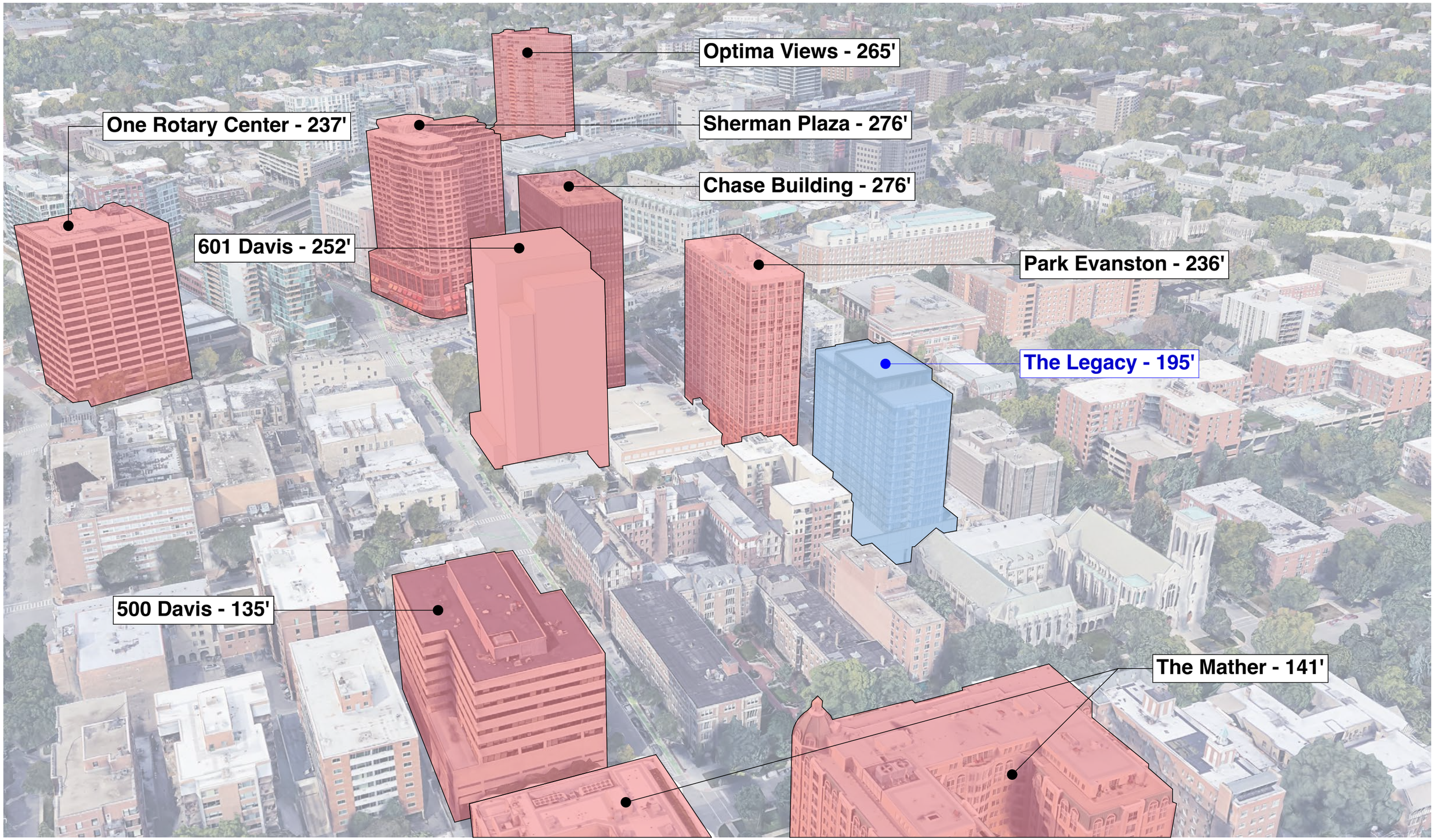
Optima Views - 265'
One Rotary Center - 237'
Sherman Plaza - 276'
Chase Building - 276'
601 Davis - 252'
Park Evanston - 236'
The Legacy - 195'
500 Davis - 135'
The Mather - 141'

1621-31 Chicago Ave. - Evanston, IL

View from SW
7/6/22

PAPPAGEORGE HAYMES

HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Ground Level View
7/6/22

Chicago Ave

Existing 20' Alley

Parallel Parking

Loading Zone

Bike Lane

1"

40'-8 1/2"

37'-1 1/2"

127'-2"

127'-0"

40'-10"

8'-4"

1"

Adjacent One-Story Building

Retail
3,955 sq ft

Leasing

Fire Command Center

Package

Lobby

UP

Gallery

Mail Room

Staging

Trash / Recycling

13 14 7 Work Area

5 **Bike Room** 106 Bikes 14 15

8 14 18

Telephone / Data Room

Ramp UP @15.5%

Blend @8%

Pump Room

Generator Room

UP

ComEd Vault

Retail
3,240 sq ft

76'-4 3/8"

H20 Meter

Ramp DN @4.5%

Switchgear / Emergency Switchgear

Retail Trash

Loading

10'x35' Loading Bay

10'x35' Loading Bay

Mechanical

Ramp DN @4.5%

Adjacent Eight-Story Building

Access from Merion Exit Corridor

Site Plan

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

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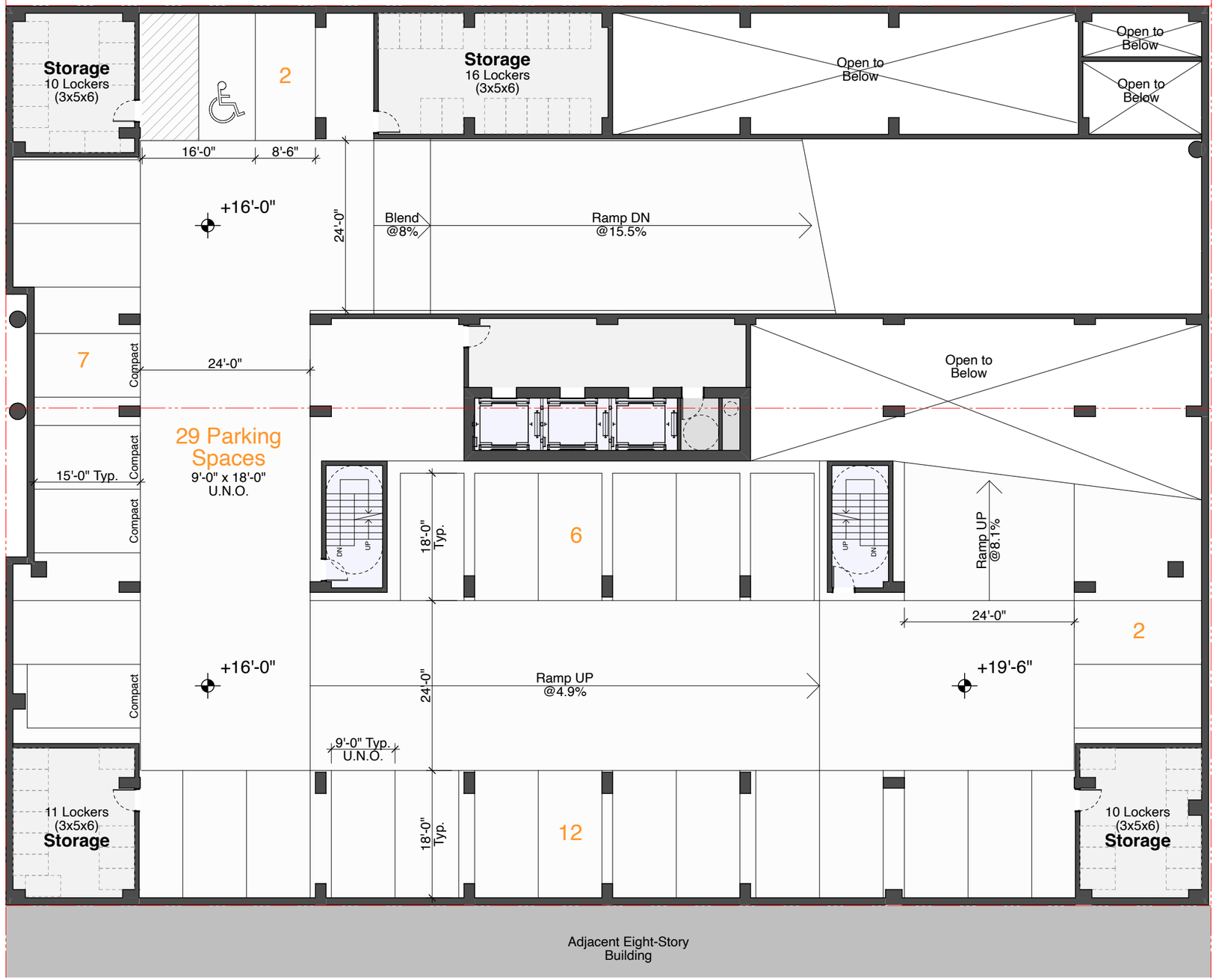

Second Floor

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

0 5 10 20 40

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

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

Third Floor

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

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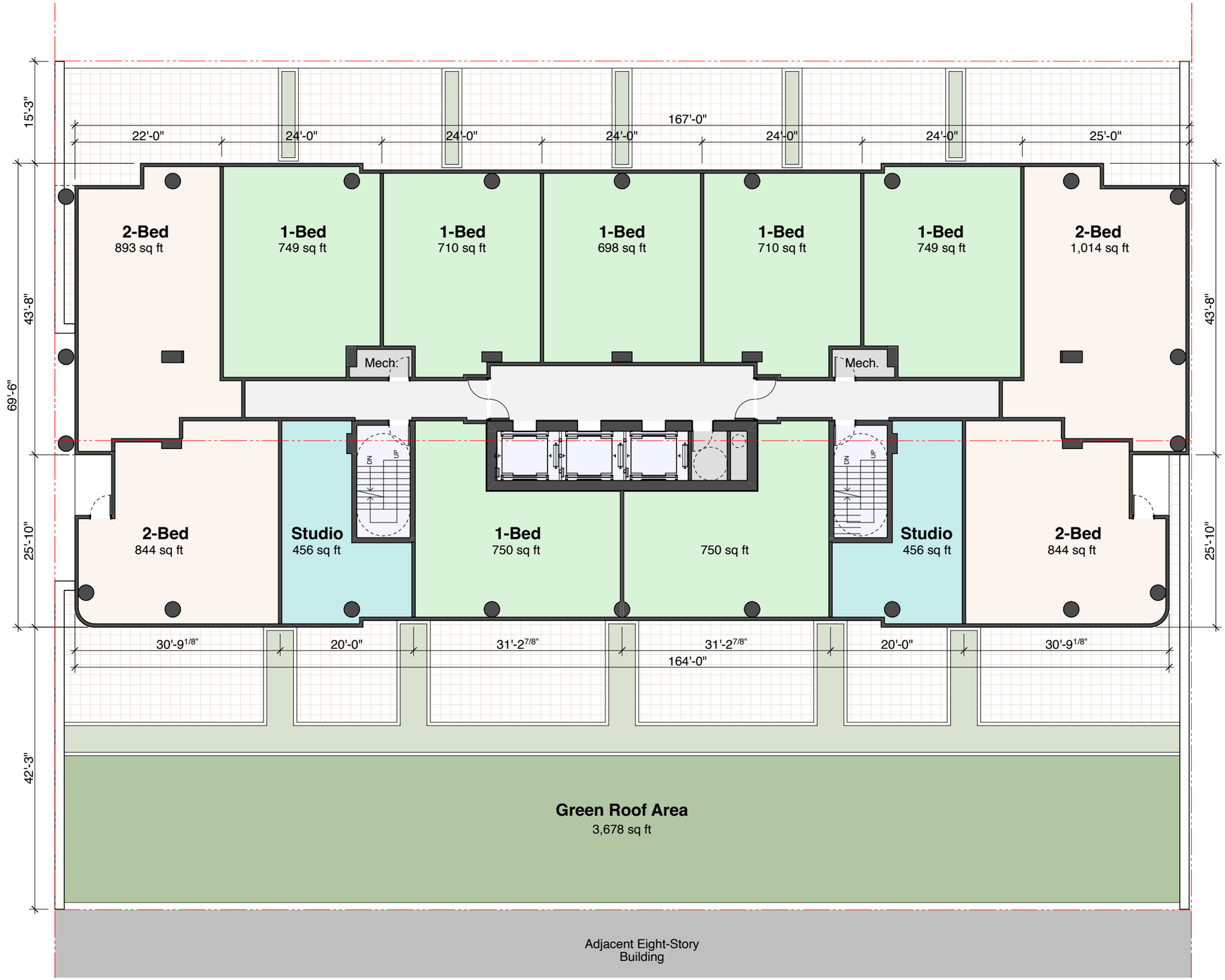

Fourth Floor

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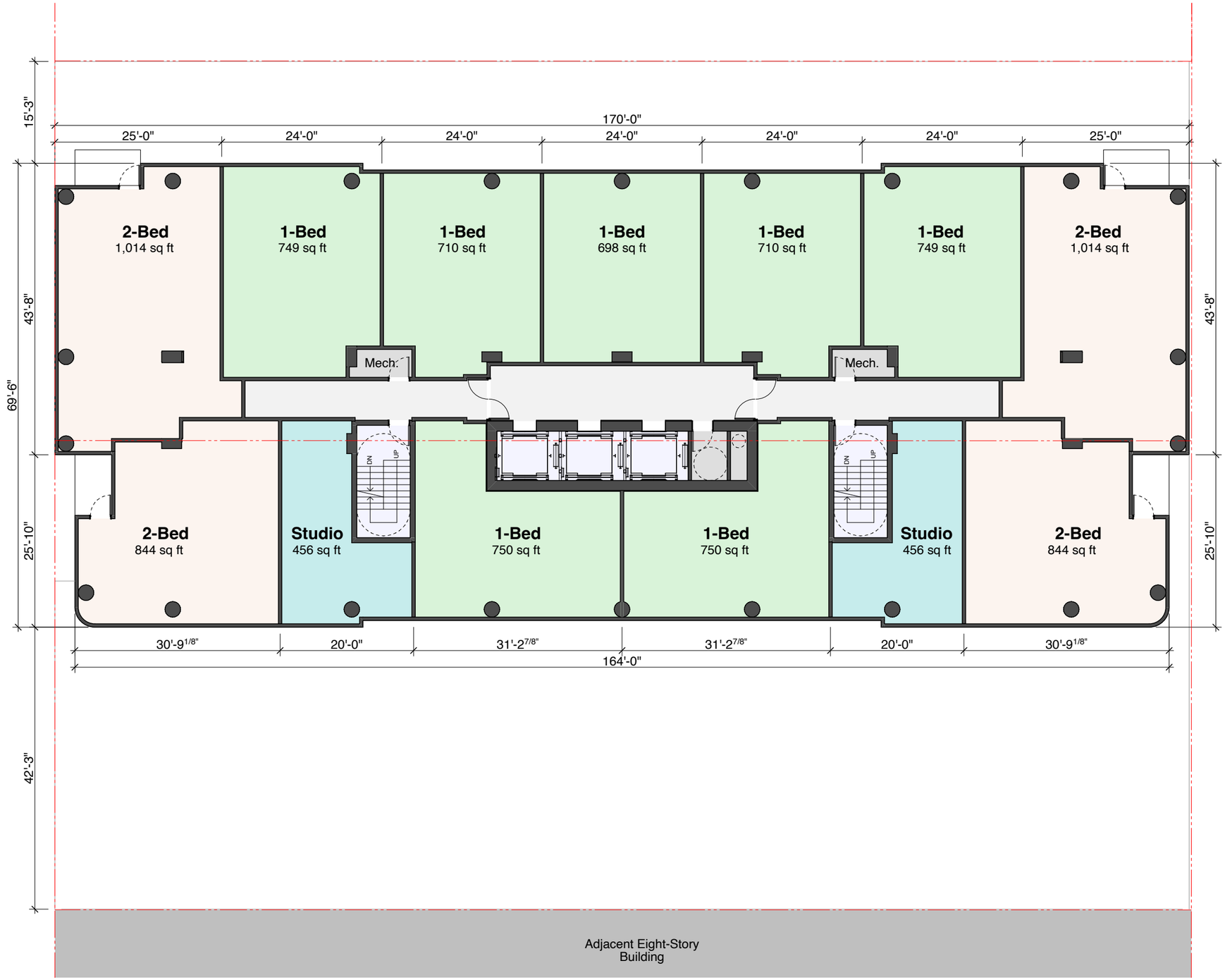

Typical Tower Plan - Tier 1 (5th-16th Floor)

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

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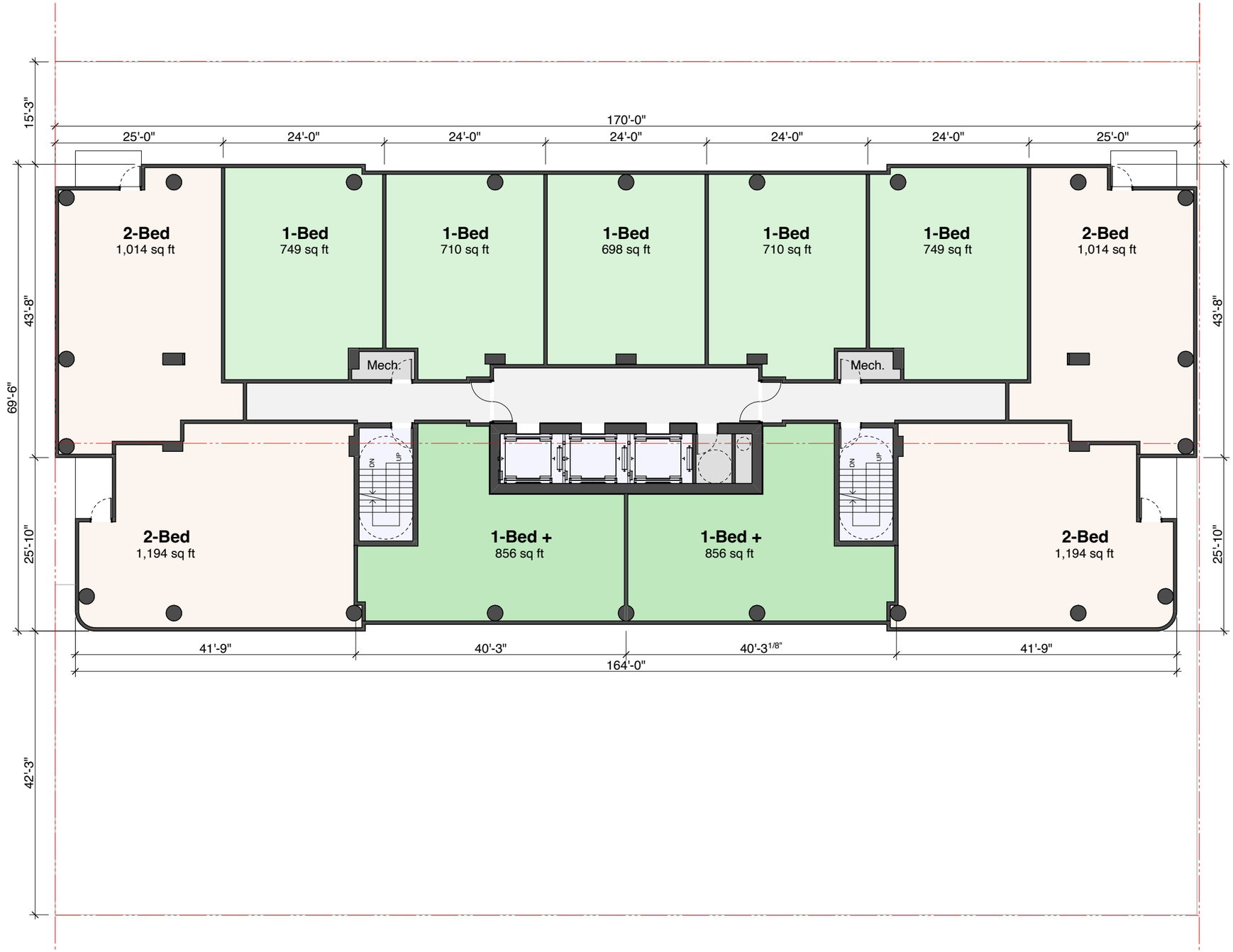

Penthouse Floor (17th Floor)

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

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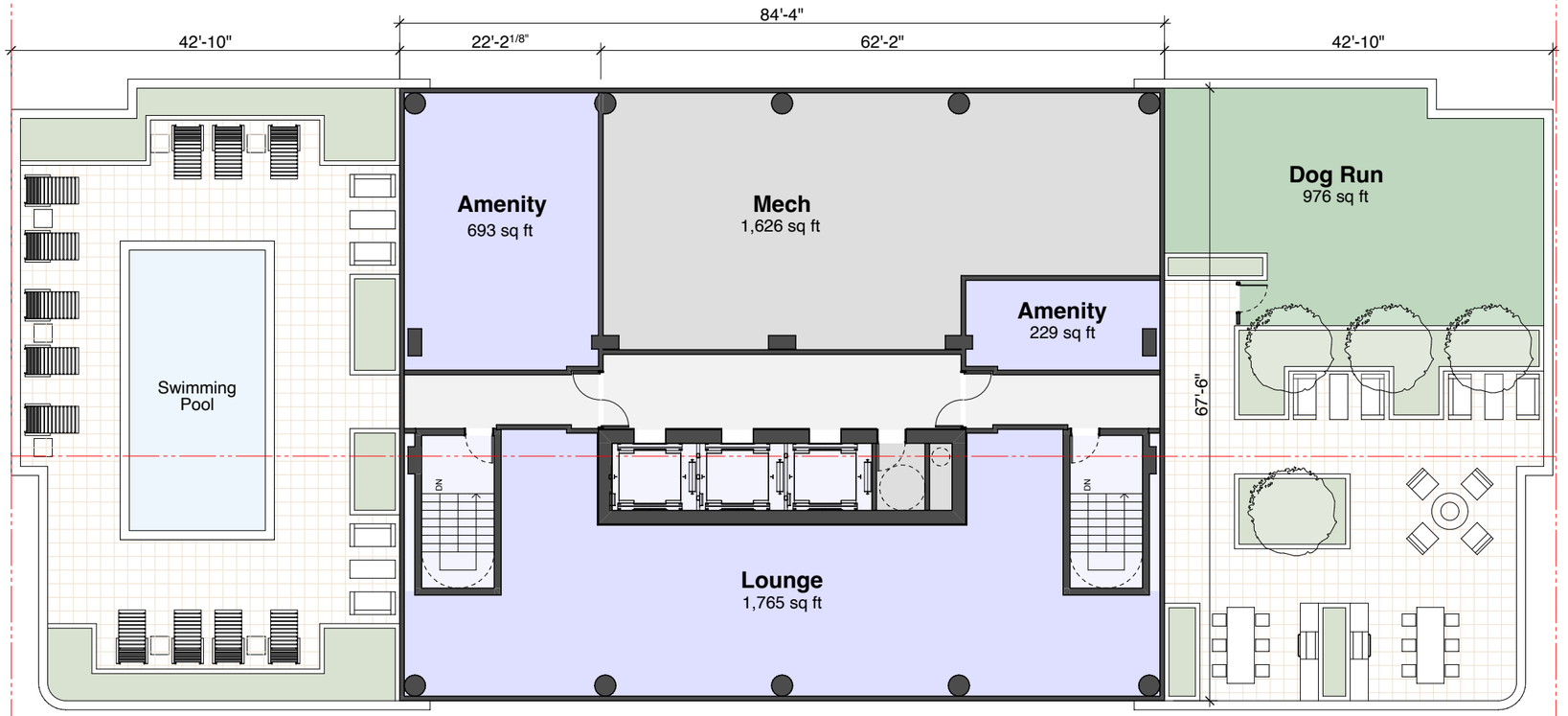

Sky Amenity (18th Floor)

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

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HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Ground Level View
7/6/22

Appendix

		Building			Unit Mix														
	Floor	**# Floors**	**Height (ft)**	**Height (in)**	**Studio (456sf)**	**1 Bed (698-773sf)**	**1 Bed + (856sf)**	**2 Bed (900-1256sf)**	**Total Units/FL**	**Retail**	**Resi SF**	**Common SF**	**Amenity SF**	**Parking/ Load SF**	**Vertical Service**	**Mech SF**	**Gross SF**	**FAR SF**	**Cars**
	Ground Floor	1	16	0					0	7,195	0	6,427	0	2,576	852	3,824	20,874	13,622	0
	Second Floor	1	9	4					0		0	2,263	0	14,139	573	83	17,058	2,263	29
	Third Floor	1	11	0					0		0	1,636	0	13,048	573	83	15,340	1,636	28
	Fourth Floor	1	11	8	2	7	0	4	13		9,623	830	0	0	566	176	11,195	10,453	
	Fifth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Sixth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Seventh Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Eighth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Ninth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
Tier 1	**Tenth Floor**	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Eleventh Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Twelfth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Thirteenth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Fourteenth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Fifteenth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Sixteenth Floor	1	9	8	2	7	0	4	13		9,744	830	0	0	566	176	11,316	10,574	
	Penthouse Floor	1	14	4	0	5	2	4	11		9,744	830	0	0	566	176	11,316	10,574	
	Sky Amenity	1	16	8	0	0	0	0	0		0	656	2,687	0	640	1,710	5,693	3,343	
	Total	**18**	**195.000**		**26**	**96**	**2**	**56**	**180**	**7,195**	**136,295**	**22,602**	**2,687**	**29,763**	**10,562**	**8,164**	**217,268**	**168,779**	**57**
	Percentage				14%	53%	1%	31%											
	Goal				20%	50%		30%											

Total Units	180	DU
Avg Unit Size	757	SF
Parking Ratio	0.32	/DU
Parking Eff.	522	/Space
Typ. Floor Eff. - Tier 1	86.11%	
Total Eff.	66.04%	
Amenity/Unit	14.93	SF

Site Area	21,644	SF
Total FAR Allowed (8)	173,152	SF
Proposed FAR Ratio	7.798	
FAR Overage	-4,373	SF

LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: The Legacy Evanston
Date: 2022-07-06

Y	?	N			
1			Credit	Integrative Process	1

14	0	2	**Location and Transportation**		16
			Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
		2	Credit	High Priority Site	2
5			Credit	Surrounding Density and Diverse Uses	5
5			Credit	Access to Quality Transit	5
1			Credit	Bicycle Facilities	1
1			Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1

4	3	0	**Sustainable Sites**		10
Y			Prereq	Construction Activity Pollution Prevention	Required
	1		Credit	Site Assessment	1
1			Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
	2		Credit	Rainwater Management	3
1			Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1

5	2	0	**Water Efficiency**		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
2			Credit	Outdoor Water Use Reduction	2
2			Credit	Indoor Water Use Reduction	6
	2		Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

6	10	0	**Energy and Atmosphere**		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
2			Credit	Enhanced Commissioning	6
	9		Credit	Optimize Energy Performance	18
1			Credit	Advanced Energy Metering	1
1			Credit	Demand Response	2
	1		Credit	Renewable Energy Production	3
1			Credit	Enhanced Refrigerant Management	1
1			Credit	Green Power and Carbon Offsets	2

7	1	0	**Materials and Resources**		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
2			Credit	Building Life-Cycle Impact Reduction	5
1	1		Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1			Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1			Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

12	0	0	**Indoor Environmental Quality**		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1			Credit	Enhanced Indoor Air Quality Strategies	2
3			Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
2			Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
1			Credit	Interior Lighting	2
1			Credit	Daylight	3
1			Credit	Quality Views	1
1			Credit	Acoustic Performance	1

2	0	0	**Innovation**		6
1			Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

0	0	0	**Regional Priority**		4
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1

51	16	2	**TOTALS**	Possible Points:	110

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

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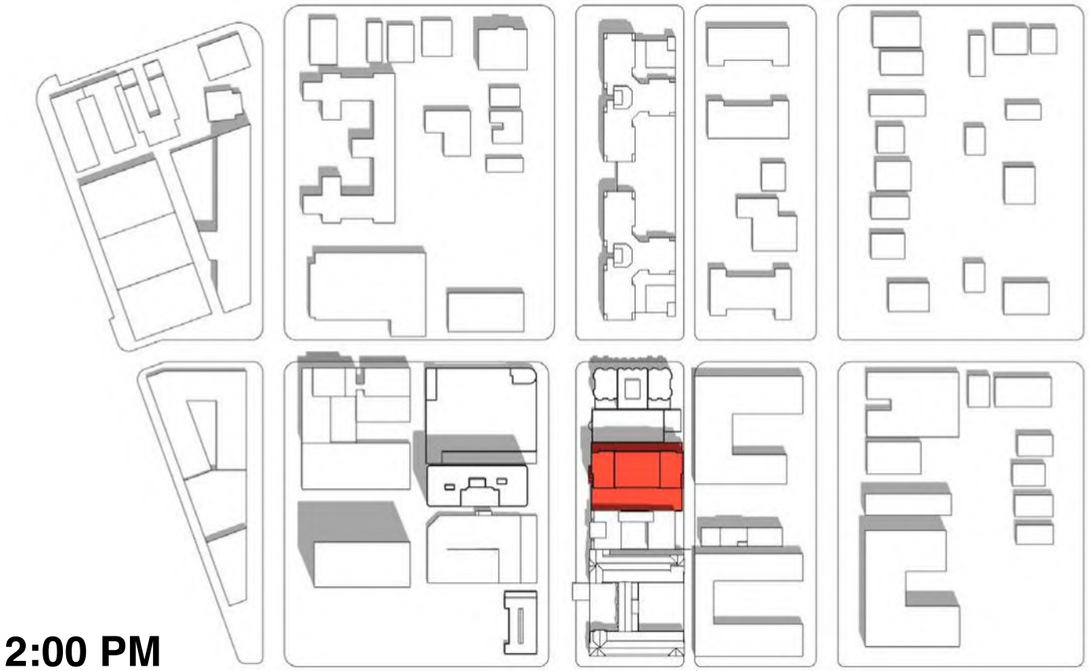

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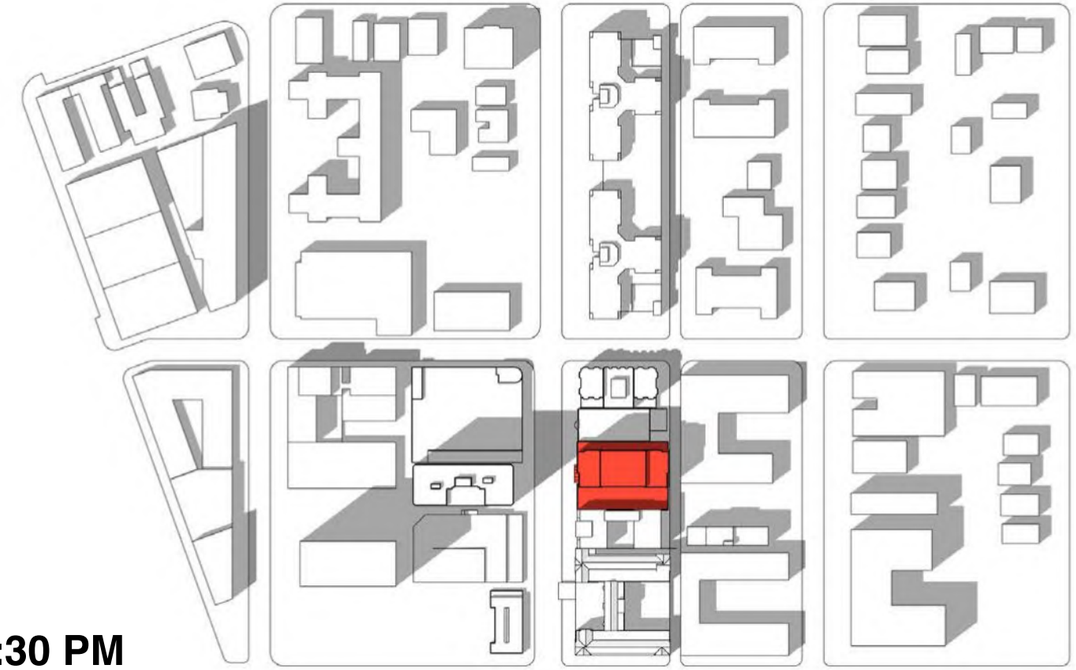

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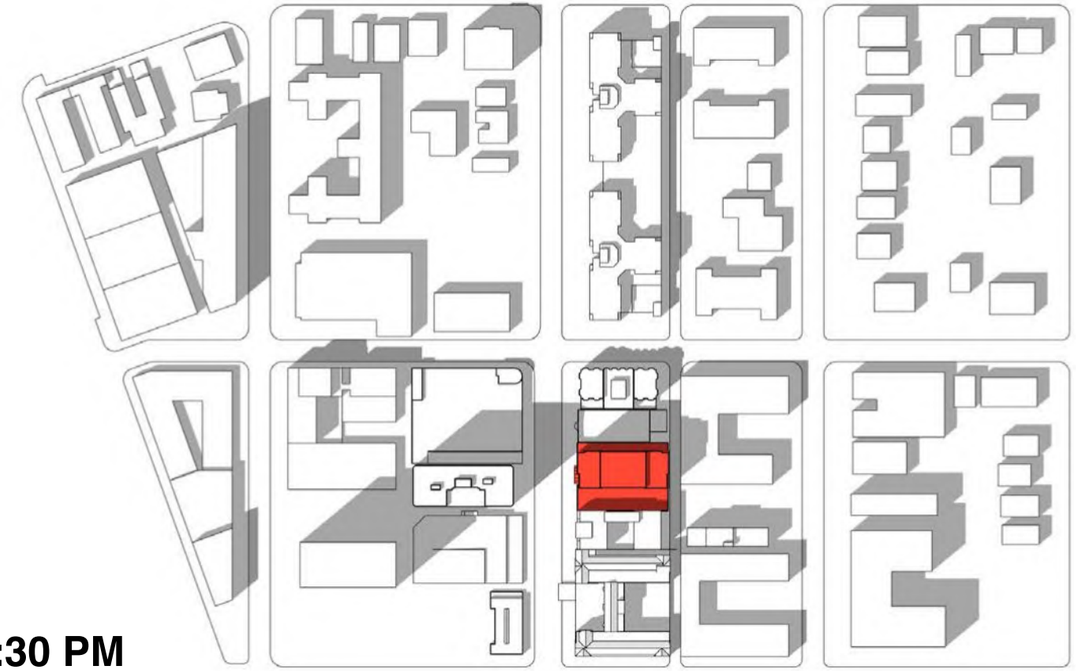

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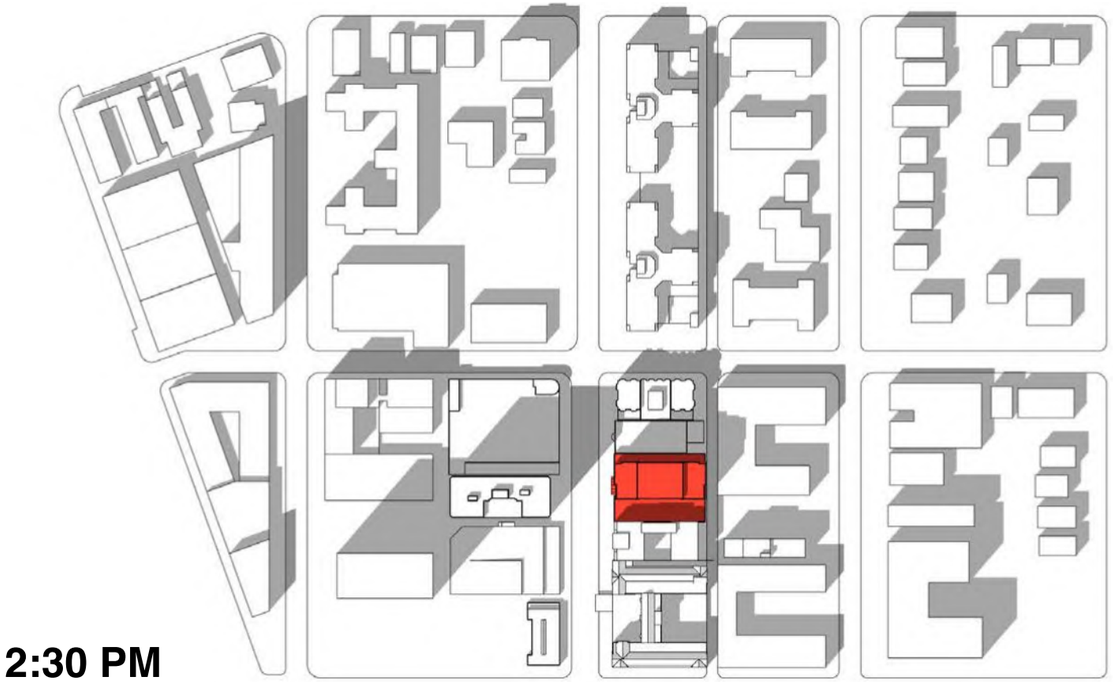

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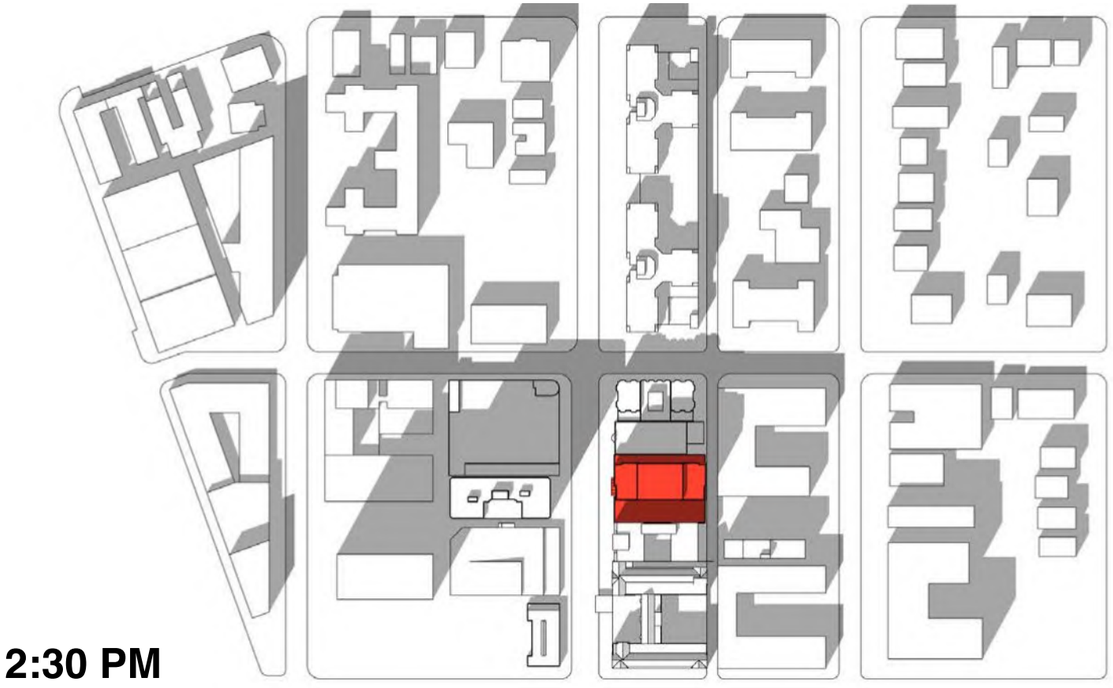

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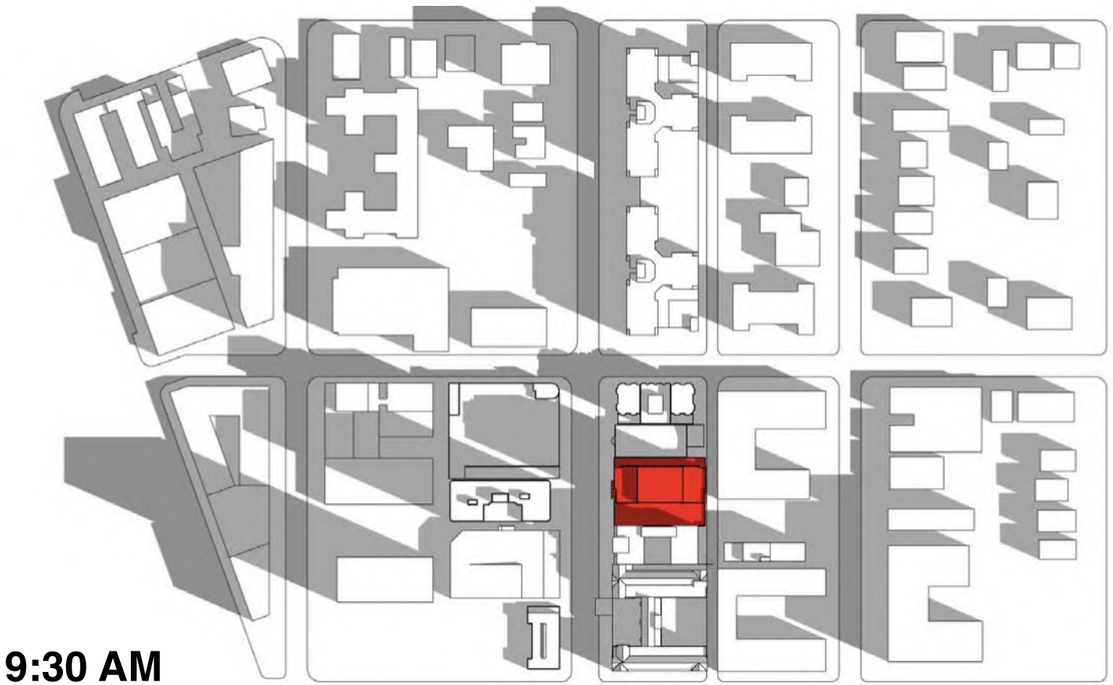

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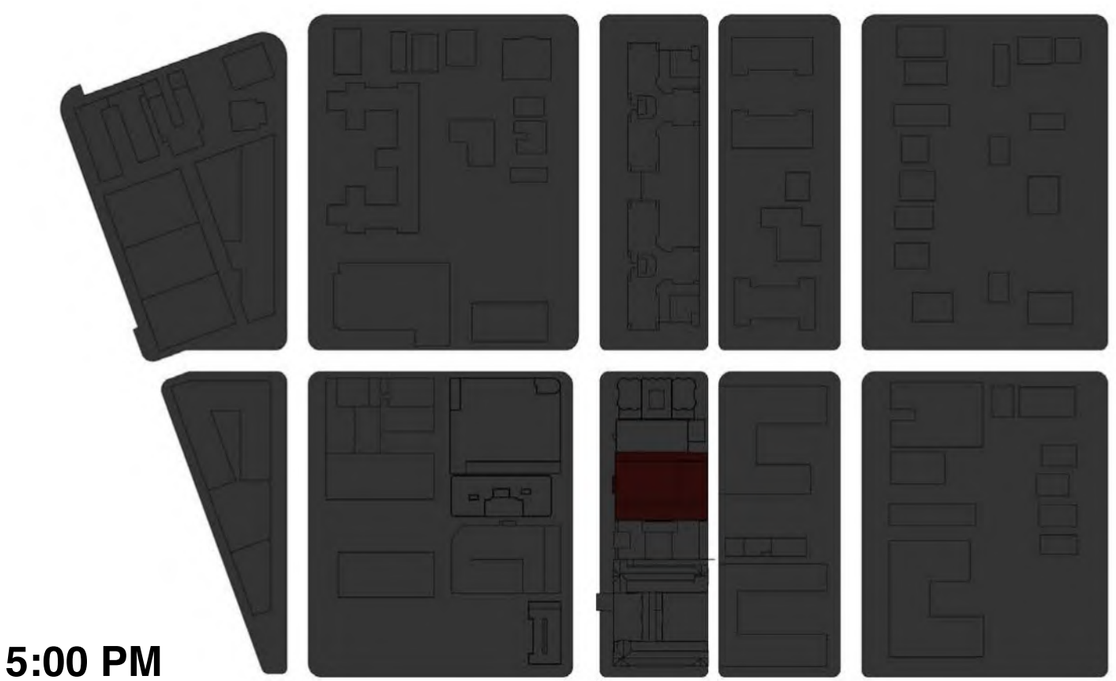

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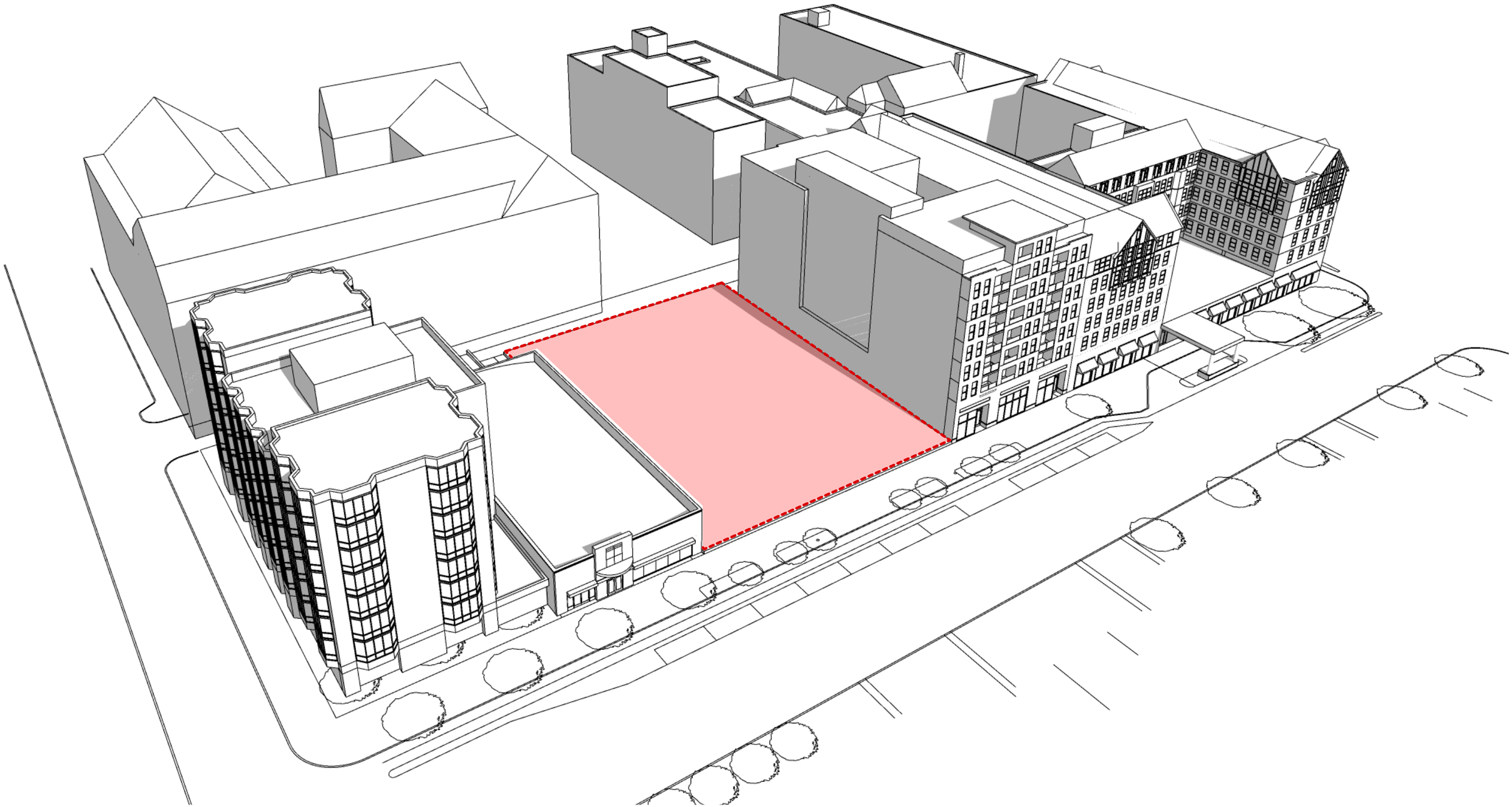
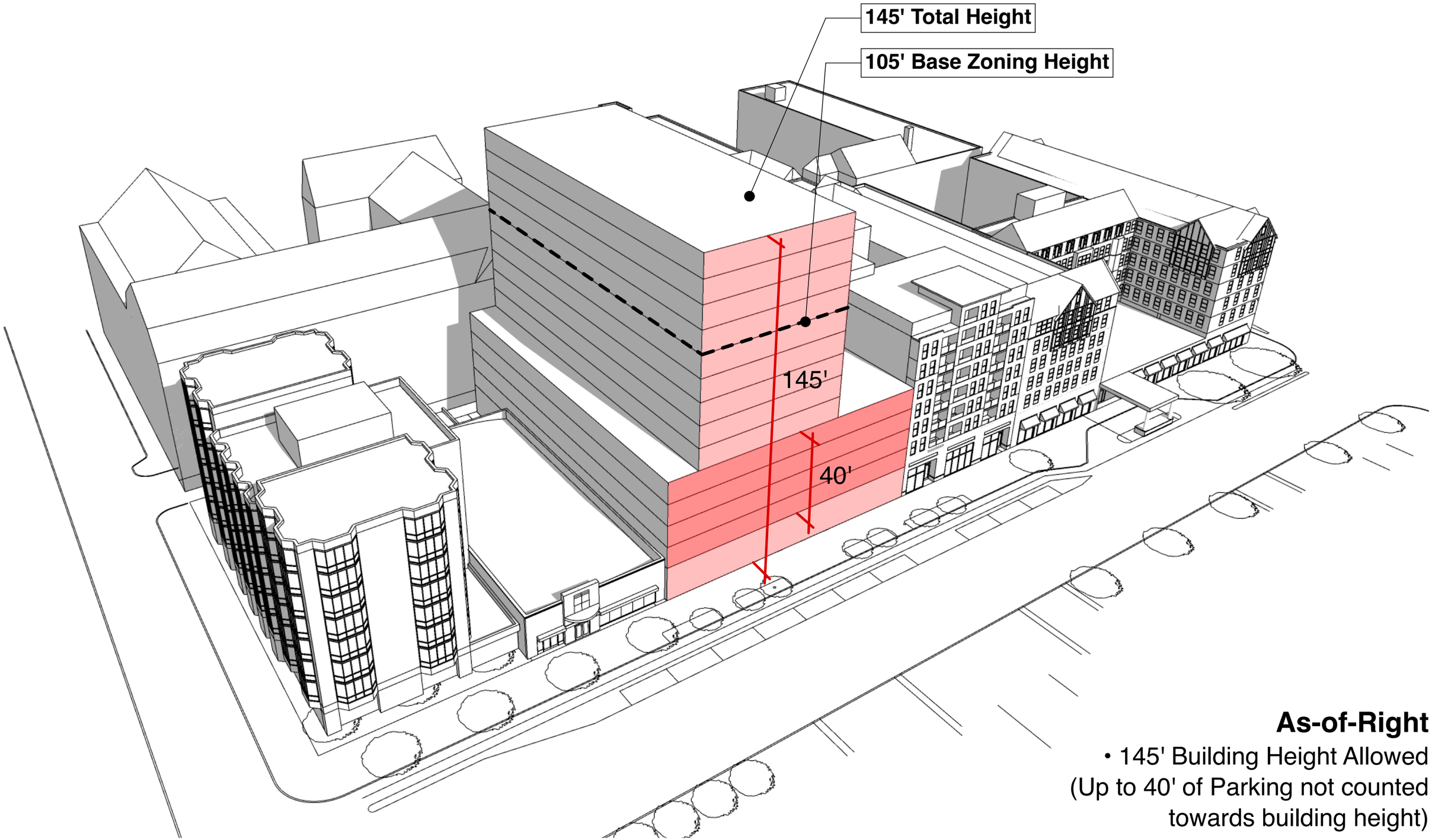
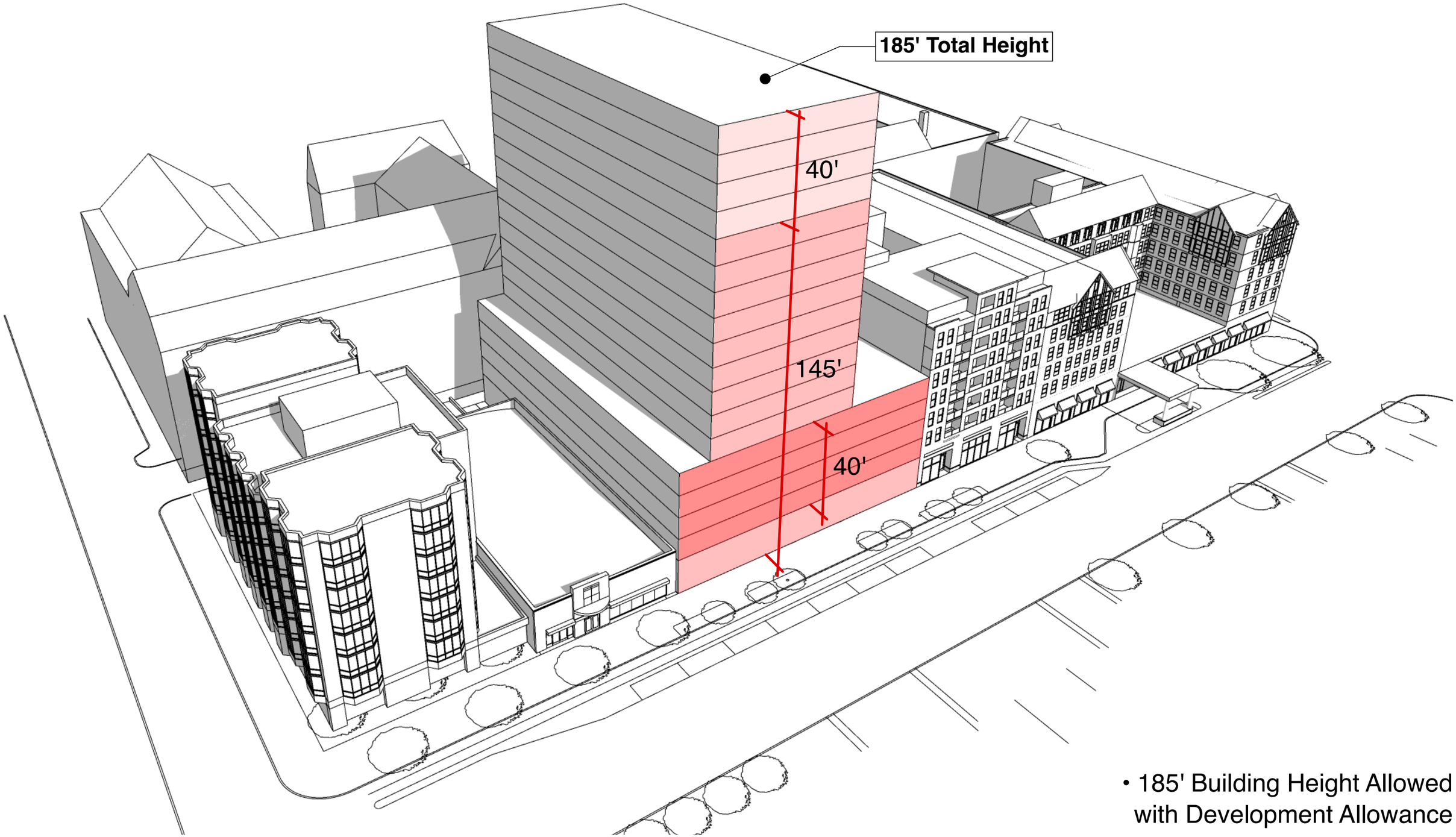


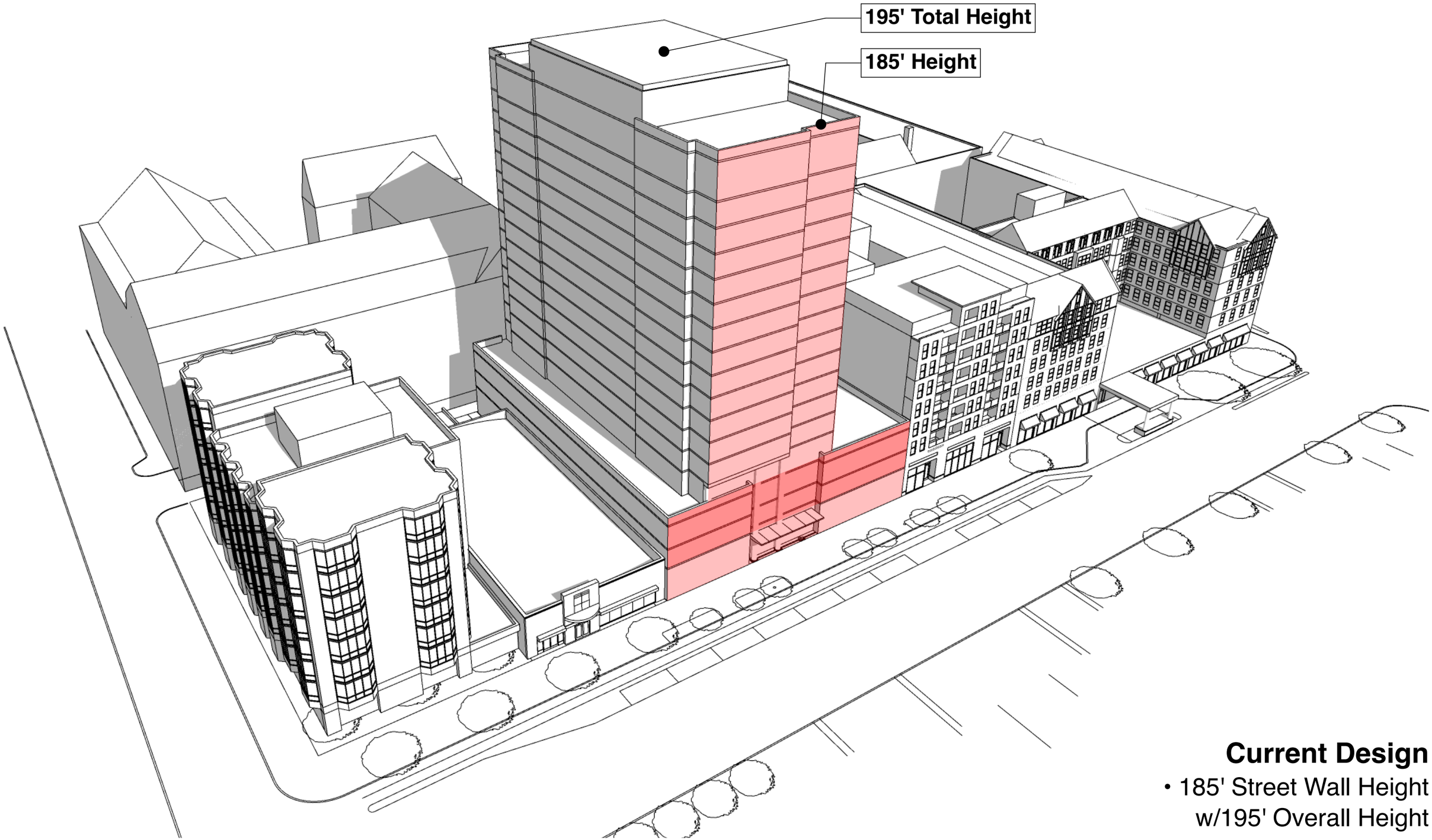


As-of-Right

• 145' Building Height Allowed
(Up to 40' of Parking not counted towards building height)

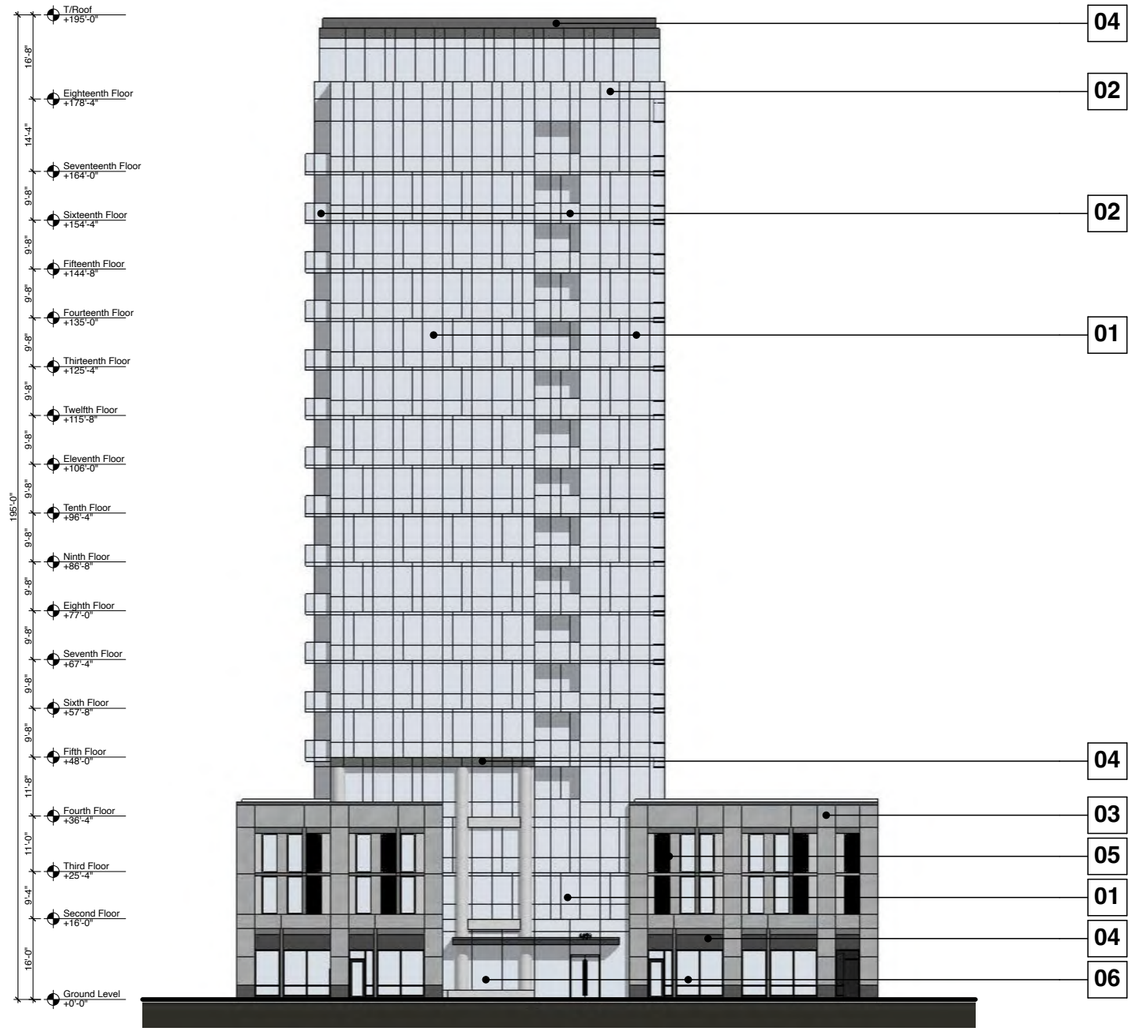


• 185' Building Height Allowed with Development Allowance



Current Design

- 185' Street Wall Height w/195' Overall Height

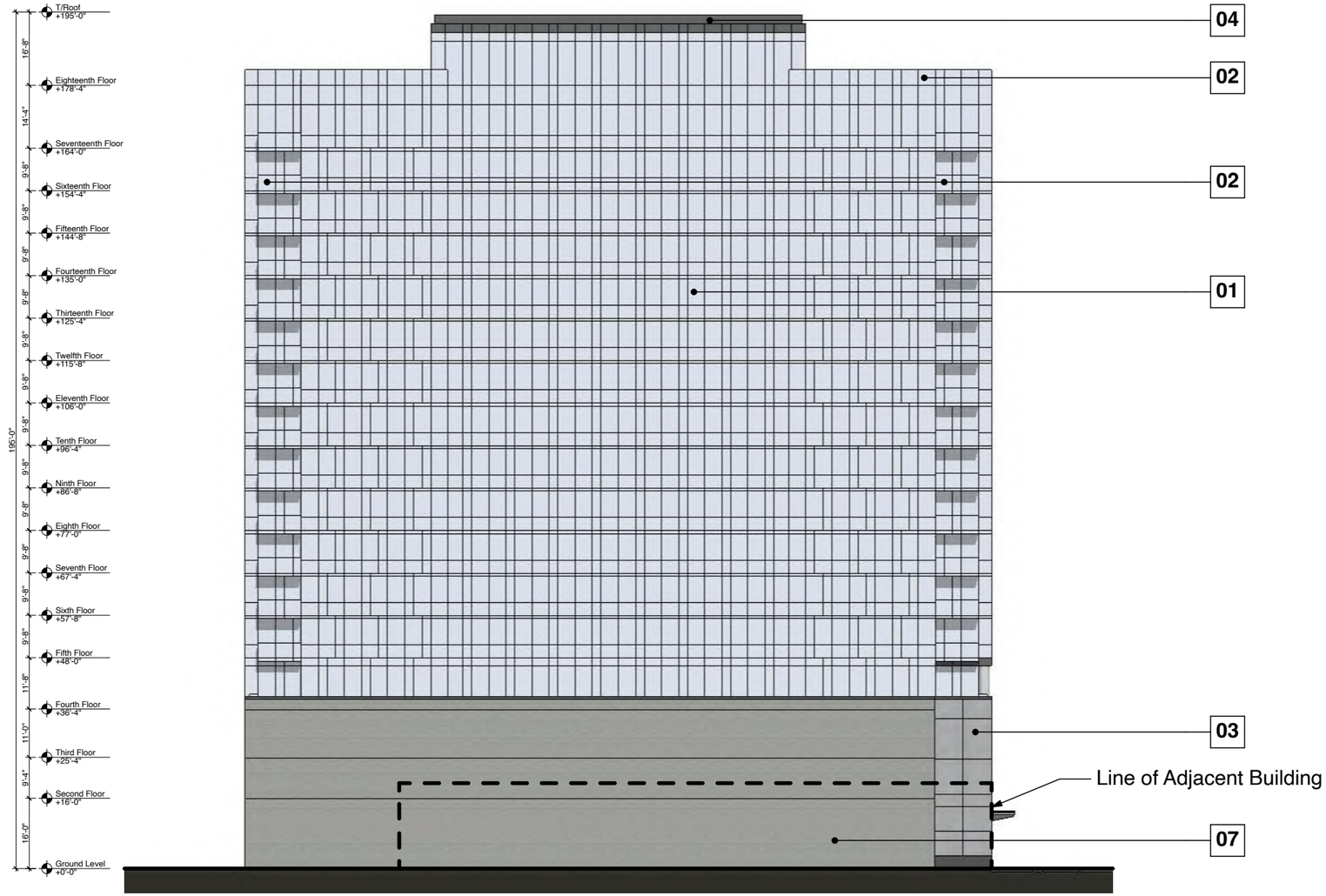


01 - Prefinished Window Wall
02 - Glass Railing
03 - Fiber Cement Panel
04 - Prefinished Metal Panel
05 - Aluminum Louver
06 - Prefinished Storefront System
07 - Colored Concrete Block

West Elevation

SCALE: 1" = 30'

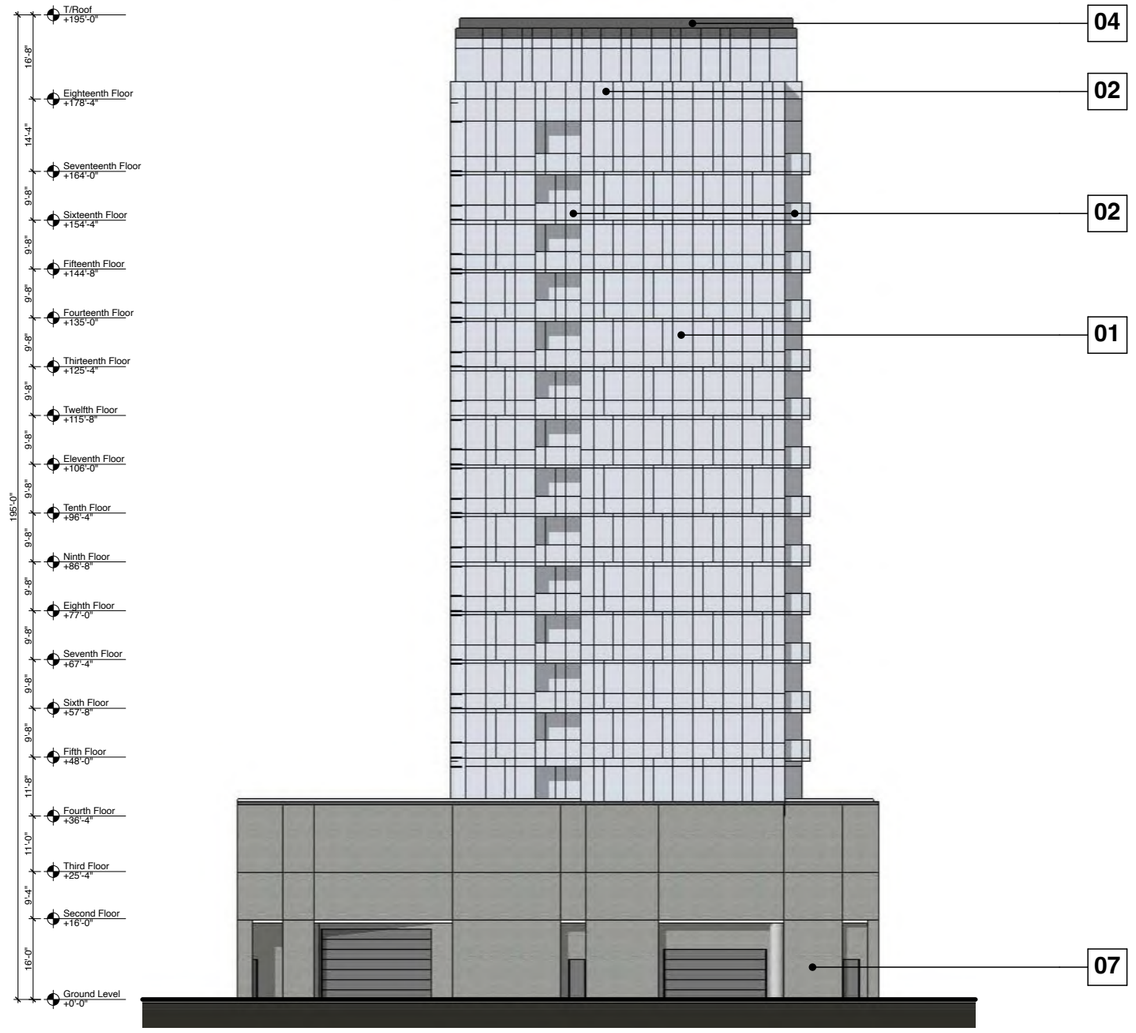
0 5 15 30 60



01 - Prefinished Window Wall
02 - Glass Railing
03 - Fiber Cement Panel
04 - Prefinished Metal Panel
05 - Aluminum Louver
06 - Prefinished Storefront System
07 - Colored Concrete Block

North Elevation

SCALE: 1" = 30'

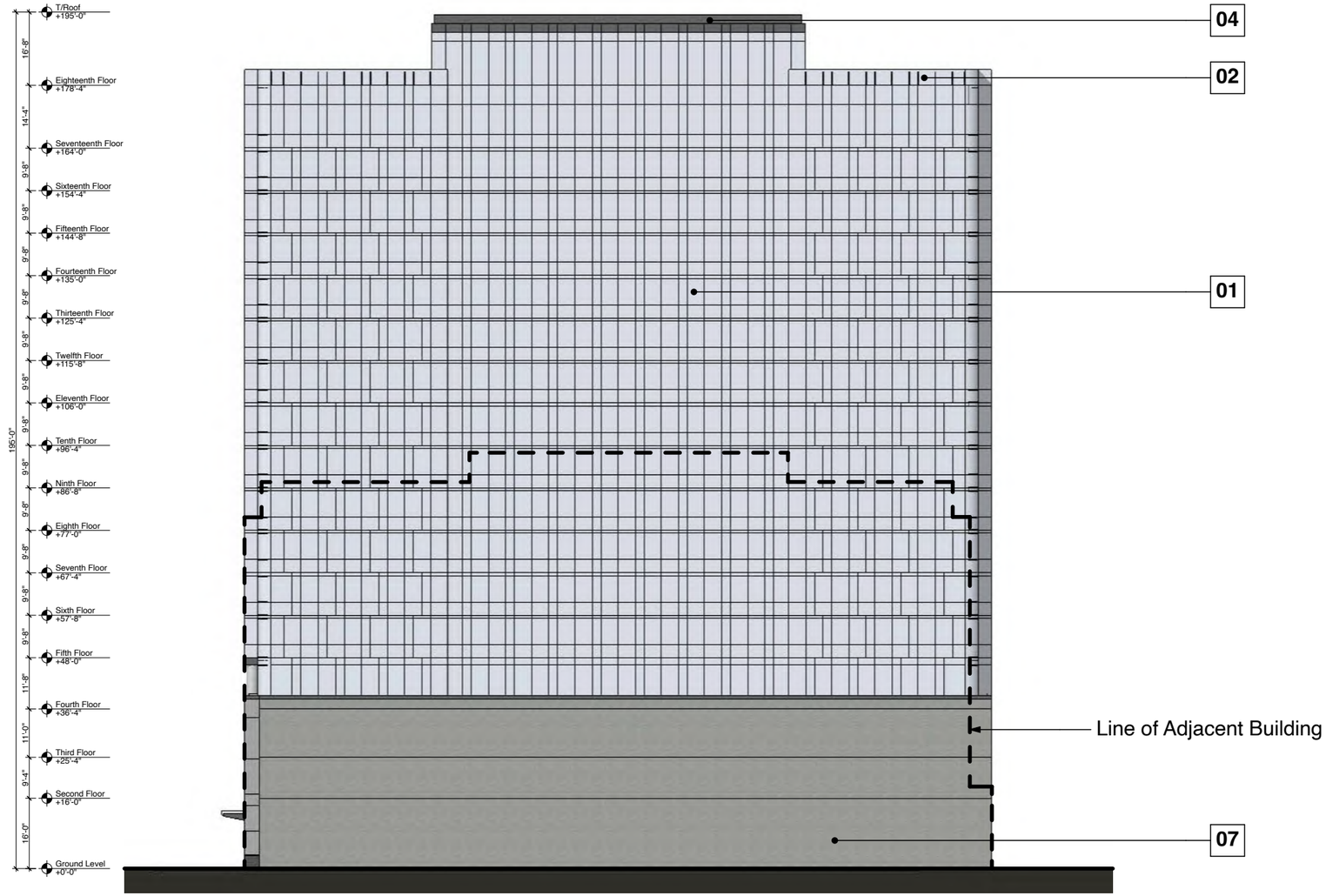


East Elevation

SCALE: 1" = 30'

0 5 15 30 60

01 - Prefinished Window Wall
02 - Glass Railing
03 - Fiber Cement Panel
04 - Prefinished Metal Panel
05 - Aluminum Louver
06 - Prefinished Storefront System
07 - Colored Concrete Block



01 - Prefinished Window Wall
02 - Glass Railing
03 - Fiber Cement Panel
04 - Prefinished Metal Panel
05 - Aluminum Louver
06 - Prefinished Storefront System
07 - Colored Concrete Block

South Elevation

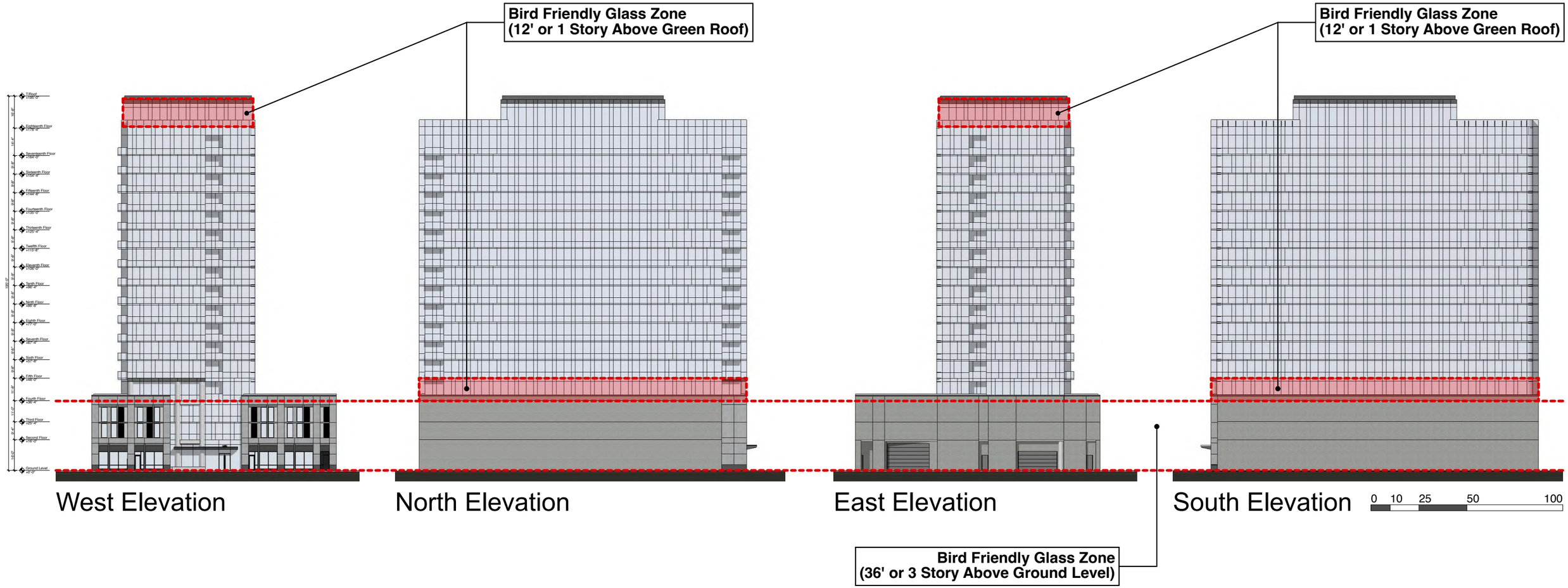
SCALE: 1" = 30'

0 5 15 30 60

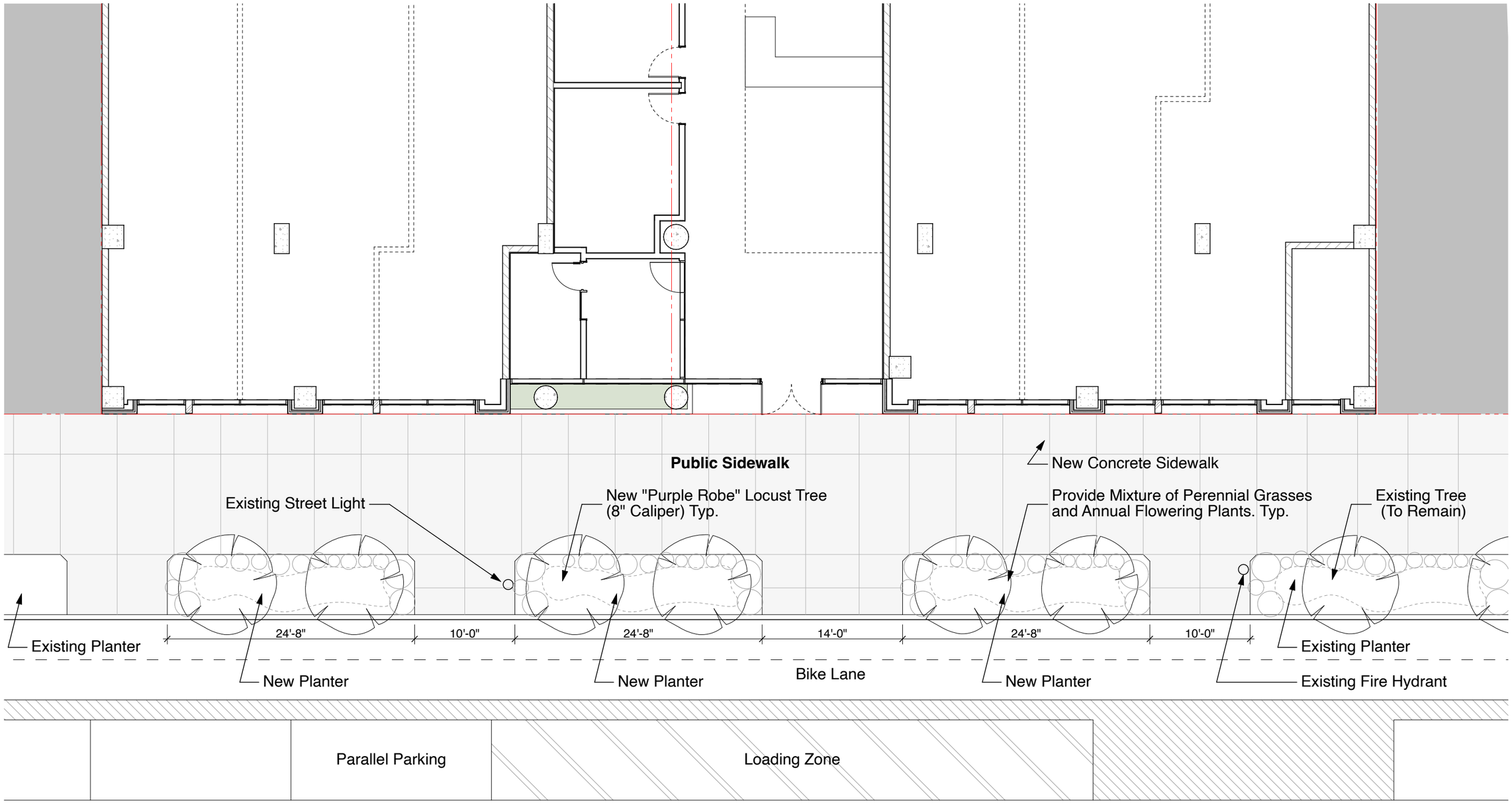
Facade Zones per LEED Pilot Credit 55

Zone 1
- 36' or 3 Stories above the Ground Level
- 12' or 1 Story above the Green Roof

Zone 2
- All Facade that is not Zone 1



West Elevation | North Elevation | East Elevation | South Elevation

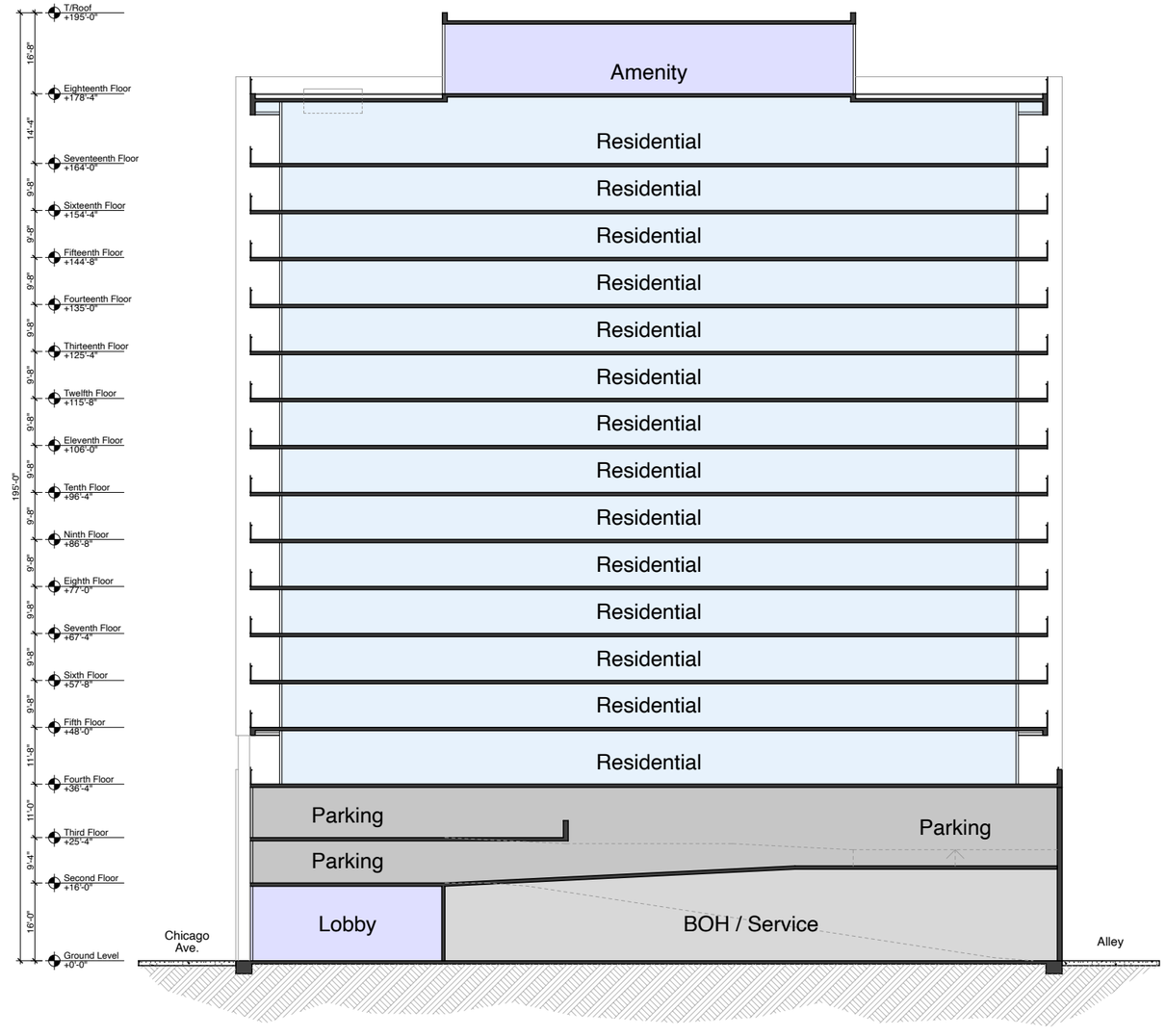


Chicago Ave

Landscaping Plan

SCALE: 1" = 10'

0 5 10 20



Building Section

SCALE: 1" = 30'


PNC BANK
PNC BANK
FOUND

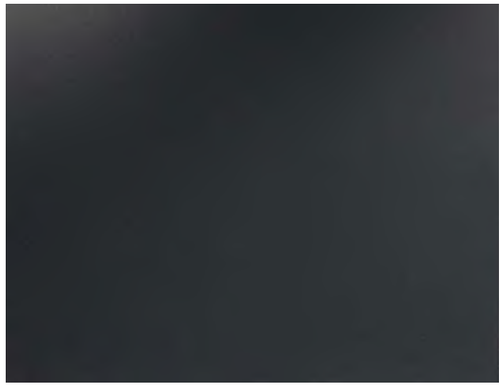

Cleaners
CINTAS
FOR LEASE

Fiber Cement Panel - Dark Accent

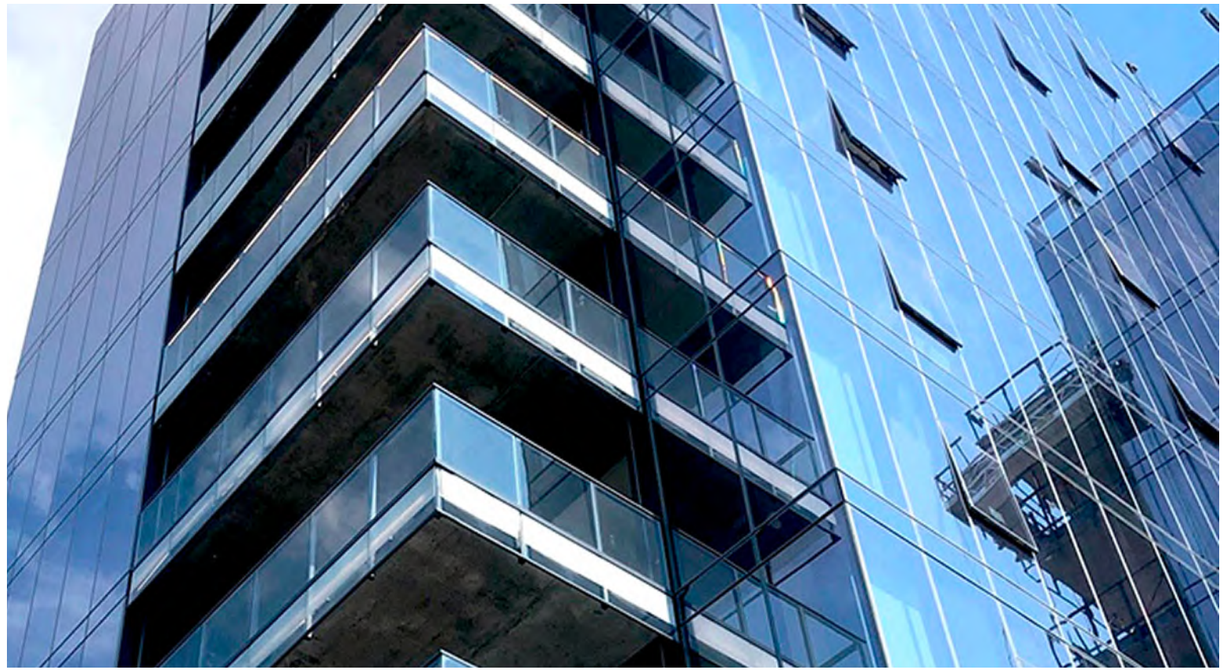
Fiber Cement Panel - Light Accent

Fiber Cement Panel - Main Body

Metal Panel - Light



Metal Panel - Dark



Neutral Frameless Glass Window Wall System

Sack Finish Concrete

HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Material Board
7/6/22

Traffic Circulation Impact Study & Addendum

Traffic Impact Study
1621-31 Chicago Avenue

Evanston, Illinois

Prepared for:

HORIZON REALTY GROUP

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

October 19, 2021

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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 containing Found Kitchen and Social House, Tsim Sha Tsui, La Cocinita, BC Cleaners, Kafein, and a vacant space.

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 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 18-story mixed-use development containing approximately 180 apartment units, approximately7,000 square feet of retail space, and 57 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 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 of 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 the 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.

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

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 containing Found Kitchen and Social House, Tsim Sha Tsui, La Cocinita, BC Cleaners, Kafein, and a vacant space. As proposed, the proposed development will be a mixed-use development containing approximately 180 apartment units, approximately 7,000 square feet of retail space, and 57 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.

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:

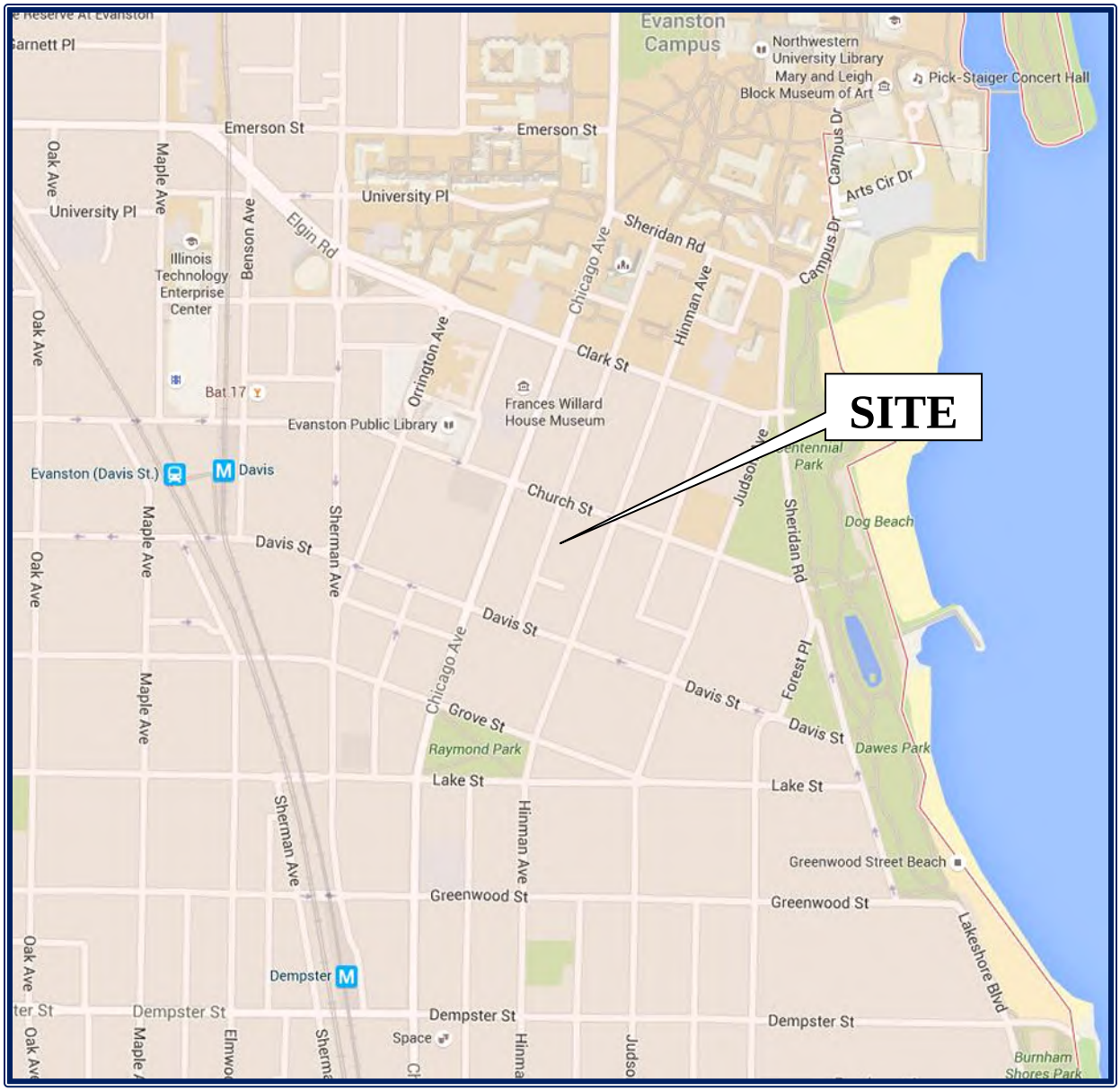
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- 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. Base 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. 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. Future 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**

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

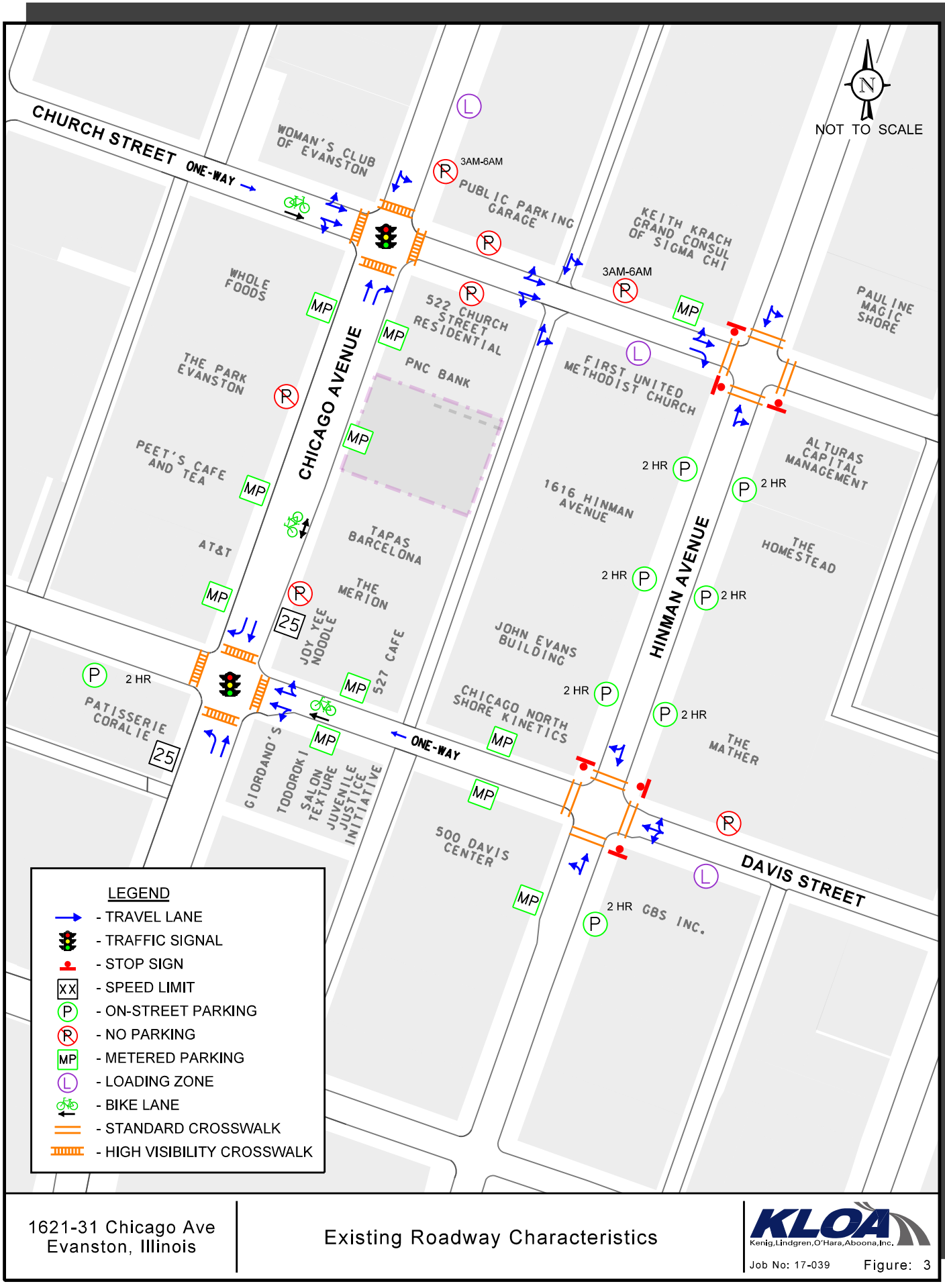
The site is bounded by Chicago Avenue on the west and the north-south alley on the east, approximately halfway between Davis Street and Church Street. Located within Evanston's central business district, the land uses surrounding the site generally consist of commercial, office, and multi-story residential developments. The site is currently occupied by several one-story retail buildings containing Found Kitchen and Social House, Tsim Sha Tsui, La Cocinita, BC Cleaners, Kafein, and a vacant space.

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. In the vicinity of the site, Chicago Avenue provides 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 provides 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 provides 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 provides two westbound lanes with metered parallel parking provided on both sides of the road and a barrier-protected bike lane for westbound travel located on the north side of the street. At its signalized intersection with Chicago Avenue, the westbound approach of Davis Street provides 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 provides 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.



1621-31 Chicago Ave
Evanston, Illinois

Existing Roadway Characteristics

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

Job No: 17-039 Figure: 3

Church Street is generally a one-way eastbound roadway that provides two eastbound lanes with metered parallel parking generally provided on the north side of the roadway. Church Street also provides a barrier-protected bike lane for eastbound travel west of Chicago Avenue. At its signalized intersection with Chicago Avenue, Church Street provides 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 provides 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 provides 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. In the vicinity of the site, Hinman Avenue provides 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, 18-foot wide north-south alley is provided 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 provides 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.

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 two to three blocks west of Chicago Avenue. 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 just north of Davis Street and is located two to three blocks west of Chicago Avenue. 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 Loop.

The following bus routes serve the immediate area. Several other bus routes have stops that are within walking distance of the site.

- *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 of 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.

Car-Sharing Transportation Availability. Multiple car-sharing vehicles are located within walking distance 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 of 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.

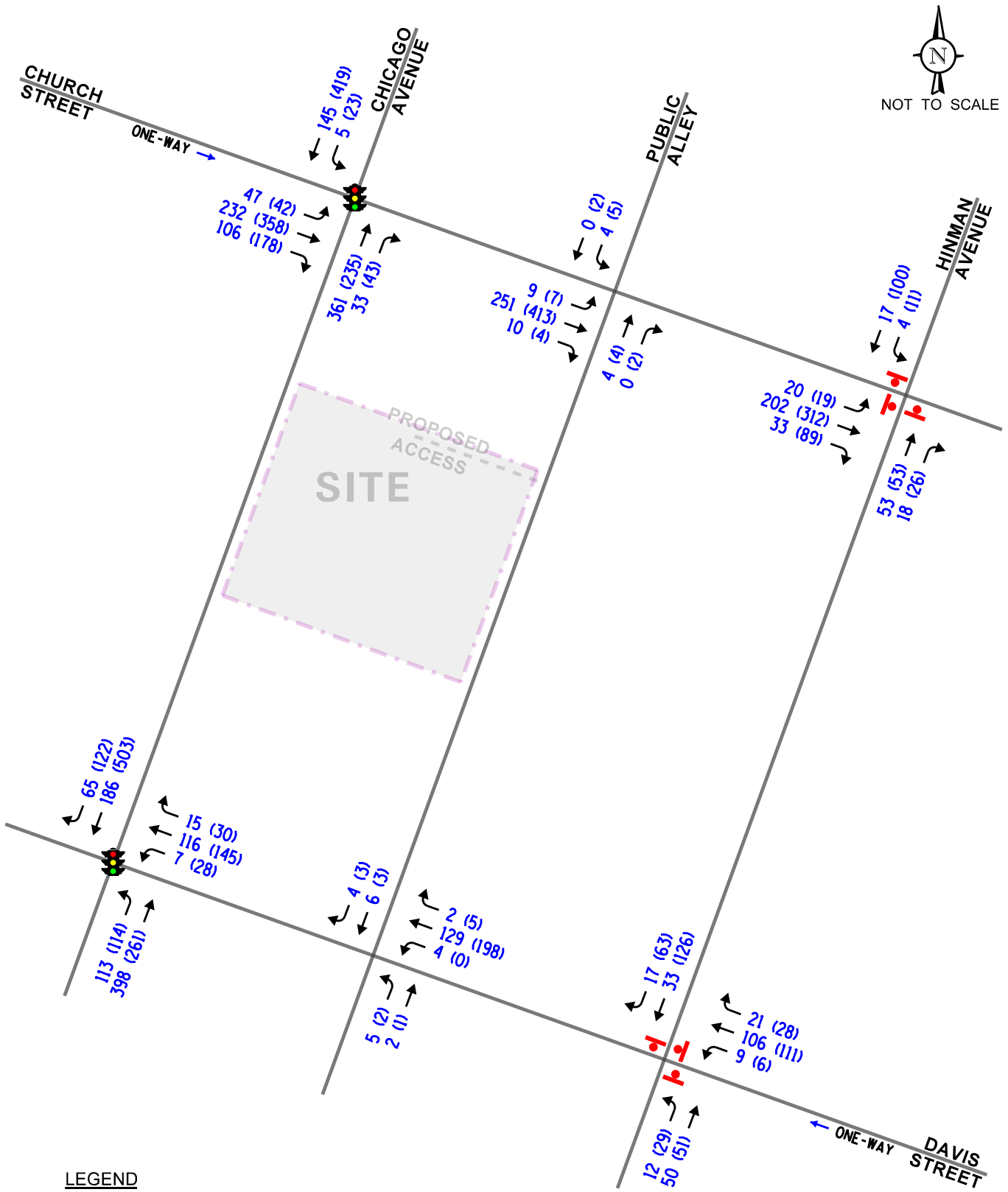
It should be noted that due to the Covid 19 pandemic, traffic volumes in the area generally do not reflect normal or typical conditions. As such, the 2021 traffic counts were compared to previous traffic counts conducted in the area by KLOA, Inc. in 2018. Based on the comparison of the traffic volumes,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

Figures 4 and **5** illustrate the Year 2021 existing vehicle, pedestrian, and bicycle peak hour volumes.



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

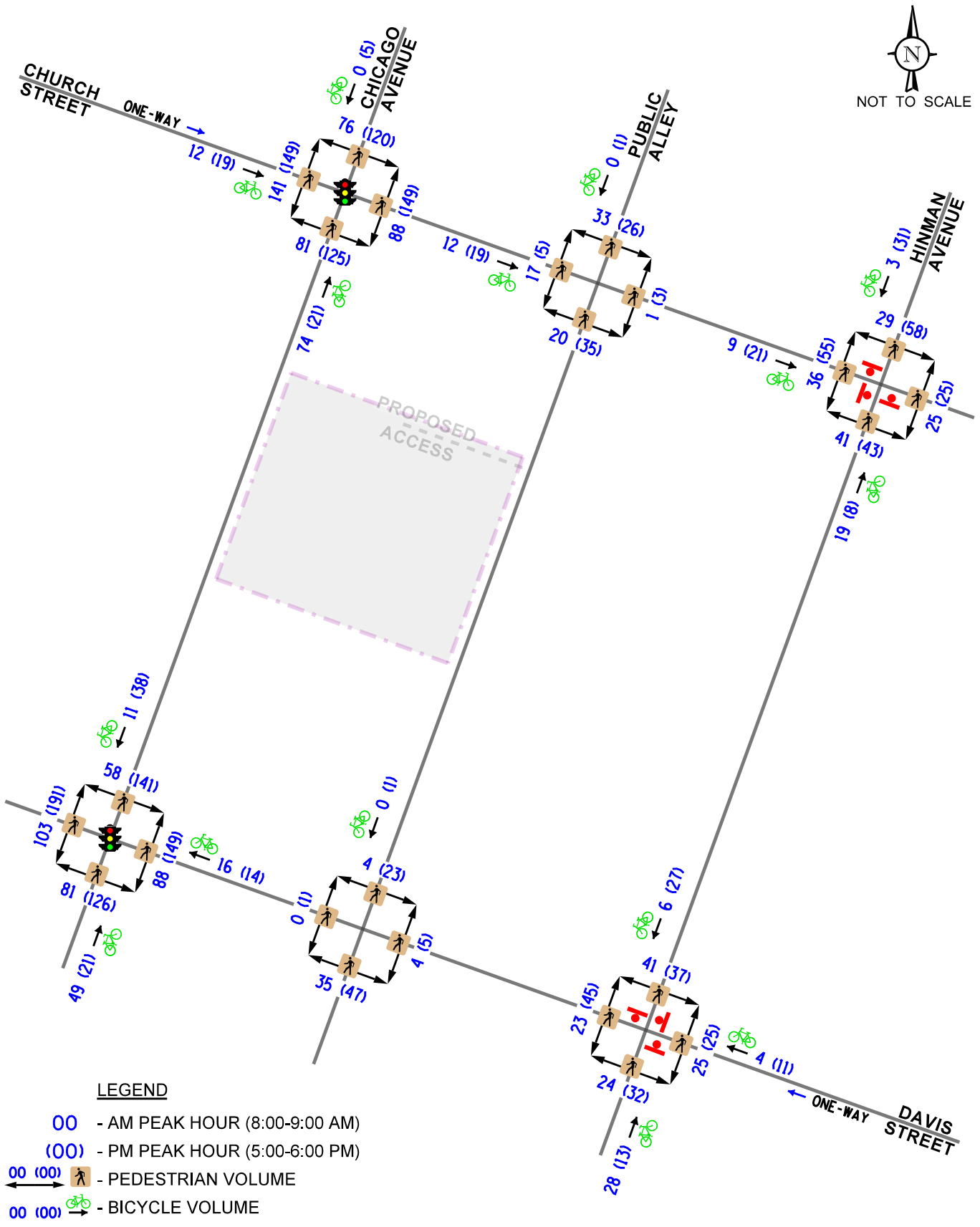
(00) - PM PEAK HOUR (5:00-6:00 PM)

1621-31 Chicago Ave
Evanston, Illinois

Year 2021 Base Traffic Volumes

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

Job No: 17-039 Figure: 4



1621-31 Chicago Ave
Evanston, Illinois

Existing Pedestrian and Bicycle Traffic Volumes

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

Job No: 17-039 Figure: 5

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 180 apartment units, approximately 7,000 square feet of retail space, and 57 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. 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.

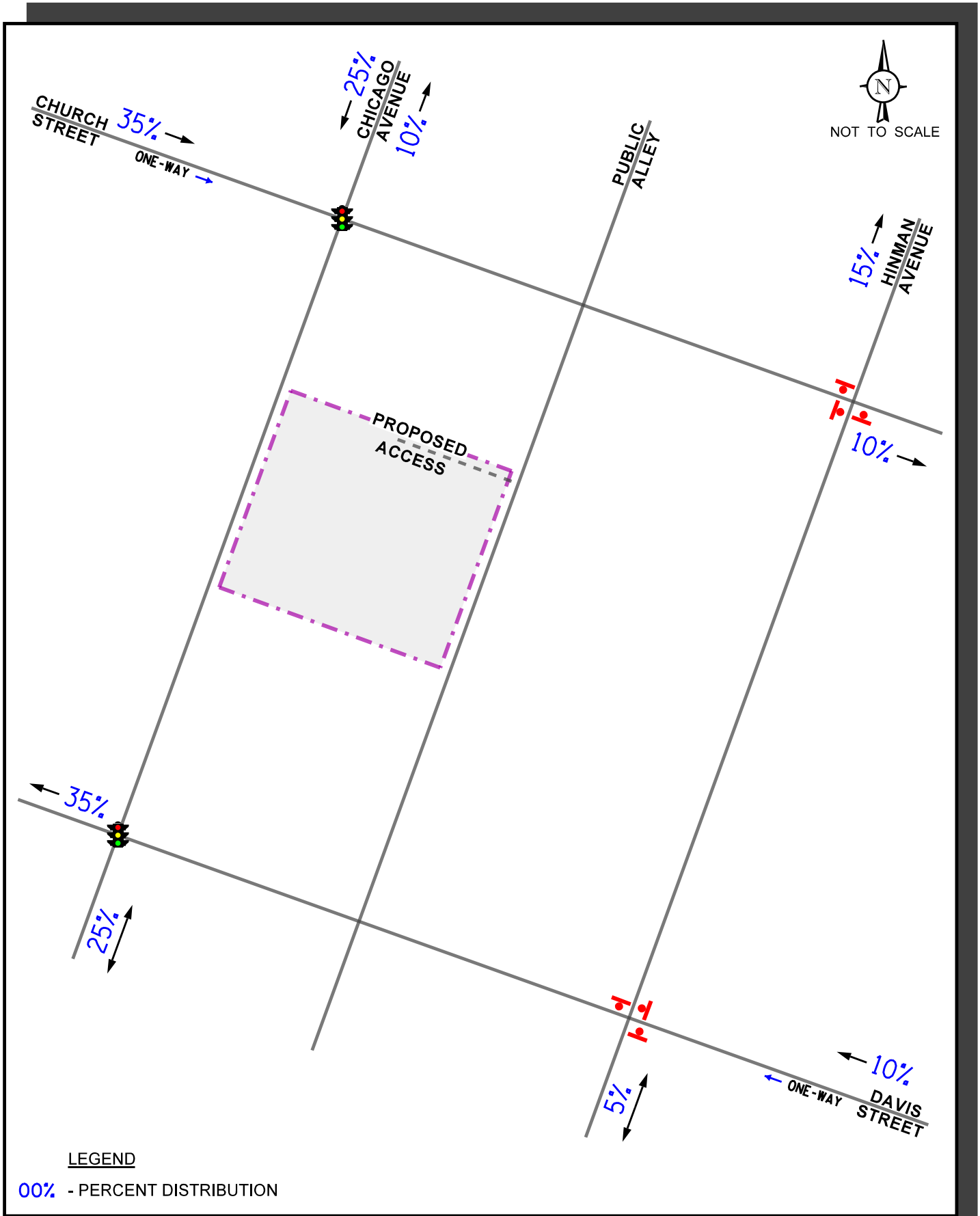
In addition, a loading zone is proposed along the east side Chicago Avenue which will require the elimination of two to three parallel parking spaces. All pedestrian access to the residential and commercial portions of the development will be provided via Chicago Avenue.

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. **Figure 6** illustrates the directional distribution of the development-generated traffic.

Development Traffic Generation

The number of peak hour vehicle trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in the *Trip Generation Manual*, 10th 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. Therefore, the residential and retail trips were reduced by 50 percent to account for the residents, patrons, and employees that will use alternative means of transportation other than the automobile to travel to and from the development. **Table 1** summarizes the total trips anticipated with the development during the weekday morning and weekday evening peak hours.



1621-31 Chicago Ave
Evanston, Illinois

Estimated Directional Distribution

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Job No: 17-039 Figure: 6

Table 1
SITE-GENERATED TRAFFIC VOLUMES

Land Use/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Apartments – 180 units (LUC 220)[1]						
Gross Trips:	19	64	83	63	37	100
Less 50% Reduction:	*-9*	*-32*	*-41*	*-31*	*-18*	*49*
Total Residential Trips:	10	32	42	32	19	51
Retail – 7,000 s.f. (LUC 820)[2]						
Gross Trips:	4	3	7	13	14	27
Less 50% Reduction:	--	--	--	*-6*	*-7*	*-13*
Total Retail Trips:	4	3	7	7	7	14
Total Development Trips	**14**	**35**	**49**	**39**	**26**	**65**

Trip generation rates were reduced by 50 percent to account for alternative modes of transportation serving the area and the development.

It is important to note that the site contains 15,000 square feet of commercial space, including several popular restaurants that are currently generating traffic. As such, the proposed development will not be generating all new traffic to the roadway system. **Table 2** 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 will be limited.

Table 2
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	**14**	**35**	**49**	**39**	**26**	**65**
Existing Commercial Space	7	4	11	12	13	15
Net Increase in Traffic	**7**	**31**	**38**	**27**	**13**	**40**

Note: The traffic generated by the existing commercial space was based on rates provided in the ITE *Trip Generation Manual*, 10th 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 6) and are illustrated in **Figure 7.**

Other Area Growth

The Year 2021 base traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 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.

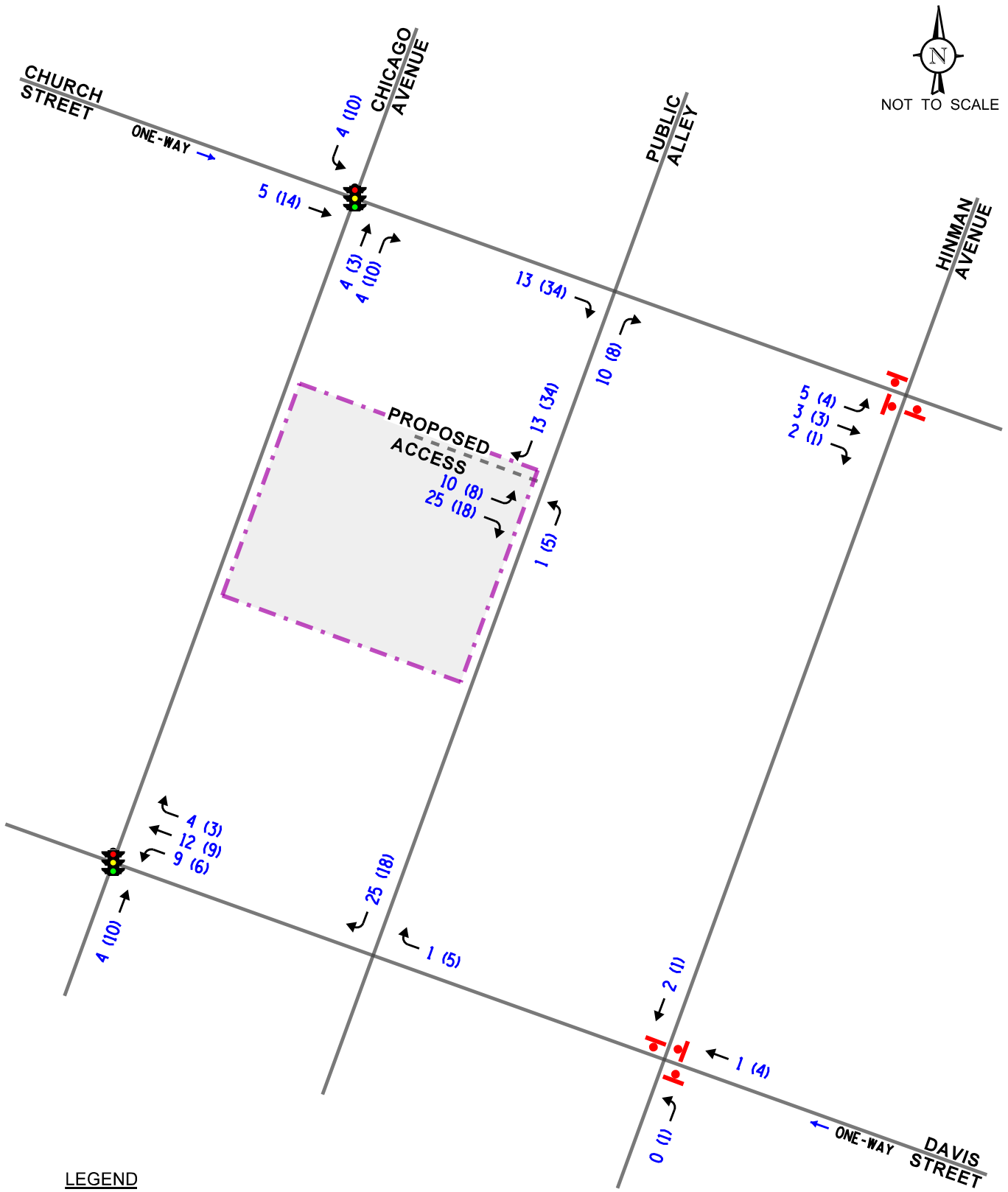
In addition, the traffic study included the buildout of the following proposed and/or approved area developments:

- An office development approved to be located at 605 Davis Street that is to contain approximately 200,000 square feet of office space.
- A senior living residential development currently under construction at 1815 Ridge Avenue that is to contain approximately 161 units.
- The Emerson development approved to be located at 1900 Sherman Avenue that is to contain approximately 168 age-restricted units.
- A residential development approved to be located at 1555 Ridge Avenue that is to contain approximately 68 residential 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.

Figure 8 illustrates the Year 2027 no-build traffic volumes.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2027 total projected traffic volumes, shown in **Figure 9**. To provide a conservative (worst-case) analysis, no reductions were assumed for the traffic currently generated by the commercial space located on the site.

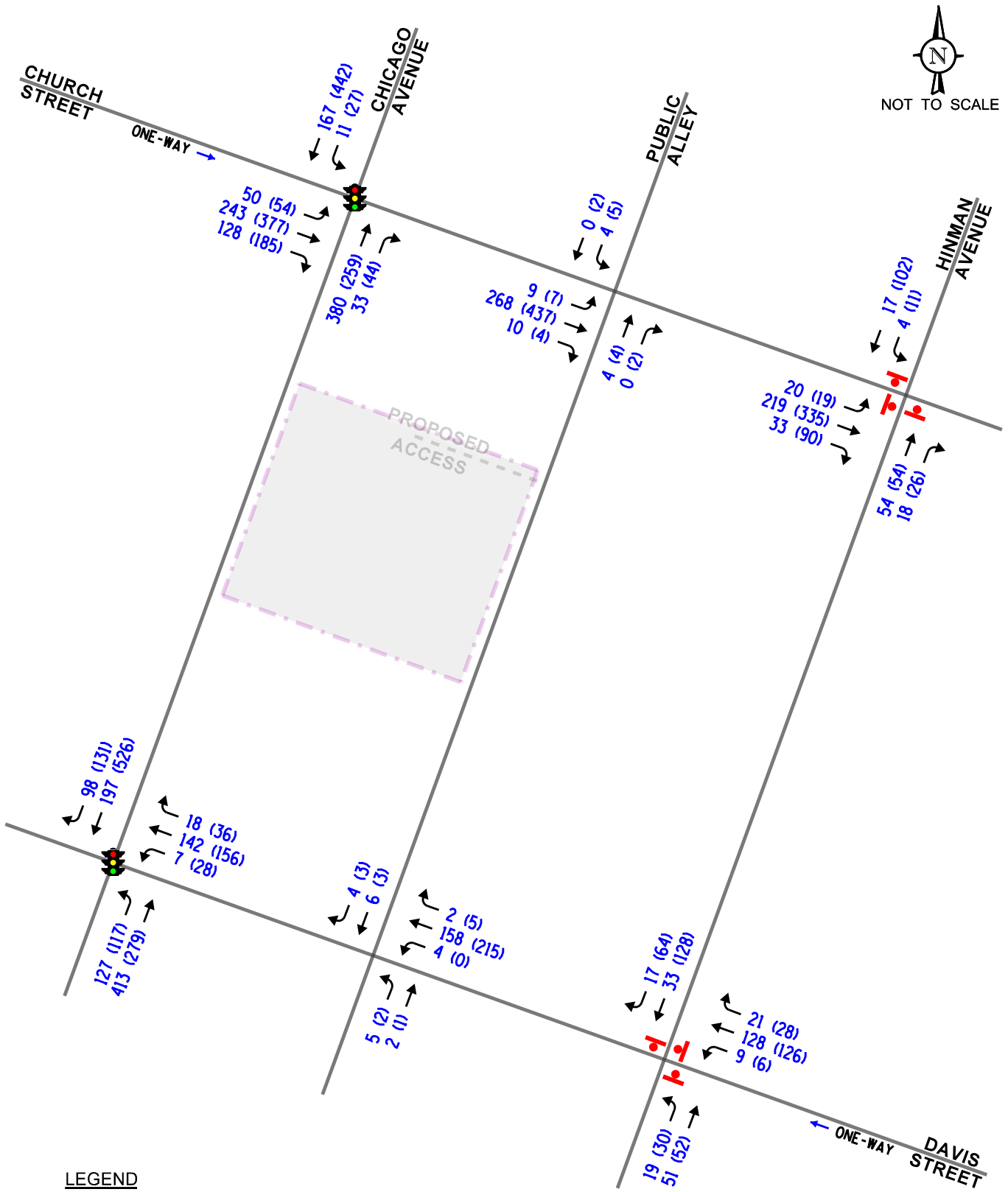


LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)

1621-31 Chicago Ave Evanston, Illinois	Estimated Site-Generated Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 17-039 Figure: 7



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

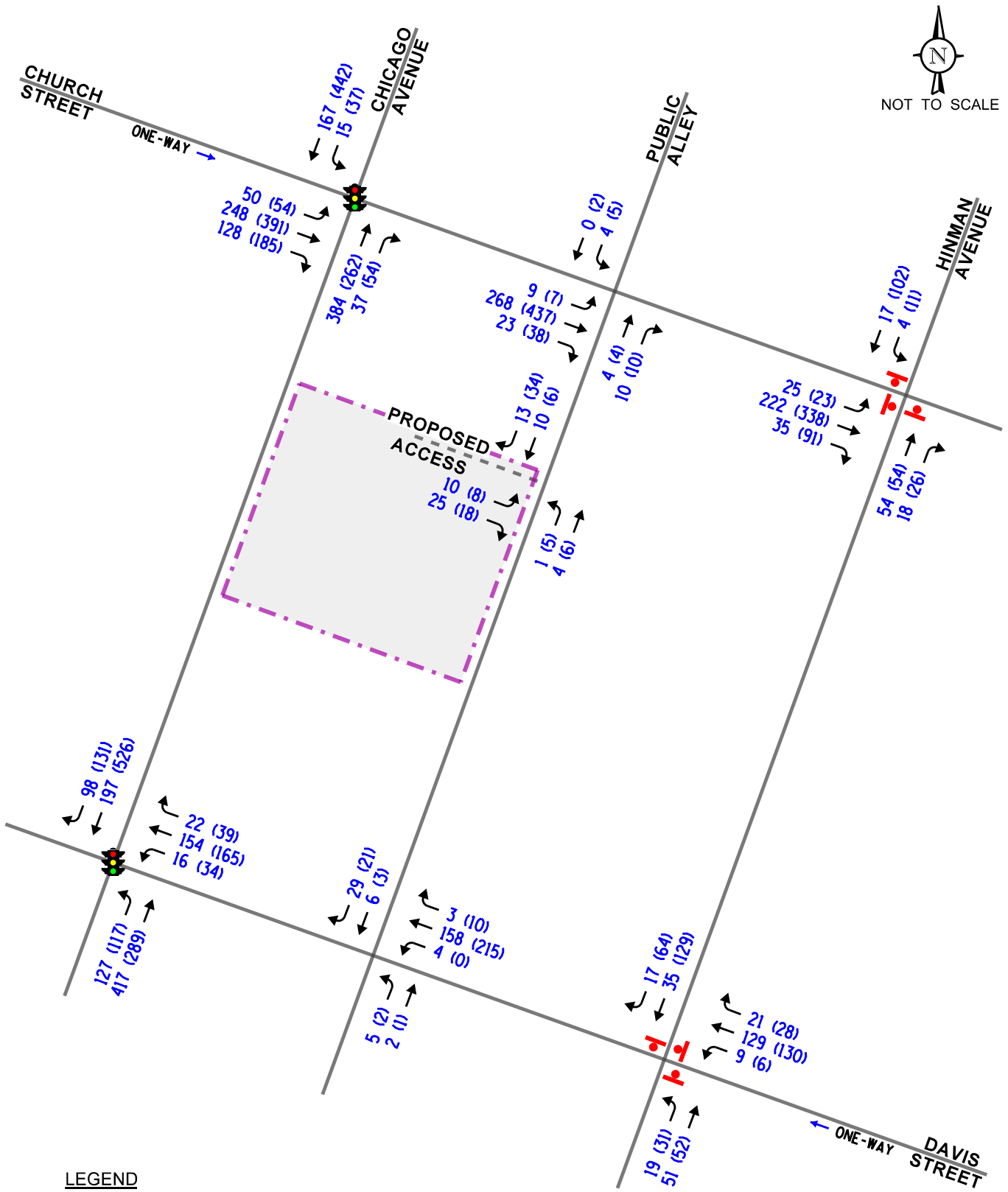
(00) - PM PEAK HOUR (5:00-6:00 PM)

1621-31 Chicago Ave
Evanston, Illinois

Year 2027 No-Build Traffic Volumes

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

Job No: 17-039 Figure: 8



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)

1621-31 Chicago Ave
Evanston, Illinois

Year 2027 Total Projected Traffic Volumes

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

Job No: 17-039 Figure: 9

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the base (Year 2021), no-build (Year 2027), and future projected (Year 2027) 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 Year 2021 base, Year 2027 no-build, and Year 2027 total projected conditions for the study area intersections are presented in **Tables 3** through **9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS
CHICAGO AVENUE WITH DAVIS STREET – SIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Overall	B	17.7	B	19.0
• Northbound Through	B	18.2	B	15.6
• Northbound Left	B	15.6	C	20.8
• Southbound Through	B	10.3	B	16.6
• Southbound Right	B	10.2	B	11.5
• Westbound Approach	C	31.3	C	32.8
No-Build Conditions				
• Overall	B	18.0	B	19.5
• Northbound Through	B	18.6	B	15.9
• Northbound Left	B	16.1	C	22.3
• Southbound Through	B	10.3	B	17.1
• Southbound Right	B	10.3	B	11.6
• Westbound Approach	C	31.7	C	33.2
Projected Conditions				
• Overall	B	18.5	B	19.8
• Northbound Through	B	18.7	B	16.1
• Northbound Left	B	16.1	C	22.3
• Southbound Through	B	10.3	B	17.0
• Southbound Right	B	10.2	B	11.6
• Westbound Approach	C	32.3	C	33.6

LOS = Level of Service
Delay is measured in seconds.

Table 4
CAPACITY ANALYSIS RESULTS
CHICAGO AVENUE WITH CHURCH STREET – SIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Overall	B	18.1	C	23.3
• Northbound Through	A	6.3	A	4.7
• Northbound Right	B	12.5	B	15.5
• Southbound Approach	A	8.0	B	11.2
• Eastbound Approach	C	33.5	D	40.6
No-Build Conditions				
• Overall	B	18.5	C	25.4
• Northbound Through	A	6.6	A	8.0
• Northbound Right	B	12.0	B	15.0
• Southbound Approach	A	8.3	B	11.8
• Eastbound Approach	C	34.2	D	45.0
Projected Conditions				
• Overall	B	18.7	C	26.2
• Northbound Through	A	6.6	A	5.0
• Northbound Right	B	12.9	B	16.8
• Southbound Approach	A	8.4	B	12.1
• Eastbound Approach	C	34.5	D	46.6

LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS
DAVIS STREET WITH HINMAN AVENUE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Overall	A	7.9	A	8.5
• Westbound Approach	A	8.1	A	8.4
• Northbound Approach	A	7.8	A	8.2
• Southbound Approach	A	7.5	A	8.6
No-Build Conditions				
• Overall	A	8.0	A	8.6
• Westbound Approach	A	8.2	A	8.5
• Northbound Approach	A	7.9	A	8.3
• Southbound Approach	A	7.6	A	8.7
Projected Conditions				
• Overall	A	8.0	A	8.5
• Westbound Approach	A	8.2	A	8.5
• Northbound Approach	A	7.9	A	8.3
• Southbound Approach	A	7.6	A	8.7

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS
CHURCH STREET WITH HINMAN AVENUE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Overall	A	8.3	A	9.5
• Eastbound Approach	A	8.5	A	9.8
• Northbound Approach	A	7.8	A	8.5
• Southbound Approach	A	7.8	A	9.0
No-Build Conditions				
• Overall	A	8.4	A	9.7
• Eastbound Approach	A	8.6	B	10.1
• Northbound Approach	A	7.9	A	8.6
• Southbound Approach	A	7.8	A	9.1
Projected Conditions				
• Overall	A	8.4	A	9.8
• Eastbound Approach	A	8.6	B	10.1
• Northbound Approach	A	7.9	A	8.7
• Southbound Approach	A	7.9	A	9.2

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS
DAVIS STREET WITH ALLEY – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Northbound Approach	B	10.6	B	10.3
• Westbound Left	A	7.6	A	0.1
• Southbound Approach	B	10.0	B	10.2
No-Build Conditions				
• Northbound Approach	B	11.0	B	10.5
• Westbound Left	A	7.6	A	0.1
• Southbound Approach	B	10.3	B	10.4
Projected Conditions				
• Northbound Approach	B	11.1	B	10.6
• Westbound Left	A	7.6	A	0.1
• Southbound Approach	A	9.8	A	9.7

LOS = Level of Service
Delay is measured in seconds.

Table 8
CAPACITY ANALYSIS RESULTS
CHURCH STREET WITH ALLEY – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Conditions				
• Northbound Approach	B	11.7	B	12.4
• Eastbound Left	A	7.4	A	7.3
• Southbound Approach	B	10.0	B	11.5
No-Build Conditions				
• Northbound Approach	B	11.9	B	12.7
• Eastbound Left	A	7.4	A	7.3
• Southbound Approach	B	10.1	B	11.8
Projected Conditions				
• Northbound Approach	B	10.2	B	11.6
• Eastbound Left	A	7.4	A	7.3
• Southbound Approach	B	10.2	B	12.0

LOS = Level of Service
Delay is measured in seconds.

Table 9
CAPACITY ANALYSIS RESULTS
PROPOSED ACCESS WITH ALLEY – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Projected Conditions				
• Northbound Approach	A	7.2	A	7.3
• Eastbound Left	A	8.6	A	8.6

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

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

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 2027 projected traffic volumes, this intersection is projected to continue operating at an overall LOS B during both peak hours with limited increases in delay. In addition, 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. Given the low volume of development-generated traffic projected to traverse this intersection and that the increase in overall intersection delay is projected to be approximately only one second, the development is projected to have a limited impact on the operation of this intersection.

Chicago Avenue with Church Street

The results of the capacity analysis indicate that this signalized intersection currently operates at an overall LOS C or better during the weekday morning and weekday evening peak hours. Assuming Year 2027 projected traffic volumes, this intersection is projected to continue operating at an overall LOS C or better with limited increase in delays during the weekday morning and weekday evening peak hours. Additionally, all of 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. Given the low volume of development-traffic projected to traverse this intersection and that the increase in overall intersection delay is projected to be approximately only one to three seconds, the development is projected to have a limited impact on the operation of this intersection.

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 2027 projected 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 of 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. Given the low volume of development-traffic projected to traverse this intersection and that the increase in overall intersection delay is projected to be less than one second, the development is projected to have a limited impact on the operation of this intersection.

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 2027 projected 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 of 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. Given the low volume of development-traffic projected to traverse this intersection and that the increase in overall intersection delay is projected to be less than one second, the development is projected to have a limited impact on the operation of this intersection.

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. 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. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development.

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.

- Consideration should be given to providing car-sharing vehicles within the parking garage or in the vicinity of the site.

- Indoor bike storage will be provided within the development.

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 180 apartment units, approximately 7,000 square feet of retail space, and 57 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 of 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 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.

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

Appendix

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

Traffic Count Summary Sheets

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

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

Count Name: Church St with Chicago Ave
Site Code:
Start Date: 09/16/2021

Turning Movement Data

Start Time	Church St Eastbound						Church St Westbound					Chicago Ave Northbound						Chicago Ave Southbound						
	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	Int. 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	-	-

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

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

Count Name: Church St with Chicago Ave
Site Code:
Start Date: 09/16/2021

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Church St Eastbound						Church St Westbound					Chicago Ave Northbound						Chicago Ave Southbound						
	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	Int. 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	-	-

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

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

Count Name: Church St with Chicago Ave
Site Code:
Start Date: 09/16/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Church St Eastbound						Church St Westbound					Chicago Ave Northbound						Chicago Ave Southbound						
	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	Int. 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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Rosemont, Illinois, United States 60018
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Count Name: Church St with Hinman St
Site Code:
Start Date: 09/16/2021

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

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

Count Name: Church St with Hinman St
Site Code:
Start Date: 09/16/2021

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
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
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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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Church St with Hinman St
Site Code:
Start Date: 09/16/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Church St Eastbound						Church St Westbound						Hinman Ave Northbound						Hinman Ave Southbound						
	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	Int. 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
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
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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Rosemont, Illinois, United States 60018
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Count Name: Davis St with Chicago Ave
Site Code:
Start Date: 09/16/2021

Turning Movement Data

Start Time	Davis St Eastbound						Davis St Westbound						Chicago Ave Northbound						Chicago Ave Southbound						
	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	Int. 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

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

Count Name: Davis St with Chicago Ave
Site Code:
Start Date: 09/16/2021

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Davis St Eastbound						Davis St Westbound						Chicago Ave Northbound						Chicago Ave Southbound						
	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	Int. 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
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
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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9575 W. Higgins Rd., Suite 400

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

Count Name: Davis St with Chicago Ave
Site Code:
Start Date: 09/16/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Davis St Eastbound						Davis St Westbound						Chicago Ave Northbound						Chicago Ave Southbound						
	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	Int. 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
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
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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9575 W. Higgins Rd., Suite 400

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

Count Name: Davis St with Hinman Ave
Site Code:
Start Date: 09/16/2021

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	-	-

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Count Name: Davis St with Hinman Ave
Site Code:
Start Date: 09/16/2021

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
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
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	-	-

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

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

Count Name: Davis St with Hinman Ave
Site Code:
Start Date: 09/16/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Davis St Eastbound						Davis St Westbound					Hinman St Northbound						Hinman St Southbound						
	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	Int. 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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Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Davis St with Public Alley
Site Code:
Start Date: 09/16/2021

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	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

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9575 W. Higgins Rd., Suite 400

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

Count Name: Davis St with Public Alley
Site Code:
Start Date: 09/16/2021

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Davis St Eastbound						Davis St Westbound						Public Alley Northbound						Public Alley Southbound						
	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	Int. 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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Rosemont, Illinois, United States 60018
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Count Name: Davis St with Public Alley
Site Code:
Start Date: 09/16/2021

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Davis St Eastbound						Davis St Westbound						Public Alley Northbound						Public Alley Southbound						
	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	Int. 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	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Church Street with Alley
Site Code:
Start Date: 01/31/2017

Turning Movement Data

Start Time	Church Street Eastbound					Church Street Westbound		Alley Northbound					Alley Southbound					
	Left	Thru	Right	Peds	App. Total	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	16	4	1	20	1	0	0	0	0	0	0	0	0	0	4	0	20
7:15 AM	0	25	4	0	29	0	0	0	0	0	5	0	0	0	1	5	1	30
7:30 AM	2	30	2	0	34	2	0	0	0	0	6	0	0	0	2	12	2	36
7:45 AM	1	35	3	4	39	2	0	0	0	0	3	0	0	0	0	18	0	39
Hourly Total	3	106	13	5	122	5	0	0	0	0	14	0	0	0	3	39	3	125
8:00 AM	2	47	3	4	52	0	0	0	1	0	3	1	0	2	0	6	2	55
8:15 AM	0	48	2	5	50	0	0	0	0	0	9	0	0	0	0	4	0	50
8:30 AM	6	52	2	2	60	1	0	0	0	0	2	0	0	1	0	11	1	61
8:45 AM	1	61	3	6	65	0	0	0	0	0	6	0	0	1	0	12	1	66
Hourly Total	9	208	10	17	227	1	0	0	1	0	20	1	0	4	0	33	4	232
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	47	2	4	49	1	0	0	0	1	9	1	0	0	0	24	0	50
4:15 PM	2	56	2	1	60	1	0	0	1	2	9	3	0	0	0	5	0	63
4:30 PM	1	47	2	0	50	0	0	0	1	0	11	1	0	2	0	8	2	53
4:45 PM	2	54	1	2	57	0	0	0	0	0	15	0	0	0	0	10	0	57
Hourly Total	5	204	7	7	216	2	0	0	2	3	44	5	0	2	0	47	2	223
5:00 PM	5	62	2	0	69	1	0	0	0	0	12	0	0	2	1	7	3	72
5:15 PM	1	66	1	1	68	1	0	0	0	1	10	1	0	1	0	6	1	70
5:30 PM	1	59	0	3	60	1	0	0	0	1	8	1	0	1	1	7	2	63
5:45 PM	0	51	1	1	52	0	0	0	0	0	5	0	0	1	0	6	1	53
Hourly Total	7	238	4	5	249	3	0	0	0	2	35	2	0	5	2	26	7	258
Grand Total	24	756	34	34	814	11	0	0	3	5	113	8	0	11	5	145	16	838
Approach %	2.9	92.9	4.2	-	-	-	-	0.0	37.5	62.5	-	-	0.0	68.8	31.3	-	-	-
Total %	2.9	90.2	4.1	-	97.1	-	0.0	0.0	0.4	0.6	-	1.0	0.0	1.3	0.6	-	1.9	-
Lights	22	738	34	-	794	-	0	0	2	5	-	7	0	11	5	-	16	817
% Lights	91.7	97.6	100.0	-	97.5	-	-	-	66.7	100.0	-	87.5	-	100.0	100.0	-	100.0	97.5
Buses	0	4	0	-	4	-	0	0	0	0	-	0	0	0	0	-	0	4
% Buses	0.0	0.5	0.0	-	0.5	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	1	5	0	-	6	-	0	0	0	0	-	0	0	0	0	-	0	6
% Single-Unit Trucks	4.2	0.7	0.0	-	0.7	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	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	1	9	0	-	10	-	0	0	1	0	-	1	0	0	0	-	0	11
% Bicycles on Road	4.2	1.2	0.0	-	1.2	-	-	-	33.3	0.0	-	12.5	-	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	34	-	11	-	-	-	-	113	-	-	-	-	145	-	-
% Pedestrians	-	-	-	100.0	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Church Street with Alley
Site Code:
Start Date: 01/31/2017

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Church Street Eastbound					Church Street Westbound		Alley Northbound					Alley Southbound					
	Left	Thru	Right	Peds	App. Total	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
8:00 AM	2	47	3	4	52	0	0	0	1	0	3	1	0	2	0	6	2	55
8:15 AM	0	48	2	5	50	0	0	0	0	0	9	0	0	0	0	4	0	50
8:30 AM	6	52	2	2	60	1	0	0	0	0	2	0	0	1	0	11	1	61
8:45 AM	1	61	3	6	65	0	0	0	0	0	6	0	0	1	0	12	1	66
Total	9	208	10	17	227	1	0	0	1	0	20	1	0	4	0	33	4	232
Approach %	4.0	91.6	4.4	-	-	-	-	0.0	100.0	0.0	-	-	0.0	100.0	0.0	-	-	-
Total %	3.9	89.7	4.3	-	97.8	-	0.0	0.0	0.4	0.0	-	0.4	0.0	1.7	0.0	-	1.7	-
PHF	0.375	0.852	0.833	-	0.873	-	0.000	0.000	0.250	0.000	-	0.250	0.000	0.500	0.000	-	0.500	0.879
Lights	8	202	10	-	220	-	0	0	0	0	-	0	0	4	0	-	4	224
% Lights	88.9	97.1	100.0	-	96.9	-	-	-	0.0	-	-	0.0	-	100.0	-	-	100.0	96.6
Buses	0	3	0	-	3	-	0	0	0	0	-	0	0	0	0	-	0	3
% Buses	0.0	1.4	0.0	-	1.3	-	-	-	0.0	-	-	0.0	-	0.0	-	-	0.0	1.3
Single-Unit Trucks	1	1	0	-	2	-	0	0	0	0	-	0	0	0	0	-	0	2
% Single-Unit Trucks	11.1	0.5	0.0	-	0.9	-	-	-	0.0	-	-	0.0	-	0.0	-	-	0.0	0.9
Articulated Trucks	0	0	0	-	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	2	0	-	2	-	0	0	1	0	-	1	0	0	0	-	0	3
% Bicycles on Road	0.0	1.0	0.0	-	0.9	-	-	-	100.0	-	-	100.0	-	0.0	-	-	0.0	1.3
Pedestrians	-	-	-	17	-	1	-	-	-	-	20	-	-	-	-	33	-	-
% Pedestrians	-	-	-	100.0	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Church Street with Alley
Site Code:
Start Date: 01/31/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Church Street Eastbound					Church Street Westbound		Alley Northbound					Alley Southbound					
	Left	Thru	Right	Peds	App. Total	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	5	62	2	0	69	1	0	0	0	0	12	0	0	2	1	7	3	72
5:15 PM	1	66	1	1	68	1	0	0	0	1	10	1	0	1	0	6	1	70
5:30 PM	1	59	0	3	60	1	0	0	0	1	8	1	0	1	1	7	2	63
5:45 PM	0	51	1	1	52	0	0	0	0	0	5	0	0	1	0	6	1	53
Total	7	238	4	5	249	3	0	0	0	2	35	2	0	5	2	26	7	258
Approach %	2.8	95.6	1.6	-	-	-	-	0.0	0.0	100.0	-	-	0.0	71.4	28.6	-	-	-
Total %	2.7	92.2	1.6	-	96.5	-	0.0	0.0	0.0	0.8	-	0.8	0.0	1.9	0.8	-	2.7	-
PHF	0.350	0.902	0.500	-	0.902	-	0.000	0.000	0.000	0.500	-	0.500	0.000	0.625	0.500	-	0.583	0.896
Lights	7	234	4	-	245	-	0	0	0	2	-	2	0	5	2	-	7	254
% Lights	100.0	98.3	100.0	-	98.4	-	-	-	-	100.0	-	100.0	-	100.0	100.0	-	100.0	98.4
Buses	0	0	0	-	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	-	-	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	-	0	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	0.4	0.0	-	0.4	-	-	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	-	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	-	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	3	0	-	3	-	0	0	0	0	-	0	0	0	0	-	0	3
% Bicycles on Road	0.0	1.3	0.0	-	1.2	-	-	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	1.2
Pedestrians	-	-	-	5	-	3	-	-	-	-	35	-	-	-	-	26	-	-
% Pedestrians	-	-	-	100.0	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Preliminary Site Plan

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

0 5 10 20 40

Project Data
195'-0" Tall

Total Units: **180**
Avg Unit Size: **757sf**

Total Stories: **18**
- 1 Sky Amenity Level
- 14 Residential Stories
- 2 Parking Levels
- 1 Ground Level

Total Building Height **195'-0"**

Typical Floor Eff.: **86.11%**

Total Cars: **57**
Parking Ratio: **.32/DU**
Parking Eff.: **522sf/Car**

Amenity Ratio: **14.93sf/DU**

HORIZON REALTY GROUP

The Merion Legacy - 1621-31 Chicago Ave.

Ground Floor Plan
07/26/21

N

PAPPAGEORGE HAYMES

ITE Trip Generation Worksheets

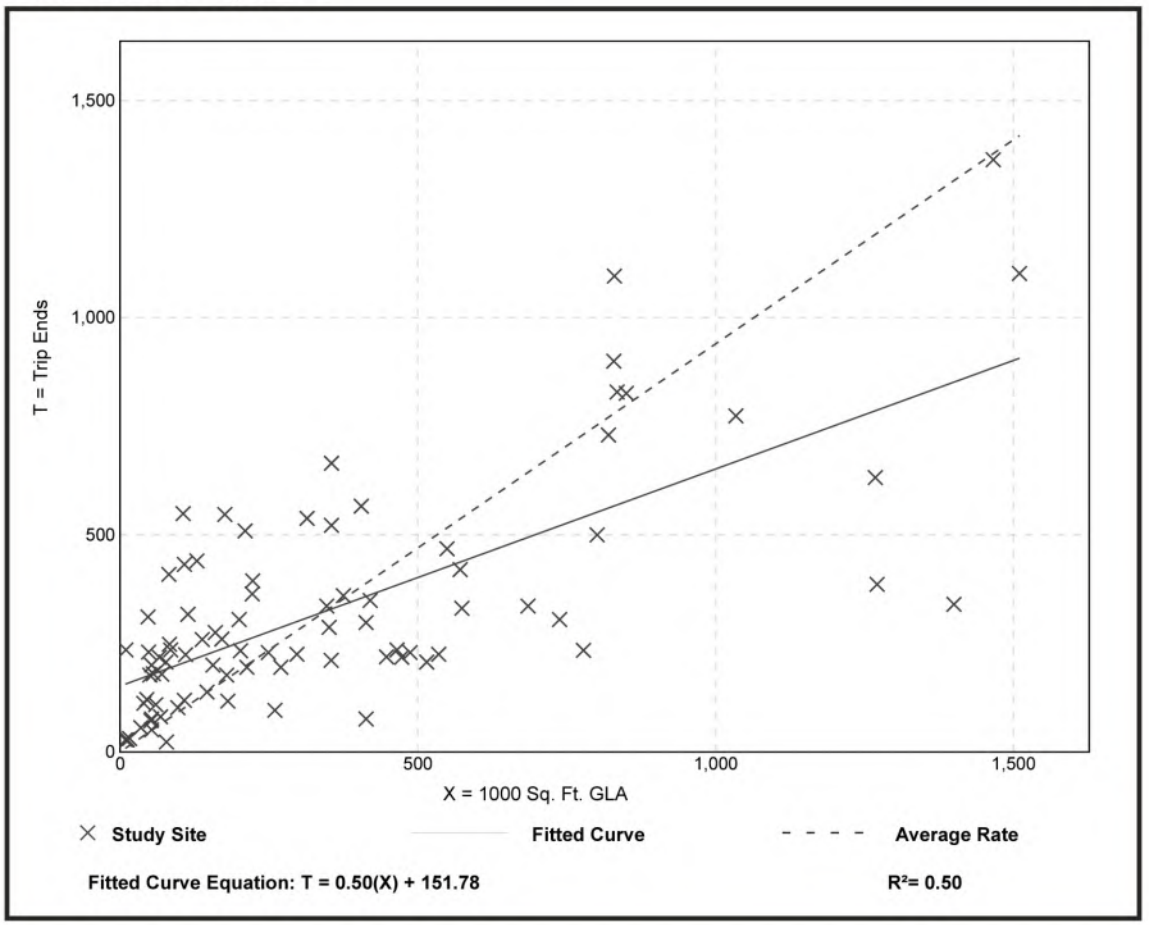
Shopping Center
(820)

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: 84
1000 Sq. Ft. GLA: 351
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



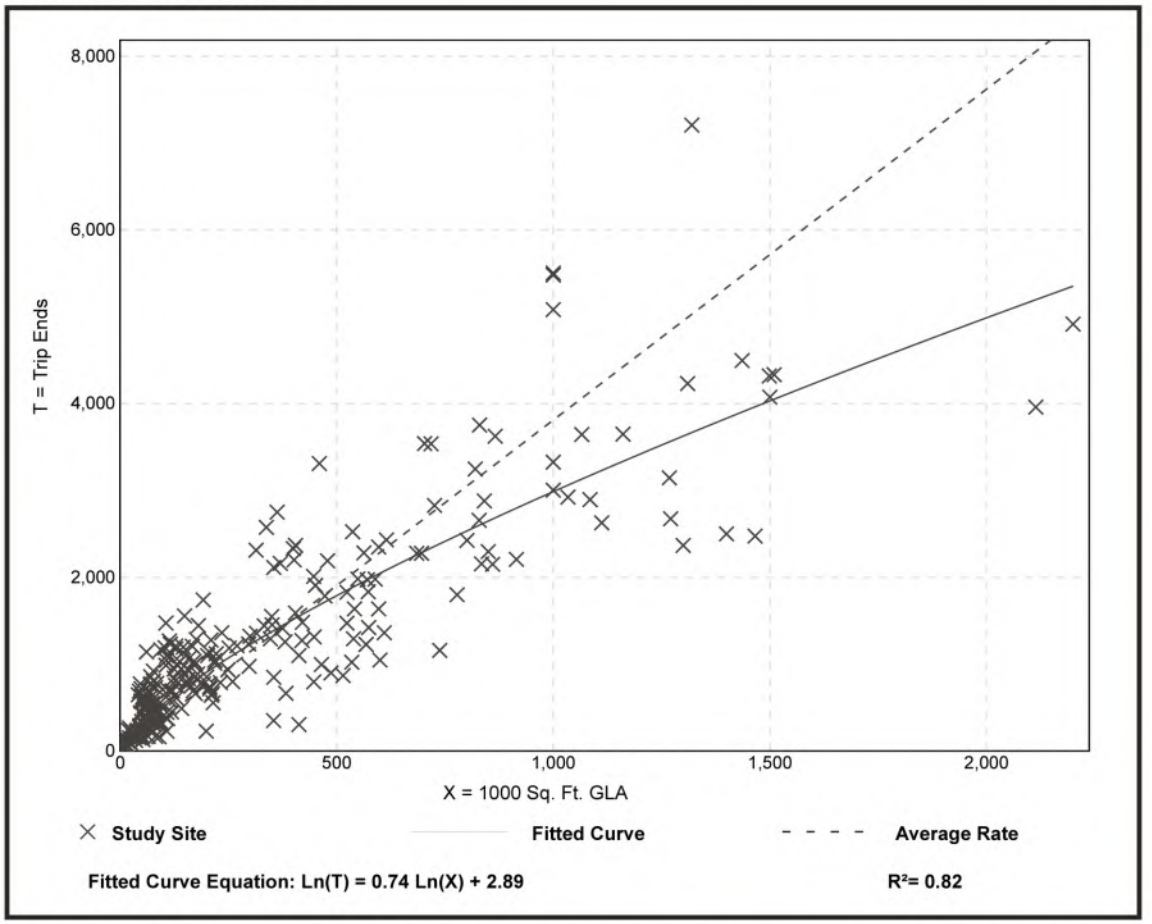
Shopping Center
(820)

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: 261
1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.74 Ln(X) + 2.89

R^2= 0.82

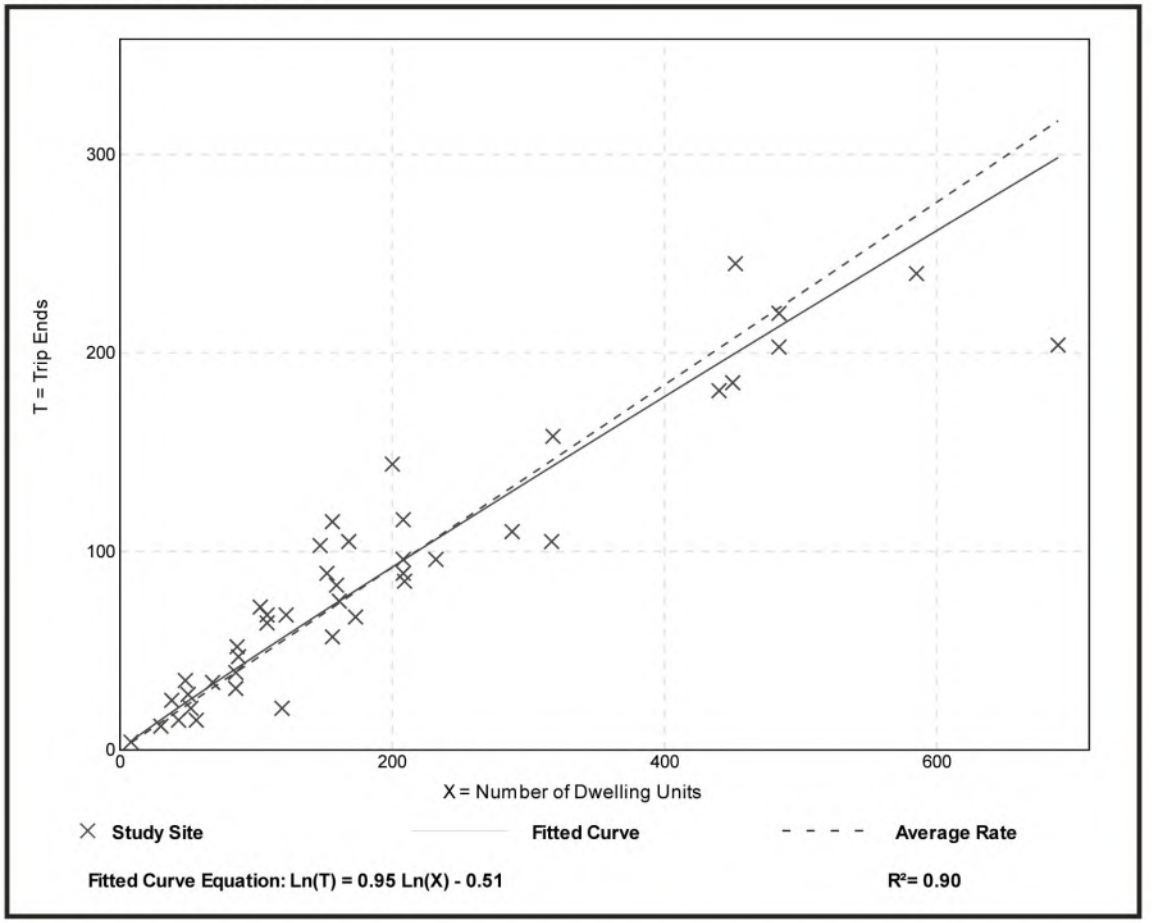
Multifamily Housing (Low-Rise)
(220)

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: 42
Avg. Num. of Dwelling Units: 199
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



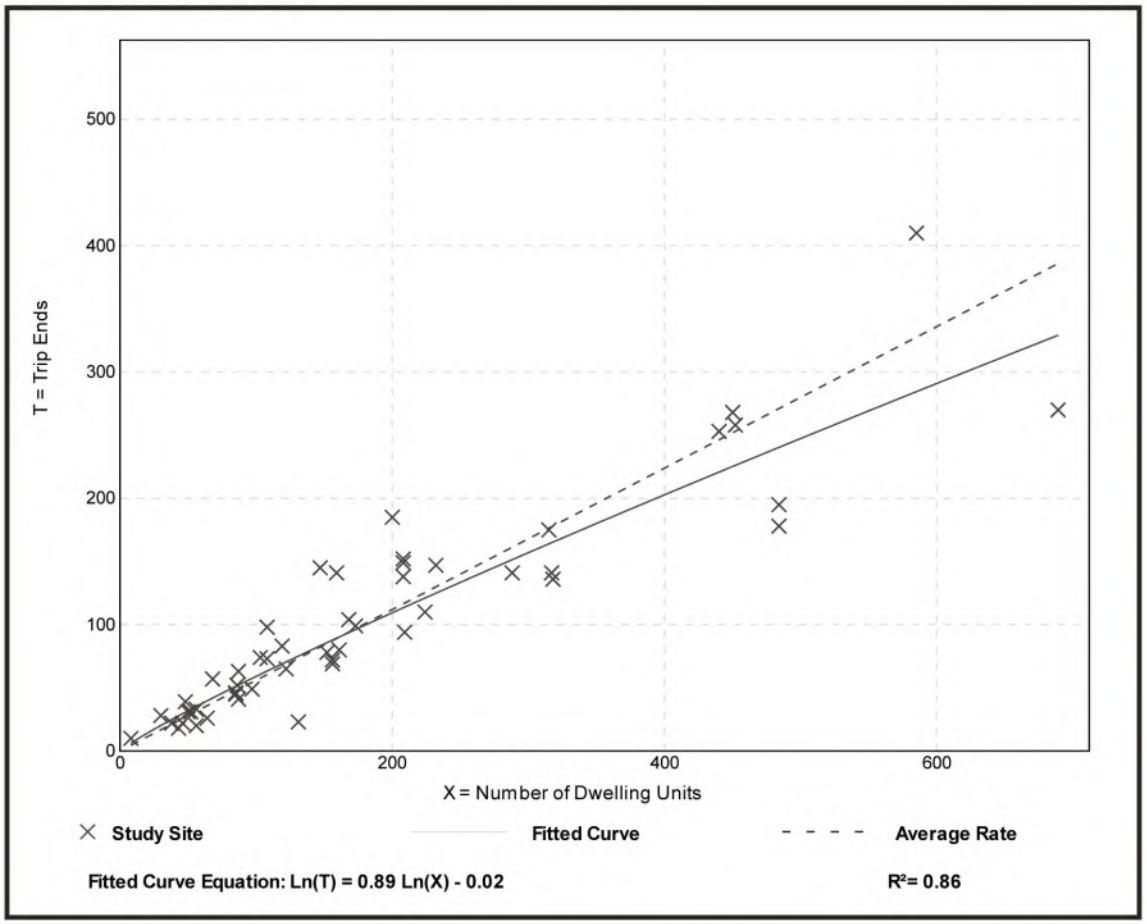
Multifamily Housing (Low-Rise)
(220)

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: 50
Avg. Num. of Dwelling Units: 187
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

August 27, 2021

Kelly Pachowicz
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***Chicago Avenue @ Church Street***
IDOT

Dear Ms. Pachowicz:

In response to a request made on your behalf and dated August 27, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Chicago Ave, @ Davis St	11,600	12,400
Church St, east of Chicago Ave	7,950	8,500

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Rios (IDOT)
2021_CY_TrafficForecast\Evanston\ck-109-21\ck-109-21.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

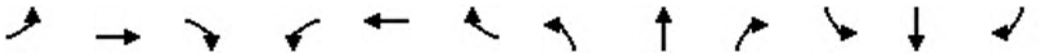
Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of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

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Year 2021 Weekday Morning Peak Hour Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	7	116	15	113	398	0	0	186	65
Future Volume (vph)	0	0	0	7	116	15	113	398	0	0	186	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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					0.97		0.87					0.81
Frt					0.984							0.850
Flt Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	3090	0	1662	1589	0	0	1559	1501
Flt Permitted					0.998		0.629					
Satd. Flow (perm)	0	0	0	0	3055	0	960	1589	0	0	1559	1213
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	29%	0%	15%	5%	4%	0%	0%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	146	0	120	423	0	0	198	69
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0		15.0	15.0			15.0	15.0
Minimum Split (s)				25.0	25.0		25.0	25.0			25.0	25.0
Total Split (s)				36.0	36.0		49.0	49.0			49.0	49.0
Total Split (%)				32.7%	32.7%		44.5%	44.5%			44.5%	44.5%
Yellow Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	1.5
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0		6.0	6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max		C-Max	C-Max			C-Max	C-Max
Act Effct Green (s)					30.0		63.0	63.0			63.0	63.0
Actuated g/C Ratio					0.27		0.57	0.57			0.57	0.57

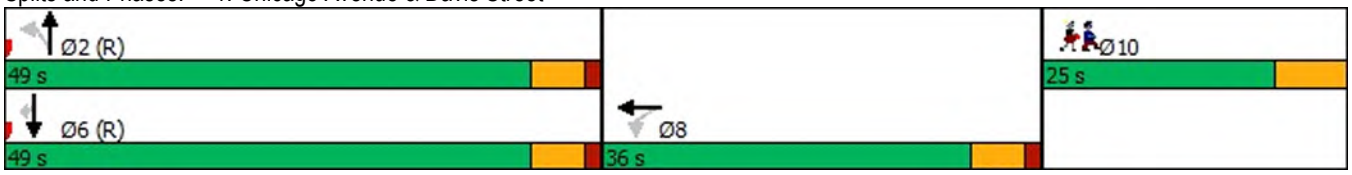
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	23%
Yellow Time (s)	6.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					0.18		0.22	0.46			0.22	0.10
Control Delay					31.3		15.6	18.2			10.3	10.2
Queue Delay					0.0		0.0	0.0			0.0	0.0
Total Delay					31.3		15.6	18.2			10.3	10.2
LOS					C		B	B			B	B
Approach Delay					31.3			17.6			10.3	
Approach LOS					C			B			B	
Queue Length 50th (ft)					41		34	144			34	11
Queue Length 95th (ft)					68		108	361			144	m59
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					833		549	910			892	694
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					0.18		0.22	0.46			0.22	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
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: 0.46			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

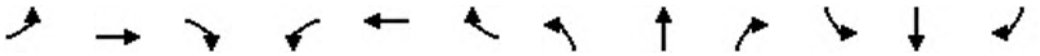
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Chicago Avenue & Davis Street



Lane Group	Ø10
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	232	106	0	0	0	0	361	33	5	145	0
Future Volume (vph)	47	232	106	0	0	0	0	361	33	5	145	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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		0.959							0.850			
Flt Protected		0.994									0.998	
Satd. Flow (prot)	0	2854	0	0	0	0	0	1545	1473	0	1531	0
Flt Permitted		0.994									0.989	
Satd. Flow (perm)	0	2806	0	0	0	0	0	1545	1473	0	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49							50			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	4%	5%	0%	0%	0%	0%	7%	6%	0%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0						0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	448	0	0	0	0	0	420	38	0	175	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)	36.0	36.0							30.0			
Total Split (%)	32.7%	32.7%							27.3%			
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)		30.0						72.0	24.0		72.0	
Actuated g/C Ratio		0.27						0.65	0.22		0.65	

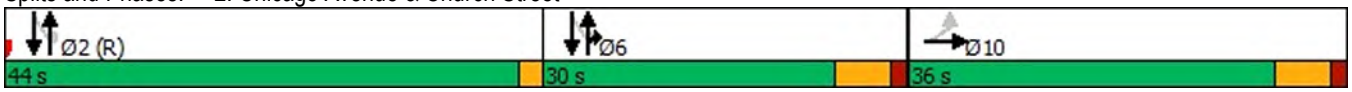
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	44.0
Total Split (%)	40%
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.56						0.42	0.11		0.18	
Control Delay		33.5						6.3	12.5		8.0	
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		33.5						6.3	12.5		8.0	
LOS		C						A	B		A	
Approach Delay		33.5						6.9			8.0	
Approach LOS		C						A			A	
Queue Length 50th (ft)		127						183	6		44	
Queue Length 95th (ft)		169						8	m31		69	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		800						1011	360		992	
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		0.56						0.42	0.11		0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 18.1		Intersection LOS: B	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 2: Chicago Avenue & Church Street



Lane Group	Ø2
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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

Intersection	
Intersection Delay, s/veh	7.9
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	9	106	21	12	50	0	0	33	17
Future Vol, veh/h	0	0	0	9	106	21	12	50	0	0	33	17
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	13	56	0	0	37	19
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	8.1	7.8	7.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	15%	0%	0%
Vol Thru, %	81%	85%	72%	66%
Vol Right, %	0%	0%	28%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	62	74	50
LT Vol	12	9	0	0
Through Vol	50	53	53	33
RT Vol	0	0	21	17
Lane Flow Rate	70	70	83	56
Geometry Grp	2	7	7	2
Degree of Util (X)	0.085	0.096	0.106	0.066
Departure Headway (Hd)	4.371	4.978	4.57	4.23
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	824	713	777	852
Service Time	2.373	2.753	2.345	2.232
HCM Lane V/C Ratio	0.085	0.098	0.107	0.066
HCM Control Delay	7.8	8.3	7.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	202	33	0	0	0	0	53	18	4	17	0
Future Vol, veh/h	20	202	33	0	0	0	0	53	18	4	17	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	35	0	0	0	0	56	19	4	18	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	8.5	7.8	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	17%	0%	19%
Vol Thru, %	75%	83%	75%	81%
Vol Right, %	25%	0%	25%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	121	134	21
LT Vol	0	20	0	4
Through Vol	53	101	101	17
RT Vol	18	0	33	0
Lane Flow Rate	76	129	143	22
Geometry Grp	2	7	7	2
Degree of Util (X)	0.092	0.172	0.181	0.029
Departure Headway (Hd)	4.401	4.821	4.565	4.651
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	739	780	774
Service Time	2.402	2.587	2.331	2.655
HCM Lane V/C Ratio	0.093	0.175	0.183	0.028
HCM Control Delay	7.8	8.6	8.4	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.7	0.1

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	4	129	2	5	2	0	0	6	4
Future Vol, veh/h	0	0	0	4	129	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, #	-	1	-	-	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	172	3	7	3	0	0	8	5

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	35	0	0	135	224	-	-	223	92
Stage 1	-	-	-	35	35	-	-	188	-
Stage 2	-	-	-	100	189	-	-	35	-
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	1422	-	-	727	575	0	0	679	878
Stage 1	-	-	-	-	-	0	0	748	-
Stage 2	-	-	-	795	639	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1384	-	-	694	555	-	-	656	875
Mov Cap-2 Maneuver	-	-	-	694	555	-	-	656	-
Stage 1	-	-	-	-	-	-	-	743	-
Stage 2	-	-	-	779	635	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0.2	10.6	10
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	1384	-	-	729
HCM Lane V/C Ratio	0.014	0.004	-	-	0.018
HCM Control Delay (s)	10.6	7.6	0	-	10
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.1

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	9	251	10	0	0	0	0	4	0	4	0	0
Future Vol, veh/h	9	251	10	0	0	0	0	4	0	4	0	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	-	1080852480		-	-	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	273	11	0	0	0	0	4	0	4	0	0

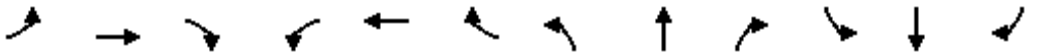
Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	33	0	0	-	352	163	193	357	-
Stage 1	-	-	-	-	319	-	33	33	-
Stage 2	-	-	-	-	33	-	160	324	-
Critical Hdwy	4.14	-	-	-	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	1577	-	-	0	571	853	749	568	0
Stage 1	-	-	-	0	652	-	-	-	0
Stage 2	-	-	-	0	-	-	826	648	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1537	-	-	-	544	840	721	541	-
Mov Cap-2 Maneuver	-	-	-	-	544	-	721	541	-
Stage 1	-	-	-	-	637	-	-	-	-
Stage 2	-	-	-	-	-	-	814	633	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	11.7	10
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	544	1537	-	-	721
HCM Lane V/C Ratio	0.008	0.006	-	-	0.006
HCM Control Delay (s)	11.7	7.4	0	-	10
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0

Capacity Analysis Summary Sheets

Year 2021 Weekday Evening Peak Hour Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	28	145	30	114	261	0	0	503	122
Future Volume (vph)	0	0	0	28	145	30	114	261	0	0	503	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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					0.89							0.68
Frt					0.978							0.850
Flt Protected					0.993		0.950					
Satd. Flow (prot)	0	0	0	0	3014	0	1678	1605	0	0	1621	1531
Flt Permitted					0.993		0.324					
Satd. Flow (perm)	0	0	0	0	2861	0	572	1605	0	0	1621	1037
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	223	0	125	287	0	0	553	134
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0		15.0	15.0			15.0	15.0
Minimum Split (s)				25.0	25.0		25.0	25.0			25.0	25.0
Total Split (s)				36.0	36.0		49.0	49.0			49.0	49.0
Total Split (%)				32.7%	32.7%		44.5%	44.5%			44.5%	44.5%
Yellow Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	1.5
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0		6.0	6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max		C-Max	C-Max			C-Max	C-Max
Act Effct Green (s)					30.0		63.0	63.0			63.0	63.0
Actuated g/C Ratio					0.27		0.57	0.57			0.57	0.57

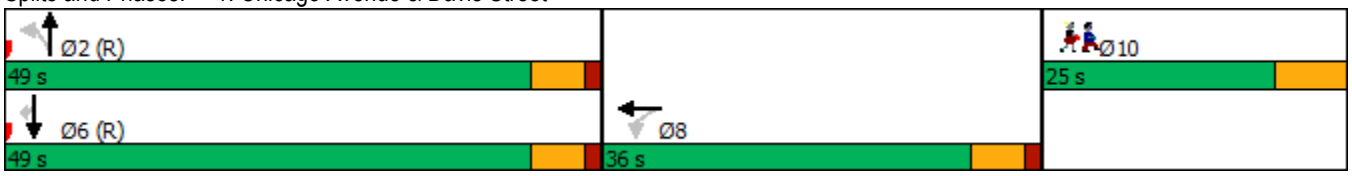
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	23%
Yellow Time (s)	6.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					0.29		0.38	0.31			0.60	0.23
Control Delay					32.8		20.8	15.6			16.3	11.5
Queue Delay					0.0		0.0	0.0			0.3	0.0
Total Delay					32.8		20.8	15.6			16.6	11.5
LOS					C		C	B			B	B
Approach Delay					32.8			17.2			15.6	
Approach LOS					C			B			B	
Queue Length 50th (ft)					65		40	87			148	28
Queue Length 95th (ft)					100		137	227			#569	m88
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					780		327	919			928	594
Starvation Cap Reductn					0		0	0			65	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	0.31			0.64	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
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: 0.60			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

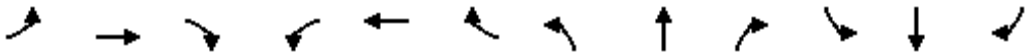
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Chicago Avenue & Davis Street



Lane Group	Ø10
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	358	178	0	0	0	0	235	43	23	419	0
Future Volume (vph)	42	358	178	0	0	0	0	235	43	23	419	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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		0.954							0.850			
Flt Protected		0.996									0.997	
Satd. Flow (prot)	0	2819	0	0	0	0	0	1605	1561	0	1614	0
Flt Permitted		0.996									0.978	
Satd. Flow (perm)	0	2774	0	0	0	0	0	1605	1561	0	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63							50			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	2%	3%	0%	0%	0%	0%	3%	0%	4%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0						0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	621	0	0	0	0	0	253	46	0	476	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)	36.0	36.0							30.0			
Total Split (%)	32.7%	32.7%							27.3%			
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)		30.0						72.0	24.0		72.0	
Actuated g/C Ratio		0.27						0.65	0.22		0.65	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	44.0
Total Split (%)	40%
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.77						0.24	0.12		0.46	
Control Delay		40.6						4.7	15.5		11.2	
Queue Delay		0.0						0.0	0.0		0.1	
Total Delay		40.6						4.7	15.5		11.2	
LOS		D						A	B		B	
Approach Delay		40.6						6.4			11.2	
Approach LOS		D						A			B	
Queue Length 50th (ft)		192						92	4		151	
Queue Length 95th (ft)		262						7	49		223	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		802						1050	379		1033	
Starvation Cap Reductn		0						0	0		0	
Spillback Cap Reductn		1						0	0		50	
Storage Cap Reductn		0						0	0		0	
Reduced v/c Ratio		0.78						0.24	0.12		0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 23.3		Intersection LOS: C	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Chicago Avenue & Church Street

Lane Group	Ø2
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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

Intersection	
Intersection Delay, s/veh	8.5
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	6	111	28	29	51	0	0	126	63
Future Vol, veh/h	0	0	0	6	111	28	29	51	0	0	126	63
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	7	121	30	32	55	0	0	137	68
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	8.4	8.2	8.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	36%	10%	0%	0%
Vol Thru, %	64%	90%	66%	67%
Vol Right, %	0%	0%	34%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	62	84	189
LT Vol	29	6	0	0
Through Vol	51	56	56	126
RT Vol	0	0	28	63
Lane Flow Rate	87	67	91	205
Geometry Grp	2	7	7	2
Degree of Util (X)	0.111	0.096	0.124	0.24
Departure Headway (Hd)	4.581	5.194	4.909	4.209
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	691	731	855
Service Time	2.601	2.92	2.635	2.224
HCM Lane V/C Ratio	0.111	0.097	0.124	0.24
HCM Control Delay	8.2	8.5	8.3	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4	0.9

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	312	89	0	0	0	0	53	26	11	100	0
Future Vol, veh/h	19	312	89	0	0	0	0	53	26	11	100	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	20	332	95	0	0	0	0	56	28	12	106	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	9.8	8.5	9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	11%	0%	10%
Vol Thru, %	67%	89%	64%	90%
Vol Right, %	33%	0%	36%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	175	245	111
LT Vol	0	19	0	11
Through Vol	53	156	156	100
RT Vol	26	0	89	0
Lane Flow Rate	84	186	261	118
Geometry Grp	2	7	7	2
Degree of Util (X)	0.114	0.261	0.345	0.164
Departure Headway (Hd)	4.878	5.054	4.761	5.012
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	711	756	716
Service Time	2.915	2.787	2.494	3.046
HCM Lane V/C Ratio	0.114	0.262	0.345	0.165
HCM Control Delay	8.5	9.6	10	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1	1.5	0.6

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	198	5	2	1	0	0	3	3
Future Vol, veh/h	0	0	0	0	198	5	2	1	0	0	3	3
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, #	-	1	-	-	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	0	233	6	2	1	0	0	4	4

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	47	0	0	167	310	-	-	307	145	
Stage 1	-	-	-	47	47	-	-	260	-	
Stage 2	-	-	-	120	263	-	-	47	-	
Critical Hdwy	4.1	-	-	7.5	6.5	-	-	6.5	6.9	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-	
Follow-up Hdwy	2.2	-	-	3.5	4	-	-	4	3.3	
Pot Cap-1 Maneuver	1573	-	-	787	608	0	0	610	882	
Stage 1	-	-	-	-	-	0	0	697	-	
Stage 2	-	-	-	877	694	0	0	-	-	
Platoon blocked, %		-	-							
Mov Cap-1 Maneuver	1517	-	-	752	576	-	-	578	866	
Mov Cap-2 Maneuver	-	-	-	752	576	-	-	578	-	
Stage 1	-	-	-	-	-	-	-	684	-	
Stage 2	-	-	-	869	682	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	0	10.3	10.2
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	682	1517	-	-	693
HCM Lane V/C Ratio	0.005	-	-	-	0.01
HCM Control Delay (s)	10.3	0	-	-	10.2
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0

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	413	4	0	0	0	0	4	2	5	2	0
Future Vol, veh/h	7	413	4	0	0	0	0	4	2	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	-	1080852480		-	-	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	449	4	0	0	0	0	4	2	5	2	0

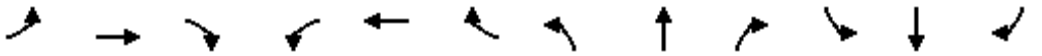
Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	26	0	0			-	528	265	272	530	-
Stage 1	-	-	-			-	502	-	26	26	-
Stage 2	-	-	-			-	26	-	246	504	-
Critical Hdwy	4.14	-	-			-	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-			-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-			-	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	1587	-	-			0	454	733	659	453	0
Stage 1	-	-	-			0	540	-	-	-	0
Stage 2	-	-	-			0	-	-	736	539	0
Platoon blocked, %		-	-								
Mov Cap-1 Maneuver	1555	-	-			-	430	713	635	429	-
Mov Cap-2 Maneuver	-	-	-			-	430	-	635	429	-
Stage 1	-	-	-			-	522	-	-	-	-
Stage 2	-	-	-			-	-	-	723	521	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	12.4	11.5
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	496	1555	-	-	558
HCM Lane V/C Ratio	0.013	0.005	-	-	0.014
HCM Control Delay (s)	12.4	7.3	0	-	11.5
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	7	142	18	127	413	0	0	197	98
Future Volume (vph)	0	0	0	7	142	18	127	413	0	0	197	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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					0.97		0.86					0.79
Frt					0.984							0.850
Flt Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	3093	0	1662	1589	0	0	1559	1501
Flt Permitted					0.998		0.617					
Satd. Flow (perm)	0	0	0	0	3061	0	933	1589	0	0	1559	1187
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	29%	0%	15%	5%	4%	0%	0%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	177	0	135	439	0	0	210	104
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0		15.0	15.0			15.0	15.0
Minimum Split (s)				25.0	25.0		25.0	25.0			25.0	25.0
Total Split (s)				36.0	36.0		49.0	49.0			49.0	49.0
Total Split (%)				32.7%	32.7%		44.5%	44.5%			44.5%	44.5%
Yellow Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	1.5
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0		6.0	6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max		C-Max	C-Max			C-Max	C-Max
Act Effct Green (s)					30.0		63.0	63.0			63.0	63.0
Actuated g/C Ratio					0.27		0.57	0.57			0.57	0.57

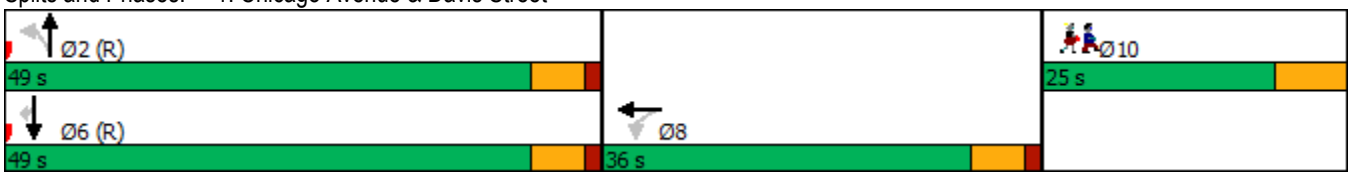
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	23%
Yellow Time (s)	6.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					0.21		0.25	0.48			0.24	0.15
Control Delay					31.7		16.1	18.6			10.3	10.3
Queue Delay					0.0		0.0	0.0			0.0	0.0
Total Delay					31.7		16.1	18.6			10.3	10.3
LOS					C		B	B			B	B
Approach Delay					31.7			18.0			10.3	
Approach LOS					C			B			B	
Queue Length 50th (ft)					51		40	152			36	17
Queue Length 95th (ft)					80		122	379			152	m84
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					834		534	910			892	679
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					0.21		0.25	0.48			0.24	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
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: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

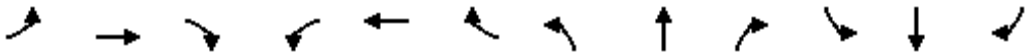
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Chicago Avenue & Davis Street



Lane Group	Ø10
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	243	128	0	0	0	0	380	33	11	167	0
Future Volume (vph)	50	243	128	0	0	0	0	380	33	11	167	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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		0.92									1.00	
Frt		0.954							0.850			
Flt Protected		0.994									0.997	
Satd. Flow (prot)	0	2810	0	0	0	0	0	1545	1473	0	1533	0
Flt Permitted		0.994									0.972	
Satd. Flow (perm)	0	2759	0	0	0	0	0	1545	1473	0	1492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62							50			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	4%	5%	0%	0%	0%	0%	7%	6%	0%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0						0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	490	0	0	0	0	0	442	38	0	207	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)	36.0	36.0							30.0			
Total Split (%)	32.7%	32.7%							27.3%			
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)		30.0						72.0	24.0		72.0	
Actuated g/C Ratio		0.27						0.65	0.22		0.65	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	44.0
Total Split (%)	40%
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.61						0.44	0.11		0.21	
Control Delay		34.2						6.6	12.0		8.3	
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		34.2						6.6	12.0		8.3	
LOS		C						A	B		A	
Approach Delay		34.2						7.0			8.3	
Approach LOS		C						A			A	
Queue Length 50th (ft)		138						195	6		54	
Queue Length 95th (ft)		184						9	m28		81	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		797						1011	360		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		0.61						0.44	0.11		0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 18.5		Intersection LOS: B	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 2: Chicago Avenue & Church Street

Lane Group	Ø2
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	9	128	21	19	51	0	0	33	17
Future Vol, veh/h	0	0	0	9	128	21	19	51	0	0	33	17
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	144	24	21	57	0	0	37	19
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	8.2	7.9	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	12%	0%	0%
Vol Thru, %	73%	88%	75%	66%
Vol Right, %	0%	0%	25%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	73	85	50
LT Vol	19	9	0	0
Through Vol	51	64	64	33
RT Vol	0	0	21	17
Lane Flow Rate	79	82	96	56
Geometry Grp	2	7	7	2
Degree of Util (X)	0.097	0.114	0.122	0.067
Departure Headway (Hd)	4.448	4.982	4.611	4.301
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	810	712	768	837
Service Time	2.45	2.767	2.395	2.304
HCM Lane V/C Ratio	0.098	0.115	0.125	0.067
HCM Control Delay	7.9	8.4	8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.4	0.2

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	158	2	5	2	0	0	6	4
Future Vol, veh/h	0	0	0	4	158	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, #	-	1	-	-	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	211	3	7	3	0	0	8	5

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	159	267	-	-	266	111
Stage 1	-	-	-	39	39	-	-	227	-
Stage 2	-	-	-	120	228	-	-	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	-	-	696	539	0	0	643	852
Stage 1	-	-	-	-	-	0	0	720	-
Stage 2	-	-	-	772	609	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1375	-	-	663	519	-	-	619	849
Mov Cap-2 Maneuver	-	-	-	663	519	-	-	619	-
Stage 1	-	-	-	-	-	-	-	715	-
Stage 2	-	-	-	756	605	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0.2	11	10.3
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	614	1375	-	-	694
HCM Lane V/C Ratio	0.015	0.004	-	-	0.019
HCM Control Delay (s)	11	7.6	0	-	10.3
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.1

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	9	268	10	0	0	0	0	4	0	4	0	0
Future Vol, veh/h	9	268	10	0	0	0	0	4	0	4	0	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	-	1080852480		-	-	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	291	11	0	0	0	0	4	0	4	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	36	0	0	-	375	174	205	380	-
Stage 1	-	-	-	-	339	-	36	36	-
Stage 2	-	-	-	-	36	-	169	344	-
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	555	839	735	551	0
Stage 1	-	-	-	0	638	-	-	-	0
Stage 2	-	-	-	0	-	-	816	635	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1530	-	-	-	527	825	706	523	-
Mov Cap-2 Maneuver	-	-	-	-	527	-	706	523	-
Stage 1	-	-	-	-	622	-	-	-	-
Stage 2	-	-	-	-	-	-	804	619	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	11.9	10.1
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	527	1530	-	-	706
HCM Lane V/C Ratio	0.008	0.006	-	-	0.006
HCM Control Delay (s)	11.9	7.4	0	-	10.1
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	219	33	0	0	0	0	54	18	4	17	0
Future Vol, veh/h	20	219	33	0	0	0	0	54	18	4	17	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	233	35	0	0	0	0	57	19	4	18	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	8.6	7.9	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	15%	0%	19%
Vol Thru, %	75%	85%	77%	81%
Vol Right, %	25%	0%	23%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	130	143	21
LT Vol	0	20	0	4
Through Vol	54	110	110	17
RT Vol	18	0	33	0
Lane Flow Rate	77	138	152	22
Geometry Grp	2	7	7	2
Degree of Util (X)	0.095	0.184	0.193	0.029
Departure Headway (Hd)	4.442	4.817	4.578	4.692
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	738	778	767
Service Time	2.443	2.587	2.347	2.697
HCM Lane V/C Ratio	0.095	0.187	0.195	0.029
HCM Control Delay	7.9	8.7	8.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.7	0.1

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	28	156	36	117	279	0	0	526	131
Future Volume (vph)	0	0	0	28	156	36	117	279	0	0	526	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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					0.975							0.850
Flt Protected					0.994		0.950					
Satd. Flow (prot)	0	0	0	0	2963	0	1678	1605	0	0	1621	1531
Flt Permitted					0.994		0.305					
Satd. Flow (perm)	0	0	0	0	2810	0	539	1605	0	0	1621	1025
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	242	0	129	307	0	0	578	144
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0		15.0	15.0			15.0	15.0
Minimum Split (s)				25.0	25.0		25.0	25.0			25.0	25.0
Total Split (s)				36.0	36.0		49.0	49.0			49.0	49.0
Total Split (%)				32.7%	32.7%		44.5%	44.5%			44.5%	44.5%
Yellow Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	1.5
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0		6.0	6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max		C-Max	C-Max			C-Max	C-Max
Act Effct Green (s)					30.0		63.0	63.0			63.0	63.0
Actuated g/C Ratio					0.27		0.57	0.57			0.57	0.57

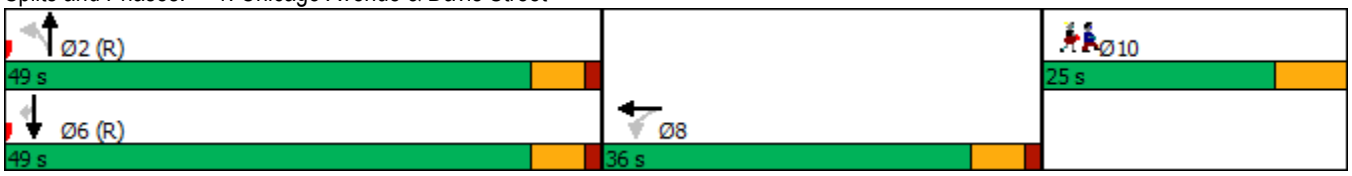
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	23%
Yellow Time (s)	6.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					0.32		0.42	0.33			0.62	0.25
Control Delay					33.2		22.3	15.9			16.8	11.6
Queue Delay					0.0		0.0	0.0			0.3	0.0
Total Delay					33.2		22.3	15.9			17.1	11.6
LOS					C		C	B			B	B
Approach Delay					33.2			17.8			16.0	
Approach LOS					C			B			B	
Queue Length 50th (ft)					71		42	95			155	30
Queue Length 95th (ft)					107		#150	245			m#585	m92
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					766		308	919			928	586
Starvation Cap Reductn					0		0	0			58	0
Spillback Cap Reductn					0		0	0			0	0
Storage Cap Reductn					0		0	0			0	0
Reduced v/c Ratio					0.32		0.42	0.33			0.66	0.25

Intersection Summary

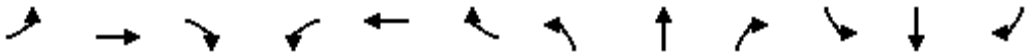
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 71.0% ICU Level of Service C
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.

Splits and Phases: 1: Chicago Avenue & Davis Street



Lane Group	Ø10
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	377	185	0	0	0	0	259	44	27	442	0
Future Volume (vph)	54	377	185	0	0	0	0	259	44	27	442	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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		0.955							0.850			
Flt Protected		0.996									0.997	
Satd. Flow (prot)	0	2802	0	0	0	0	0	1605	1561	0	1614	0
Flt Permitted		0.996									0.973	
Satd. Flow (perm)	0	2743	0	0	0	0	0	1605	1561	0	1570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60							50			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	2%	3%	0%	0%	0%	0%	3%	0%	4%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0						0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	662	0	0	0	0	0	278	47	0	504	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)	36.0	36.0							30.0			
Total Split (%)	32.7%	32.7%							27.3%			
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)		30.0						72.0	24.0		72.0	
Actuated g/C Ratio		0.27						0.65	0.22		0.65	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	44.0
Total Split (%)	40%
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.84						0.26	0.12		0.49	
Control Delay		45.0						5.0	15.0		11.7	
Queue Delay		0.0						0.0	0.0		0.1	
Total Delay		45.0						5.0	15.0		11.8	
LOS		D						A	B		B	
Approach Delay		45.0						6.4			11.8	
Approach LOS		D						A			B	
Queue Length 50th (ft)		213						102	5		165	
Queue Length 95th (ft)		#306						10	50		243	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		791						1050	379		1027	
Starvation Cap Reductn		0						0	0		0	
Spillback Cap Reductn		1						0	0		56	
Storage Cap Reductn		0						0	0		0	
Reduced v/c Ratio		0.84						0.26	0.12		0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 25.4		Intersection LOS: C	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Chicago Avenue & Church Street

Lane Group	Ø2
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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

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	0	0	0	6	126	28	30	52	0	0	128	64
Future Vol, veh/h	0	0	0	6	126	28	30	52	0	0	128	64
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	7	137	30	33	57	0	0	139	70
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	8.5	8.3	8.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	37%	9%	0%	0%
Vol Thru, %	63%	91%	69%	67%
Vol Right, %	0%	0%	31%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	69	91	192
LT Vol	30	6	0	0
Through Vol	52	63	63	128
RT Vol	0	0	28	64
Lane Flow Rate	89	75	99	209
Geometry Grp	2	7	7	2
Degree of Util (X)	0.115	0.108	0.136	0.247
Departure Headway (Hd)	4.629	5.205	4.945	4.253
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	689	725	845
Service Time	2.652	2.935	2.674	2.27
HCM Lane V/C Ratio	0.115	0.109	0.137	0.247
HCM Control Delay	8.3	8.6	8.5	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.5	1

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	335	90	0	0	0	0	54	26	11	102	0
Future Vol, veh/h	19	335	90	0	0	0	0	54	26	11	102	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	20	356	96	0	0	0	0	57	28	12	109	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	10.1	8.6	9.1
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	10%	0%	10%
Vol Thru, %	68%	90%	65%	90%
Vol Right, %	33%	0%	35%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	187	258	113
LT Vol	0	19	0	11
Through Vol	54	168	168	102
RT Vol	26	0	90	0
Lane Flow Rate	85	198	274	120
Geometry Grp	2	7	7	2
Degree of Util (X)	0.117	0.279	0.364	0.169
Departure Headway (Hd)	4.933	5.062	4.782	5.062
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	708	751	708
Service Time	2.974	2.799	2.519	3.1
HCM Lane V/C Ratio	0.117	0.28	0.365	0.169
HCM Control Delay	8.6	9.8	10.3	9.1
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.4	1.1	1.7	0.6

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	215	5	2	1	0	0	3	3
Future Vol, veh/h	0	0	0	0	215	5	2	1	0	0	3	3
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, #	-	1	-	-	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	0	253	6	2	1	0	0	4	4

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	52	0	0	182	336	-	-	333	156	
Stage 1	-	-	-	52	52	-	-	281	-	
Stage 2	-	-	-	130	284	-	-	52	-	
Critical Hdwy	4.1	-	-	7.5	6.5	-	-	6.5	6.9	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-	
Follow-up Hdwy	2.2	-	-	3.5	4	-	-	4	3.3	
Pot Cap-1 Maneuver	1567	-	-	768	588	0	0	590	868	
Stage 1	-	-	-	-	-	0	0	682	-	
Stage 2	-	-	-	866	680	0	0	-	-	
Platoon blocked, %		-	-							
Mov Cap-1 Maneuver	1505	-	-	731	554	-	-	556	851	
Mov Cap-2 Maneuver	-	-	-	731	554	-	-	556	-	
Stage 1	-	-	-	-	-	-	-	669	-	
Stage 2	-	-	-	858	667	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	0	10.5	10.4
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1505	-	-	673
HCM Lane V/C Ratio	0.005	-	-	-	0.01
HCM Control Delay (s)	10.5	0	-	-	10.4
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	437	4	0	0	0	0	4	2	5	2	0
Future Vol, veh/h	7	437	4	0	0	0	0	4	2	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	-	1080852480		-	-	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	475	4	0	0	0	0	4	2	5	2	0

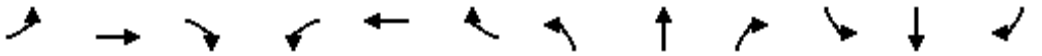
Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	29	0	0	-	561	282	288	563	-
Stage 1	-	-	-	-	532	-	29	29	-
Stage 2	-	-	-	-	29	-	259	534	-
Critical Hdwy	4.14	-	-	-	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	1582	-	-	0	435	715	642	434	0
Stage 1	-	-	-	0	524	-	-	-	0
Stage 2	-	-	-	0	-	-	723	523	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1547	-	-	-	410	694	618	409	-
Mov Cap-2 Maneuver	-	-	-	-	410	-	618	409	-
Stage 1	-	-	-	-	505	-	-	-	-
Stage 2	-	-	-	-	-	-	710	504	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	12.7	11.8
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	475	1547	-	-	539
HCM Lane V/C Ratio	0.014	0.005	-	-	0.014
HCM Control Delay (s)	12.7	7.3	0	-	11.8
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	16	154	22	127	417	0	0	197	98
Future Volume (vph)	0	0	0	16	154	22	127	417	0	0	197	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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					0.95		0.86					0.79
Frt					0.983							0.850
Flt Protected					0.996		0.950					
Satd. Flow (prot)	0	0	0	0	3040	0	1662	1589	0	0	1559	1501
Flt Permitted					0.996		0.617					
Satd. Flow (perm)	0	0	0	0	2975	0	933	1589	0	0	1559	1187
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	29%	0%	15%	5%	4%	0%	0%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	204	0	135	444	0	0	210	104
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0		15.0	15.0			15.0	15.0
Minimum Split (s)				25.0	25.0		25.0	25.0			25.0	25.0
Total Split (s)				36.0	36.0		49.0	49.0			49.0	49.0
Total Split (%)				32.7%	32.7%		44.5%	44.5%			44.5%	44.5%
Yellow Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	1.5
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0		6.0	6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max		C-Max	C-Max			C-Max	C-Max
Act Effct Green (s)					30.0		63.0	63.0			63.0	63.0
Actuated g/C Ratio					0.27		0.57	0.57			0.57	0.57

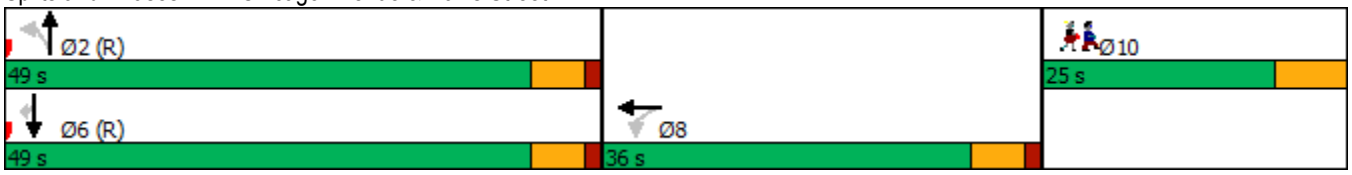
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	23%
Yellow Time (s)	6.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					0.25		0.25	0.49			0.24	0.15
Control Delay					32.3		16.1	18.7			10.3	10.2
Queue Delay					0.0		0.0	0.0			0.0	0.0
Total Delay					32.3		16.1	18.7			10.3	10.2
LOS					C		B	B			B	B
Approach Delay					32.3			18.1			10.3	
Approach LOS					C			B			B	
Queue Length 50th (ft)					59		40	154			35	17
Queue Length 95th (ft)					91		122	385			152	m84
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					811		534	910			892	679
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		0.25	0.49			0.24	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
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: 0.49			
Intersection Signal Delay: 18.5		Intersection LOS: B	
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

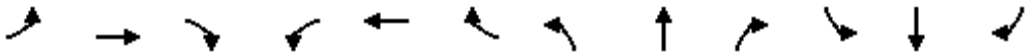
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Chicago Avenue & Davis Street



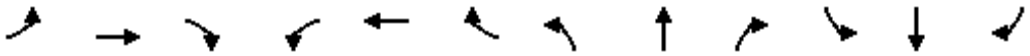
Lane Group	Ø10
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	248	128	0	0	0	0	384	37	15	167	0
Future Volume (vph)	50	248	128	0	0	0	0	384	37	15	167	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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		0.92									1.00	
Frt		0.955							0.850			
Flt Protected		0.994									0.996	
Satd. Flow (prot)	0	2815	0	0	0	0	0	1545	1473	0	1534	0
Flt Permitted		0.994									0.960	
Satd. Flow (perm)	0	2764	0	0	0	0	0	1545	1473	0	1475	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60							50			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	4%	5%	0%	0%	0%	0%	7%	6%	0%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0						0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	495	0	0	0	0	0	447	43	0	211	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)	36.0	36.0							30.0			
Total Split (%)	32.7%	32.7%							27.3%			
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)		30.0						72.0	24.0		72.0	
Actuated g/C Ratio		0.27						0.65	0.22		0.65	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	44.0
Total Split (%)	40%
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.62						0.44	0.12		0.22	
Control Delay		34.5						6.6	12.9		8.4	
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		34.5						6.6	12.9		8.4	
LOS		C						A	B		A	
Approach Delay		34.5						7.2			8.4	
Approach LOS		C						A			A	
Queue Length 50th (ft)		141						196	7		55	
Queue Length 95th (ft)		186						10	m32		83	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		797						1011	360		965	
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		0.62						0.44	0.12		0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 2: Chicago Avenue & Church Street

Lane Group	Ø2
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	9	129	21	19	51	0	0	35	17
Future Vol, veh/h	0	0	0	9	129	21	19	51	0	0	35	17
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	145	24	21	57	0	0	39	19
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	8.2	7.9	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	12%	0%	0%
Vol Thru, %	73%	88%	75%	67%
Vol Right, %	0%	0%	25%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	74	86	52
LT Vol	19	9	0	0
Through Vol	51	65	65	35
RT Vol	0	0	21	17
Lane Flow Rate	79	83	96	58
Geometry Grp	2	7	7	2
Degree of Util (X)	0.097	0.114	0.123	0.07
Departure Headway (Hd)	4.451	4.986	4.616	4.31
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	711	767	836
Service Time	2.454	2.772	2.402	2.313
HCM Lane V/C Ratio	0.098	0.117	0.125	0.069
HCM Control Delay	7.9	8.4	8.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.4	0.2

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	222	35	0	0	0	0	54	18	4	17	0
Future Vol, veh/h	25	222	35	0	0	0	0	54	18	4	17	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	27	236	37	0	0	0	0	57	19	4	18	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	8.6	7.9	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	18%	0%	19%
Vol Thru, %	75%	82%	76%	81%
Vol Right, %	25%	0%	24%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	136	146	21
LT Vol	0	25	0	4
Through Vol	54	111	111	17
RT Vol	18	0	35	0
Lane Flow Rate	77	145	155	22
Geometry Grp	2	7	7	2
Degree of Util (X)	0.095	0.194	0.197	0.029
Departure Headway (Hd)	4.464	4.832	4.572	4.716
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	736	778	763
Service Time	2.465	2.602	2.341	2.72
HCM Lane V/C Ratio	0.095	0.197	0.199	0.029
HCM Control Delay	7.9	8.8	8.5	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.7	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	158	3	5	2	0	0	6	29
Future Vol, veh/h	0	0	0	4	158	3	5	2	0	0	6	29
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, #	-	1	-	-	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	211	4	7	3	0	0	8	39

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	159	268	-	-	266	112
Stage 1	-	-	-	39	39	-	-	227	-
Stage 2	-	-	-	120	229	-	-	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	-	-	696	539	0	0	643	851
Stage 1	-	-	-	-	-	0	0	720	-
Stage 2	-	-	-	772	608	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1375	-	-	636	519	-	-	619	848
Mov Cap-2 Maneuver	-	-	-	636	519	-	-	619	-
Stage 1	-	-	-	-	-	-	-	715	-
Stage 2	-	-	-	726	604	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0.2	11.1	9.8
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	598	1375	-	-	797
HCM Lane V/C Ratio	0.016	0.004	-	-	0.059
HCM Control Delay (s)	11.1	7.6	0	-	9.8
HCM Lane LOS	B	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.2

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	268	23	0	0	0	0	4	10	4	0	0
Future Vol, veh/h	9	268	23	0	0	0	0	4	10	4	0	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	-	1080852480		-	-	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	291	25	0	0	0	0	4	11	4	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	36	0	0	-	382	181	205	394	-
Stage 1	-	-	-	-	346	-	36	36	-
Stage 2	-	-	-	-	36	-	169	358	-
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	550	831	735	541	0
Stage 1	-	-	-	0	634	-	-	-	0
Stage 2	-	-	-	0	-	-	816	626	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1530	-	-	-	522	817	697	513	-
Mov Cap-2 Maneuver	-	-	-	-	522	-	697	513	-
Stage 1	-	-	-	-	618	-	-	-	-
Stage 2	-	-	-	-	-	-	793	610	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	10.2	10.2
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	703	1530	-	-	697
HCM Lane V/C Ratio	0.022	0.006	-	-	0.006
HCM Control Delay (s)	10.2	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	25	1	4	10	13
Future Vol, veh/h	10	25	1	4	10	13
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	11	26	1	4	11	14

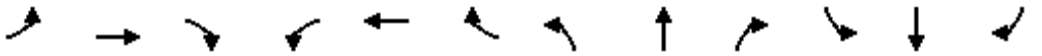
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	18	25	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	997	1066	1603	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	996	1066	1603	-	-	-
Mov Cap-2 Maneuver	996	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	1045	-	-
HCM Lane V/C Ratio	0.001	-	0.035	-	-
HCM Control Delay (s)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	34	165	39	117	289	0	0	526	131
Future Volume (vph)	0	0	0	34	165	39	117	289	0	0	526	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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					0.975							0.850
Flt Protected					0.993		0.950					
Satd. Flow (prot)	0	0	0	0	2961	0	1678	1605	0	0	1621	1531
Flt Permitted					0.993		0.305					
Satd. Flow (perm)	0	0	0	0	2792	0	539	1605	0	0	1621	1025
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	261	0	129	318	0	0	578	144
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0		15.0	15.0			15.0	15.0
Minimum Split (s)				25.0	25.0		25.0	25.0			25.0	25.0
Total Split (s)				36.0	36.0		49.0	49.0			49.0	49.0
Total Split (%)				32.7%	32.7%		44.5%	44.5%			44.5%	44.5%
Yellow Time (s)				4.5	4.5		4.5	4.5			4.5	4.5
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	1.5
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					6.0		6.0	6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max		C-Max	C-Max			C-Max	C-Max
Act Effct Green (s)					30.0		63.0	63.0			63.0	63.0
Actuated g/C Ratio					0.27		0.57	0.57			0.57	0.57

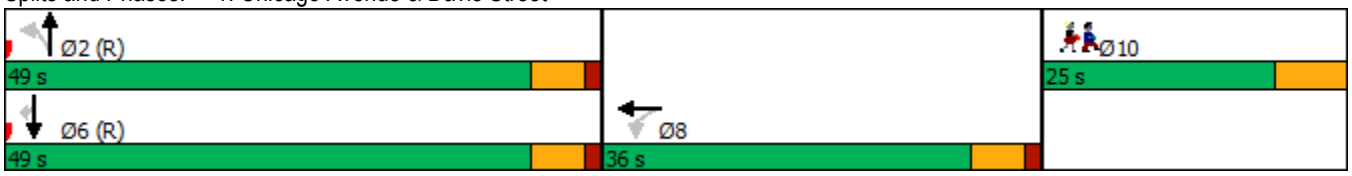
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	23%
Yellow Time (s)	6.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio					0.34		0.42	0.35			0.62	0.25
Control Delay					33.6		22.3	16.1			16.7	11.6
Queue Delay					0.0		0.0	0.0			0.3	0.0
Total Delay					33.6		22.3	16.1			17.0	11.6
LOS					C		C	B			B	B
Approach Delay					33.6			17.9			15.9	
Approach LOS					C			B			B	
Queue Length 50th (ft)					77		42	99			153	30
Queue Length 95th (ft)					116		#150	254			m#570	m92
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					761		308	919			928	586
Starvation Cap Reductn					0		0	0			61	0
Spillback Cap Reductn					0		0	0			0	0
Storage Cap Reductn					0		0	0			0	0
Reduced v/c Ratio					0.34		0.42	0.35			0.67	0.25

Intersection Summary

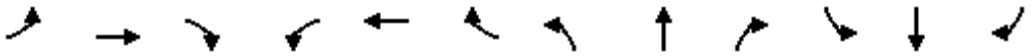
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 71.0% ICU Level of Service C
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.

Splits and Phases: 1: Chicago Avenue & Davis Street



Lane Group	Ø10
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	391	185	0	0	0	0	262	54	37	442	0
Future Volume (vph)	54	391	185	0	0	0	0	262	54	37	442	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
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		0.956							0.850			
Flt Protected		0.996									0.996	
Satd. Flow (prot)	0	2812	0	0	0	0	0	1605	1561	0	1612	0
Flt Permitted		0.996									0.960	
Satd. Flow (perm)	0	2753	0	0	0	0	0	1605	1561	0	1547	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57							50			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	2%	3%	0%	0%	0%	0%	3%	0%	4%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0						0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	677	0	0	0	0	0	282	58	0	515	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)	36.0	36.0							30.0			
Total Split (%)	32.7%	32.7%							27.3%			
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)		30.0						72.0	24.0		72.0	
Actuated g/C Ratio		0.27						0.65	0.22		0.65	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
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	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
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)	44.0
Total Split (%)	40%
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.85						0.27	0.15		0.51	
Control Delay		46.6						5.0	16.8		12.0	
Queue Delay		0.0						0.0	0.0		0.1	
Total Delay		46.6						5.0	16.8		12.1	
LOS		D						A	B		B	
Approach Delay		46.6						7.1			12.1	
Approach LOS		D						A			B	
Queue Length 50th (ft)		220						103	15		172	
Queue Length 95th (ft)		#320						12	59		253	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		792						1050	379		1012	
Starvation Cap Reductn		0						0	0		0	
Spillback Cap Reductn		0						0	0		52	
Storage Cap Reductn		0						0	0		0	
Reduced v/c Ratio		0.85						0.27	0.15		0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Chicago Avenue & Church Street

Lane Group	Ø2
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
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

Intersection	
Intersection Delay, s/veh	8.5
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	6	130	28	31	52	0	0	129	64
Future Vol, veh/h	0	0	0	6	130	28	31	52	0	0	129	64
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	7	141	30	34	57	0	0	140	70
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	8.5	8.3	8.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	37%	8%	0%	0%
Vol Thru, %	63%	92%	70%	67%
Vol Right, %	0%	0%	30%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	71	93	193
LT Vol	31	6	0	0
Through Vol	52	65	65	129
RT Vol	0	0	28	64
Lane Flow Rate	90	77	101	210
Geometry Grp	2	7	7	2
Degree of Util (X)	0.116	0.112	0.139	0.249
Departure Headway (Hd)	4.643	5.209	4.955	4.266
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	772	688	724	843
Service Time	2.668	2.939	2.685	2.285
HCM Lane V/C Ratio	0.117	0.112	0.14	0.249
HCM Control Delay	8.3	8.6	8.5	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.5	1

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	23	338	91	0	0	0	0	54	26	11	102	0
Future Vol, veh/h	23	338	91	0	0	0	0	54	26	11	102	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	24	360	97	0	0	0	0	57	28	12	109	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	10.1	8.7	9.2
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	12%	0%	10%
Vol Thru, %	68%	88%	65%	90%
Vol Right, %	33%	0%	35%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	192	260	113
LT Vol	0	23	0	11
Through Vol	54	169	169	102
RT Vol	26	0	91	0
Lane Flow Rate	85	204	277	120
Geometry Grp	2	7	7	2
Degree of Util (X)	0.117	0.288	0.367	0.17
Departure Headway (Hd)	4.949	5.072	4.783	5.079
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	723	707	750	706
Service Time	2.991	2.81	2.521	3.116
HCM Lane V/C Ratio	0.118	0.289	0.369	0.17
HCM Control Delay	8.7	9.9	10.3	9.2
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.4	1.2	1.7	0.6

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	0	215	10	2	1	0	0	3	21
Future Vol, veh/h	0	0	0	0	215	10	2	1	0	0	3	21
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, #	-	1	-	-	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	0	253	12	2	1	0	0	4	25

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	52	0	0	182	342	-	-	336	159	
Stage 1	-	-	-	52	52	-	-	284	-	
Stage 2	-	-	-	130	290	-	-	52	-	
Critical Hdwy	4.1	-	-	7.5	6.5	-	-	6.5	6.9	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-	
Follow-up Hdwy	2.2	-	-	3.5	4	-	-	4	3.3	
Pot Cap-1 Maneuver	1567	-	-	768	583	0	0	588	864	
Stage 1	-	-	-	-	-	0	0	680	-	
Stage 2	-	-	-	866	676	0	0	-	-	
Platoon blocked, %		-	-							
Mov Cap-1 Maneuver	1505	-	-	713	549	-	-	554	848	
Mov Cap-2 Maneuver	-	-	-	713	549	-	-	554	-	
Stage 1	-	-	-	-	-	-	-	667	-	
Stage 2	-	-	-	836	663	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	0	10.6	9.7
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	1505	-	-	795
HCM Lane V/C Ratio	0.005	-	-	-	0.036
HCM Control Delay (s)	10.6	0	-	-	9.7
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	437	38	0	0	0	0	4	10	5	2	0
Future Vol, veh/h	7	437	38	0	0	0	0	4	10	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	-	1080852480		-	-	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	475	41	0	0	0	0	4	11	5	2	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	29	0	0	-	580	300	288	600	-
Stage 1	-	-	-	-	551	-	29	29	-
Stage 2	-	-	-	-	29	-	259	571	-
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	424	696	642	413	0
Stage 1	-	-	-	0	514	-	-	-	0
Stage 2	-	-	-	0	-	-	723	503	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1547	-	-	-	399	675	609	389	-
Mov Cap-2 Maneuver	-	-	-	-	399	-	609	389	-
Stage 1	-	-	-	-	495	-	-	-	-
Stage 2	-	-	-	-	-	-	700	484	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	11.6	12
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	564	1547	-	-	524
HCM Lane V/C Ratio	0.027	0.005	-	-	0.015
HCM Control Delay (s)	11.6	7.3	0	-	12
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	18	5	6	6	34
Future Vol, veh/h	8	18	5	6	6	34
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	8	19	5	6	6	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	40	24	42	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	16	-	-	-	-	-
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	977	1058	1580	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	1058	1580	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	1031	-	-
HCM Lane V/C Ratio	0.003	-	0.027	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Jeffery Michael
Horizon Realty Group

FROM: Michael A. Werthmann, PE, PTOE
Principal

DATE: February 25, 2022

SUBJECT: Addendum to 1621-31 Chicago Avenue Traffic Study
Evanston, Illinois

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has prepared this memorandum as an addendum to the October 19, 2021 traffic study performed for the 1621-31 Chicago Avenue development to be located 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 commercial buildings. As proposed, the development is to contain approximately 180 apartment units, 7,000 square feet of retail space, and 57 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. The purpose of the addendum was to provide further input as to the location of the access drive and its impact on the operation of the alley and the area roadway system:

- The City of Evanston generally prefers access to new developments to be provided via the alley system, if available, as opposed to the roadway system.

- It is our understanding that the City of Evanston will not permit access to the proposed development via Chicago Avenue due to the two-way bike lane on Chicago Avenue and the higher pedestrian activity along Chicago Avenue.

- The traffic counts have shown that the subject alley carries a low volume of traffic that is similar to the volume of traffic along other commercial alleys in Evanston.

- The traffic study has shown that the alley and its intersections with Davis Street and Church Street have sufficient reserve capacity to accommodate the traffic to be generated by the proposed development.

- Two-way traffic flow along the alley is preferred as it better distributes the traffic along the alley by providing inbound and outbound access to Davis Street and Church Street.

- Two-way traffic flow along the alley is preferred as it will reduce the circulation along the external roadway system and reduce the volume of traffic that must traverse the neighborhood to the east. (Converting the public alley to one-way traffic flow will require a portion of the public alley traffic to travel around the block when entering and/or exiting the public alley due to the one-way operation of Church Street and Davis Street.)

July 5, 2022

ALLEY MANAGEMENT PLAN FOR LEGACY APARTMENTS

Horizon Realty Group recognizes the alley located behind the planned Legacy Apartments is of concern to City staffers and immediately surrounding neighbors. As we all know, the alley is a highly trafficked corridor used to service the commercial properties to the west and the residential properties to the east, along with 501 Davis Street. Over the years, the alley has suffered dilapidation and congestion. This memo serves to memorialize a preliminary level of commitment by Horizon Realty Group to rehabilitate, maintain and utilize the alley in concert with neighbors and the City.

1. CONSTRUCTION PHASE –
    a. Horizon Realty Group will prepare and submit to the City a comprehensive construction administration plan that includes appropriate protections to the alley.
    b. Horizon Realty Group will commit to pay for 127 linear feet of repaving of the alley upon completion of construction.
    c. Horizon Realty Group will further commit to contribute a prorated contribution amongst all property owners of land abutting the alley between Church and Davis Streets towards infrastructure improvements to the alley, not to exceed $200,000.
2. OPERATIONS PHASE – Once the property becomes operational, Horizon Realty Group will use the alley in a manner and at times to best alleviate any potential congestion in the alley. Specifically, Horizon Realty Group will implement the following measures:
    a. For residents that are moving in or out of the building, those events will be scheduled through the property manager who will have an established line of communication with First United Methodist Church and other nearby users of the alley, including trash collection. The line of communication will establish peak usage times so that they can be avoided where possible.
    b. Residents will be required to use the loading docks and be instructed not to leave cars unattended or idling in the alley during a move in/out.
    c. Commercial deliveries will be coordinated with the residential property manager so as to avoid conflicts or move ins/outs during commercial delivery times.
    d. We will work with our design consultants to install surveillance and safety devices such as cameras, flashing lights, mirrors, signage and markings to alleviate congestion and deter violative behavior.

July 5, 2022

PRELIMINARY WASTE MANAGEMENT PLAN FOR THE LEGACY APARTMENTS

Horizon Realty Group intends to consult with professionals in the area of design, architecture and waste management as the design process unfolds to devise a specific, thoughtful and bold plan addressing waste management and establishing best practices for The Legacy that surpass others in the industry. Until such time the plan is fully developed, Horizon Realty Group's commitment to waste management includes the following:

1. Establishing a Responsible Party – Waste management at the Legacy will be the responsibility of the onsite property manager in coordination with the head building engineer. The primary responsibility for establishing the requisite pick-up frequency and capacity will be established by the property manager based upon consultation with the head building engineer and based upon best practices for a like-kind property in the area. Horizon Realty Group will use a trusted and reputable waste hauler or contract with a city specified waste hauler if required to do so.
2. Establishing Concrete Goals and Objectives – The goal and objective of the waste hauling plan will be to ensure (i) the alley is kept free of debris at all times, (ii) waste hauling practices do not contribute to any rodent infestation in the alley, (iii) the waste hauling plan works in concert with immediately adjacent neighbors and those that will be reliant upon passage through the alley and (iv) the waste management plan surpasses those of its competitors and becomes the best in class.
3. Determining Expected Waste Hauling Amounts – As the project nears occupancy, Horizon Realty Group will consult with local waste haulers and city officials to determine expected capacity and frequency needs.
4. Impose Environmentally Friendly Initiatives – *At a minimum*, the property will participate in recycling practices typical of a building of this type whereby the recyclables will be source separated in designated containers. Horizon Realty Group intends to gather additional information on other practical initiatives for consideration.
5. Account for Building Design – Horizon Realty Group will pay close attention to waste management practices and consult with waste hauler professionals and city staffers during the design phase of the process in order to incorporate necessary elements such as garbage chutes, trash compactors, waste rooms, cardboard baler machines and composting equipment.
6. Tenant Education & Fines – Horizon Realty Group will take concerted efforts to provide continuing education to our residents about the need to cooperate in our efforts to reduce and recycle waste. Through social media, signage, flyers and other avenues, Horizon Realty Group will execute a targeted plan to elevate the consciousness of our resident population when it comes to playing a

role. Horizon Realty Group will also institute fines for those found to be in violation of building rules relating to waste management.

7. Commercial Tenant Accountability – Horizon Realty Group will include in its leases strict waste management policy language obliging commercial tenants properly dispose of waste and strict adherence to rules and regulations of the property. Horizon Realty Group will welcome and seek the input of city officials in this regard.

THE PERMAN GROUP

PUBLIC AFFAIRS STRATEGY
PUBLIC POLICY COMMUNICATIONS

March 1, 2022

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:

- 180 rental apartments: 26=Studio, 98=1BR, 56=2BR, plus 7,195 sq. ft. of retail space, and a 57-space parking garage.

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 13 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 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.

2025	38.5%
2026	93.3%
2027 & After	100%

The project expects to have a full population of 273. 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:

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

98 1BR units for a total of: 2.6 public K-8 grade school students
1.3 public high school students

56 2BR units for a total of: 10 public K-8 grade school students
6 public high school students

Thus, the proposed Legacy development is expected to yield: **12 K-8 students**, and **7 high school students**.

Table 1
Absorption Rates, Population, and School Age

Type of Unit	Available Units	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Studio	26	10	24	26	26	26	26	26	26	26	26	26
1 BR	98	38	91	98	98	98	98	98	98	98	98	98
2 BR	56	22	52	56	56	56	56	56	56	56	56	56
Total	**180**	**70**	**167**	**180**	**180**	**180**	**180**	**180**	**180**	**180**	**180**	**180**

Type of Unit	Population											
Studio		13	31	34	34	34	34	34	34	34	34	34
1 BR		50	119	128	128	128	128	128	128	128	128	128
2 BR		44	103	111	111	111	111	111	111	111	111	111
Total		**107**	**253**	**273**	**273**	**273**	**273**	**273**	**273**	**273**	**273**	**273**

Elementary School Age		5	12	12	12	12	12	12	12	12	12	12
High School Age		3	6	7	7	7	7	7	7	7	7	7
Total School Age		**8**	**18**	**19**	**19**	**19**	**19**	**19**	**19**	**19**	**19**	**19**

2.0 Taxable Revenue Projections (Table 2)

2.1 Property Taxes

Based on the last Cook County triennial reassessment (2019), land on the property at 1621-31 Chicago Ave. was valued at $107,905 and the current buildings at $370,088 for a total of $477,993. The taxes paid on the property in 2020 was $89,677.

Future triennial reassessment years occur in 2022, 2025, 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%.

In 2026, property taxes are estimated to be **$465,769**, based on 38.5% occupancy in 2025
In 2027, property taxes are estimated to be **$990,178** based on 93.3% occupancy in 2026.
Finally, in 2028, property taxes are estimated to be **$1,058,786**, based on 100% occupancy in 2027 -- nearly 12 times the property taxes paid in 2020.

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 land portion of the property tax estimates are based off of 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 retail portion of the property taxes is based on current assessment of the existing building, which will be demolished in 2021. Thereafter, property taxes for the new retail use are incorporated into the residential property tax estimates.

In the 2019 tax year (paid in 2020), Evanston School District #65 accounted for 39.6% of a property tax bill and Evanston High School District #202 accounted for 25.2% of a tax bill. The City of Evanston's share of a tax bill is 17.6%. The Evanston Public Library is 2.7% of the tax bill. Together, the City of Evanston and Library are 20.3% 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.

Table 2
Estimated Project Tax Revenue

Type of Tax	2022	2023	2024	2025	2026	2027	2028
Residential Property Tax	0	0	0	0	430,983	955,392	1,024,000
Land Property Tax	30,908	31,835	31,835	31,835	34,786	34,786	34,786
Retail Property Tax	58,769	60,532	0	0	0	0	0
Total Property Tax	**89,677**	**92,367**	**31,835**	**31,835**	**465,769**	**990,178**	**1,058,786**
Sales Tax from Retail Sales in the Project	3,528	3,528	0	248,227	248,227	248,227	248,227
Sales Tax from Residents Living in the Project	0	0	0	21,210	50,601	54,540	56,176
State Income Tax	0	0	0	0	21,700	51,770	55,800
Motor Fuel Tax	0	0	0	0	2,469	5,890	6,349
Auto (Wheel) Tax	0	0	0	3,580	8,592	9,206	9,206
Utility Tax	0	0	0	11,357	27,094	29,203	29,203
Telecommuncations Tax	0	0	0	3,209	7,657	8,253	8,253
Cable Franchise Fee	0	0	0	2,332	5,563	5,996	5,996
Construction Permit Fees, Inspections, etc..	66,000	1,559,857	17,500	0	0	0	0
Total Tax Revenue to all taxing bodies	**$ 159,205**	**$ 1,655,752**	**$ 49,335**	**$ 321,750**	**$ 837,672**	**$ 1,403,263**	**$ 1,477,996**
City of Evanston Property Tax Share	**$ 15,783**	**$ 16,257**	**$ 5,603**	**$ 5,603**	**$ 81,975**	**$ 174,271**	**$ 186,346**
Evanston Public Library Property Tax Share	**$ 2,421**	**$ 2,494**	**$ 860**	**$ 860**	**$ 12,576**	**$ 26,735**	**$ 28,587**
District #65 Property Tax Share	**$ 35,512**	**$ 36,577**	**$ 12,607**	**$ 12,607**	**$ 184,445**	**$ 392,110**	**$ 419,279**
District #202 Property Tax Share	**$ 22,599**	**$ 23,276**	**$ 8,022**	**$ 8,022**	**$ 117,374**	**$ 249,525**	**$ 266,814**

Type of Tax	2029	2030	2031	2032	2033	2034	2035
Residential Property Tax	1,118,925	1,152,493	1,187,068	1,222,649	1,259,328	1,297,108	1,335,989
Land Property Tax	38,010	38,010	38,010	41,534	41,534	41,534	45,385
Retail Property Tax	0	0	0	0	0	0	0
Total Property Tax	**1,156,935**	**1,190,503**	**1,225,078**	**1,264,183**	**1,300,862**	**1,338,642**	**1,381,374**
Sales Tax from Retail Sales in the Project	248,227	248,227	248,227	248,227	248,227	248,227	248,227
Sales Tax from Residents Living in the Project	57,861	59,597	61,385	63,227	65,124	67,077	69,089
State Income Tax	55,800	55,800	55,800	55,800	55,800	55,800	55,800
Motor Fuel Tax	6,349	6,349	6,349	6,349	6,349	6,349	6,349
Auto (Wheel) Tax	9,206	9,206	9,206	9,206	9,206	9,206	9,206
Utility Tax	29,203	29,203	29,203	29,203	29,203	29,203	29,203
Telecommunications Tax	8,253	8,253	8,253	8,253	8,253	8,253	8,253
Cable Franchise Fee	5,996	5,996	5,996	5,996	5,996	5,996	5,996
Construction Permit Fees, Inspections, etc..	0	0	0	0	0	0	0
Total Tax Revenue to all taxing bodies	**$ 1,577,830**	**$ 1,613,134**	**$ 1,649,497**	**$ 1,690,444**	**$ 1,729,020**	**$ 1,768,753**	**$ 1,813,497**
City of Evanston Property Tax Share	**$ 203,621**	**$ 209,529**	**$ 215,614**	**$ 222,496**	**$ 228,952**	**$ 235,601**	**$ 243,122**
Evanston Public Library Property Tax Share	**$ 31,237**	**$ 32,144**	**$ 33,077**	**$ 34,133**	**$ 35,123**	**$ 36,143**	**$ 37,297**
District #65 Property Tax Share	**$ 458,146**	**$ 471,439**	**$ 485,131**	**$ 500,616**	**$ 515,141**	**$ 530,102**	**$ 547,024**
District #202 Property Tax Share	**$ 291,548**	**$ 300,007**	**$ 308,720**	**$ 318,574**	**$ 327,817**	**$ 337,338**	**$ 348,106**

Table 3
Estimated Household Income

Type of Unit	# of Units	Monthly Rent	Est. Household Income	Total Income
Studio	26	$ 1,500	$ 51,429	$ 1,337,154
1 BR	98	$ 2,175	$ 74,571	$ 7,307,958
2 BR	56	$ 2,500	$ 85,714	$ 4,799,984
Total	**180**			**$ 13,445,096**
Weighted Avg. Household Income				**$ 74,695**

Table 4: Estimated Per Household Spending & Sales Tax Revenue

	Type of Spending	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
	Household Income	74,695	76,936	79,244	81,621	84,070	86,592	89,190	91,865	94,621	97,460	100,384
20%	*Convenience Goods*	14,939	15,387	15,849	16,324	16,814	17,318	17,838	18,373	18,924	19,492	20,077
10%	*Comparison Goods*	7,470	7,694	7,924	8,162	8,407	8,659	8,919	9,187	9,462	9,746	10,038
70%	*Local Spent Convenience Goods*	10,457	10,771	11,094	11,427	11,770	12,123	12,487	12,861	13,247	13,644	14,054
30%	*Local Spent Comparison Goods*	2,241	2,308	2,377	2,449	2,522	2,598	2,676	2,756	2,839	2,924	3,012
	Taxable Share Convenience Goods	235	242	250	257	265	273	281	289	298	307	316
	Taxable Share Comparison Goods	50	52	53	55	57	58	60	62	64	66	68
	Total Sales Tax Rev. per Household	**286**	**294**	**303**	**312**	**322**	**331**	**341**	**351**	**362**	**373**	**384**
	Total Sales Tax Generated by Project	**20,020**	**49,098**	**54,540**	**56,196**	**57,882**	**59,619**	**61,407**	**63,249**	**65,147**	**67,101**	**69,114**

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 2.25% in sales taxes combined from its portion of the state sales tax and the home rule sales tax.

So, in 2025 when all 7,195 sq. ft. of retail space is expected to be leased, it will generate $7,195,000 of retail sales. We assume 80% of sales will be for food taxed at 2.25% (City of Evanston share of sales tax) and 20% of sales will be for liquor taxed at 8.25%

$7,195,000 sales x .8 = $5,756,000 x 2.25% = $129,510.

$7,195,000 x .2 = $1,439,000 x 8.25% = $118,717

Total annual sales tax revenue derived from the restaurant in the project = **$248,227**

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

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

The average household income in the project is $74,695 when the building is opened in 2025. This is derived by using 35% of the unit rent, 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 $303 per household x 180 households = **$54,540** (**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% municipal sales tax 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 $8,800,000 in its share of state income taxes in 2022 (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 28,352 (2015-19). That amounts to $310 per household x 180 units = **$55,800,** 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 2022, the City of Evanston is budgeted to receive $1,000,000 in motor fuel taxes from the State of Illinois. This amounts to $45.58 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 2023. So, for example, in 2028, when the project is fully occupied, it is anticipated the City of Evanston will receive an estimated $35.27 x 180 household units = **$6,349**, 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 2022, the City of Evanston is budgeted to receive $2,900,000 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 $2,900,000/28,352 households = $102.29 per household. However, The Legacy is expected to only have half of its units be car owners. So, multiplying $102.29 x 90 units = **$9,206**, 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 2022, the City of Evanston is budgeted to receive $4,920,000 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 $4,600,000/28,352 households = $162.24 per household. So, multiplying $162.24 x 180 units = **$29,203**, 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 2022, the City of Evanston is budgeted to receive $1,300,000 from the Telecommunications Tax. In 2027, when the building is fully occupied, the City of Evanston is expected to generate $1,300,000/28,352 households = $45.85 per household. So, multiplying $45.85 x 180 units = **$8,253** 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 2022, 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 $950,000/28,352 households = $33.51 per household. So, multiplying $33.31 x 180 units = **$5,996**, 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 2022
Zoning, Plan Review: $66,000

Year 2023
Construction Permit (based on value of $89M): $1,557,857
Right-of Way: $2,000

Year 2024
Fire Plan: $3,000
Signs, Awnings, Canopies: $1,000
Lifts: $500
Plumbing, Water, Sewer, Gas Piping: 3,000
Electrical: $5,000
Certificate of Occupancy: $5,000

3.0 Public Expenses Projections

3.1 City of Evanston Expenses (Table 5)

The City of Evanston has approximately 700 full-time equivalent employees (FTE). The average cost to the City per employee (wages and benefits) in 2022 is estimated to be $106,434. This number is derived by taking the General Fund Expenses budgeted for 2022 devoted to salaries and benefits, according to the City Manager's Office budget presentation, and dividing by 700 employees. This average employee cost is then increased 3% per year.

The current ratio of City employees to residents is 1:111.6 or one employee for every 112 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:

2025	107 residents	1 employee
2026	253 residents	2 employees
2027	273 residents	2.5 employees

Note: these calculations are rounded down 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 $123,386 estimated average cost (wages and benefits) per employee, the study estimates 43.4% can be attributed to servicing residential uses (CMAP Community Data Snapshot, Evanston, June 2019). Therefore, for each employee added because of the increased population from the project, the expense is expressed as 43.4% 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 2.5 more City employees. In 2027, each employee costs $123,386 x 2.5 employees = $308,465 * .434 = $133,874. Added to this figure is 15% for capital costs ($133,874 * 1.15) = **$153,955**, the total cost to the City of the added population.

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.

Table 5
Estimated City of Evanston Cost and Net Revenue

Year	2022	2023	2024	2025	2026	2027	2028
New Residents Added	0	0	0	107	253	273	273
# of New City Employees Added	0	0	0	1.0	2.0	2.5	2.5
Cost Per Employee	0	0	0	116,303	119,792	123,386	127,087
*Added City Employee Operating Cost *.434*	0	0	0	50,476	103,980	133,874	137,890
Operating Cost + Capital Cost = Total Cost	0	0	0	58,047	119,576	153,955	158,573
City of Evanston Total Revenue	**87,732**	**1,582,136**	**23,963**	**296,378**	**466,454**	**614,091**	**634,143**
City of Evanston Net Revenue	**87,732**	**1,582,136**	**23,963**	**238,331**	**346,878**	**460,136**	**475,570**

	2029	2030	2031	2032	2033	2034	2035
New Residents Added	273	273	273	273	273	273	273
# of New City Employees Added	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Cost Per Employee	130,900	134,827	138,872	143,038	147,329	151,749	156,302
*Added City Employee Operating Cost *.434*	142,027	146,287	150,676	155,196	159,852	164,648	169,587
Operating Cost + Capital Cost = Total Cost	163,331	168,230	173,277	178,476	183,830	189,345	195,025
City of Evanston Total Revenue	**655,753**	**664,304**	**673,110**	**682,890**	**692,233**	**701,855**	**712,542**
City of Evanston Net Revenue	**492,422**	**496,074**	**499,833**	**504,414**	**508,403**	**512,510**	**517,517**

Table 6
Estimated School District Net Revenue

District #65	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Property Tax Revenue	31,835	465,769	990,178	1,058,786	1,156,935	1,190,503	1,225,078	1,264,183	1,300,862	1,338,642	1,381,374
School Share @39.6%	12,607	184,445	392,110	419,279	458,146	471,439	485,131	500,616	515,141	530,102	547,024
Additional Student Cost	102,190	252,612	260,196	268,002	276,042	284,323	292,853	301,638	310,688	320,008	329,609
Net Revenue	**-89,583**	**-68,167**	**131,914**	**151,277**	**182,104**	**187,116**	**192,278**	**198,978**	**204,454**	**210,094**	**217,416**

District #202											
Property Tax Revenue	31,835	465,769	990,178	1,058,786	1,156,935	1,190,503	1,225,078	1,264,183	1,300,862	1,338,642	1,381,374
School Share @ 25.2%	8,022	117,374	249,525	266,814	291,548	300,007	308,720	318,574	327,817	337,338	348,106
Additional Student Cost	79,119	162,984	195,853	201,729	207,780	214,014	220,434	227,047	233,859	240,874	248,101
Net Revenue	**-71,097**	**-45,610**	**53,672**	**65,085**	**83,767**	**85,993**	**88,285**	**91,527**	**93,958**	**96,463**	**100,006**

As noted earlier, in the 2021 tax year, Evanston School District #65 accounted for 39.6% of a property tax bill and Evanston High School District #202 accounted for 25.2% 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 Merion Legacy development is expected to yield **12 elementary school age children** and **7 high school students** (see Table 1).

Over the course of the study period, 2025-2035, the Evanston School District #65 will receive **$1,517,881 in net property tax revenue.**

The Evanston School District #202, between 2025-2035, will receive **$642,049 in net property tax revenue.**

The average cost per student in 2019 in District #65 was $18,159; and in District #202 it was $23,432, according to the Illinois School Report Card.

Therefore, in 2027, when The Legacy is fully occupied, we estimate the cost of 12 elementary school students @ $21,683 each = $260,196. We estimate the cost of seven high school students @ $27,979 each = $195,853.

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 **$89,677** in property tax revenue. The new development, by contrast, offers more than $1.6 million in new revenue in 2023, mostly from fees associated with the construction of the project (see Table 2). By 2026, full assessments on the new property have begun and the new tax revenue is expected to be **more than $837,000**. By 2027, the total tax revenue will have grown to **more than $1.4 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 **$1.5 million**. **Starting in 2025, the City of Evanston and Library are predicted to receive more than $296,378 of new revenue and that figure will ramp up to over $655,000 annually by 2029** (**see Table 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 $58,000 in 2025 rising to about $163,000 by 2029, the **Net Revenues to the City of Evanston and Library during the study period (2023-2035) are $8,399,852 (Revenues) - $1,741,665 (Expenses) = $6,658,187** (**see Table 5**).

Table 7
Estimated Project Tax Revenue

Year	2023	2024	2025	2026	2027	2028	2029	2030
Total Tax & Fee Revenue	**$ 1,655,752**	**$ 49,335**	**$ 321,750**	**$ 837,672**	**$ 1,403,263**	**$ 1,477,996**	**$ 1,577,830**	**$ 1,613,134**
City of Evanston Costs	-	-	58,047	119,576	153,955	158,573	163,331	168,230
District #65 Costs	0	0	102,190	252,612	260,196	268,002	276,042	284,323
District #202 Costs	0	0	79,119	162,984	195,853	201,729	207,780	214,014
Total Public Costs	-	-	239,356	535,172	610,004	628,304	647,153	666,567
Net Revenue	**1,655,752**	**49,335**	**82,394**	**302,500**	**793,259**	**849,692**	**930,677**	**946,567**
Cumulative Net Revenue	**1,655,752**	**1,705,087**	**1,787,481**	**2,089,981**	**2,883,240**	**3,732,932**	**4,663,609**	**5,610,176**
Net Present Value of Net Revenue	**6,963,023**							

Year	2031	2032	2033	2034	2035
Total Tax & Fee Revenue	**$ 1,649,497**	**$ 1,690,494**	**$ 1,729,020**	**1,768,753**	**1,813,497**
City of Evanston Costs	173,277	178,476	183,830	189,345	195,025
District #65 Costs	292,853	301,638	310,688	320,008	329,609
District #202 Costs	220,434	227,047	233,859	240,874	240,874
Total Public Costs	686,564	707,161	728,377	750,227	765,508
Net Revenue	**962,933**	**983,333**	**1,000,643**	**1,018,526**	**1,047,989**
Cumulative Net Revenue	**6,573,109**	**7,556,442**	**8,557,085**	**9,575,611**	**10,623,600**

Looking at the expected Net Revenue for the project (see Table 7); the first year (2023) brings $1,655,752, mainly from building permit and impact fees. By 2029, the annual Net Tax Revenue is over $930,000, primarily from property taxes.

Even more striking is **the proposed project is estimated to generate $10,623,600 of new Net Revenue in 13 years** to the City of Evanston and the two school districts (see Table 7).

On a Net Present Value basis, the project's tax and fee revenue (2023-2035) is worth $6,963,023, using a discount rate of 6% (**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.

Comments Received and Included within the August 10, 2022 Meeting Packet

Merion Senior Living Residents, Family and Friends Support The Legacy Evanston

Dear Mayor Biss and Evanston City Council,

As a resident, family member or friend of a Merion resident, I support the development of The Legacy Evanston by Horizon Realty Group at 1621 Chicago Ave. The Legacy would be a welcomed neighbor to The Merion and an asset to the community. New restaurant options and the beautification of Chicago Ave. would benefit us all.

Horizon Realty Group is the proud owner and operator of The Merion. Members of the Michael family are often onsite visiting residents. They take deep pride in the property and its operations. They are committed to helping Evanston thrive. I am confident they would demonstrate the same care and pride in The Legacy.

Join us in supporting The Legacy, which will bring needed energy to Chicago Ave., and built by a family-owned and operated real estate company, committed to Evanston.

Print Name	Signature	Address
DOLORES FRANK	Dolores Frank	1611 Chicago Ave
Loretta Jacobs	Loretta Jacobs	1611 Chicago Ave
JEANNINE SINGLETON	Jeannine Singleton	1611 Chicago Ave.
Gregory Singleton	Gregory Singleton	1611 Chicago Ave.
Ann Mendel	Ann Mendel	1611 " "
Francis Zonay		"
Kaye Reardon	Kaye Reardon	"

Print Name	Signature	Address
LINDA AMES	Linda Ames	1611 Chgo Ave.
FRED + BRENDA RUSSELL	Fred & Brenda Russell	"
NANCY YALOWITZ	Nancy Yalowitz	1611 Chgo. Ave. Ev. 60201
RUTH BAUER	Ruth Bauer	1611 Chg Ave 4 #6
Samuel Overton		1611 Chg Ave Apt 6 E
& NESSIA FRANK	Nessia Frank	1611 Chicago Ave 3/6
MARGARET SALGADO	Margaret Salgado	1611 Chicago Ave Evanston
Sue Holbert	Sue & Holbert	1611 Chicago Ave
LOREN LINDEKE		"
Jeane Lindeke	Jeane Lindeke	"
Karen Blacklan KAREN	BLACKLAN	"
ELEANOR GRYMSK	Eleanor Grymsk	1611 chicago ave
Dee Hannon	Deborah Turner	1611 Chicago Ave
LORA BAUER	Lora Bauer	1611 Chicago Ave

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Print Name	Signature	Address
Ann Jacobs	Ann Jacobs	1611 Chicago
FRITZ R. MICHEL	Fritz Michel	1611 Chicago Ave.
IRIS BRODSKY	Iris Brodsky	1611 Chicago Ave
Anita E Roti	Anita Roti	1611 Chicago Ave.
LILA FRIEDMAN	Lila Friedman	1611 Chicago Ave.
Joel Spira	Joel Spira	1611 Chicago Ave Apt. 618
Rachel Silverman	Rachel L. Silverman	1611 Chicago Ave., Apt 4B

Print Name	Signature	Address
Judy Martin	Judy Martin	
Evelyn Hoffmann		
Colly Adams	Colly Adams	41

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

1621-1631 Chicago Ave Proposed Development - Comment in Opposition

1 message

Jenny Washburn <jwashbu2@gmail.com> Wed, Aug 3, 2022 at 10:47 AM
To: mmjones@cityofevanston.org

Hi Megan,

Below is my public comment for the Land Use Commission meeting on August 10th. I plan on attending the meeting but want this comment on record, too.

Additionally, I would like to put the petition on record: https://chng.it/T4ZxXQ4YFW

Please note over 720 citizens have signed the above petition in opposition to this development.

I am cc'ing our City Council members on this email for transparency, as I think it's important to note that these 720 citizens are Evanston residents and potential voters.

Thank you so much,
Jenny Washburn
1st Ward Resident

For Public Comment:

Dear Land Use Commission and City Council,

I am writing in opposition to the proposed development at 1621-1631 Chicago Avenue by Horizon Realty Group.

Not only is the building **non-compliant** according to the Zoning Analysis (reviewed March 2022), Horizon Realty Group disregarded a number of the items marked as non-compliant, and, in fact, raised the proposed height of the building from 17 stories to 18 stories. As mentioned, this project's proposed height at 195' is almost twice the zoning allowance of 105' (barring application for 145').

As you know, according to the City of Evanston's Zoning Code of Ordinances, the purpose of these ordinances are set with the intentions of:

- Minimizing or lessening congestion in the public streets
- Preventing the overcrowding of land by regulating and limiting the height and bulk of buildings hereafter erected, as said buildings relate to land area
- Establishing, regulating, and limiting the building or setback lines on or along streets, alleys, and property lines
- Regulating and limiting the intensity of the use of lot areas, and regulating and determining the area of open spaces between and among the surrounding buildings

Horizon Realty Group has proposed a development that mostly ignores the aforementioned ordinances in blatant disregard for the City of Evanston, its residents, and its local businesses, all who may be negatively impacted by this proposed high-rise.

The proposed 18-story building supersedes the height-limit set forth in our zoning laws, promotes congestion in the alleyway behind the First United Methodist Church (which, notably, has been an Evanston institution since the 1800s) and further promotes congestion on Davis Street, potentially putting pedestrians and cyclists in danger of traffic and wind tunnels.

Additionally, as mentioned in The Perman Group's economic/fiscal assessment of the property, under **2.1 Property Taxes,** Jonathan Perman's team notes that the property's future taxes will have a positive economic and fiscal impact for the City. What is not mentioned is that Horizon Realty Group has appealed their tax assessments for 2016, 2019, 2020, and 2021 (attached).

Based on this trend, I do not believe that The Perman Group, or Horizon Realty Group, can attribute the tax assessment as a benefit to the City when Horizon Realty Group has a clear history of appealing their tax valuations.

Next, I would like to call attention to the over 720 residents who have signed a Change.org petition entitled "Vote NO on the 1621 Chicago Avenue Planned Development" in opposition to this planned development, which will be submitted to Mayor Biss and City Council, and has already been submitted to Alderman Kelly.

The consideration of a proposal from Horizon Realty Group, also calls into question the values of the City of Evanston.

If City Council and our Boards, Commissions, and Committees feel that it is a viable and defensible act to work with a company that has been accused of discrimination against immigrant senior citizens who were allegedly coerced into rent hikes on long-term agreements at Horizon's Sheridan Plaza location (McGhee, 2016); a company whose COO remarked about Horizon Realty Group: 'we're a sue first, ask questions later kind of an organization' (Donovan, 2009); a company that has mostly disregarded our city's zoning laws in the name of, in my opinion, corporate greed; then, by all means, vote 'yes' for the planned development.

If City Council and our Boards, Commissions, and Committees feel that this city's values are aligned with alleged discrimination (see citations) and, again, in my opinion, litigious greed, then vote 'yes' to this planned development. If City Council feels that putting our citizens and our businesses at potential risk of being taken advantage of by this company, then vote 'yes' to this planned development.

As a reminder, we elected you to represent us, the residents of Evanston. We did not elect you to line the pockets of Horizon Realty Group.

Evanston is watching. Our values are at stake. Do not demean who we are to close a deficit by pushing this proposal through.

Sincerely,

Jennifer Washburn

807 Davis St., Unit 1803

Evanston, IL 60201

Citations:

McGhee, Josh. "Senior Refugees Complain Of Discrimination At Sheridan Plaza." *DNAinfo*, September 7, 2016, https://www.dnainfo.com/chicago/20160907/uptown/senior-refugees-complain-of-discrimination-at-sheridan-plaza/. October 15, 2020.

Donovan, Lisa. "Tweet About Apartment Mold Draws Lawsuit." *Chicago Sun-Times*, July 28, 2009, https://web.archive.org/web/20090730013535/http://www.suntimes.com/news/24-7/1687436%2CCST-NWS-twitter28web.article. October 15, 2020.

Source: CODE OF ORDINANCES City of EVANSTON, ILLINOIS (Title 6 - Zoning, Chapter 1)

2 attachments

1627 Appeal History _ Cook County Assessor's Office.pdf

208K

The Legacy 2022 FiscalEcon.pdf
5141K

From: Tony Sherwood
To: Jeff Michael
Subject: Legacy Project
Date: Thursday, July 28, 2022 1:37:36 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Mr. Michael

I came across your proposed Legacy project through the local Evanston media. I want to express my support for your project. My firm, CyberSearch provides IT Staffing, Recruiting, Consulting and Executive Search for companies all across the Country. I employ 50+ people and I recently scouted office spaces in Evanston with the hopes of relocating my business there. I ultimately chose not to relocate there because my research led me to believe that Evanston was not forward thinking enough in terms of growing its population and attracting work talent. I was reading your proposed project, that would bring 180+ much needed residents to Evanston and produce 18 affordable units, a stated goal of the Evanston City Council - so my wish for you is that the project gets approved. Evanston's population has been stagnant throughout the recent history because of its resistance to density. Because of that I did not want to get stuck in a stagnant business environment. I want to state that I think it would be a very poor decision if your project is turned down.

Best of luck to you

Tony

ANTHONY J. SHERWOOD
Vice President
CYBERSEARCH
d 847-879-1288 | c 847-323-4004
cybsearch.com | search jobs
follow us

Grady, Graham C.

From: Peter Evans <peteevans2001@gmail.com>
Sent: Monday, August 1, 2022 6:07 PM
To: Jeff Michael
Subject: Letter of Support

Sent from my iPhone

Begin forwarded message:

> **From:** Peter Evans <peteevans2001@gmail.com>
> **Date:** August 1, 2022 at 5:03:22 PM MDT
> **To:** clarekellyfirst@gmail.com
> **Subject: Horizon Realty Legacy Evanston**
>
> Clare, I hope this email finds you well. It was great chatting with you election day and congratulations again.
>
> I wanted to reach out to express my support for Horizon Realty's Legacy Evanston development on Chicago Avenue.
>
> One of the most important elements of a successful development is a solid developer. The Michaels are some of the best owners I know when it comes to quality, maintenance and efficient operations. As an example, The Marion is exceptional and was an incredible transformation adding vitality to our community.
>
> Evanston needs more housing especially downtown to support the retail and restaurants. Legacy is a very appropriate location for density and will be a very successful development.
>
> We need more tax revenue. Legacy will provide millions of dollars of income to Evanston.
>
> Legacy will create structure jobs and permanent jobs.
>
> We have an exceptional developer that has supported the Evanston community and is looking to further contribute. I hope we give them support that they need to continue their support of Evanston.
>
> Happy to chat. My cell phone is 847-226-0836.
>
> Best regards
>
> Pete
>
> Peter W Evans
> 2237 Sherman Ave.
> Evanston, IL 60201

Sent from my iPhone

First name	Last name	Email	Letter Subject
Shayna	Jensky	shayna.je	Support The Legacy Evanston
Jack	DeMar	jack@picr	Support The Legacy Evanston
Anthony	Sherwood	tony.sher	Support The Legacy Evanston
Robert	Martin	robertlma	Support The Legacy Evanston
Salomon	Dayan	moumi@a	Support The Legacy Evanston
stephen	kant	sdkant@h	Support The Legacy Evanston
Howard	Michael	hsmichael	Support The Legacy Evanston
Howard	Schechter	hschecht2	Support The Legacy Evanston
Ralph	Katz	ralphk@a	Support The Legacy Evanston
Phillip	Gordon	phillipgrd	Support The Legacy Evanston
Joaeph	Siegman	jmsgolf@a	Support The Legacy Evanston
Laura	Rodriguez	laurarodri	Support The Legacy Evanston
Danny	Wiess	dm200@a	Support The Legacy Evanston
Richard	Kronrad	richard@h	Support The Legacy Evanston
Joseph	Valenti	joevalenti	Support The Legacy Evanston
David	Katz	davidk@a	Support The Legacy Evanston
angel	bassuk	bassukchi	Support The Legacy Evanston
Gary	Rothbart	gary@rotl	Support The Legacy Evanston

Lee	Kiser	leekiser12	Support The Legacy Evanston
Andrew	Glatz	Andrew@	Support The Legacy Evanston
David	Schimel	drschimel	Support The Legacy Evanston
D	Chanan	donchana	Support The Legacy Evanston

Letter Body

Chicago Ave. This 180-unit apartment building would inject new energy to a block that is in need of revitalization. It would bring 273 new residents to

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City of Evanston

Michael Griffith <mgriffith@cityofevanston.org>

Do not recommend Chicago Ave Development - Negative Impact on Struggling Downtown

1 message

Kiera Kelly <kiera.kelly1000@gmail.com> Tue, May 24, 2022 at 12:50 PM
To: Johanna Leonard <jnyden@cityofevanston.org>, Stephanie Mendoza <smendoza@cityofevanston.org>, mgriffith@cityofevanston.org, kashbaugh@cityofevanston.org, Clare Kelly <ckelly@cityofevanston.org>, jnieuwsma@cityofevanston.org, WILLIAM BROWN <bbrown@wwbrown-inc.com>, Meagan Jones <mmjones@cityofevanston.org>, PZalmezak@cityofevanston.org, ASchnur@cityofevanston.org, ECano@cityofevanston.org, LBiggs@cityofevanston.org, IEckersberg@cityofevanston.org, RPapa@cityofevanston.org, MTristan@cityofevanston.org, SMagnum@cityofevanston.org, Bob Froetscher <bob@vistaadvisorsllc.com>

Hello All,

I **fully concur with the written comments submitted by Bob Froestscher (attached) in opposition to the Chicago Avenue development regarding the zoning and other aspects of breaking our ever-changing ordinances.**

I would add another practical issue that DAPR should care about...that the state of our downtown is very concerning with little activity and fewer Evanston residents or visitors patronizing it. I would argue that the high-rise luxury towers have contributed to this declining state and have had the opposite effect as was intended by City Staff. Instead of helping downtown by adding residents, the enormous high rises have created a sterile and uninviting aesthetic, have replaced independent restaurants and businesses, and eliminated (or degraded) highly sought after al fresco dining areas that puts a town on the map (there is not one restaurant I can think of under a high rise here that is successful.)

Before we blame Downtown's declined state on COVID or Internet shopping, we need to only acknowledge Wilmette's and **Winnetka's current bustling restaurant scene Or Chicago's Southport Ave where outdoor cafes, restaurants, shops outdoor cafes are busy and at pre-COVID levels Or even appealing Central Street that is buzzing along. Your decisions on development and these high rises have created a Downtown that does not match what residents or visitors want and has "killed the vibe."**

Do not replace one of the last semi-vibrant and pleasant stretches of downtown, known for al fresco dining and Evanston's most well-known restaurants with another block-killing luxury high rise. This would eliminate another reason to come to Downtown Evanston and shape how people and potential independent businesses consider downtown in their minds. (High rises, windy, chain stores, no charm.)

We are oversaturated with luxury units and luxury high rises primarily housing NU students. That increase rents city-wide and spur and gentrification. We don't need to bend the zoning code in a fragile perimeter for something that our city doesn't need and residents and nearby businesses do not want and will continue Downtown's decline.

Please listen and trust weary residents if you want to keep residents and visitors coming Invest and trust in us instead of non Evanstonian developers and outside lobbyists like Joining Forces advocating for the wrong kind of affordable housing. This stretch can be redeveloped but better and in a more productive way. Just say no.

Best,

Kiera Kelly

---------- Forwarded message ---------
From: **Robert Froetscher** <bobfroetscher@gmail.com>
Date: Mon, May 23, 2022 at 4:59 PM
Subject: DAPR 05.24.22 Meeting - Written Comments
To:

Ms Mendoza, Mr. Griffith, Ms Ashbaugh –

As previously communicated, I am submitting written comments in opposition to the proposed development at 1621-1631 Chicago Avenue, which is to be reviewed by DAPR tomorrow, May 24th at the 2 pm DAPR meeting. Since you have not responded to my prior email, I am assuming that I am delivering this set of written comments in plenty of time for tomorrow's meeting and request that this be shared with any members of the DAPR decision making body whom I have missed.

Unfortunately, I will be unable to attend the DAPR meeting tomorrow live and in person due to the late meeting notice, it being inconveniently scheduled during business hours and the lack of a Zoom option. I will be on an airplane on a previously schedule business trip, headed to the west coast during the DAPR meeting tomorrow.

Please see my written comments in the attached PDF.

I would also like to note the following.

There are many others who will be unable to attend tomorrow's DAPR meeting in person for the similar reasons.

That is extremely unfortunate, given that this particular development has been vigorously opposed by an enormous number of residents in two prior review cycles. There have been dozens and dozens of written and live comments from residents in opposition to this proposed development – or a development very similar to it on the same site by the same developer– in prior review cycles. We are happy to share those prior comments given the time to prepare proper commentary. Additionally, the Evanston City Plan Commission Staff recommended denial of a very similar development on the same site by the same developer at both the 2/26/20 Plan Commission meeting and the 9/30/20 Plan Commission meeting. The Evanston Plan Commission did not support the development at its 2/26/20 meeting and voted against the development at its 9/30/20 meeting. The developer will attempt to characterize this as a different development. It is not materially different. It remains a 195 foot tall, 18 story tall tower, grossly out of keeping with the east side of Chicago Avenue on a block which Evanston's Downtown Plan stipulates buildings of 6-10 stories. It will bring inconvenient, disruptive and dangerous increases in congestion, traffic and activity on Chicago Avenue, on Church Street to its north and in the narrow alley behind the building. For those of you who have ever walked Chicago Ave to the Whole Foods you know it is already the worst wind tunnel effect in Evanston. This development will make it worse.

Given the strong, consistently negative Evanston resident input over multiple years, I would have expected more notice, greater accommodation and convenience for Evanston residents who would like to provide commentary.

I look forward to your review of my comments in the attached letter. I'm happy to provide additional color about not only this proposed development but the developer given the proper time to prepare commentary. There is much to be shared.

Thanks,

Bob Froetscher

1580 Sherman Ave, Evanston

DAPR 05.24.22 Meeting Written Comments.pdf
1253K

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Land Use Commission Public Comment

1 message

noreply@formstack.com <noreply@formstack.com> Thu, Jul 28, 2022 at 2:26 PM
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org, kashbaugh@cityofevanston.org, mklotz@cityofevanston.org

formstack

Formstack Submission For: Land Use Commission Public Comment

Submitted at 07/28/22 3:26 PM

Name:	Barbara Blades
Address of Residence:	2111 Maple Avenue
Phone:	(847) 869-6354
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	There is no need for a high-rise building at 1621 Chicago Avenue. I don't know the occupancy rates of the other high rises, but we've lost many downtown businesses during the pandemic. To replace the remaining successful businesses occupying the North end of that block would be a mistake. The construction would also affect the remaining businesses South of the Merion on the block. The whole W side of the block would also be affected by the disruption of both driving and foot traffic. Please consider these factors before you cast your vote.
Agenda Item (or comment on item not on the agenda):	Highrise on Chicago Ave. and Church St.

Position on Agenda Item:	Opposed

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

1621-31 Chicago Avenue Development Proposal

1 message

matthewrfeldman@gmail.com <matthewrfeldman@gmail.com> Tue, Jul 26, 2022 at 8:25 AM
To: ckelly@cityofevanston.org, mmjones@cityofevanston.org
Cc: Feldman Ellen <efeldman53@gmail.com>, Harder Dennis <dharder11@gmail.com>

Ald. Kelly:

We are writing this comment in consideration of the proposal to develop 1621-31 Chicago Avenue.

We own and reside in a condominium at 522 Church Street and our apartment faces south, directly on the site of the proposed development.

We are submitting this comment because we are unable to attend the meeting and the developer has chosen to-date to not submit responses to staff questions in writing for the public to review.

Our primary concern (which is shared by staff) is the height variance requested by the developer. As indicated by staff, " The proposal for 18 stories is noticeably out of scale with proximate development on the east side of Chicago Avenue. Recommend reducing the proposed height to between 8 and 10 stories to match the Downtown Plan's development framework."

We have observed as this developer has consistently ignored consideration of the character of the neighborhood in which this project is proposed to be constructed in each of the several proposals they have submitted. An 18 story building at this location is substantially larger than any other building on the east side of Chicago Avenue. The east side of the street begins a transition from the larger commercial and residential structures on the west side and the lower rise residential apartment buildings and private homes on Hinman Avenue.

We believe that the City should reject this substantial variance from the zoning requirements.

We are also concerned with the state of the alley that runs behind the proposed building and that is, according to this project plan, intended to provide access to both parking and the loading docks.

The alley, which was already in need of repair, was further damaged by the construction of the north building of the Merion (also a project of this developer). The likely damage to the alley as a result of this proposed construction would render it unusable.

Should this or any other proposal by this developer proceed, they should be expected to bring the alley to a state consistent with the traffic created by the increased density resulting from their project.

Sincerely,

Ellen and Matt Feldman
522 Church Street

Sent from Matt Feldman's iPhone

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Land Use Commission Public Comment

1 message

noreply@formstack.com <noreply@formstack.com> Fri, Jul 29, 2022 at 9:12 AM
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org, kashbaugh@cityofevanston.org, mklotz@cityofevanston.org

formstack

Formstack Submission For: Land Use Commission Public Comment

Submitted at 07/29/22 10:12 AM

Name:	SAM Helgerson
Address of Residence:	1580 Sherman Ave. Apt 1102
Phone:	(847) 859-6513
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	Concerning the proposed new high-rise building at 1621 Chicago Ave., I want to again express my objections to this development project. I have attended both in person and virtual meetings in the past where this project has been presented. I think it is time for the developers to move on to a more appropriate design for a building and to stop trying to wear everyone down by bringing slightly modified designs back over and over again. New buildings along Chicago Ave. are limited to a height of around 10 stories for a reason. I believe that this regulation should be followed. Higher buildings have several negative effects on the quality of life in Evanston including creating shadows, contributing to wind tunnel effects and increasing parking and traffic problems. The redoing of Fountain Square has created a great place for people to gather and enjoy our city. Allowing this and then probably future high-rise buildings will only detract from the appeal of this valuable public space.
Agenda Item (or	August 10, 2022 Meeting: 1621-1631 Chicago Ave. Case#22PLND-0020

comment on item not on the agenda):	
Position on Agenda Item:	Opposed

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Tue, Aug 2, 2022 at 3:51 PM
Reply-To: noreply@formstack.com
To: mmjones@cityofevanston.org, kashbaugh@cityofevanston.org, mklotz@cityofevanston.org

formstack

Formstack Submission For: Land Use Commission Public Comment

Submitted at 08/02/22 4:51 PM

Name:	Paul Breslin
Address of Residence:	1635 Hinman Avenue, # 1
Phone:	(312) 206-1306
How would you like to make your public comment?:	In-person
Provide Written Comment Here:	
Agenda Item (or comment on item not on the agenda):	HRG proposal for 1621-1631 Chicago Avenue April 10 meeting
Position on Agenda Item:	Opposed

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Public Comment for Proposed Horizon Development at 1621 -1631 Chicago Avenue

1 message

Jeremy Vannatta <jvannatta@gmail.com> Tue, Aug 2, 2022 at 4:04 PM
To: mmjones@cityofevanston.org

For public comment:

Dear Land Use Commission,
I would have loved to have been in person on August 10, but had to be out of town. The lack of an option for a Zoom/Teams/WebEx meeting is frustrating, so I write this letter.

Let me first say that I am pro development and have been in favor of many of the current downtown buildings. However, I am very much opposed to this building. The proposed building at 1621-1631 Chicago Ave is out of keeping with the neighborhood and downtown area. The proposed height of 195' is nearly double what that space is zoned for at 105'. To allow that building at that height would create more shade in the morning on Chicago Ave, more shade in the afternoon and evening on the church and playground directly east on Hinman, and more wind on Chicago Avenue. The building directly north of Church on Chicago was

The number of parking spaces is wholly inadequate and will result in additional traffic on Chicago, Church, Hinman and Davis with people circling the street and waiting for a long time at the right turn from northbound Chicago to eastbound Church. The spillover parking Horizon proposes will also take needed spots out of the Church Street garage. Recently, this garage has served as a place to move cars from snow routes, allowing more efficient snow removal that has been very helpful to citizens and city alike.

Horizon likes to tout they are friends of small businesses. I know tenants of Horizon and they would report that this management company is anything but friendly. I have been told by one tenant that the reason these tenants are not in person or are not writing letters is out of fear of retribution. Horizon likes to say that few businesses will be displaced due to the construction of this new building because they are already at a 50% vacancy at the time they would propose building. This is at least in part due to their unwillingness to renew leases and unwillingness to extend leases. Horizon likes to say that current businesses in this space will be welcome back when the construction is finished, but anyone who knows small businesses knows that they likely cannot survive a move and certainly do not have the capital to wait for 3+ years to move out of their current space and into the new space. This move will put the existing businesses out of business and we already have plenty of that happening in downtown Evanston.

In addition, other things have come to light that this LUC committee should be aware of including some specifics of Horizon's 2020 bankruptcy filing. Quoted from the bankruptcy filing where Horizon is the 'Debtor', "During the two years prior to the filing of the Debtor's petition

- Debtor did not issue any ownership interests or securities
- Debtor held no manager or member meetings and did not keep records of any consent in lieu of such meetings during such period
- Debtor failed to document material transactions
- Debtor failed to keep capital account records for its members
- Debtor failed to prepare contemporaneous profit and loss statements and failed to keep complete records of its accounts payable and receivable
- The Debtor also failed to keep records of services provided to other entities owned and operated by Daniel [Michael, CEO]
- Debtor paid personal expenses of Daniel and Jeffrey [Michael, COO] using funds commingled with the funds of other entities owned and operated by Daniel, and Daniel and Jeffrey each caused the Debtor to divert its assets for each of their personal benefit, to the detriment of the Debtor's creditors
- The Debtor and the related entities owned and operated by Daniel were, therefore, the alter ego of Daniel and Jeffrey during the two years preceding the filing of the Debtor's petition

Last, I have been on three conference calls with Jeffrey Michael, Horizon Realty Group COO, regarding this proposal. Each time he has been disrespectful of City staff, both appointed and elected. He has talked over our city officials and our citizens and has been combative. If this is how he and his company behave towards us when he is seeking the favor of multiple variances, I would like the panel to consider how he will behave once construction is underway or once his

building is up. Further, he has heard opposition on multiple occasions and seems determined to wear us down and push it through. We are not going away as I think you will see (or have seen) this evening.

The mission of the Land Use Commission on your website is "Ensuring the public health, safety, comfort, morals, convenience, general welfare, and the objectives and policies of the Comprehensive General Plan. I believe that this proposal fails on comfort, morals, convenience, and the objectives and policies of the 2000 Comprehensive General Plan.

Please vote no to this building.

Best,
Jeremy Vannatta
5 year 1st Ward Resident
23 year Evanston resident

AUGUST 3, 2022
REMARKS CONCERNING THE HORIZON REALTY PROPOSAL TO REDEVELOP 1621-31 CHICAGO AVENUE SUBMITTED TO THE EVANSTON LAND USE COMMISSION BY DENNIS HARDER, 522 CHURCH STREET
Members of the Evanston Land Use Commission and all interested parties:

I am a resident at 522 Church Street, which is at the north end of the block in which the proposed redevelopment is located. I had 50-year professional career in urban planning and real estate development, and I have followed the proposals for redevelopment of the site for the past several years.

I assume that bringing this matter for discussion before the Land Use Commission is an opportunity for all interested parties to examine and to discuss the relationship of the current proposal to the city's planning and zoning frameworks applicable to the site.

I note that proposals for the site that have entered the City's approval process have each pushed beyond the planning and zoning frameworks established for the block, and not by just nominal amounts. These excesses were initially rationalized by the developer's presentation of various 'community benefits,' the agglomeration of which was among the reasons a previous development proposal was rejected.

The developer's latest proposal is only a slight 'tweak' from his previous proposal. It is easily seen that the latest adjustments DO NOT include bringing the number of units or the building height anywhere down near those levels established in the city's planning and zoning frameworks. One circumstance warrants particular investigation by the Land Use Commission and City staff:

- The developer established 128 dwelling units as base number for the project.
- The base number of units allowed in the planning and zoning frameworks is 54.
- The 128-unit base was then used as the base for two calculations:
    - The number of affordable housing units required for the project under the City's Inclusionary Housing Ordinance (IHO): 10% x 128 base units = 12.8 units = 13 IHO units.
    - The number of 'bonus units' that could be added to the 128 base-unit project: 4 bonus units for each IHO unit provided = 4 x 13 = 52 IHO bonus units.
- The presumption by the developer that the 128-unit base is appropriate must be viewed in relation to the City's planning and zoning framework limit of 54 units:
    - The proposed 128 units is itself 2.4 x greater than 54 planning/zoning framework would allow without strong justification.
    - The City's planning and zoning frameworks anticipate that the justification for allowances beyond established limits would take the form of 'community benefits.'
    - The principle proposed community benefit from the proposed project is five (5) affordable housing units, which 'community benefit' is tied to a project proposal that would generate an enormously tall and bulky building – a result that is aptly described as a 'community dis-benefit.'
- For a project that uses the IHO bonus provisions, the base number of units in the proposal is key to how many units the project could contain in total; therefore, the developer's base proposal of 128 units is self-serving, not community-impact acceptable.

Allowances to permit development of the current proposal, no matter how it is related to the City's IHO, were officially rejected in the past and should not be approved now.

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Proposed Development at 1621-1631 Chicago Avenue

Matt Feldman <matthewrfeldman@gmail.com> Wed, Aug 3, 2022 at 10:03 AM
To: mmjones@cityofevanston.org
Cc: Feldman Ellen <efeldman53@gmail.com>

Dear Ms. Jones:

We are writing this comment in consideration of the proposal to develop 1621-31 Chicago Avenue.

We own and reside in a condominium at 522 Church Street and our apartment faces south, directly on the site of the proposed development.

We are submitting this comment in the event that we are unable to attend the meeting of the Land Use Commission and given that the developer has chosen to-date to not submit responses to staff questions in writing for the public to review.

Our primary concern (which is shared by staff) is the height variance requested by the developer. As indicated by staff, " The proposal for 18 stories is noticeably out of scale with proximate development on the east side of Chicago Avenue. Recommend reducing the proposed height to between 8 and 10 stories to match the Downtown Plan's development framework."

We have observed as this developer has consistently ignored consideration of the character of the neighborhood in which this project is proposed to be constructed in each of the several proposals they have submitted. An 18 story building at this location is substantially larger than any other building on the east side of Chicago Avenue. The east side of the street begins a transition from the larger commercial and residential structures on the west side and the lower rise residential apartment buildings and private homes on Hinman Avenue.

We believe that the City should reject this substantial variance from the zoning requirements.

We are also concerned with the state of the alley that runs behind the proposed building and that is, according to this project plan, intended to provide access to both parking and the loading docks.

The alley, which was already in need of repair, was further damaged by the construction of the north building of the Merion (also a project of this developer). The likely damage to the alley as a result of this proposed construction would render it unusable.

Should this or any other proposal by this developer proceed, they should be expected to bring the alley to a state consistent with the traffic created by the increased density resulting from their project.

Sincerely,

Ellen and Matt Feldman
522 Church Street

Matt Feldman
Sent from my iPad

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

1621-31 proposal

1 message

Susan Rifas <susanrifas@gmail.com> Wed, Aug 3, 2022 at 9:40 AM
To: mmjones@cityofevanston.org
Cc: Clare Kelly <Ckelly@cityofevanston.org>

Hello Meagan:

I live at 522 Church Street - next door to where Horizon proposes to build. I have been opposed to this development each and every time they submit their proposal which pretty much has not changed since 2020.

I concur with the reasons my condo Board President, Dennis Harder, submittted. Horizon keeps claiming their development will bring benefits to the area despite the fact that it is out of keeping with any number of ordinances. They made the sane claims when seeking and obtaining approval for the addition to the Merion, e.g., that the addition would bring new business to the area. Well … it took more than 5years after completing the addition before the new carry-out restaurant opened and the remainder of the storefronts are still vacant.

The alley east of our building is a nightmare already and their proposal will make it even worse. Please do not “permit” Horizon to go any further with their proposal.

Thank you.

Susan Rifas

Sent from my iPad

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Chicago Ave. Tower

1 message

Reginald Gibbons <rgibbons@northwestern.edu> Thu, Aug 4, 2022 at 1:28 PM
To: "mmjones@cityofevanston.org" <mmjones@cityofevanston.org>

We are writing to protest the potential city approval of the construction of the Chicago Ave. Tower, which will forever diminish the neighborhood in which we live by increasing traffic; increasing difficulties of parking; clogging and interfering with the use of the alley between the back entrances/facilities of buildings on the east side of 1600 block of Chicago Ave. and First United Methodist Church; blocking afternoon sunlight; creating, because of its height, strong winds (just like the building adjacent to the south side of Whole Foods Market and the Chase Bank building on Orrington). Evanston must prevent commercial buildings (especially very tall ones) from damaging neighborhood qualities of residential streets! Thank you. ----Reginald Gibbons and Cornelia Spelman, 1633 Hinman Ave, #1, Evanston 60201.

City of Evanston™

Meagan Jones <mmjones@cityofevanston.org>

To Land Use Commission re proposed development at 1621-1631 Chicago Ave.

Rebecca Goldberg <goldbergr@me.com> Thu, Aug 4, 2022 at 1:41 AM
To: mmjones@cityofevanston.org
Cc: Clare Kelly <ckelly@cityofevanston.org>

Dear Land Use Commissioners,
I am sending this message to formally state my strong opposition to this development in writing. I live directly on the next street East of this space on Hinman Avenue. I expect the City of Evanston to abide by The City Plan and keep the height at the recommended 6-10 stories for the East side of that block of Chicago Ave. I don't understand why this "developer" continues to even propose such egregious violations, or why our city has allowed them once again to proceed to this point. Aside from the monstrosity of an 18 story looming building, added congestion would be problematic, and it would be willfully unsafe to add so much more traffic in an area already congested and also with such a large population of Senior citizens, such as myself. The Merion, as you know, is next door to this site, and The Mather is only one half block East of this location. In addition, it is already difficult to find parking near my building due to, understandably, drivers seeking lake access, and with already booming Graduate Hotel traffic, I often must find parking a block away from my home. This area simply cannot support such a behemoth.

You would be participating in a scam if you allow such egregious violations of City recommendations , put in place to protect us, to proceed. I hope you will do your job, respond to us, the constituents who will have to live with your decisions, follow the recommendations and work to keep Evanston the lovely city that it is.

Best to you,
Becky Taveirne
1635 Hinman, Apt. 2

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

LUC meeting to consider development at 1621-1631 Chicago Avenue

Candy Heaphy <candyheaphy@gmail.com> Thu, Aug 4, 2022 at 9:13 AM
To: Meagan Jones <mmjones@cityofevanston.org>
Cc: ckelly@cityofevanston.org

To: Ms Jones and Members of the Land Use Committee and Alder Clare Kelly,

From: Candy Heaphy, 1616 Hinman Ave, 6B, Evanston, IL 60201

Since moving to Evanston several years ago, I have attended all Ward One meetings and have followed with interest and dismay the proposed development at 1621-1631 Chicago Avenue.

Although at first it was explained as fitting in with its sister buildings - the Merion- it was glaringly apparent that the idea of the developers was to squeeze in a much taller building that is unlike anything on the east side of that block of Chicago Avenue.

As a retiree, it is important to me to live in a neighborhood that is comfortable, quiet, attractive and walkable. Hinman Ave is all those things but the proposed Horizon Development would radically change that due to the density of the residences, traffic and pedestrian congestion and snarls in the little alley that people like me and members of the Methodist church depend on to get in and out.

If you are not familiar with the alley, please walk down it. Notice how narrow it is, especially at the south end, where trash receptacles often stick out into the space. Every day, delivery trucks park there to do their business. Moving trucks stay for hours, a metal collector stayed for two hours earlier this week, fish deliveries are made at that end, laundry pickup is frequent. I can't imagine how much worse it will be if residents of the proposed building use the alley to enter their parking and trucks of all sizes join the parade of vehicles to the loading docks of the new building.

I urge you to reject this proposal once and for all. Given that that side of the block is designated a TRANSITION area, please honor that and don't be fooled by loopholes that have allowed this proposal to grow to outlandish height, not at all appropriate or welcome here.

Thank you,

Candy Heaphy

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Fwd: Development plan for 1621-31 Chicago Avenue by Horizon Realty Group

1 message

Lin Clarke <lclarke4000@gmail.com> Thu, Aug 4, 2022 at 7:32 AM
To: mmjones@cityofevanston.org

Sent from my iPhone

Begin forwarded message:

From: Lin Clarke <lclarke4000@gmail.com>
Date: July 26, 2022 at 12:43:00 AM ADT
To: Clare Kelly <ckelly@cityofevanston.org>, mmjpnes@cityofevanston.org
Subject: Development plan for 1621-31 Chicago Avenue by Horizon Realty Group

Dear Clare Kelly and Meagan Jones,

The initial development plan presented to the Plan Commission for the 1621-31 Chicago Avenue site by the Horizon Realty Group was rejected on many counts with specific change requirements spelled out. Since then over the intervening years, their successive plans have been an expression of these developers' continued disregard of the Evanston Plan Commission's requests for compliance to our zoning requirements (May 2018, Dec. 2018, Apr. 2020, Sept. 2020 and May 2022) for this downtown transition, east side of Chicago Avenue, to residential neighborhood. As the Plan and Development Committee and the Council members are well aware, this area requires a building to have a maximum of 52 units, a height of 105', a bulk of6.0, 119 parking spaces and 2 loading docks. The latest plan almost quadruples the number of units, doubles the height and bulk, reduces the parking to 1/2.5 units, and puts two loading docks in an alley that currently is blocked by trucks servicing Horizon's existing buildings all hours of the day. It further has no aesthetic relevance to any of the neighboring buildings of brick and stone with it's concrete slabs, metal and glass as currently designed which would concern an architectural review board.

As a law abiding citizen, I find this total, repetitive disregard for Evanston's regulations unacceptable. Why would our community welcome further development from Horizon when they continue to flaunt our laws with yet another egregious plan? I request that you again reject this proposed development for its abject disregard of Evanston's zoning requirements and overreach in all aspects of development by deliberately misusing our affordable housing regulations to obtain extreme variances. It is again an attempt, as they tried to do previously, to bribe the city with temporary affordable units to have their will at the detriment of our downtown and city as a whole. Let our community welcome those developers who wish to unit and work with us in making lives and living spaces better for all Evanston residents – not just for themselves, developers who do not live in our community.

Thank you and the other concerned citizens who are our representatives on our City Council and in our Plan and Development Committee, for continuing to require observation of our zoning requirements of all developers, even as we continue to experience Covid-19 induced financial difficulty for our community. Please share my views with all Council and Committee members, as I am very proud that our community continues working together to solve its

racial, educational and housing needs at this time. We must expect developers to contribute to those solutions, not exacerbate our problems for their own financial benefit.

Sincerely in good citizenship,

Linda Clarke, 522 Church Street, Evanston

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

Fwd: The latest 1621-31 Chicago Avenue proposal

1 message

Wade Clarke <wclarke4000@gmail.com> Thu, Aug 4, 2022 at 7:36 AM
To: mmjones@cityofevanston.org

Subject: The latest 1621-31 Chicago Avenue proposal

Dear Ms. Jones,

I urge the council members to vote against the latest proposal for 1621-31 Chicago Avenue and to ask your colleagues on the Council to do the same. The proposal contains all the flaws that the earlier t proposals had. The height, density, and layout for the proposed structure are simply incompatible with the site itself. Also, the current lower zoning height along Chicago Avenue that is meant to afford a gradual transition to the residential neighborhood to the east is completely ignored. The large number of proposed apartments, many of which are rather small, appear to be planned for student housing. However, the site is better suited for a condominium or for business offices with many fewer units.

One of the most absurd aspects of the proposal involves the planned use of the narrow alley running behind the structure between Church St. and Davis Ave. That narrow alley is already so full of dumpsters and trucks serving the restaurants on Chicago Avenue that it very frequently is not passable during the daytime. Also, I understand that the city owns significant, aging sewer lines under the alley. It is unclear how those will be addressed. I suggest that city study this aspect.

The proposal adds 10 years of additional low-income housing units as an incentive to gain approval from the Council. That fact is not sufficient to overcome the many problems referenced above.

Thank you for your consideration.

Wade Clarke

522 Church St, #3C

Evanston

August 3, 2022

TO: Land Use Commission
City of Evanston
c/o Meagan Jones

CC: Clare Kelly
1st Ward Council Member
City of Evanston

Bill Brown
Chairman of the Board of Trustees
First United Methodist Church of Evanston
516 Church Street
Evanston, IL 60201

FROM: Pastor Grace Imathiu
First United Methodist Church of Evanston
516 Church Street
Evanston, IL 60201

SUBJECT: Opposition to the Proposed 1621 – 1631 Chicago Avenue, Evanston Development

Dear Members of the Land Use Commission:

I am the Pastor of the First United Methodist Church of Evanston which has 720 members and is located at 516 Church Street. I am sharing these written comments to be added to the record of the August 10th, 2022 Land Use Commission meeting on the topic of the proposed development at 1621 – 1631 Chicago.

I would much prefer to testify in person at the August 10th meeting of your Commission, but unfortunately, I will be out of the country, and will be unable to attend. I personally, and First United Methodist Church as an institution, remain strongly opposed to this proposed development. As long as the developer continues to propose buildings which are too tall, too dense and too dangerous for this site, we will remain opposed.

Our church is on the same block as and immediately behind where the proposed development at 1621 – 1631 Chicago Avenue would be built. We constantly use the shared alley which abuts our primary church building and parking lot, and is planned to be the alley for the new building's resident parking as well as access for deliveries to both loading docks. In addition, our daycare center, Total Child utilizes this shared alley on a daily basis. This alley is already congested due to deliveries to various restaurants and businesses along Chicago Ave, and is frequently blocked at both ends by delivery trucks. Adding the traffic from an additional high-rise building is completely untenable.

At the request of our congregation, and many others in Evanston, I have repeatedly testified, over several years, in opposition to this developer's proposed development on this specific site. While the many development proposals for 1621 – 1631 Chicago Ave differ to some degree in their details, all of them share common characteristics of being much too tall and too dense for a building on this site. The proposal includes many significant violations of the zoning code and would produce an architecturally inappropriate element in the historic built environment that occurs east of Chicago Avenue to the lake. No buildings of this proposed height were ever considered in the city planning documents

Over the years, I have testified in opposition to this proposed development (or similar proposals) at multiple Community Meetings, DAPR meetings, Plan Commission Meetings and Planning & Development Subcommittee of the City Council meetings. The developer has consistently returned with new proposals which remain offensive to the members of my church for the reasons above.

I would like to ask you as members of the Land Use Commission – "What do I and my members need to do in order to put this issue to rest? Will this cycle of repeated, excessively large, dense, dangerous buildings continue until the developer just wears us out?"

In my absence, I would hope that you provide my comments the weight they deserve as the leader of First United Methodist Church which has been a vibrant, active, contributing member of the Evanston community for over 150 years and has over 700 members. I would also ask that you give due consideration to the in-person comments that will be shared with you at your August 10th meeting by Bill Brown who is the Chairman of the Board of Trustees of the First United Methodist Church.

I would be happy to meet personally with you individually or as a group upon my return to the United States, however I sincerely hope that is unnecessary.

Sincerely,

Pastor Grace Imathiu
First United Methodist Church of Evanston

August 4, 2022

TO: Land Use Commission
c/o Meagan Jones
City of Evanston

CC: Jonathan Nieuwsma
4th Ward Council Member
City of Evanston

Clare Kelly
1st Ward Council Member
City of Evanston

FROM: Bob Froetscher
1580 Sherman Avenue
Apt 902
Evanston, IL 60201

SUBJECT: Opposition to the Proposed Horizon Realty Group Development at 1621 – 1631 Chicago Avenue

Dear Land Use Commission Members:

I am sharing these written comments to be part of the record (along with my PowerPoint presentation testimony) of the Land Use Commission's August 10, 2022 meeting on the topic of the proposed Horizon Realty Group development at 1621 – 1631 Chicago Avenue.

I'm an Evanston resident, who lives downtown at 1580 Sherman Avenue.

I'm one of thousands of Evanston residents who have changed the complexion of Evanston's downtown over the last 20 years, by choosing to live downtown. We have bought real estate downtown, pay millions of dollars in taxes annually and made downtown come alive again. We rely on the city's commitments in its heavily researched 2009 Downtown Plan, zoning ordinances, other regulations and standards and the good common sense of the Evanston City Council and it's appointed subcommittees and boards to protect our own and our loved one's safety our homes and investments. We also rely on those plans, zoning ordinances, standards and review bodies to help sustain a living and working environment which will attract and retain residents.

The proposed development at 1621 – 1631 Chicago Avenue by the Horizon Realty Group, or developments very similar to it from the same developer have been reviewed and rejected in two separate prior review cycles over the past three years. Like prior proposals, this one is grossly in violation of the D4 zoning requirements of this site and in violation of the intent of

development on the east side of this block of Chicago Avenue which is specifically designated to be a “transition zone” to the residential environment immediately behind it on Hinman Avenue.

In fact, this proposal is even more objectionable than the immediately prior proposal from this developer, as this proposal is even taller at 195 feet (vs the prior version at 185 feet) and has more stories at 18 (vs the prior version at 17).

Just as important, however, this development has way too many units (at 180 vs the 54 that would normally be permitted on a lot of this size in this zone) and will have way too many residents for this plot on this busy block and street. It will create significant additional pedestrian and traffic safety risks and congestion on Chicago Avenue and Church Street due to the increased traffic from Ubers, Lyfts, taxis, FedEx trucks, UPS trucks, Amazon trucks, GrubHub, DoorDash vehicles and all sorts of other delivery / ridesharing services trying to serve this building. It will also create significant additional congestion and very dangerous conditions in the back alley. This is a very narrow, limited access alley which the developer proposes to use to provide the building’s residents access to their indoor parking and trucks access to the building’s two loading docks. The alley directly abuts the First United Methodist Church and the Church’s additional property which is used by over 700 members. The building’s use of the alley for parking and loading dock access will not only put pedestrians and church members at risk, but creates excessive risks for the parents and children of the Total Child Preschool, which is located in that church right at the corner of Church Street and the alley.

The developer has repeatedly ignored the feedback from prior Community Meetings, prior DAPR committees, prior Plan Commissions, and prior Planning and Development Council sub-Committee meetings as well as broad feedback from the community in the form of letters, testimony and petitions.

This development is a proposed 18 story monstrosity in a row of 8 and 9 story buildings. It is 195 feet in height, greatly exceeding the maximum building height allowance of 105. The Zoning Analysis conducted by the City of Evanston staff indicates this development is non-compliant on five important metrics. City of Evanston Staff, LUC Members, Council Members and others should not be fooled by the use of “bonus units” and “allowances” which are gained by providing “IHO units”, “site development allowances” or by “not counting” floors with resident parking. This building is huge, and grossly out of scale versus its neighbors which are 8 and 9 stories tall – which the developer well knows as this same developer owns the Merion next door which is 8 stories tall. This proposed development will create dangerous, congested conditions and does not in any way meet the criteria for buildings on this specific block of Chicago Avenue – which, according to the “City of Evanston 2009 Downtown Plan” are to be specifically limited to 6-10 stories in height.

Key points to note include:

- The DAPR committee previously unanimously voted to deny approval of a very similar proposed development

- The project unequivocally violates the 2009 Downtown Plan which recommends building heights of 6-10 stories for this specific side (east side) of this specific block of Chicago Ave
- It unequivocally DOES NOT Comply with the Design Guidelines for Planned Developments
- It does not meet the "Standards of Approval" which it must satisfy to move forward
- And it DOES NOT meet the "Standards for Special Use" as it will cause a negative cumulative effect when one takes into account the impact of incremental car, taxi, UBER, Lyft, FedEx, Amazon, GrubHub, Door Dash traffic on the already heavy pedestrian, retail, commercial, church, and bike traffic here as well as the children and parents of the Total Child preschool.
- There will also be a clear negative financial impact on the values of the condominiums at the corner of Church Street and Chicago Avenue and on the value of low-rise condominiums on Hinman Avenue, directly behind the proposed development.

The City of Evanston's Government has as its mission the following statement – straight from the City's website:

"Creating the most livable city in America".

This proposed development would make Evanston less livable in many, many ways.

I am strongly opposed to this proposed development and ask you to reject this proposal and direct the developer to make no more proposals that are not compliant with zoning standards, the standards of approval and the 2009 Downtown Plan.

Thanks,

Bob Froetscher
1580 Sherman Avenue
Evanston, IL

TESTIMONY TO THE EVANSTON LAND USE COMMISSION

RE: PROPOSED 1621 - 1631 CHICAGO AVENUE DEVELOPMENT – CASE NUMBER 21ZONA-0065

AUGUST 10, 2022

Bob Froetscher, Evanston Resident

MAJOR CATEGORIES OF REASONS TO DENY APPROVAL OF THE PROPOSED 1621-1631 CHICAGO AVE DEVELOPMENT

- This development or one materially similar by same developer has been rejected multiple times by multiple Evanston review bodies, in multiple review processes, including at lesser height of 17 stories and 185 feet, vs current 18 stories and 195 feet (see slide 5).
- The proposed development violates and / or lacks compliance with virtually all of Evanston's official plans, guidelines, and standards of approval for both Planned Developments and Special Use (see slides 6,11,12,13)
- The proposed development materially violates five of the most critically relevant D4 zoning requirements (see slides 7 and 8)
- There are significant concerns including safety concerns for pedestrians, current residents, United Methodist Church members, Total Child Pres-school, and others due to high number of additional units (180) and residents (300) on a small site which will drive excessive additional congestion and traffic in an already very busy and congested block, street and intersection and due to the building's use of the narrow alley abutting the church for the proposed development's resident parking and access to building's two loading docks.
- The proposed development faces strong opposition from the community including the Board of Trustees of and 720 member congregation of United Methodist Church as well as multiple directly impacted condo associations, condo owners and residents on Church Street and Hinman Avenue plus many other residents in the 1st Ward and elsewhere throughout city (see slide 9). Hundreds have commented and written in opposition at multiple meetings and in front of multiple review bodies.
- Approval would be a terrible precedent given developer has not heeded feedback from the community, nor from Evanston city staff, prior and other review bodies over multiple review cycles. Approving this creates a "slippery slope" that guts the D4 zoning, the "standards of approval" and guts the specific recommendations of the City of Evanston 2009 Plan which stipulates buildings on this specific side of this specific block of downtown Evanston be no more than 6-10 stories in height. Future developers will use such an approval to essentially eliminate the D4 transition zone zoning requirements.

EVANSTON CITY GOVERNMENT VISION STATEMENT

Creating the most livable city in America.

LAND USE COMMISSION MISSION STATEMENT

Ensuring the public health, safety, comfort, morals, convenience, general welfare, and the objectives and policies of the Comprehensive General Plan.

NO PRIOR SUPPORT FROM ANY OF THE KEY EVANSTON CITY REVIEW BODIES ACROSS MULTIPLE PROCESSES

- The Evanston City Plan Commission Staff recommended denial of this development (*or one very similar from same developer) twice:
  - Recommended denial at 2/26/20 Plan Commission meeting
  - Recommended denial at 9/30/20 Plan Commission meeting
- The Evanston City Plan Commission did not support this development* at its 2/26/20 meeting
- The Evanston City Plan Commission voted against this development* at its 9/30/20 meeting
- The Planning & Development Subcommittee of the City Council denied approval of this proposed development* at its 10/26/20 meeting
- The DAPR Committee previously voted to deny approval of this development*

VIOLATION OF AND / OR LACK OF COMPLIANCE WITH VIRTUALLY ALL OF EVANSTON'S OFFICIAL PLANS, GUIDELINES, AND STANDARDS FOR APPROVAL

- Violates the "City of Evanston 2009 Downtown Plan" which specifically recommends building heights of 6-10 stories for this specific block on this specific side of Chicago Avenue (see Appendix)
- Does not comply with the "Design Standards for Planned Developments" due to its size and mass
- Does not meet the "Standards of Approval for Planned Developments" in Section 6-11-1-10 (see slides 11, 12).
- Does not meet the "Standards for Special Use" in Section 6-3-5-10 due to a negative cumulative effect when one takes into account the impact of incremental car, taxi, UBER, Lyft, FedEx, Amazon, GrubHub, DoorDash traffic on already heavy vehicular, pedestrian, bike, Whole Foods and Church traffic (see slide 13).

MAJOR VIOLATIONS OF THIS SITE'S EVANSTON D4 ZONING REQUIREMENTS

- Development grossly violates both clear language and clear intent of the D4 zoning "transition zone" to the abutting residential neighborhoods on Hinman Avenue to east. Not surprisingly, Church Street and Hinman Avenue condo, apartment, homeowner residents find the development offensive.
- Development "tape-measure" height is 195 feet – which greatly exceeds maximum zoned height of 105 feet for this site and this zoning district (excluding parking, SDA "credits"). This overwhelms this site, that block, creates no fit with other buildings on that block, eliminates light, space, air and enables many more dwellings, residents than is safe.
- Development materially exceeds number of permitted dwelling units with 180 on a site where 54 is maximum permitted by this specific lot size and zoning (excluding IHO credits). The impact this violation has on congestion, traffic, safety for pedestrians, shoppers, residents, church members, pre-school is significant. When combined with use of narrow alley that abuts church for in-building parking and access to loading docks, congestion and safety impact is even greater.
- Development provides only 57 parking spaces where 130 are required per zoning

SUMMARY OF MAJOR D4 ZONING VIOLATIONS

SUMMARIZED FROM CITY OF EVANSTON ZONING ANALYSIS REVIEW SHEET DATED 3/29/22
*PERMITTED / REQUIRED BASED ON SITE SIZE, ZONING EXCLUDING IHO, SDA AND PARKING FLOOR CREDITS

ZONING CATEGORY	PERMITTED / REQUIRED*	PROPOSED
DWELLING UNITS	54	180
FLOOR AREA RATIO	5.4	7.8
HEIGHT	105	195
PARKING SPACES	130	57
LOADING DOCS	3	2

LEGITIMATE, CONSISTENT, STRONG OPPOSITION FROM COMMUNITY AND RESIDENTS

- Strong opposition from the 720 members of the First United Methodist Church which abuts development immediately to the east and shares alley
  - Church Pastor Grace Imathiu and Chairman of the Board of Trustees, Bill Brown of the First United Methodist Church have repeatedly presented their opposition and the Church's opposition to proposed development to multiple reviewing commissions and committees.
- Opposition from multiple Hinman Ave condo associations to east and 522 Church Street condominium to the north (both on the same block as the proposed development), additional residents in neighborhood, in 1st Ward and throughout Evanston.
- Hundreds of residents have provided written and live comments in opposition to this proposed development during Community Meetings, DAPR meetings, Plan Commission Meetings, Planning & Development of the Council sub-Committee meetings, etc.
- Petitions with hundreds + of signatures
- Very high levels of resident frustration with developer's repeated efforts to push through a development which grossly violates zoning, standards, the 2009 Downtown Plan

APPENDIX

EXAMPLES OF A FEW OF THE “STANDARDS OF APPROVAL FOR PLANNED DEVELOPMENTS” ON WHICH THE PROPOSED DEVELOPMENT AT 1621 – 1631 CHICAGO AVENUE FAILS

THESE STANDARDS ARE A SUBSET OF STANDARDS INCLUDED IN EVANSTON CITY ZONING CODE 6-11-1-10

….the Plan Commission shall not recommend approval of, nor shall the City Council adopt a planned development in the downtown districts unless they shall determine, based on written findings of fact, that the planned development adheres to the following standards

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

(CONTINUED) EXAMPLES OF A FEW OF THE "STANDARDS OF APPROVAL FOR PLANNED DEVELOPMENTS" ON WHICH THE PROPOSED DEVELOPMENT AT 1621 – 1631 CHICAGO AVENUE FAILS

THESE STANDARDS ARE A SUBSET OF STANDARDS INCLUDED IN EVANSTON CITY ZONING CODE 6-11-1-10

….the Plan Commission shall not recommend approval of, nor shall the City Council adopt a planned development in the downtown districts unless they shall determine, based on written findings of fact, that the planned development adheres to the following standards

- 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:
  - LAND USE
  - LAND USE INTENSITY
  - HOUSING
  - PRESERVATION
  - ENVIRONMENT
  - URBAN DESIGN
  - TRAFFIC IMPACT & PARKING
  - IMPACT ON SCHOOLS, PUBLIC SERVICES AND FACILITIES
  - ESSENTIAL CHARACTER OF THE DOWNTOWN DISTRICT, THE SURROUNDING RESIDENTIAL NEIGHBORHOODS AND THE ABUTTING RESIDENTIAL LOTS
  - NEIGHBORHOOD PLANNING

EXAMPLES OF A FEW OF THE "STANDARDS OF APPROVAL FOR SPECIAL USE" ON WHICH THE PROPOSED DEVELOPMENT AT 1621 – 1631 CHICAGO AVENUE FAILS

THESE STANDARDS ARE A SUBSET OF STANDARDS INCLUDED IN EVANSTON CITY ZONING CODE 6-3-5-10

The Zoning Board of Appeals or the Plan Commission, as the case may be, shall only recommend approval, approval with conditions, or disapproval of a special use based upon written findings of fact with regard to each of the standards set forth below and, where applicable, any special standards for specific uses set forth in the provisions of a specific zoning district:

- It is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time;
- It will not cause a negative cumulative effect, when its effect is considered in conjunction with the cumulative effect of various special uses of all types on the immediate neighborhood and the effect of the proposed type of special use upon the City as a whole;
- It does not interfere with or diminish the value of property in the neighborhood;
- It does not cause undue traffic congestion;

CITY OF EVANSTON 2009 DOWNTOWN PLAN

RECOMMENDED HEIGHTS: 1621 – 1631 CHICAGO AVE IS IN EASTERN EDGE

- *Eastern Edge:*
- The Eastern Edge extends mostly along Chicago Avenue to Northwestern University from Lake Street. Chicago Avenue is a main route leading into and through the area. Similar to the west, the Eastern Edge has a predominantly residential character, but also includes small shops, large churches, and abuts the large Raymond Park at Lake Street. The mixed-use character of downtown starts to become evident along Chicago Avenue, which provides transition to the dense residential uses east along Hinman Avenue.
- Mixed-use development with residential and ground floor retail or office space is recommended for this zone in buildings of 66 to 110 feet in height (approximately 6 to 10 stories), similar to its existing context. A reorganization of the functional areas and landscaping of Raymond Park is also recommended to adapt this great open space to the current needs of downtown residents and visitors.

CITY OF EVANSTON 2009 DOWNTOWN PLAN

RECOMMENDED HEIGHTS AND FARS: 1621 – 1631 CHICAGO AVE IS IN EAST EDGE

Table 7A: Zoning for Urban Form

Character Districts	Maximum Height (feet)		Maximum Floor Area Ratio	
	Base	w/Bonuses	Base	w/Bonuses
North Edge	88	165	3.5	6
West Edge	66	110	3	5
East Edge	66	110	3	5
South Edge	66	110	3	5
University Link	66	88	2.75	4
West Link	66	88	2.75	4
West Core	165	198	5	6
East Core	165	198	5	6
Core	165	275	5	10
Central Core	275	385	7.5	12
West Traditional	42	88	3	4.5
South Traditional	38	60	3	4.5
North Traditional	38	60	3	4.5