Memorandum

To: Chair and Members of the Land Use Commission

From: Katie Ashbaugh, AICP, Planner

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

Subject: Special Use for a Planned Development with Site Development Allowances
1621-31 Chicago Avenue | 22PLND-0102

Date: March 3, 2023

Request

Jeffrey Michael of Horizon Realty Group, applicant, requests a Special Use for a Planned Development to construct a 15-story, 165-foot tall, mixed-use building with approximately 7,200 square feet of ground floor commercial, 140 dwelling units, and 57 parking stalls within a two-level parking garage in the D4 Downtown Transition District. The applicant also requests the following Site Development Allowances as part of the Planned Development:

1. 100 dwelling units where 54 are permitted [City Code §6-11-5-4(B)];
2. A building height of 145 feet where 105 feet is permitted (City Code §6-11-5-8)
3. 57 on-site parking stalls where a minimum of 118 are required (City Code §6-16-3-5, Table 16-B), and
4. Eight (8) compact 90-degree parking stalls with a depth of 15 feet where a minimum depth of 18 feet is required (City Code §6-16-2-7, Table 16-A).

Forty of the 140 dwelling units are considered bonus units per City Code §6-11-1-11(A)(2), given that 10 of the first 100 units will serve as the required on-site affordable units per City Code §5-7-4(A). The Land Use Commission makes a recommendation to the City Council, the determining body for this case per City Code §6-3-6-8.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on February 16, 2023.

Public Comment
Fourteen written comments from the public were submitted for the consideration of the Land Use Commission before the distribution of this report. From the applicant, a list of members of the public in support of the project was provided and is attached as part of the Application Materials and Supporting Documents.

General Information

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

PIN: 11-18-403-021-0000

Analysis

Existing & Surrounding Conditions

The site, 1621-31 Chicago Avenue, is an approximately 0.5 acre (21,644 s.f.) lot located on the east side of Chicago Avenue, between Church Street to the north and Davis Street to the south. The lot is rectangular with 127 feet of frontage along Chicago Avenue and alley access to the east. It is currently developed with a single-story commercial building with several shops and restaurants including Found (now closed), La Cocinita, and Best Care Cleaners. As of the publication of this report, the building has three vacant storefronts (including Found). Below is an aerial image of the block with the site outlined in orange.

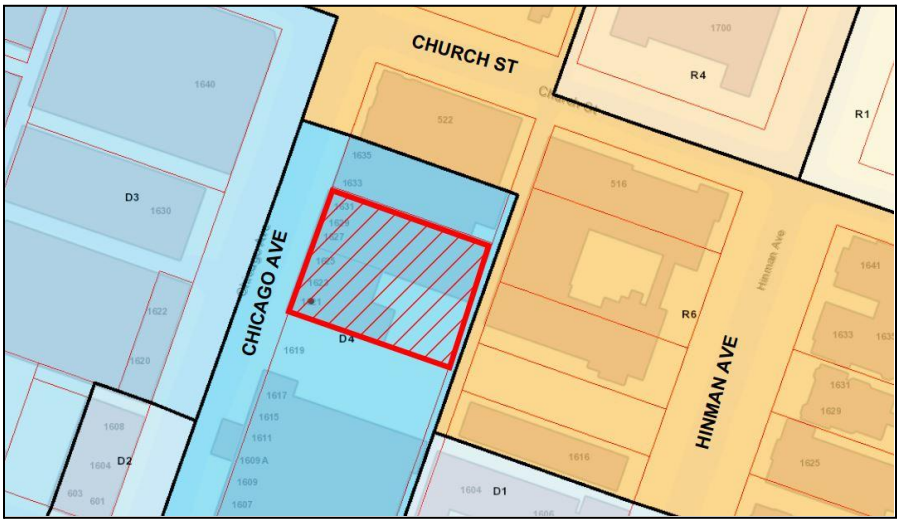


1621-31 Chicago Avenue - aerial shot noting site boundary

Immediately to the north of the subject property is a one-story commercial building, with a seven-story residential building at the southeast corner of Church and Chicago.

Immediately south is the eight-story addition to The Merion, a senior living facility with ground floor commercial, also owned by the applicant. The original Merion building is seven to seven-and-a-half stories and extends down the block to the northeast corner of Church and Davis. Across the street on the west side of Chicago are one and two-story commercial buildings, with one 24-story residential building with ground-floor commercial at the southwest corner of Church and Chicago, commonly known as The Park Evanston.

The land use pattern in the block area includes a mix of both commercial and residential contained in buildings with varying heights and minimal to no setbacks.



Zoning map - red with diagonal hatching

Surrounding Zoning and Land Uses	Zoning Districts	Land Use
North	D4 Downtown Transition, R6 General Residential	Commercial, Multi-family
South	D4 Downtown Transition	Commercial, Hotel
East	D1 Downtown Fringe, R6 General Residential	Religious institution, Multi-family, Mixed-use
West	D3 Downtown Core Development, D2 Downtown Retail Core	Commercial (grocery) w/ parking garage, Multi-family

Project Summary

The applicant proposes to demolish the existing one-story commercial building on the subject property and construct a 15-story, 165-foot tall, mixed-use building with 140

dwelling units. Also proposed within the building is a 57-parking-stall parking garage. Below is a summary breakdown of each floor's uses:

- Floor 1 (at grade/ground floor): 2 commercial tenants, lobby, leasing office, accessory uses for commercial/residential building operations
- Floor 2-3 (upper floors): parking garage for residential only
- Floor 4-14 (upper floors): apartments
- Floor 15 (top floor): apartment amenities for residents, mechanicals

On the ground floor, approximately 7,195 square feet of commercial floor area is proposed and broken into two tenant spaces, in addition to a lobby, bike room, mail room, and other amenities serving the residential tenants. Two loading berths are proposed with access from the alley. The commercial tenant spaces are available for uses as listed in §6-11-5-2 (Permitted Uses), 6-11-5-2.5 (Administrative Review Uses), and 6-11-3-5 (Special Uses) of the D4 Downtown Transition District. A connection to the existing Merion development to the south is also proposed on the ground floor for emergencies.

On the second and third floors, 57 parking stalls are proposed for apartment residents. Eight (8) of the 57 stalls are compact stalls. The remaining upper floors (4-14) include a mix of 20 studios, 75 one-bedroom apartments, and 45 two-bedroom apartments for a total of 140 units. The typical floor plan will consist of 13 units with a mix of studios, 1-bedroom, and 2-bedroom units. The penthouse floor (14) will consist of ten (10) units with a mix of 1-bedroom and 2-bedroom units. The 15th floor of the building will be the amenity floor with lounge space, a swimming pool, and a dog run. This floor will also house mechanical space. Multi-family residential when located above the ground floor is a permitted use in the D4 district.

Bulk, Height & Density

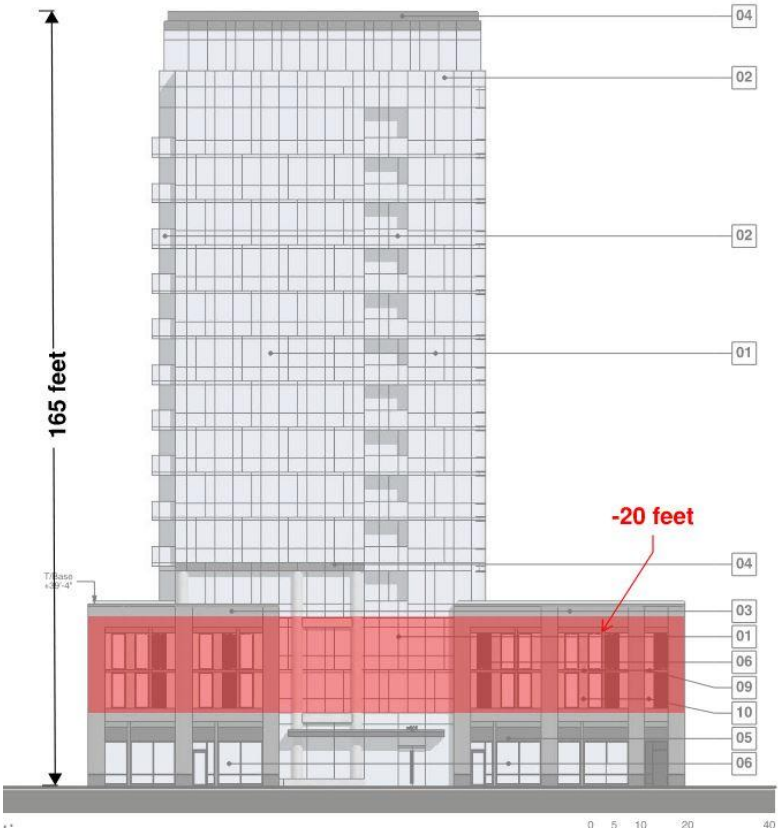
The building is proposed at the center of the subject property, with zero-foot setbacks on all four (4) sides, consistent with the pattern of the development on the rest of the block. To meet building code requirements to allow windows for the residential component of the building, beginning at the fourth floor (39 feet 4 inches feet above grade), the building is set back 15 feet 3 inches from the north interior side lot line and approximately 42 feet 3 inches from the south interior side lot line.

Per §6-11-5-4(B), the minimum required lot size per dwelling unit is 400 square feet in the D4 district. The subject property is 21,644 square feet, which when divided by the minimum lot size requirements allows 54 dwelling units on this site. However, the City's Inclusionary Housing Ordinance would increase the allowed dwelling units on this site to 74. Meaning, base zoning with IHO incentives could result in 74 dwelling units on the site and not require any additional zoning relief.

The applicant is proposing 140 total dwelling units, with 100 units being proposed as the base, ten (10) of those 100 being affordable as required by the City's Inclusionary

Housing Ordinance [IHO, §5-7-4(A)], and the remaining 40 being bonus units per §6-11-1-11(A)(2), which permits an additional four (4) bonus units per affordable unit. Bonus units do not count toward the maximum allowed density on any given property, therefore, **one of the requested Site Development Allowances is to allow 100 dwelling units where 54 are allowed.** Zoning relief is not required for the 40 bonus units.

Per §6-11-5-8, the maximum allowed building height for structures containing dwelling units is 105 feet in the D4 district. The proposed building is 165 feet from grade. The IHO incentives do not include a height bonus for properties in the Downtown zoning districts, therefore, any height above 105 feet requires a Site Development Allowance. Per §6-11-1-10(C)(1), the maximum height that can be requested as a Site Development Allowance without requiring a supermajority vote by the City Council in the D4 district is 145 feet. However, per the cited provision, a floor consisting of 75 percent or more parking can be deducted from the actual height, up to 40 feet. The second and third floors together are 20 feet in height, resulting in the requested height of 145 feet although the actual proposed height from grade is 165 feet. **One Site Development Allowance is required to allow a building height of 145 feet where a maximum of 105 feet is permitted.**



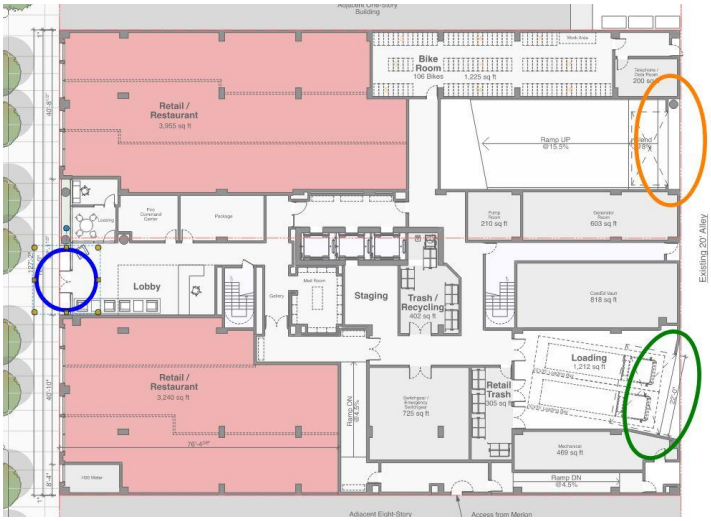
West elevation - red is 2nd/3rd floors for parking garage

Per §6-11-5-8, the maximum allowed floor area ratio (FAR) for structures containing

dwelling units is 5.4 in the D4 district. The proposed building has a floor area ratio of 6.33. The IHO incentives include a FAR bonus of +2.0 for properties in the Downtown zoning districts for a total allowed FAR of 7.4 without requiring a Site Development Allowance [§6-11-1-11(A)(2)]. Because the proposed FAR is 6.33, a Site Development Allowance for floor area ratio is not required and does not require zoning relief.

Site Design & Access

The proposed development is pedestrian-oriented in terms of access at the ground level. For residents, the primary pedestrian entrance is proposed at the center of the front facade from Chicago Avenue. For the two commercial tenant spaces, their respective pedestrian entrances will also be from Chicago but their precise placement will be determined at the time of tenant build-out.



Blue *- pedestrian entrance (center left)*
Orange *- parking garage entrance, passenger vehicles (upper right)*
Green *- loading entrance, commercial vehicles (lower right)*

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

For commercial vehicles of up to 30 feet in length, one access point to the two required short loading berths (10x35 feet) is also proposed on the east elevation off of the public alley with the same inbound travel path as passenger vehicles. Please see the end of the Traffic Study (attached) to view the turning diagrams. The proposed loading berths are maneuverable without any points of conflict with the building.

Inclusionary Housing Ordinance (IHO)

The development meets the City's Inclusionary Housing Ordinance (IHO) requirements. The development has a base of 100 dwelling units and proposes to provide ten (10) on-site affordable units. Since the development meets this requirement and is located within a Downtown zoning district, it is eligible for up to four (4) additional bonus units

for every on-site affordable unit provided, for a total of up to 40 additional units per §6-11-1-11(A)(2).

Transportation & Mobility

On-Site Parking

The applicant proposes 57 on-site parking stalls within a two-story parking garage of the proposed 15-story building (floors 2 and 3) where 118 stalls are required. Please see the attached Parking Calculation Exhibit in addition to this narrative.

The minimum required parking stalls for the nonresidential floor area in the building is determined following the application of the parking reduction allowance for nonresidential uses in the D1, D2, D3, and D4 districts (§6-16-3-5). The applicant at this time has not secured tenants for the ground floor commercial spaces (a total of 7,195 square feet). The required parking ratio for retail establishments is one (1) space per 350 square feet. The required parking ratio for restaurants is one (1) space per 250 square feet. Because the ground floor along Chicago Avenue is intended to be an "active" use with customers accessing the businesses by foot, which may be either a retail or restaurant use, the applicant is requesting relief assuming both spaces may be occupied by a type 1 restaurant. Following the reduction allowance described above as applied to the restaurant parking requirement, the minimum required number of parking stalls for the nonresidential floor area is 23. Please see the Design & Project Review Discussion section of this report for details.

The minimum required parking stalls for the multi-family residential is based on the number of bedrooms per dwelling unit. Because the subject property is located in a Transit-Oriented Development (TOD) area and is also providing the ten (10) required affordable units as required by §5-7-4(A), the required parking ratio is as stated in §6-11-1-11(A)(3) (table below; requirement is in bold).

Unit Size	In TOD Area	Outside TOD Area
0—1 Bedroom	**0.55 parking spaces**	0.75 parking spaces
2 Bedroom	**1.1 parking space**	1.25 parking spaces
3+ Bedroom	**1.65 parking spaces**	1.5 parking spaces

Additionally, per §6-11-1-11(A)(2), the ten (10) affordable units are exempt from parking. Following the application of the deductions and lower parking ratio for a property in a TOD area, 95 stalls are required for the apartments, resulting in the overall total required total of 118 stalls. The applicant plans to allocate all 57 stalls to only residential tenants, for a parking stall per dwelling unit ratio of 0.41. **One Site Development Allowance is required to allow 57 on-site parking stalls where 118 are required.**

Section 6-16-2-6 of the Zoning Code defers to the Illinois Accessibility Code, as amended, which requires three (3) accessible parking stalls. The second floor (first floor of the parking garage) provides one accessible stall. The third floor (second floor of the parking garage) provides two accessible stalls.

In addition to the above-required parking stalls, the applicant is required per §4-2-2, Table 406.2.7.2 of the City Code (within Title IV, commonly known as the Building Code) to provide infrastructure in the parking garage for electric vehicles in the following ratio:

- 10% EV-Installed → 6 stalls
- 20% EV-Ready → 12 stalls
- 70% EV-Capable → 39 stalls
- EV-installed and EV-Ready to increase 10% every 3 years with remainder of spaces being EV-Capable

The parking garage consists of 90-degree stalls abutting the exterior walls of the second and third floors of the building. Four (4) stalls on each floor along the west wall are 15 feet in depth, where a minimum depth of 18 feet is required. **One Site Development Allowance is required to allow eight (8) compact 90-degree parking stalls with a depth of 15 feet where a minimum depth of 18 feet is required.**

Loading
The proposed uses of the development, approximately 7,195 square feet of commercial floor area and 129,865 square feet of residential floor area, collectively require two (2) on-site short loading berths (10x35 feet). The commercial use requires one (1) short berth and the residential use also requires one (§6-16-5, Table 16-E). The proposed development meets this requirement with the two berths proposed with alley access off of the east elevation. A waste management plan is provided (attached). The applicant has provided an alley management plan, which includes proposed improvements to the alley as a public benefit, and is attached.

In addition to the required on-site loading, the applicant is also proposing to use up to three (3) on-street parking stalls on the east side of Chicago Avenue immediately in front of the subject property for quick deliveries and ride-share/taxi pick-up/drop-offs. At the Design & Project Review meeting, staff informed the applicant that permanently demarcating these three stalls as an on-street loading zone would not be allowed. Instead, three stalls will be limited to metered 30 minutes, which encourages turnover in the stalls themselves. The applicant is agreeable to this approach and it is reflected in the suggested conditions in this report.

Traffic and Circulation
The applicant submitted a Traffic Impact Study dated January 24, 2023, conducted by KLOA to analyze 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 served by multiple public transportation lines. For train service, the CTA elevated light-rail Purple Line Davis Street stop (“L), and the Union Pacific North Metra stop

(heavy commuter rail) are within walking distance at a joint transit station less than a half mile from the subject property. Stops for three bus routes (CTA #201, Pace #208, Pace #213) are within 0.1 to 0.8 miles or one to eight-minute walks from the subject property. Additionally, both Chicago Avenue and Davis Street have designated bike paths and a two-way barrier-protected bike lane runs in front of the subject property on the east side of Chicago Avenue. On-street metered parking is available on both sides of Chicago Avenue.

Vehicle, bicycle, and pedestrian counts were taken at weekday peak morning and evening times in September 2021 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 notes 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 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 increased by varying amounts detailed in the study.

The study found that U.S. Census data in the area showed that approximately 50 percent of residents in the area drive a car to work. Given the site's location in the downtown and proximity to multiple modes of transportation, the study found the number of vehicle trips generated by the new development will be reduced. Similarly, given the reduction in commercial space at the site from what is currently there (+/-15,000 s.f. to 7,195 s.f.), the study found that the net increase in new traffic and parking to the area will be reduced.

Overall, the study found that the proposed development will have a 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 is 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 but did suggest that the addition of car-sharing vehicles within the parking garage or in the vicinity of the site should be considered.

Architecture & Landscaping

Staff provided the applicant with design review comments relative to the building design, height, and exterior materials in the first review of this application. Staff suggested the height be reduced to 10-11 floors overall or step down in height on the east side of the

property closest to the neighboring residential area. Staff also provided suggestions to further activate the front elevation facing Chicago, reduce the appearance of bulk along Chicago, and enhance the proposed materials and detailing at the ground and second floors to be more pedestrian-oriented and relate to existing architecture on the block area. The applicant notes in their response the overall building height is reduced from 18 stories to 15 stories from the most recent application for this development. The applicant also notes brick with fiber cement panel accents is proposed on the lower four floors (building podium), as opposed to only fiber cement and aluminum paneling proposed previously.

The proposed exterior building materials include:

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

In addition to the proposed materials and design as illustrated on the attached elevations and renderings, the proposed building will be required to provide bird-friendly design elements per Ordinance 83-O-22 at the time of building permit application.

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 a 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 to ensure that the proposed development in these areas is consistent with the objectives and policies of the adopted plan for downtown Evanston.

The applicant is requesting a Special Use for a Planned Development in the D4 Downtown Transition District to construct a 15-story, 165-foot tall from grade, mixed-use building with approximately 7,200 square feet of ground floor commercial, 140 dwelling units, and 57 parking stalls within a two-level parking garage. The following Site Development Allowances are requested as part of the Planned Development.

Base zoning, allowable Planned Development site development allowance, and IHO bonuses

	Base Requirements	IHO Bonus	Site Development Allowance (SDA)	Proposed	
Density (DUs)	54 dwelling units	+52 = 106 dwelling units	–	100 + 40 bonus = 140	SDA required
FAR	5.4	+2 = 7.4	+0.6 = 8.0	6.33	Compliant
Zoning Height	105’	NA	+40 = 145’	145’	SDA required
Parking Spaces	131 (29 nonresidential, 102 residential)	118 (No parking required for 10 onsite affordable units; 20% parking reduction for nonresidential floor area)	–	57 (with 8 compact spaces)	SDA required
	90-degree stalls → 8.5x18’, 42’ for module w/ drive aisle	–	–	8 stalls → 8.5x15’	SDA required
Loading Berths	2	–	–	2	Compliant

Compliance with the Comprehensive Plan

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

- *Several of Evanston's major corridors have potential for increased housing and residential/commercial mixed-use development. Along Chicago Avenue, parcels of land are presently available for redevelopment and others may become so in the future. The strong mass transit service along the corridor makes multifamily housing a strong possibility for redevelopment. Such housing will be desirable to both young professional households as well as retirees. Careful design considerations will be important in order to respect the current pedestrian scale of the area and to avoid congestion. (Part I, pg. 21):* The proposed development is mixed-use with ground floor commercial and 140 apartments within a transit-oriented area. The proposed development separates the commercial/parking function of the building from the residential with different massing, height, and material selection but additional detail may be added to the ground floor/pedestrian level specifically.

- *Downtown Evanston is an area undergoing frequent change. There is potential for increased residential activity within the area. New housing development will bring residents close to both the Downtown's variety of businesses and strong mass transit connections to the city of Chicago. In keeping with the pedestrian character of the Central Business District, new developments and adaptive reuses should include ground-floor retail spaces when located on primary retail blocks. (Part I, pg. 21):* The proposed development includes 140 new residential units with ground floor commercial.
- *Recognize the benefits of mixing residential, commercial, and institutional uses in neighborhoods (Part I, Ch. 2, Objective, pg. 25):* The proposed Planned Development will provide additional housing options for residents including a total of 10 on-site affordable units, and includes 7,195 square feet of ground floor commercial space within the City's Downtown.
- *Preserve neighborhood character while supporting redevelopment efforts that add to neighborhood desirability (Part I, Ch. 2, Policies/Actions, pgs. 25-26):* The proposed development separates the commercial/parking function of the building from the residential to attempt to break up the mass of the building. The overall building height is taller than those immediately adjacent to the subject property but is shorter than one building on the block, The Park Evanston.
- *Encourage new developments to complement existing street and sidewalk patterns (Part I, Ch. 2, Policies/Actions, pgs. 25-26):* The proposed development now does not include a new curb cut and driveway onto Chicago Avenue and therefore maintains the existing protected bike lane and requires all building residents and commercial vehicles to access the building from the alley to the east.
- *…Sensitive consideration of scale and design are important to preserve the quality of surrounding neighborhoods (Part I, Ch. 2, pg 30):* The proposed development separates the commercial/parking function of the building from the residential to attempt to break up the mass of the building. The overall building height is taller than those immediately adjacent to the subject property but is shorter than one building on the block, The Park Evanston.
- *Increased housing density should be oriented toward mass transit to help reduce automobile traffic(Part I, Ch. 2, pg 30):* The proposed development is located within walking distance of the Davis Street transit station and multiple Pace and CTA bus stops. The proposed development includes over 100 bicycle parking spaces for building residents which encourages the use of the protected bike lane that runs in front of the building. The proposed development also provides a parking ratio of 0.41 stalls/DU.
- *Parking requirements should be sufficient to meet the needs of new residents and to prevent a shortage of on-street parking. (Part I, Ch. 2, pg 30):* The proposed development is located within walking distance of the Davis Street transit station and multiple Pace and CTA bus stops. The proposed development includes over 100 bicycle parking spaces for building residents which encourages the use of the protected bike lane that runs in front of the building. The proposed development also provides a parking ratio of 0.41 stalls/DU. A condition suggests that car-sharing vehicles be provided on-site or within 1,000

feet of the subject property.

- *…Overuse of curb cuts should be discouraged as it increases the frequency at which pedestrians and automobiles cross paths. (Part 1, Ch. 2 pg. 30):* The proposed development now does not include a new curb cut and driveway onto Chicago Avenue and therefore maintains the existing protected bike lane and requires all building residents and commercial vehicles to access the building from the alley to the east.
- *Implement strategies that enhance the economic vitality of Downtown Evanston (Part I, Ch. 5, Objective, pg. 50):* 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.
- *Promote higher-density residential and mixed-use development near transit nodes (e.g., train stations) to support non-automobile-dependent lifestyles (Part III, Ch. 12, Policy/Action, pg. 108):* The proposed development is located within walking distance of the Davis Street transit station and multiple Pace and CTA bus stops. The proposed development includes over 100 bicycle parking spaces for building residents which encourages the use of the protected bike lane that runs in front of the building. The proposed development also provides a parking ratio of 0.41 stalls/DU. A suggested condition requires that up to 23 parking stalls be leased off-site within 1,000 feet of the subject property for the commercial space.

Compliance with the Downtown Plan

This site is within the designated East Edge subarea (pg. 47) and is recognized as a site susceptible to change. The East Edge subarea calls for mixed-use development with ground floor retail or office and heights between 6 and 10 stories (66 feet to 110 feet) to keep a walkable commercial stretch for this area of the Downtown. The proposed height of the subject development exceeds this recommendation by approximately 55 feet or five stories.

The Downtown Plan also highlights the need to maintain a compact, walkable mixed-use transit-oriented character while promoting sustainable development that can be an economic engine. Much of this is provided by the proposed development with the ground floor commercial and the provision of appealing amenities for building residents, such as the bicycle parking room, swimming pool, and dog run area. The development replaces an existing building with an architecturally interesting facade and unique retail space that contributes to the “local” character called out within the Downtown Plan’s objectives and strategies. Additionally, the parking podium levels above the ground floor lack the appearance of activity looking out over the street.

Compliance with the Design Guidelines for Planned Developments

The building reduces some of the massing with the setbacks of floors 4-11 from the north and south property lines, providing terrace space for building residents on the 4th floor as well as a green roof area. The ground floor 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. The parking levels themselves are inactive on that portion of the façade. Though the area to the northwest is higher-density residential, the adjacent residential buildings are of a smaller scale than what is proposed.

Design and Project Review (DAPR) Discussion
Staff met with the applicant on February 21, 2023.

Affordable Housing
Staff noted that this application was compliant with the City's IHO requirements; however, the prior application included additional affordable dwelling units as a public benefit and the applicant is no longer proposing additional affordable units to exceed the City's requirement.

Public Works
Prior iterations of the site plan for this development proposed the driveway to the residential parking garage entrance off Chicago Avenue. This area has high pedestrian activity and also bicycle ridership due to the protected bike lane on the east side of Chicago Avenue. A new driveway onto Chicago Avenue would create a conflict point with both the sidewalk and the protected bike lane. When exiting the property by vehicle, sight lines coming out of the building and into the pull-out point of the driveway would be limited at the lot line/sidewalk. Several metered parking spaces would need to be removed not only for the driveway access but also to provide a proper sight line for drivers' egress of the building, as the on-street parking would need to be pushed further north and south of the actual curb cut onto the street due to the protected bike lane. Finally, turning into the driveway would adversely affect the flow of traffic on Chicago Avenue as turning vehicles would have to wait for pedestrians and bikes to clear. Given these overall issues and concerns, staff advised the applicant to redesign the interior layout of the building to provide alley-only access to both the parking garage and the loading berths.

Staff acknowledged that the applicant revised the current proposed site plan to no longer propose a driveway and new curb cut on the east side of Chicago Avenue, in contrast with prior versions of the site plan for this development. Staff finds that maintaining clear passage for the Chicago Avenue bike lane and pedestrians by not constructing a new curb cut where none exists currently aligns with the City's goals and policies, which encourage a multi-modal transportation system. Further, specifically in the downtown, pedestrian safety is critical, and providing and maintaining safe walking paths must be prioritized. Staff, therefore, finds that the proposed site plan, with access to the private garage for building residents and to the loading berths for commercial and residential building operations is consistent with these objectives.

Parking Division - Administrative Services
Staff noted the proposed on-site parking ratio of 0.41 for the apartment residents is consistent with other proposed parking ratios for residential developments (new

construction and adaptive reuse) recently approved in the downtown. However, staff stated that 23 off-site parking stalls within 1,000 feet of the subject property must be leased for future employees and customers of the nonresidential tenant spaces on the ground floor. Staff advised the applicant that they can either provide the Zoning Administrator with a lease for additional parking on private property or secure a lease at a City-owned facility.

Should the Land Use Commission recommend approval of the requested zoning relief, staff suggests the following conditions be considered as part of the recommendation:

1. That up to three (3) on-street parking stalls immediately in front of the subject property be changed to 30-minute-maximum metered stalls;
2. That the applicant completes Phase 1 of the Alley Management Plan dated March 2, 2023 within 12 months of final Certificate of Occupancy issuance.
3. That the applicant comply with Phase 2 of the Alley Management Plan dated March 2, 2023.
4. That the applicant lease no more than 23 off-site parking stalls within 1,000 feet of the subject property via either a private lease agreement subject to approval by the Zoning Administrator or execute a lease agreement with the City for stalls at a City-owned facility prior to Certificate of Occupancy issuance.
5. That car-sharing vehicles be added to the on-site parking garage or within 1,000 feet of the subject property for use by building residents.
6. That the development complies with Chapter 4-13, Floodplain Regulations, of the Evanston City Code and the Watershed Management Ordinance of the Metropolitan Water Reclamation District, prior to the issuance of any building permits;
7. That the development complies with the City's bird-friendly design requirements per Ordinance 83-O-22 prior to the issuance of any building permits;
8. That the development complies with the City's electric vehicle parking requirements per §4-2-2, Table 406.2.7.2 of the City Code prior to the issuance of any building permits;
9. That the applicant sign and agree to a Construction Management Plan (CMP) with the City of Evanston prior to the issuance of any building or demolition permits. The CMP must include but is not limited to the following: water and sewer utility connections, construction staging plan, on-street and on-site construction parking restrictions, hours of operation, a plan including cross-sections showing pedestrian access around the site with the use of curb ramps, signage and/or striping, if necessary, foundation survey of surrounding structures including weekly reporting of seismographs for the duration of construction, submittal of environmental testing report prior to construction, visibility diagram for all construction site access points, a proposed schedule for street opening for utility connections with cross-section details, and project updates via monthly newsletter and project website.
10. That the applicant provides a Final Waste Management Plan elaborating upon and consistent with those items listed in the Preliminary Waste Management Plan

dated January 23, 2023, subject to review and approval by the Office of Sustainability before temporary Certificate of Occupancy issuance.

Standards for Approval

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

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

A. Is one of the special uses specifically listed in the zoning ordinance;
B. Is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time;
C. Will not cause a negative cumulative effect, when its effect is considered in conjunction with the cumulative effect of various special uses of all types on the immediate neighborhood and the effect of the proposed type of special use upon the City as a whole;
D. Does not interfere with or diminish the value of property in the neighborhood;
E. Can be adequately served by public facilities and services;
F. Does not cause undue traffic congestion;
G. Preserves significant historical and architectural resources;
H. Preserves significant natural and environmental features; and
I. Complies with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation.

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

A. The requested Site Development Allowance(s) will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties that is beyond a reasonable expectation given the scope of the applicable Site Development Allowance(s) of the Planned Development location.
B. The proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property.
C. The development site circulation is designed in a safe and logical manner to mitigate potential hazards for pedestrians and vehicles at the site and in the immediate surrounding area.
D. The proposed development aligns with the current and future climate and sustainability goals of the City.

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

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

A. General Conditions

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

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

2. Each planned development shall enhance the identity and character of the downtown, by preserving where possible character-giving buildings, enhancing existing streetscape amenities, maintaining retail continuity in areas where it is prominent, strengthening pedestrian orientation and scale, and contributing to the mixed-use vitality of the area.

3. Each planned development shall be compatible with and implement the adopted Comprehensive General Plan, as amended, the Plan for Downtown Evanston, any adopted land use or urban design plan specific to the area, this Zoning Ordinance, and any other pertinent City planning and development policies, particularly in terms of: (a) Land use (b) Land use intensity (c) Housing (d) Preservation (e) Environmental (f) Urban design (g) Traffic impact and parking (h) Impact on schools, public services and facilities (i) Essential character of the downtown district, the surrounding residential neighborhoods, and abutting residential lots (j) Neighborhood planning (k) Conservation of the taxable value of land and buildings throughout the City, and retention of taxable land on tax rolls.

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

schedule shall be adopted as part of the planned development and so noted on the special use permit for a planned development.

No special use permit for a planned development shall be valid for a period longer than one (1) year unless a building permit is issued and construction is actually begun within that period and is diligently pursued to completion. The City Council may, however, for good cause shown, extend the one (1) year period for such time as it shall determine, without further hearing before the Land Use Commission. The City Council may, at its sole discretion, place conditions on the extension in order to assure that the planned development is diligently pursued to its completion.

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

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

1. Walkways developed for a planned development shall form a logical, safe and convenient system for pedestrian access to all project facilities and off-site destinations likely to attract substantial pedestrian traffic. Pedestrian ways shall not be used by other automotive traffic.

2. The location, construction and operation of parking, loading areas, and service areas, shall be designed to avoid adverse effects on residential uses within or adjoining the development and, where possible, provide additional parking beyond that required for the planned development to service the downtown district in which it is located.

3. Principal vehicular access points shall be designed to permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. If the planned development employs local streets within the development, said streets shall not be connected to streets outside the development in such a way as to encourage their use by through traffic.

4. The planned development shall provide, if possible, for underground installation of utilities (including electricity and telephone) both in public

ways and private extensions thereof. Provisions shall be made for acceptable design and construction of storm water facilities including grading, gutter, piping, treatment of turf, and maintenance of facilities.

5. For every planned development there shall be provided a market feasibility statement that shall indicate the consumer market areas for all uses proposed in the development, the population potential of the area or areas to be served by the uses proposed and other pertinent information concerning the need or demand for such uses of land.

6. For every planned development there shall be provided a traffic circulation impact study which shall show the effect of all proposed uses upon adjacent and nearby roads and highways. The study shall also show the amount and direction of anticipated traffic flow and clearly describe what road and traffic control improvements might become necessary as a result of the construction of the proposed development.

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

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

A. Preservation and enhancement of desirable site characteristics and open space.
B. A pattern of development which preserves natural vegetation, topographic and geologic features.
C. Preservation and enhancement of historic and natural resources that significantly contribute to the character of the City.
D. Use of design, landscape, or architectural features to create a pleasing environment or other special development features.
E. Provision of a variety of housing types in accordance with the City's housing goals.
F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation.
G. Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base.
H. The efficient use of the land resulting in more economic networks of utilities, streets, schools, public grounds, buildings, and other facilities.
I. The substantial incorporation of generally recognized substainable design practices and/or building materials to promote energy conservation and improve environmental quality, such as level silver or higher LEED (leadership in energy and environmental design) certification.

Action by the Commission

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

The Land Use Commission is the recommending body and the City Council is the determining body (§6-3-6).

Attachments

1. Application Materials and Supporting Documents
2. Zoning Map
3. Aerial Photo
4. Street View
5. Plans
6. Traffic Impact Study
7. Alley Management Plan
8. Waste Management Plan
9. Market Study
10. Zoning Analysis Application and Report/Summary
11. Public Comments

PLANNED DEVELOPMENT APPLICATION

City of Evanston

Case Number: _____

1. PROPERTY

Address(es)/Location(s)

1621-31 Chicago Avenue

Brief Narrative Summary of Proposal:

The proposed development, referred to as The Legacy, consists of a 15-story mixed-use building containing a) ground floor commercial space (7,159 sf); b) 57 parking spaces located within the 2nd and 3rd floors; c) 140 dwelling units located within the 4th-14th floors (of which 10 will be affordable dwelling units) and d) 15th floor amenity level. The proposed mixed-use building will be constructed of concrete frame and predominantly glass clad (with concrete cladding at floors 1 & 2).

* This Planned Development application replaces Applicant's previous Planned Development dated February 1, 2022 by addressing concerns raised at the September 14, 2022 Land Use Commission hearing, predominantly related to building height. The proposed building includes a tape measure height of 165 feet (which is a 30 foot decrease from Applicant's prior 195 foot building) and a zoning height of 145 feet. The proposed development is further described in the supporting materials filed in connection with this Planned Development.

2. APPLICANT

Name: Horizon Realty Group Organization: Contact: Jeffrey Michael

Address: 1946 W. Lawrence Avenue City, State, Zip: Chicago, IL 60640

Phone: Work: 773-529-7200 x5001 Home: _____ Cell/Other: 847-812-8768

Fax: Work: _____ Home: _____

E-mail: jmichael@horizonrealtygroup.com [PRIMARY MEANS OF CONTACT]

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

☑ same ☐ builder/contractor ☐ potential purchaser ☐ potential lessee
☐ architect ☐ attorney ☐ lessee ☐ real estate agent
☐ officer of board of directors ☐ other: _____

3. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

Applicant Signature – REQUIRED

December 21, 2022
Date

4. PRE-SUBMISSION REQUIREMENTS

Prior to actually submitting an application for Planned Development, you must:

A. Complete a Zoning Analysis of the Development Plan
The Zoning Office staff must review the development plan and publish a written determination of the plan's level of compliance with the zoning district regulations. Apply at the Zoning Office.

B. Present the planned development at a pre-application conference
Contact the Zoning Office to schedule a conference with Planning & Zoning Division staff.

5. REQUIRED SUBMISSION DOCUMENTS AND MATERIALS

☑ **(This) Completed Application Form**

☐ **Application Fee ($6,000)**

☐ **Two (2) Copies of Application Binder**

Your application must be in the form of a binder with removable pages for copying.
You must submit two application binders for initial review.
The Application Binder must include:

- ☑ Certificate of Disclosure of Ownership Interest Form
- ☑ Plan drawing illustrating development boundary and individual parcels and PINs
- ☑ Plat of Survey of Entire Development Site
- ☑ Zoning Analysis Results Sheet
- ☐ Preliminary Plat of Subdivision N/A
- ☑ Pre-application Conference Materials
- ☑ Development Plan
- ☑ Landscape Plan
- ☑ Inclusionary Housing Ordinance Application
- ☑ Statement addressing how the planned development approval will further public benefits
- ☑ Statement describing the relationship with the Comprehensive Plan and other City land use plans
- ☑ Statement describing the development's compliance with any other pertinent city planning and development policies
- ☑ Statement addressing the site controls and standards for planned developments
- ☑ Statement of proposed development's compatibility with the surrounding neighborhood
- ☑ Statement of the proposed development's compatibility with the design guidelines for planned developments
- ☑ Statements describing provisions for care and maintenance of open space and recreational facilities and proposed articles of incorporation and bylaws
- ☐ Restrictive Covenants N/A
- ☑ Schedule of Development
- ☑ Market Feasibility Statement
- ☑ Traffic Circulation Impact Study
- ☑ Statement addressing development allowances for planned developments

Notes:

- **Plats of survey** must be drawn to scale and must accurately and completely reflect the current conditions of the property.
- **Building plans** must be drawn to scale and must include interior floor plans and exterior elevations.
- **Application Fees** may be paid by cash, check, or credit card.
- **Mailing Fees** also apply and will be provided to the applicant from the City's mailing vendor.

- **Civic Engagement Website** will be set up for the duration of the planned development review process at applicant expense.

6. OTHER PROFESSIONAL REPRESENTATIVE INFORMATION

Attorney

Name: Graham C. Grady Organization: Taft, Stettinius & Hollister LLP

Address: 111 East Wacker Drive #2600 City, State, Zip: Chicago, IL 60601

Phone: 312-836-4036 Fax: _____ Email: ggrady@taftlaw.com

Architect

Name: Timothy Kent Organization: Pappageorge Haymes Partners

Address: 640 N. LaSalle Street City, State, Zip: Chicago, IL 60654

Phone: 312-377-3344 Fax: _____ Email: tkent@pappageorgehaymes. com

Surveyor

Name: Robert Biedermann Organization: Gremley & Biedermann

Address: 4505 N. Elston Avenue City, State, Zip: Chicago, IL 60630

Phone: 773-685-5102 Fax: _____ Email: info@PLCS-Survey.com

Civil Engineer

Name: Mark Valenti Organization: Valenti Builders, Inc.

Address: CNA Center; 333 South Wabash Avenue City, State, Zip: Chicago, IL 60604

Phone: 312-662-1056 Fax: _____ Email: mark.valentibuilders.com

Traffic Engineer

Name: Michael Werthmann Organization: Kenig, Lindgren, O'Hara, Aboona Inc.

Address: 975 W. Higgins Road, Suite 400 City, State, Zip: Rosemont, IL 60018

Phone: 847-518-9990 Fax: _____ Email: mwerthmann@kloainc.com

Other Consultant

Name: Jonathan Perman Organization: The Perman Group

Address: 1904 West Newport Avenue City, State, Zip: Chicago, IL 60657

Phone: 773-415-6312 Fax: _____ Email: jperman@thepermangroup.com

7. MULTIPLE PROPERTY OWNERS

Use this page if the petition is on behalf of many property owners.

"I understand that the regulations governing the use of my property may change as a result of this petition. By signing below, I give my permission for the named petitioner on page 1 of this form to act as my agent in matters concerning this petition. I understand that 1) the named petitioner will be the City of Evanston's primary contact during the processing of this petition, 2) I may not be contacted directly by City of Evanston staff with information regarding the petition while it is being processed, 3) I may inquire the status of this petition and other information by contacting the Zoning Office, and 4) the property owners listed below may change the named petitioner at any time by delivering to the Zoning Office a written statement signed by all property owners and identifying a substitute petitioner."

NAME and CONTACT INFORMATION (telephone or e-mail)	ADDRESS(es) or PIN(s) of PROPERTY OWNED	SIGNATURE
Horizon Group XXIII, LLC	1621-31 Chicago Avenue	
1946 W. Lawrence Avenue	11-18-403-021-0000	
Chicago, IL 60640		
Attn: Jeff Michael		

Copy this form if necessary for a complete listing.

SPECIAL USE APPLICATION

City of Evanston

CASE #: _____

zoning office use only

1. PROPERTY

Address 1621-31 Chicago Avenue

Permanent Identification Number(s):

PIN 1: 11-18-403-021-0000 PIN 2: ____-____-____-____-____

(Note: An accurate plat of survey for all properties that are subject to this application **must** be submitted with the application.

2. APPLICANT

Name: Horizon Realty Group

Organization: c/o Jeffrey Michael

Address: 1946 West Lawrence Avenue

City, State, Zip: Chicago, IL 60640

Phone: Work: 773-529-7200 Home: _____ Cell/Other: (847) 812-8768

Fax: Work: _____ Home: _____

E-mail: jmichael@horizonrealtygroup.com [PRIMARY MEANS OF CONTACT]

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- ☒ **same**
- ☐ architect
- ☐ officer of board of directors
- ☐ builder/contractor
- ☐ attorney
- ☐ other: _____
- ☐ potential purchaser
- ☐ lessee
- ☐ potential lessee
- ☐ real estate agent

3. PROPERTY OWNER (Required if different than applicant. All property owners must be listed and must sign below.)

Name(s) or Organization: Horizon Group XXIII, LLC

Address: 1946 West Lawrence Avenue

City, State, Zip: Chicago, IL 60640

Phone: Work: 773-529-7200 Home: _____ Cell/Other: 847-812-8768

Fax: Work: _____ Home: _____

E-mail: jmichael@horizonrealtygroup.com [PRIMARY MEANS OF CONTACT]

Please circle the primary means of contact.

"By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing."

_____ _____

Property Owner(s) Signature(s) -- **REQUIRED** Date

4. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

_____ December 21, 2022

Applicant Signature – **REQUIRED** Date

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- ☒ **(This) Completed and Signed Application Form**
- ☒ **Plat of Survey** Date of Survey: May 1, 2018
- ☒ **Project Site Plan** Date of Drawings: November 29, 2022
- ☐ **Plan or Graphic Drawings of Proposal** (If needed, see notes)
- ☒ **Non-Compliant Zoning Analysis**
- ☒ **Proof of Ownership** Document Submitted: Title Policy
- ☒ **Application Fee** Amount $ 6,000

Notes: Incomplete applications will <u>not</u> be accepted. Although some of these materials may be on file with another City application, individual City applications must be complete with their own required documents.

Plat of Survey

(1) One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

Site Plan

(1) One copy of site plan or floor plans, drawn to scale, showing all dimensions.

Plan or Graphic Drawings of Proposal

A Special Use application requires graphic representations for any elevated proposal-- garages, home additions, roofed porches, etc. Applications for a/c units, driveways, concrete walks do not need graphic drawings; their proposed locations on the submitted site plan will suffice.

Proof of Ownership

Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).

- **Tax bill will not be accepted as Proof of Ownership.**

Non-Compliant Zoning Analysis

This document informed you that the proposed change of use is non-compliant with the Zoning Code and requires a variance.

Application Fee

The application fee depends on your zoning district (see zoning fees). Acceptable forms of payment are: Cash, Check, or Credit Card.

6. PROPOSED PROJECT

A. Briefly describe the proposed Special Use:

The proposed mixed-use building, referred to as The Legacy, consists of a 15-story mixed-use building containing a) ground floor commercial space (7,159 sf); b) 57 parking spaces within the 2nd and 3rd floors; c) 140 dwelling units located within the 4th to 14th floors (of which 10 shall be affordable units) and d) 15th floor amenity level. This Special Use application replaces Applicant's Special Use application dated February 1, 2022 by addressing concerns, raised at the September 14, 2022 Land Use Commission hearing, predominantly relating to building height. The proposed "tape measure" building height is 165 feet, (which is a 30 foot decrease from Applicant's prior 195 foot building) with a zoning height of 145 feet. The proposed development is further described in the supporting materials filed in connection with this Planned Development.

APPLICANT QUESTIONS

a) Is the requested special use one of the special uses specifically listed in the Zoning Ordinance? What section of the Zoning Ordinance lists your proposed use as an allowed special use in the zoning district in which the subject property lies? (See Zoning Analysis Review Sheet)

Applicant's proposed development requires approval of a Special Use for a Planned Development under Section 6-3-5-2(c) and Section 6-3-6-1 of the City of Evanston Ordinance. Development allowances are required in order to allow the number of dwelling units, height, off-street parking relief, subject to and by the authority of Section 6-3-5-2(c) and Section 6-3-6-1 of the City of Evanston Ordinance.

b) Will the requested special use interfere with or diminish the value of property in the neighborhood? Will it cause a negative cumulative effect on the neighborhood?

The requested Special Use will not interfere or diminish the neighborhood property values. Rather, the proposed Special Use will have a positive effect on the neighborhood as the proposed development will bring in new customers and visitors to the City of Evanston's ("City") downtown, thus providing significant revenue to the City. Furthermore, the proposed development will generate property tax revenue, lessening the tax burden of existing taxpayers. The project will also help combat the well documented housing crisis and alleviate pressure on rental rates by providing more supply. The special use will also replace an existing use which is not contributing to the economy of the community.

c) Will the requested special use be adequately served by public facilities and services?

As the Subject Property is located within a transit served location, The Legacy's residents will not be heavily reliant on vehicles for transport, which decreases parking demand. As will be evidenced by Applicant's civil engineer during formulation of the construction/engineering plans, the proposed development will be adequately served by public facilities and services. The City of Evanston's Land Use Commission affirmed that Applicant's previous planned development met this standard, and Applicant's current proposed development be adequately served by public facilities and services as well.

d) Will the requested special use cause undue traffic congestion?

As noted in the traffic study prepared by KLOA, Applicant's traffic engineer, the existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by Applicant's proposed development, and all intersections are to continue to operate at a good level of service assuming the increased traffic generated by Applicant's proposed development. Due to such, no roadway improvements and/or traffic controls are deemed necessary. The Applicant has committed to contribute to the resurfacing of the alley from Davis St. to Church St., and implement an alley management plan, which will implement guidelines associated with the rehabilitation, maintenance and utilization of the alley, which is currently in severe disrepair. As part of its development, Applicant will establish two (2) loading berths which will be utilized for scheduled deliveries, and will eliminate idling of commercial vehicles in the alley.

e) Will the requested special use preserve significant historical and architectural resources?

The existing 1-story building within the Subject Property has not been designated as a landmark. Further, it appears that the facade has been altered since its original construction as the original building actually consists of two buildings that have been married together with a newer facade. The existing building is functionally obsolete.

f) Will the requested special use preserve significant natural and environmental features?

The Subject Property is an existing, underdeveloped urban infill site which lacks any significant natural or environmental features.

g) Will the requested special use comply with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation?

Yes, the requested special use of the planned development will comply with the City's Comprehensive Plan, as more fully detailed in Statement 12 of the proposed Planned Development application. In addition, the requested special use of the planned development will comply with the D4 zoning district, subject to the development allowance identified in Statement 22 of the Planned Development application and b) the design guidelines identified in Statement 16 of the Planned Development application.

City of Evanston
DISCLOSURE STATEMENT

(This form is required for all Major Variances and Special Use Applications)

The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or special uses, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made: Does not apply.

2. *If a person or organization owns or controls the proposed land user*, list the name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number _____ above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.)

3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number _____ above, or indicated below.

Horizon Group XXIII, LLC
c/o Jeff Michael
1946 W. Lawrence Avenue
Chicago, IL 60640
Attention: Jeffrey Michael

4. List the name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number _____ above, or indicated below.

If Applicant or Proposed Land User is a Corporation

Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.

a. Names and addresses of all officers and directors.

b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.

If Applicant or Proposed Land User is not a Corporation

Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

Refer to organizational chart

GREMLEY & BIEDERMANN
A DIVISION OF
PLCS Corporation
LICENSE NO. 184-005332
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / NSPS Land Title Survey

LOT A EXCEPT THE FOLLOWING DESCRIBED PROPERTY: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT; THENCE NORTHEASTERLY, ALONG THE NORTHWESTERLY LINE, 264.39 FEET; THENCE SOUTHEASTERLY AT APPROXIMATELY AT RIGHT ANGLE, 170 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT; THENCE SOUTHWESTERLY, ALONG THE SOUTHEASTERLY LINE, 264.46 FEET; THENCE NORTHWESTERLY, ALONG THE SOUTHWESTERLY LINE, 170 FEET TO THE POINT OF BEGINNING, IN PLAT OF CONSOLIDATION OF LOT 4 (EXCEPT THE NORTH 9 FEET) AND ALL OF LOTS 5 TO 9 IN BLOCK 20 IN THE VILLAGE OF EVANSTON IN SECTION 13, TOWNSHIP 41, RANGE 13 AND IN SECTIONS 7, 18 AND 19 IN TOWNSHIP 41, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

AREA OF PROPERTY = 21,644 SQ. FT. OR 0.50 ACRES MORE OR LESS



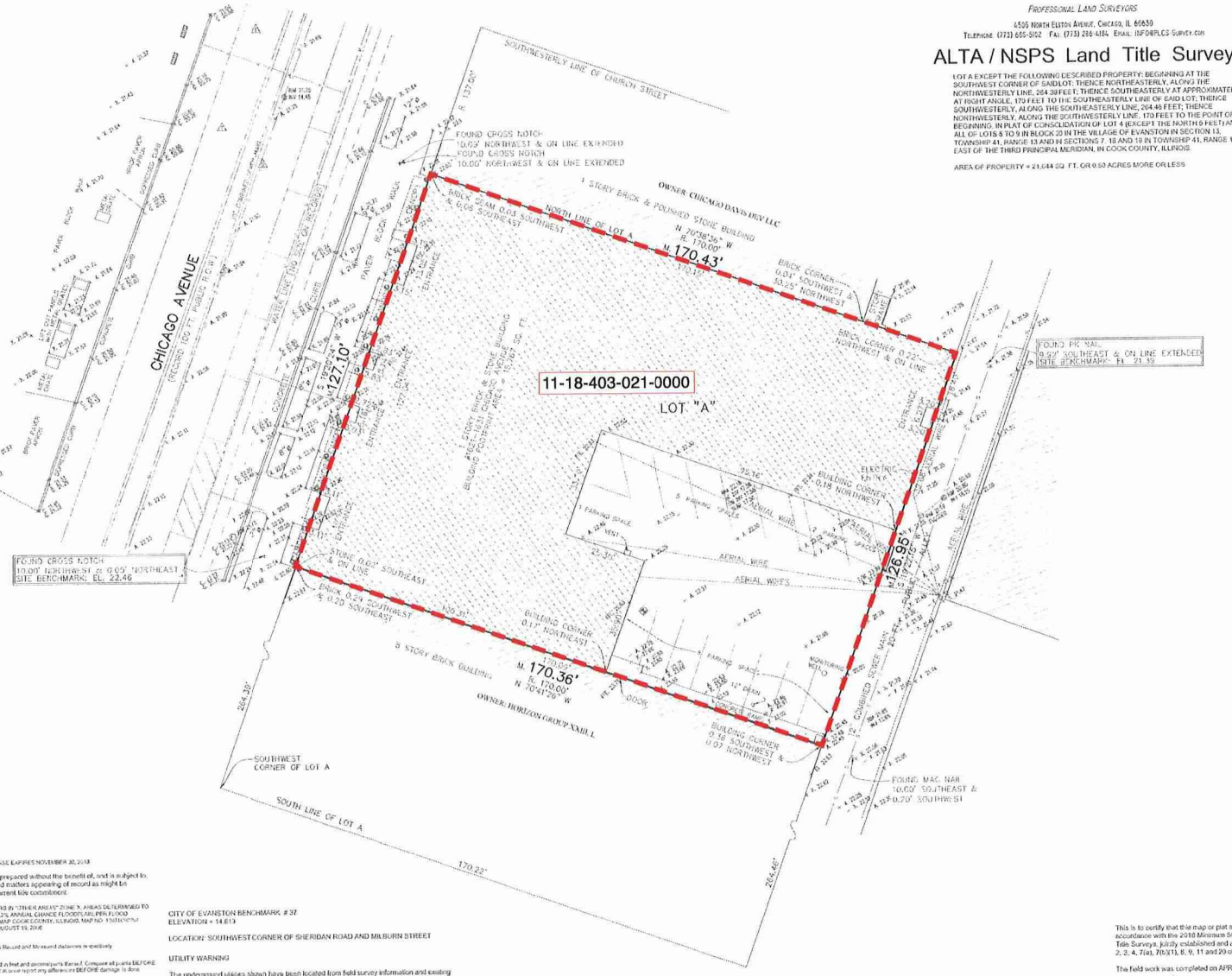
VICINITY MAP – NOT TO SCALE

GRAPHIC SCALE
15 0 7.5 15
(IN FEET)
1" = 15'

LEGEND

- Storm CB
- San Storm Combo MH
- Water Hand Hole
- Water Meter
- Water Fire Hydrant
- Utility Pole
- Guy Anchor
- Electric Vault
- Electric Meter
- Electric Light Pole
- Electric Mounted Wall Light
- Electric Outlet
- Gas Meter
- Tree – Deciduous
- Parking Meter
- Sign Post
- Bumper Post
- Bike Rack
- Unclassified Manhole
- PK Nail
- Cut Cross
- JULIE Mark – Telephone
- JULIE Mark – Water
- Monitoring Well

A.=ASPHALT ELEVATION
GR.=GRAVEL ELEVATION
FFE.=FINISHED FLOOR ELEVATION
W.=WALK ELEVATION
X.=CONCRETE ELEVATION
TOS.=TOP OF SLOPE ELEVATION
TOB.=TOP OF BANK ELEVATION
C.=CURB ELEVATION
G.=GUTTER ELEVATION
EL.=ELEVATION



LEGAL DESCRIPTION UPDATED AND STRIPING ADDED APRIL 30, 2018 [AJM]
RECERTIFIED APRIL 17, 2018 PER ORDER #2018-25164 [AJM]

ORDERED BY:	HORIZON REALTY GROUP	SCHEDULED	DRAWN
ADDRESS	1601-1621 CHICAGO AVENUE		BB

GREMLEY & BIEDERMANN
A DIVISION OF
PLCS CORPORATION
LICENSED TO: 184-005332 EXPIRES 4-30-2019
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM

ORDER NO.	DATE: MARCH 19, 2017	PAGE NO.
2017-23693-001	SCALE: 1 INCH = 15 FEET	1 OF 1

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SURVEY NOTES:

SURVEYOR'S LICENSE EXPIRES NOVEMBER 30, 2018

This survey was prepared without the benefit of, and is subject to, all restrictions and matters appearing of record as might be disclosed by a current title commitment.

PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C0107J EFFECTIVE DATE AUGUST 19, 2008

Note R. & M. denotes Record and Measured distances respectively.

Distances are marked in feet and decimals thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

No dimensions shall be assumed by scale measurement except as plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED

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CITY OF EVANSTON BENCHMARK # 37
ELEVATION = 14.613

LOCATION: SOUTHWEST CORNER OF SHERIDAN ROAD AND MILBURN STREET

UTILITY WARNING

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Call DIGGER - (312) 744-7000 within the City of Chicago.

Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

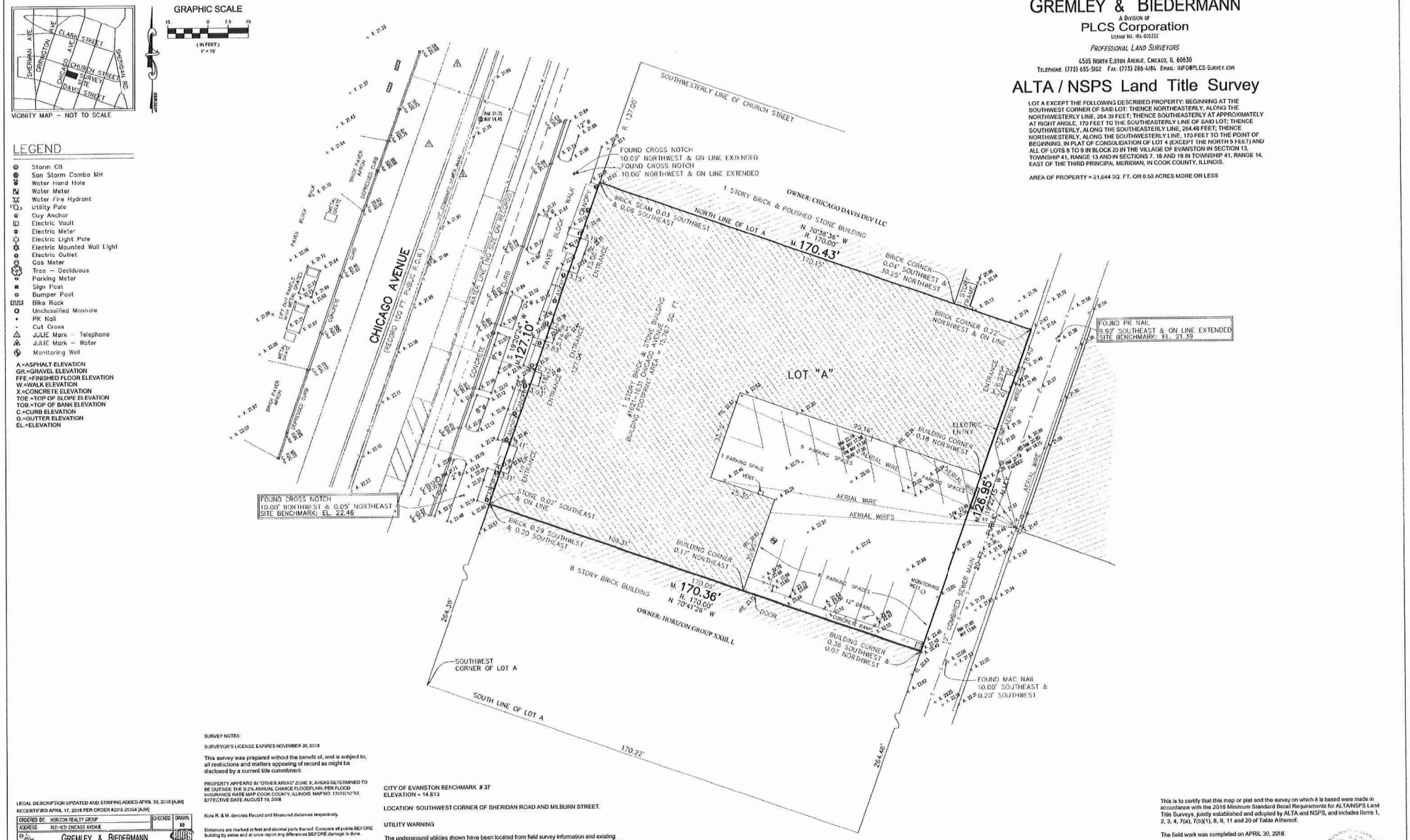
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7(a), 7(b)(1), 8, 9, 11 and 20 of Table A thereof.

The field work was completed on APRIL 30, 2018

Date of Plat: May 1, 2018

By: Robert G. Biedermann

Robert G. Biedermann
Professional Illinois Land Surveyor No. 2892



GREMLEY & BIEDERMANN

A DIVISION OF
PLCS Corporation
License No. 184-005332

PROFESSIONAL LAND SURVEYORS

4505 North Elston Avenue, Chicago, IL 60630
Telephone: (773) 685-5102 Fax: (773) 286-4184 Email: INFO@PLCS-Survey.com

ALTA / NSPS Land Title Survey

LOT A EXCEPT THE FOLLOWING DESCRIBED PROPERTY: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT: THENCE NORTHEASTERLY, ALONG THE NORTHWESTERLY LINE, 264.39 FEET; THENCE SOUTHEASTERLY AT APPROXIMATELY AT RIGHT ANGLE, 170 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT; THENCE SOUTHWESTERLY, ALONG THE SOUTHEASTERLY LINE, 264.46 FEET; THENCE NORTHWESTERLY, ALONG THE SOUTHWESTERLY LINE, 170 FEET TO THE POINT OF BEGINNING, IN PLAT OF CONSOLIDATION OF LOT 4 (EXCEPT THE NORTH 5 FEET) AND ALL OF LOTS 5 TO 9 IN BLOCK 20 IN THE VILLAGE OF EVANSTON IN SECTION 13, TOWNSHIP 41, RANGE 13 AND IN SECTIONS 7, 18 AND 19 IN TOWNSHIP 41, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

AREA OF PROPERTY = 21,644 SQ. FT. OR 0.50 ACRES MORE OR LESS

SURVEY NOTES:

SURVEYOR'S LICENSE EXPIRES NOVEMBER 30, 2018

This survey was prepared without the benefit of, and is subject to, all restrictions and matters appearing of record as might be disclosed by a current title commitment.

PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C0276J, EFFECTIVE DATE AUGUST 19, 2008.

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For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

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CITY OF EVANSTON BENCHMARK # 37
ELEVATION = 14.813

LOCATION: SOUTHWEST CORNER OF SHERIDAN ROAD AND MILBURN STREET.

UTILITY WARNING

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The field work was completed on APRIL 30, 2018.

Date of Plat May 1, 2018

By: Robert G. Biedermann

Robert G. Biedermann
Professional Illinois Land Surveyor No. 2902

LEGAL DESCRIPTION UPDATED AND STRIPING ADDED APRIL 30, 2018 [AJM]
RECERTIFIED APRIL 17, 2018 PER ORDER #2018-25304 [AJM]

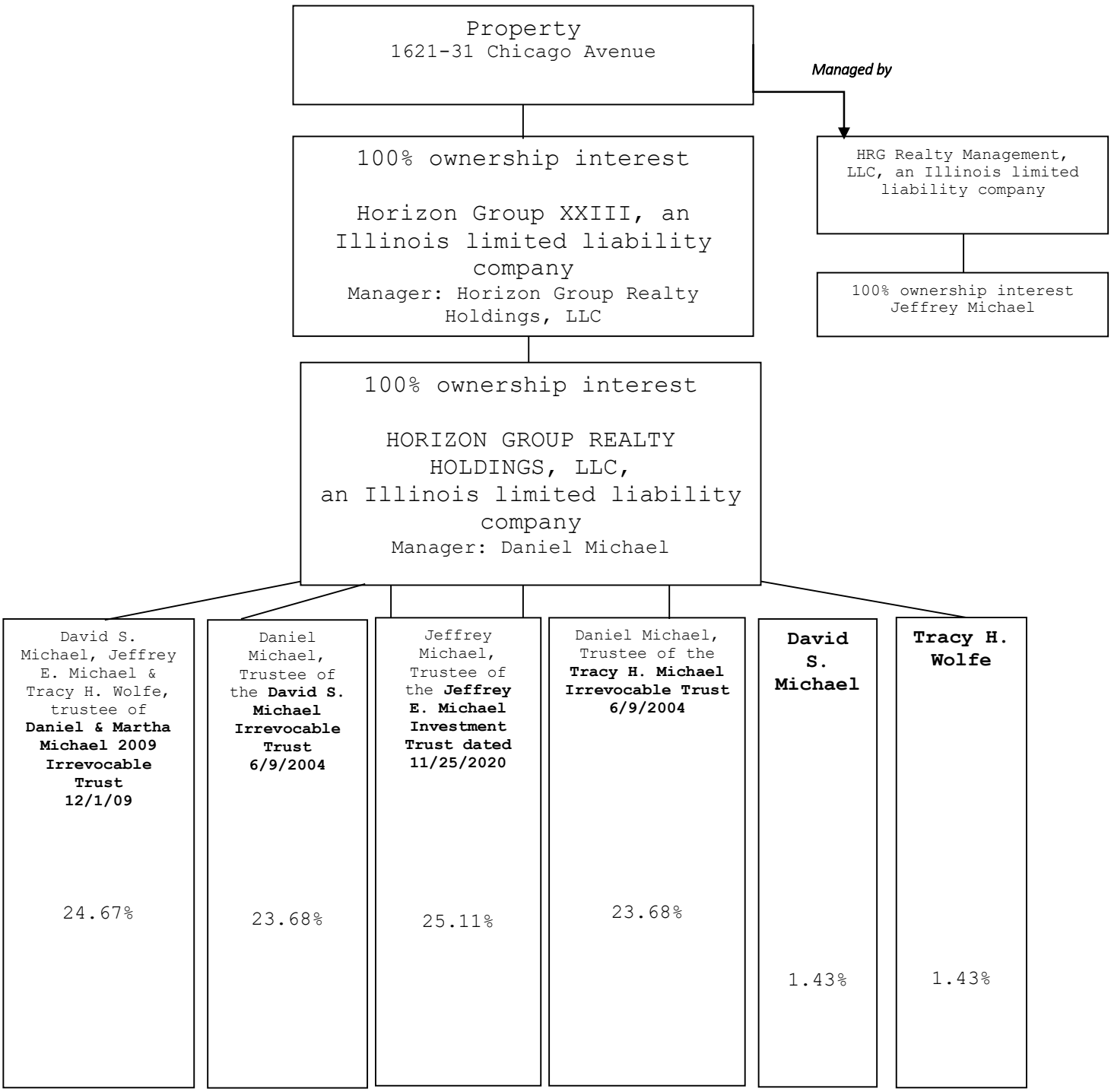
ORDERED BY:	HORIZON REALTY GROUP	CHECKED:	DRAWN:
ADDRESS:	1021-1031 CHICAGO AVENUE		RB

GREMLEY & BIEDERMANN
A Division of
PLCS, Corporation
License No. 184-005332 Expires 4-30-2019
Professional Land Surveyors
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2017-23693-001	MARCH 10, 2017	1 of 1
	SCALE: 1 Inch = 15 Feet	

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ORGANIZATIONAL CHART:



CHICAGO TITLE INSURANCE COMPANY

OWNER'S POLICY (2006)

SCHEDULE A

POLICY NUMBER: 1401 - 008861207 - D1

DATE OF POLICY: SEPTEMBER 12, 2012

AMOUNT OF INSURANCE: $[redacted]

1. NAME OF INSURED:

   HORIZON GROUP XXIII, AN ILLINOIS LIMITED LIABILITY COMPANY

2. THE ESTATE OR INTEREST IN THE LAND THAT IS INSURED BY THIS POLICY IS:
   FEE SIMPLE, UNLESS OTHERWISE NOTED.

3. TITLE IS VESTED IN:

   THE INSURED

4. THE LAND HEREIN DESCRIBED IS ENCUMBERED BY THE FOLLOWING MORTGAGE OR TRUST DEED AND ASSIGNMENTS:

   COMMERCIAL MORTGAGE(INCLUDING SECURITY AGREEMENT,ASSIGNMENT OF RENTS AND LEASES AND FIXTURE FILING) DATED AUGUST 30,2012 AND RECORDED SEPTEMBER 12,2012 AS DOCUMENT 1225601077 MADE BY HORIZON GROUP XXIII , AN ILLINOIS LIMITED LIABILITY COMPANY TO THE NORTHERN TRUST COMPANY TO SECURE A NOTE IN THE AMOUNT OF $[redacted]

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED

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5. THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

LOT "A" IN THE PLAT OF CONSOLIDATION, OF LOT 4 (EXCEPT THE NORTH 5 FEET THEREOF) AND ALL OF LOTS 5, 6, 7, 8 AND 9 IN BLOCK 20 IN THE VILLAGE OF EVANSTON, BEING A SUBDIVISION OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED

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EXCEPTIONS FROM COVERAGE

THIS POLICY DOES NOT INSURE AGAINST LOSS OR DAMAGE, THE COMPANY WILL NOT PAY COSTS, ATTORNEY'S FEES OR EXPENSES THAT ARISE BY REASON OF:

GENERAL EXCEPTIONS:

(1) RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY PUBLIC RECORDS.

(2) ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.

(3) EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY PUBLIC RECORDS.

(4) ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.

(5) TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.

Z 6.

1. TAXES FOR THE YEAR(S) 2011 AND 2012
2012 TAXES ARE NOT YET DUE OR PAYABLE.

1A. NOTE: 2011 FIRST INSTALLMENT WAS DUE MARCH 1, 2012
NOTE: 2011 FINAL INSTALLMENT WAS DUE AUGUST 1,2012

PERM TAX#	PCL	YEAR	1ST INST	STAT
11-18-403-019-0000	1 OF 1	2011	$368,685.81	PAID

FINAL INSTALLMENT OF 2011 TAXES IN THE AMOUNT OF $305,002.65 IS PAID

PERM TAX# 11-18-403-019-0000 PCL 1 OF 1 VOLUME 57

4A SPECIAL SERVICE AREA NUMBER 4, CITY OF EVANSTON, RECORDED AS DOCUMENT NUMBER
0434404070, ORDINANCE NUMBER 52-O-97.

D 7. RESTRICTIONS CONTAINED IN DEED RECORDED FEBRUARY 17, 1857 AS DOCUMENT 81567 AND RECORDED MARCH 3, 1863 AS DOCUMENT 63409 PROHIBITING THE MANUFACTURE, SALE OR GIVING AWAY OF LIQUORS

NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF

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EXCEPTIONS FROM COVERAGE (CONTINUED)

TITLE IN CASE OF BREACH OF CONDITION

(AFFECTS LOTS 6, 7, 8 AND 9)

E 8. COVENANT RECORDED SEPTEMBER 14, 1978 AS DOCUMENT 24627321 MADE BY EXCHANGE NATIONAL BANK AS TRUSTEE UNDER < NO 25168 AND NORTH SHORE HOTEL LTD., THAT THE PRESENT AND FUTURE OWNERS OF THE BUILDING SHALL LEASE OR OTHERWISE PROVIDE ONE OFF-STREET PARKING SPACE FOR EACH VEHICLE OWNED OR REGISTERED TO A RESIDENT OF THE RETIREMENT HOTEL. IN NO EVENT SHALL THE SPECIAL USE PERMITTEE PROVIDE LESS THAN 15 OFF STREET PARKING SPACES.

(AFFECTS LOTS 6, 7, 8, AND 9)

F 9. ENCROACHMENT OF THE CAR PORT LOCATED MAINLY ON THE LAND ONTO THE PROPERTY WEST AND ADJOINING BY AN UNDISCLOSED AMOUNT, AS SHOWN ON PLAT OF SURVEY NUMBER12-175 PREPARED BY B.H. SUHR & COMPANY, INC. DATED JULY 10,2012

G 10. ENCROACHMENT OF CANOPIES OVER THE WEST LINE AND SOUTH LINE AND ENCROACHMENT OF CONCRETE WALL OVER THE EAST LINE BY 1.10 FEET MORE OR LESS AS DISCLOSED BY SURVEY AFORESAID.

H 11. ENCROACHMENT OF ONE STORY BRICK BUILDING LOCATED ON PROPERTY NORTH AND ADJOINING OVER AND ONTO THE LAND BY 0.10 FEET AS DISCLOSED BY SURVEY AFORESAID.

AK 12. EXISTING UNRECORDED LEASES AS DISCLOSED BY THE RENT ROLL ATTACHED TO ALTA STATEMENT DATED AUGUST 30,2012 WHICH CONTAIN NO RIGHT TO EXTEND OR PURCHASE.

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HORIZON REALTY GROUP
1621-31 Chicago Avenue
Proposed Planned Development
NARRATIVE

I. Applicant

Horizon Realty Group ("Applicant") is a well-respected and experienced real estate development firm established by Danny Michael over 30 years ago. In his pursuit of the American dream through hard work and perseverance, Danny created a strong and solid company, which along with his son Jeff, owns and operates 26 apartment buildings in the Lincoln Park, Lakeview, Uptown, Edgewater and South Loop neighborhoods in Chicago, and The Merion senior living building at 1611 Chicago Avenue in Evanston ("The Merion").

The Applicant purchased The Merion in 2012 which at that time was in severe disrepair. While the more profitable avenue would have been to convert The Merion to market rate apartments, the Applicant pursued a course of action what was ethically superior by maintaining and enhancing the existing senior living facility. The Applicant invested more than $40 million into the renovation of The Merion and provided residents what they had long desired and deserved which was and is a modern and luxurious facility that supports them in their senior years. The Merion also holds a special place for the Michaels family, as Danny and his wife were married at a ceremony on the top of The Merion during the time it operated as a hotel.

With its proposed redevelopment of the property at 1621 Chicago Avenue ("Subject Property"), the Applicant will further its commitment to the City of Evanston though its proposed mixed-use development referred to as "The Legacy." The Legacy will achieve economic growth in the City of Evanston's downtown, while creating new living opportunities, expanding the City's tax base and bringing new shoppers and business customers to downtown Evanston.

II. Modifications

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

a. Reduced building height from 211'8" down to 165'0".
b. Reduced number of stories from 19 to 15.
c. Parking ingress relocated from Chicago Avenue to alley at the request of City staff.
d. Reduced density by reducing the number of dwelling units from 240 to 140.
e. Increased the number of on-site Affordable Housing Units from zero (0) to a total of ten (10) Affordable Housing Units. .

f. Changed the exterior wall materials from predominantly painted concrete to predominantly tinted glass on the residential floors and masonry brick at the streetscape levels.
g. Increased the number of loading berths from one (1) to two (2).
h. Increased the overall public benefits including i) pay for repairs to the 127 linear feet of alley that abuts the subject property (at full depth to the east) and Applicant's commitment to contribute to the cost and expense of resurfacing of the alley from Davis Street to Church Street; ii) implementation of an alley management plan, which includes Applicant's preliminary level of commitment to rehabilitate, maintain and preserve and utilize the alley in concert and cooperation with adjacent neighbors and Evanston in a manner so as to eliminate alley congestion and promotes ultimate safety; iii) promotion of local artists; iv) creating an apprenticeship program for career opportunities for Evanstonians on the building trades; v) Horizon's GC, as a condition of being awarded its contract, will hire at least one (1) Local Employment Program (LEP) participant; vi) implementation of a waste management plan, which seeks to establishes enhanced best practices associated with waste composting and recycling, waste hauling, box bailing and maintaining the alley free of debris and providing clear passage; vii) environmental site cleanup; viii) $5,000 donation for the purchase of a lightweight Divvy e-bike station, to be located on 1600 block of Chicago Avenue, or within close proximity of the proposed development; ix) creation of three (3) short term (30 minute) parking spaces on Chicago Avenue; x) the establishment of a scholarship fund of up to $10,000 at local trade colleges for students studying for careers in property management and xi) an ownership apprenticeship program, whereby the Applicant will commit to provide at least one paid 12-week apprenticeship program for at least 12 weeks.

III. Existing Site Conditions

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

IV. Description of adjacent land uses and neighborhood characteristics

The Legacy, will be set immediately north of The Merion senior living residences, which was developed by the Applicant. Further north of 1621-31 Chicago Avenue is Prairie Moon (1635 Chicago Avenue). The corner of Chicago Avenue and Church Street is an eight-story condominium building at 522 Church Street, built in 1982. Behind The Legacy property and across the alley is the First United Methodist Church, built in 1911 at 516 Church Street and with entrances also on Hinman Avenue. The church's parking lot is adjacent to the alley that runs north-south between The Legacy property and the church. Directly across Chicago Avenue is the 24-story Park Evanston, 283 rental units, built in 1997 with the adjacent Whole Foods store. This site was the subject of Evanston's first Tax Increment Finance district, replacing the headquarters of Washington National Insurance Company.

V. Proposed Planned Development

The Applicant is seeking a Special Use Permit for a Planned Development ("PD") in order to permit the construction of a new 15-story mixed-use building which will contain a) ground floor commercial space (7,159 sq. ft.); b) fifty-seven (57) parking spaces within the 2nd and 3rd floors; c) 140 dwelling units located within the 4th-14th floors, d) two loading berths, e) a bicycle storage room, and f) an amenity level on the 15h floor. The height of the proposed building is 165 feet (zoning height of 145 feet).

- **Proposed 15-story Mixed Use Building**

1. Retail/Commercial Units

Two (2) to six (6) retail/commercial units (total of 7,195 sf) located within the first floor of the proposed mixed-use building. The Applicant plans to focus on continuing to lease to small, locally owned businesses. Furthermore, the Applicant has discussed the possibility of relocating its businesses within The Legacy or The Merion with its current tenants.

The Applicant plans to establish outdoor sidewalk dining and open air features as part of its retail space in response to the high demand that was strengthened by the COVID-19 pandemic as more people want to dine in an outdoor environment.

2. Amenity/Lobby space

The proposed mixed-use building's first floor will also include a lobby and bike room, containing 106 bike spaces. The lobby entrance is located directly off of Chicago Avenue.

The Applicant shall also provide eight (8) exterior bicycle spaces for the use and enjoyment of visitors and guests of the Legacy (*refer to Landscape Plan)*.

3. Parking (Floors 2 & 3)

The second and third floors of the proposed mixed-use building will include dedicated parking for building residents. The second floor will consist of 29 parking spaces and the third floor will consist of 28 spaces, for a total of 57 parking spaces. The Subject Property is a Transit Served Location, given its close proximity to public transportation. Due to this, the proposed 57 residential parking spaces will adequately serve anticipated resident parking demand. However, if there is an increase in resident parking demand, the

Applicant commits to leasing parking spaces from the City of Evanston's Church Street garage for the benefit of its residents.

4. **Residential dwelling units (4th – 17th floors)**

A. Proposed layout

- **Floor 4**

Studio: 2 dwelling units (unit size: 456 sq. ft.)
One bedroom: 7 dwelling units (unit size: 698-856 sq. ft.)
Two bedroom: 4 dwelling units (unit size: 900-1,256 sq. ft.)

- **Floors 5-13**

Studio: 2 dwelling units (unit size: 456 sq. ft.) per floor (total = 18 studios)
One bedroom: 7 dwelling units per floor (unit size: 698-750 sq. ft.) (total = 63 1 BR units)
Two (2) bedroom: 4 dwelling units (unit size: 844 sq. ft.-1,014 sq. ft.) (total = 36 2 BR units)

- **Floor 14 (Penthouse)**

1 bedroom: 5 dwelling units (unit size: 698-749 sq. ft.)
2 bedroom: 5 dwelling units: (unit size: 1,014 sq. ft. -1,194 sq. ft.)

B. Monthly Rent Amounts

The proposed rent amounts are as follows:

- Studio: $1,400-$1,600/month
- 1 Bedroom: $2,100 - $2,250/month
- 2 Bedroom: $2,400-$2,600/month

5. Amenity Floor (Floor 15)

The amenity level will include amenity spaces, lounge, dog run and swimming pool for the use and enjoyment of residents.

VI. IHO Units

The Applicant will provide ten (10) IHO units at 60% AMI. The unit mix and location of the IHO will comply with the Inclusionary Housing Ordinance (Chapter 5-7 of the Evanston Code of Ordinances).

The IHO requirement is calculated as follows:

- 100 dwelling units proposed by the Applicant = 10 inclusionary dwelling units
- As the subject property is located within a D4 District, each inclusionary unit gains four (4) bonus market rate units for a total of 40 bonus market rate units.
- In total, the Applicants proposed mixed-use building will contain 140 dwelling units. The Applicant requests 100 dwelling units (including the 10 IHO units) + forty bonus units.

The proposed rent amounts for the IHO units include:

- Studio: $1,022/month
- 1 Bedroom: $1,079/month
- 2 Bedroom: $1,227/month

- The same ratio of studio, 1BR & 2BR as the rest of the building, per the IHO.

VII. Public Benefits

In addition to providing ten (10) affordable dwelling units at 60% AMI, the Applicant will provide the following public benefits:

- **Alley Improvement** – In addition to paying for repairs to the 127 L.F. of alley that abuts the subject property (at full depth to the east), Horizon Realty Group will contribute up to $200,000 towards the City of Evanston's share of the costs associated with making repairs to the balance of the alley, should an election be made to make such repairs pursuant to the Special Assessment Process (*please refer to Alley Management Plan and Alley Improvement Plan for further detail)*
- **GC Apprenticeship Program** - As a condition to being awarded the General Contracting job, Horizon Realty Group will require the GC to implement an apprentice program to make career opportunities in the building trades available to local residents. The program will create at least 5 apprentice opportunities in building trades including sponsorship and support of entry into trade union training programs, and a guarantee of employment as an apprentice on the Legacy project during its construction.
- **LEP Participant Hiring** - As a condition to being awarded the General Contracting job, Horizon Realty Group will require the GC to hire at least one (1) Local Employment Program (LEP) participant.
- **Education Scholarship Contribution** - Partnering with Oakton Community College to fund a property management or building maintenance scholarship program for students that are residents of Evanston, capped at $10,000 per student and $50,000 in the aggregate.

- **Ownership Apprenticeship Program** - Enter into a workforce agreement with the City of Evanston whereby Horizon Realty Group shall commit to provide at least one paid apprenticeship program for at least 12 weeks with the intention of providing full-time employment thereafter for a staff position of assistant property manager, assistant building engineer or door attendant.
- **Alley Management Plan** – Implementation of a thoughtful and effective plan that will tackle the issue of alley traffic and congestion by properly managing the activities that will take place in the alley. The Alley Management Plan will be strictly enforced and overseen by Horizon Realty Group and will be formulated with input from affected property owners. (*Refer to Alley Management Plan (enclosed))*
- **Creation of Three (3) Short-Term Parking Spaces on Chicago Avenue** – these three spaces will ensure the availability of parking in front of the property so as to eliminate the potential for double parked cars on Chicago Avenue while performing deliveries and drop-offs. The parking spaces will be limited to 30 minutes and will be controlled by Park Evanston app.
- **Creation of an Industry Leading Waste Management Plan** – The plan will establish best practices associated with waste composting and recycling, box bailing, waste hauling and maintaining the alley free of debris and providing clear passage. (*Refer to enclosed Waste Management Plan)*
- **Environmental Site Clean-Up**: Clean up a site that is currently subject to a No Further Remediation Plan by removing contaminated soil and further ensuring public safety.
- **Divvy:** Applicant shall make a donation of $5,000 for the purchase of a lightweight Divvy e-bike station which will be located on the 1600 block of Chicago Avenue, or within close proximity of Applicant's proposed development
- **Promote local artists.**

VIII. Site Access

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

In response to concerns raised by adjacent property owners, and to address the Applicant's decreased number of proposed residential units, in terms of impact on traffic generation, Applicant further commissioned its traffic engineering firm, KLOA, to amend its traffic study accordingly. KLOA's traffic study maintains the position that Applicant's proposed mixed-use development does not cause a deleterious impact on the alley, and furthermore any adjustment to the alley in terms of directional flow would impede rather than benefit traffic through the alley. Please refer to KLOA's amended traffic study (enclosed)

IX. Building Materials

The Applicant has incorporated modern façade materials and glass into the design of the proposed mixed-use building. The proposed building will consist of concrete frame, predominately glass clad. The building materials have been changed on the lower floors to masonry brick application in congruence with surrounding structures. The proposed building is slimmer and sleeker in design that Applicant's 2018 building design.

X. Environmental Efficiencies

The Applicant plans to provide the following environmental efficiencies:

- LEED Gold certification
- Compliance with Bird Friendly Evanston requirements
- Compliance with LEED Bird Friendly requirements
- EV Parking spaces: Six (6) EV installed, twelve (12) EV ready and thirty-nine (39) EV-Capable parking spaces
- Bike room with storage for 106 bikes
- Waste composting and recycling, as further detailed in Applicant's Waste Management Plan.

XI. MBE/WBE Hiring Strategy

In keeping with the Applicant's commitment to the City of Evanston, including the 350 construction jobs generated by The Legacy development, the Applicant, through its general contractor, Valenti Builders, will implement an apprenticeship program to create career opportunities in the building trades available to local Evanston residents. This program will create five (5) apprenticeship opportunities in building trades including i. sponsorship and support of entry into trade union training programs ii. guarantee of employment as an apprentice on The Legacy during its construction, and iii. continuing mentorship and support of the participant's career development.

XII. Local Hiring

The Applicant commits to providing hiring opportunities for Evanston residents.

Statement addressing how the planned development's approval will further public benefits, including:

a. Preservation and enhancement of desirable site characteristics, open space, topographic and geologic features, and historic and natural resources. N/A

b. Use of design, landscape, and architectural features to create a pleasing environment:

The proposed 15-story mixed-use building at 1621-31 Chicago Ave. ("The Legacy") is designed in an architectural contemporary style that fits within the context of other buildings in downtown Evanston by using modern materials and providing contemporary amenities. The Legacy compliments the adjacent Merion senior living residences as the proposed building meets the ground and continues the existing pedestrian pattern of development along the block. The Legacy's building height, which has been further reduced from its previous proposed height of 195 ft. to its current 165 ft. (*refer to enclosed plans)* further varies the scale of buildings on this block of Chicago Avenue, while remaining smaller than the Park Evanston located at 1630 Chicago Avenue. As the proposed building's height and density have been reduced significantly, it is more in scale with the D4 Downtown Transition District ("D4 District") and has a nominal impact on surrounding buildings, as it will transition seamlessly with the existing residential area. The proposed building's ground floor retail space and resident lobby have large windows and prominent entrances that help activate the street. The proposed building is set to the edge of the public sidewalk, in alignment with the existing buildings on the block. The Legacy improves and enhances existing landscape and streetscape areas fronting Chicago Avenue by incorporating curbing, sidewalk and landscaping consistent with downtown Evanston design standards and appropriate to the commercial and residential experience on this block of Chicago Avenue.

c. Provide a variety of housing types in accordance with the City's Housing goals:

The City of Evanston ("Evanston") wants to provide more affordable rental housing opportunities to low and middle-income households and those who live and/or work in the community. By doing so, the City can maintain an economically diverse population. The proposed mixed use, multi-family building will replace the one-story retail building with a new transit-oriented residential development, yet maintain retail uses for the continued enjoyment and solicitation of residents and patrons of The Legacy. The proposed development will add a variety of housing types ranging from studio to 2BR apartments, targeting a range of populations including but not limited to young professionals and empty-nest seniors. As the Integra Realty Resources market study describes, there is still a significant demand for new market-rate rental in Evanston due to the outstanding quality-of-life, location, job opportunities, and attractive amenities. By

decreasing the number of dwelling units (-40 dwelling units = 22%) and its building height (-30 feet = 15%), Applicant's current proposed development continues to maintain Evanston's goal of providing ample housing within its downtown, and provide a building which is more in scale with the property's existing D4 District.

Applicant's proposed development will add ten (10) on-site affordable units in compliance with the Inclusionary Housing Ordinance. Thus, Applicant's proposed development materially increases the supply of affordable housing and the overall housing supply, thereby helping to depress rental costs in Evanston.

Additional public benefits include:

1. **Alley Improvement** – In addition to paying for repairs to the 127 L.F. of alley that abuts the subject property (at full depth to the east), Horizon Realty Group will contribute up to $200,000 towards the City of Evanston's share of the costs associated with making repairs to the balance of the alley, should an election be made to make such repairs pursuant to the Special Assessment Process (R*efer to Alley Management Plan and Alley Improvement Diagram).*
2. **GC Apprenticeship Program** - As a condition to being awarded the General Contracting job, Horizon Realty Group will require the GC to implement an apprentice program to make career opportunities in the building trades available to local residents. The program will create at least 5 apprentice opportunities in building trades including sponsorship and support of entry into trade union training programs, and a guarantee of employment as an apprentice on the Legacy project during its construction.
3. **LEP Participant Hiring** - As a condition to being awarded the General Contracting job, Horizon Realty Group will require the GC to hire at least one (1) Local Employment Program (LEP) participant.
4. **Education Scholarship Contribution** - Partnering with Oakton Community College to fund a property management or building maintenance scholarship program for students that are residents of Evanston, capped at $10,000 per student and $50,000 in the aggregate.
5. **Ownership Apprenticeship Program** - Enter into a workforce agreement with the City of Evanston whereby Horizon Realty Group shall commit to provide at least one paid apprenticeship program for at least 12 weeks with the intention of providing full-time employment thereafter for a staff position of assistant property manager, assistant building engineer or door attendant.

6. **Alley Management Plan** – Implementation of a thoughtful and effective plan that will tackle the issue of alley traffic and congestion by properly managing the activities that will take place in the alley. The Alley Management Plan will be strictly enforced and overseen by Horizon Realty Group and will be formulated with input from affected property owners. (*Refer to Alley Management Plan)*
7. **Creation of Three (3) Short-Term Parking Spaces on Chicago Avenue** – these three spaces will ensure the availability of parking in front of the property so as to eliminate the potential for double parked cars on Chicago Avenue while performing deliveries and drop-offs. The parking spaces will be limited to 30 minutes and will be controlled by Park Evanston app.
8. **Creation of an Industry Leading Waste Management Plan** – The plan will establish best practices associated with waste composting and recycling, box bailing, waste hauling and maintaining the alley free of debris and providing clear passage. (*Refer to Waste Management Plan)*
9. **Environmental Site Clean-Up**: Clean up a site that is currently subject to a No Further Remediation Plan by removing contaminated soil and further ensuring public safety.
10. **Divvy:** Applicant shall make a donation of $5,000 for the purchase of a lightweight Divvy e-bike station which will be located on the 1600 block of Chicago Avenue, or within close proximity of Applicant's proposed development.
11. **Promote local artists.**

d. Eliminate blighted structures or incompatible uses. N/A

e. Enhance the local economy and strengthen the tax base:

When complete, the proposed development will add 213 new residents to Evanston's current population. While this may not seem like a significant increase in population, it actually represents more than Evanston's total population growth between 1970-2021, according to the U.S. Census Bureau. In fact, since 1990, Evanston's population has only grown 5.8%.

From a financial perspective, these new residents in 2027, with the building fully occupied, will spend nearly $1.3 million annually in the local economy of Evanston, generating $336,000 in new sales tax revenue for the community each year. In addition, the new residents will also generate over $76,000 annually in new income tax and utility taxes to the City of Evanston.

In terms of property taxes, beginning in 2028, the proposed development is estimated to pay over $841,000 annually, which is nearly eight times more than the Subject Property currently yields. The City of Evanston's share in 2028 will be $165,830 compared to the $21,670, it currently receives.

Finally, besides the actual new dollars generated for the City, the addition of 213 new residents will increase the demand for goods and services, further activating the existing brick and mortar retail and restaurant businesses located within downtown Evanston, which remains challenging despite Evanston's enviable location and demographics.

f. Efficiently use land resulting in more economic networks of utilities, streets, schools, public grounds, and other facilities:

The existing 1-story building is occupied with retail and restaurant uses and would greatly benefit from more residents who would patronize stores and restaurants located not only within the block but the entire downtown area. The Applicant recognizes the value of its existing retail users, therefore its proposed mixed-use development will include ground floor retail/restaurants, optimally operated by small Evanston business owners, including its existing retail tenants.

A chief feature of The Legacy is that it exemplifies transit-oriented development, thus lessening the need for dependency on automobiles. The proposed development's density, is planned within close proximity to significant rail, bus, ride-hailing and institutional transportation services in order to adhere to a more efficient and environmentally-friendly network of streets and access to schools, public grounds, and other facilities.

The proposed development will accommodate existing bike lanes, include a bike room with 106 bike spaces, provide eight (8) exterior bicycle spaces, and provide on-site residential parking. The proposed size of the parking garage represents what we believe to be the true demand in an urban transit-oriented downtown like Evanston. If resident demand exceeds the capacity of the proposed on-site parking, Applicant will utilize the City-owned Church/Chicago parking garage for some of The Legacy's parking needs, bringing a new revenue stream to an existing public parking facility that is 50% utilized. The Applicant shall lease off-site parking spaces at a city-owned or private parking lot, located within 1,000 ft. of the subject property, for use by its commercial tenants' employees and patrons. The exact number of off-site parking spaces shall be determined once commercial tenant operations have been established and demand determined; however the number of parking spaces shall not exceed twenty-three (23) spaces.

Alley improvements, as detailed in Applicant's alley management plan and diagram, will be made to accommodate a smoother flow of traffic and lessen the occasions when cars and trucks are unable to pass due to the existing poor design of loading locations.

g. Incorporate recognized sustainable design practices and building materials to promote energy conservation and improve environmental quality.

The Legacy will be designed to achieve LEED Gold certification in keeping with City of Evanston requirements. Additionally, the proposed development will meet current LEED guidelines for bird safety. A green roof will be located on the 15th floor of The Legacy. Such features received favorable comment from Evanston's Land Use Commission, at its September 14th hearing, during presentation of Applicant's previous proposed development, and shall be maintained as part of Applicant's current proposed development.

h. Additional benefits related to transit alternatives, public art, public space improvements, etc.

N/A

Statement Describing the Relationship of The Legacy to the Comprehensive Plan and Other City Land Use Plans:

The proposed development is in compliance with the City of Evanston's ("Evanston") Comprehensive General Plan (2000) because it comports with the following principles articulated by Evanston:

a. Encouraging new development that improves the economy, convenience, and attractiveness of Evanston while simultaneously working to maintain a high quality of life within the community.

The Legacy will add to Evanston's minimal population growth; generate significant property taxes, sales taxes, and other revenue; provide new permanent and temporary employment; and bring new residential spending to downtown Evanston by providing new customers for the neighborhood's stores, services, and restaurants. The proposed development is a transit-oriented development that is located close to public transportation as well as nearby to an array of services and attractions in the urban center of Evanston. Also, The Legacy is designed in a contemporary architectural style that fits within the context of downtown Evanston. Finally, the building will offer a mix of apartment sizes to reflect the demand from both younger populations as well as active adults reaching the senior stages of their lives.

b. Promote higher-density residential and mixed-use development in close proximity to transit nodes in order to support non-automobile dependent lifestyles. New developments should be integrated with existing neighborhoods to promote walking and the use of mass transit.

The Legacy is located within walking distance to the CTA and Metra stations in downtown Evanston and several bus routes. In addition, outside the proposed development is a new protected bike lane that will encourage bicycle ownership and use. To encourage biking, the proposed development will have substantial bicycle parking and amenities for repair and storage. The Applicant will also provide eight (8) exterior bicycle spaces directly in front of the proposed building. Also, the front entrance of the proposed building offers ample room for loading/unloading of ride hailing services without creating street conflicts. Last, the proposed development is set in the heart of one of the most walkable downtown communities in the U.S.

c. New land development can take advantage of renewed interest in pedestrian and transit orientation. … higher density residential residential/commercial mixed-use buildings can be desirable additions along major corridors already very accessible to mass transit.

The Legacy's location on Chicago Avenue is within an identified north-south transportation corridor which Evanston has encouraged and accepted higher density in the last several years because of its access to mass transit.

d. Promote biking to enhance the character of the community, retail viability, and health of citizens.

The Legacy will include significant bicycle storage and other bicycle amenities to encourage its residents to use this mode of transportation. The 106 bicycle parking spaces will help the project attain its LEED Gold status.

e. Encourage new developments to complement existing street and sidewalk patterns.

The Legacy is designed to enhance the pedestrian experience along Chicago Avenue and will continue the existing retail-oriented character of the street. The zero-setback placement of the proposed building on the Subject Property will ensure pedestrian engagement and be scaled in a manner appropriate to its downtown Evanston context. The first floor will include the residential lobby and approximately 7,195 SF of retail space suitable for restaurant use with sidewalk dining opportunities. Vehicular access will be located along the alley behind the property. All on-site parking will be located within the 2nd and 3rd floors of the proposed development. The sidewalk will be designed to current Evanston standards and include enhanced paving and street trees.

f. The height and mass of the building should be compatible with its particular site.

Carefully scaled and proportioned, the architecture of The Legacy is designed to harmonize with the urban character of downtown Evanston's and Evanston's overall varied architectural vocabularies. The contemporary elements of its design and overall massing are designed with a striking glass exterior window-wall system. The building's base matches the zero-setback character of the existing block, promoting downtown's pedestrian nature. Furthermore, the building materials on the lower floors of Applicant's proposed building have been changed to a masonry brick application in order to be in congruence with surrounding buildings.

g. Encourage both new housing construction and the conversion of underutilized non-residential buildings to housing in order to increase housing variety and to enhance the property tax base.

The Legacy takes a block that is now a mix of senior housing and retail/services and transforms it into a mixed-use residential street for all ages that will provide a variety of housing options and generate much needed tax dollars.

h. Develop strategies where feasible for addressing parking and circulation of merchants and surrounding residents in areas of neighborhood business activity.

Instead of using this valuable block for parking (which has less financial value and is aesthetically unappealing), the proposed development provides a 57-space parking garage which we believe to be the true demand in an urban transit-oriented downtown like Evanston. If resident demand exceeds the capacity of the proposed on-site parking, the Applicant will utilize the City-owned Church/Chicago parking garage.

i. Sensitivity to environmental concerns should be reflected in building design, site planning, and landscaping.

The Legacy will be designed to LEED Gold standards, which is derived by meeting a list of criteria related to, for example, the project's location and access to mass transit, bicycle facilities, pollution prevention, water efficiency, efficient heating and cooling systems, optimized energy management, daylighting and minimum indoor air quality performance.

j. The Legacy project also subscribes to many of the Downtown Plan (2009) Objectives and Recommendations.

i.) Optimize Economic Development.
ii.) Improve the Quality of the Physical Environment.
iii.) Promote Sustainable Green Buildings.
iv.) Maintain a Strong Multi-Modal Transportation System.
v.) Downtown should continue as the Economic Engine of Evanston. Downtown businesses and downtown development should continue as the major source of sales and property tax revenues in order to mitigate the tax burden on Evanston homeowners.

Statement of Compliance with Zoning Ordinance and Other Planning Policies:

The Legacy will be in compliance with the Evanston Zoning Ordinance, subject to the approval of development allowances as listed in the Planned Development application. Please refer to the following statements included in Applicant's Planned Development application:

Relationship of The Legacy to the Comprehensive Plan and Other City Land Use Plans (p. 6)

Development Allowances for Planned Developments (p.20)

Statement of Compatibility with the Design Guidelines for Planned Developments (p. 11)

Statement of Site Controls and Standards for Planned Developments:

a. Minimum area
The proposed development's 140 dwelling units are allowed, subject to approval of the requested development allowance by a majority of the City Council.

b. Tree preservation
The Subject Property is a developed, occupied urban infill property. The existing trees fronting the site along Chicago Avenue will be replaced as part of the project pursuant to an approved landscape plan.

c. Landscape strip
The Legacy will provide a landscape strip within the streetscape at the front of the building along Chicago Avenue. The landscape streetscape will comply with downtown streetscape design guidelines.

d. Open space
The Subject Property has no open space. The Legacy will enhance the streetscape along Chicago Avenue as shown on the proposed landscape plan. Outdoor amenities on the 15th floor rooftop will include planting areas and a dog walk to enhance the resident experience.

e. Walkways
The project will activate new retail space along Chicago Avenue, providing an improved pedestrian experience.

f. Parking and loading
On-site parking is located within the 2nd & 3rd floors of the proposed development, and accessed from the alley. The loading berths are located on the east side of the building, accessible from the alley.

g. Utilities
The Legacy will provide underground installation of utilities as required by City codes. The mechanical and utility rooms are located on the east side of the building adjacent to the alley, providing easy connection to existing utilities and easy access from the alley.

h. Stormwater Treatment
Provisions will be made for acceptable design and construction of storm water facilities, including grading, piping and maintenance of facilities.

Statement of compatibility of the proposed development with the subject and surrounding residential and non-residential neighborhoods:

The Legacy is compatible with the surrounding downtown neighborhood as the Subject Property is situated within a major transportation corridor. The design team has proposed a building and landscape that offers high-quality architecture consistent with Evanston's standards and expectations. The height, which has further decreased to 165 feet, is aligned with other larger residential structures on the block like The Park Evanston, and is more in scale, in terms of a gradual change than the Applicant's previous building design, thus respecting the transitional nature of the block. Applicant's proposed landscaping will enhance the continuity of the streetscape and walkability/biking along Chicago Avenue. The mixed-use nature of the proposed development (residential/retail) is also evidenced in the "mix" of expected populations ranging from young professionals to empty-nesters who are downsizing and want to stay in Evanston.

Statement showing how the proposed development is compatible with the design guidelines for planned developments:

The Legacy is designed in accordance with the City's 2006 "Design Guidelines for Planned Developments" and contributes to and complements the character of the Chicago Avenue streetscape and the downtown Evanston skyline. Designed by renowned architects Pappageorge Haymes, the project will be a first-class luxury residential building.

The mass of the proposed building should respect surrounding buildings. This will be accomplished by 1) breaking up the building's mass to read in different planes, 2) pulling apart portions of the building's mass and introducing negative space, and 3) dividing larger portions of the building's mass into smaller portions. (*Design Guidelines, page 9*).

The proposed building's linear floor plates and recessed balconies provide negative space and differentiate the building's mass into smaller portions.

The building's scale and context should: 1) be appropriate to the site ... and 2) complement surrounding buildings. Consideration should be given to ... how the building relates to surrounding buildings in terms of height, scale, proportion and architectural features ... [and] how the building appears from the public way. (Design Guidelines, page 9).

The Legacy's scale and design builds upon and relates directly to the urban context of downtown Evanston. The Legacy has a defined base that relates to the streetscape with a human scale and connects, through design and materials, to surrounding buildings. The corners of the building, from its windows and balconies, offer views of the lake, parks and surrounding neighborhoods. All elevations of The Legacy are visible from the public way. Each of the building elevations address the public way with its large windows and articulated facade that employ varying height, mass, and materials. The building is only 24 ft. higher than The Mather's two buildings one block east of Chicago Ave. at Hinman and Davis. The building is only 30 ft. higher than the 500 Davis office building also one block east of Chicago Ave. at Hinman and Davis.

***Materials should be appropriate to the architectural style of the building. Materials should be of a durable quality that requires minimal maintenance.* (Design Guidelines, page 9).**

The Legacy's glass window-wall and metal panel construction are appropriate to the architectural style of the proposed building and are contextual to and complementary of the architectural style and materials included in the overall context of downtown Evanston. The Legacy's metal panel and glass materials will be of high, durable quality for longevity and minimal maintenance. The

materials on lower levels of Applicant's proposed development, have been changed to a masonry brick application to be in congruence with surrounding buildings.

The roofline of the building should enhance the skyline of the area. Views of the roof from the public way and from adjacent taller buildings should be considered, and mechanical equipment should be screened. **(Design Guidelines, page 13).**

The Legacy's penthouse and amenity floors are stepped back from the facade, reducing the massing. This feature was included in Applicant's previous proposed development, of which Evanston's Land Use Commission provided favorable comment. The upper floor mechanical areas and mechanical room are located at the interior of the floor plate and are addressed with glazed and louvered walls to integrate seamlessly into the building design aesthetic.

Architectural features of the building should be consistent with its architectural style and should complement surrounding buildings. Balconies ... should be an integral component of the design of the building. **(Design Guidelines, page 13).**

Some of the proposed balconies are recessed while those at the corners are integrated into the design of the exterior and do not appear as add-ons.

Loading docks and refuse collection areas: 1) must comply with the City's zoning ordinance requirements; 2) should be screened to limit visibility from the public way. **(Design Guidelines, page 15).**

The Legacy's loading berths are accessed from the alley and located within the proposed building, and not visible. Similarly, the refuse collection area is internal to the proposed development and accessed from the alley, and is not visible from the public way.

Meters and mechanical equipment for utilities should not be placed on the front of the building or in its front yard. Such equipment should be placed inside the building, on the roof, or at the rear of the building. **(Design Guidelines, page 15).**

Mechanical equipment and meters are placed inside the building or at the rear of the building adjacent to the alley. No mechanical equipment or meters are located at the front of the existing building along Chicago Avenue.

Parking structures should be designed to: a) minimize the number of vehicle access and exit points crossing the pedestrian way. **(Design Guidelines, page 17).**

The Legacy's above-grade parking has a single entry from the alley which allows all resident vehicular traffic to load and unload within the building rather than on Chicago Avenue.

Pedestrian-oriented storefronts. The primary entrance should be oriented to the street. **(Design Guidelines, page 19).**

The proposed development's retail storefront units and residential lobby are oriented to Chicago Avenue, which is activated by the pedestrian lobby entry for residents and guests and by the retail storefront. The proposed development's first and second-floor metal panel and glass design creates a podium upon which the upper building sits. This first floor facade provides street-level scale to the entry and retail spaces.

Clear glass windows should be provided at the pedestrian level to allow for visibility into the ground floor uses. (Design Guidelines, page 19).

The ground level has been designed to provide wide floor-to-ceiling windows for the retail and lobby spaces.

The City encourages green and LEED certified ... new construction projects. **(Design Guidelines, page 23).**

The Legacy's design will seek LEED Gold certification (or comparable certification) and will incorporate various exterior and interior green characteristics, features and systems. The project will also incorporate the current LEED certification for bird safety.

Circulation. Buildings should be sited to allow for safe and efficient pedestrian, bicycle, and vehicular movement within, in and out of, and around the proposed project. **(Design Guidelines, page 37).**

The Legacy covers its entire half-acre infill site. Pedestrian and bicycle circulation will make use of the existing public sidewalk, bicycle lanes, and downtown street network.

The internal pedestrian, bicycle, and vehicular circulation systems should be designed to: 1) be compatible with and connected to existing public circulation systems for all modes; 2) give strong visual clues as to where to ride bicycles, operate vehicles, and walk. (Design Guidelines, page 37)

The internal arrangement of uses on the first floor is designed to work with the Evanston's existing public sidewalk and alley system. The proposed development's architecture and signage will indicate points of access and egress. Bicycles may use either the front of the building for access or may also have direct access the adjacent alley.

Statement describing provisions for care and maintenance of open space and recreational facilities and, if owned by an entity other than a government authority, proposed articles of incorporation and bylaws.

The Legacy will adhere to the Downtown Evanston landscaping and streetscape standards along Chicago Avenue. The streetscape landscaping along Chicago Avenue, and the green space located on the proposed development's open recreational and amenity areas, within the 15th floor, will be cared for and maintained by the Applicant.

Statement addressing the development allowances for planned developments in the subject property's zoning district regarding the following:

a. Height increases
b. Density increases
c. The location and placement of buildings varying from that otherwise permitted in the district
d. Floor area ratio increases

The following four (4) site development allowances are required in order to permit the construction of The Legacy:

a. *Height Increases*:

The Legacy's proposed building height is 165' 0" to the roof of the mechanical penthouse. The maximum permitted height of a building in the D4 District is 105 feet with a site development allowance of 40 feet for a total of 145 feet. The Applicant understands that a building height of greater than 145 feet, not including the height of the two parking floors, requires the approval of the City Council.

b. *Density Increases*:

The Legacy's proposed number of dwelling units is 140. The maximum number of dwelling units based on the lot size of 21,644 square feet and the Zoning Ordinance requirement of 400 square feet per dwelling unit is 54 dwelling units. However, with the IHO bonus derived from the inclusion of 10 affordable units, another 40 market rate units are permitted for a total allowable 94 units.

c. *Floor Area Ratio Increases*:

The project's proposed FAR is 6.332 The maximum permitted FAR in the D4 District is 5.4 with a maximum site development allowance of 0.6, plus an IHO bonus of 2.0. Under Applicant's current proposed development, a site development allowance of 0.6 FAR is no longer needed, due to the decrease in the number of proposed dwelling units, and only the 2.0 IHO bonus shall apply. The Applicant understands the proposed FAR is significantly less than the maximum of 7.4.

d. ***Parking:***

The underlying D4 zoning would require that the proposed development have 95 residential parking spaces and 23 retail/restaurant parking spaces for a total of 118 parking spaces under the Zoning Ordinance. The proposed development provides 57 above-ground on-site parking spaces (with 2 ADA spaces) for residential use only, and proposes, if necessary, to lease additional parking spaces from the City's Church Street Garage, if resident demand exceeds the capacity of the on-site parking.

e. ***Loading Berth:***

The Legacy will provide two short loading docks enclosed within the proposed development and accessed from the alley to the east of the Subject Property. A minimum of three (3) short loading berths are required under the Zoning Ordinance. The proposed development does not anticipate the need for the simultaneous use of three (3) loading berths, therefore three (3) loading berths are not necessary.

Statement addressing the general conditions for planned developments in the Downtown Districts

Statement addressing the general conditions for planned developments in downtown districts (Sec. 6-11-1-10(A):

a. *The proposed development will be compatible with surrounding development and will not be of such nature in height, bulk, or scale as to exercise any influence contrary to the purpose and intent of the Zoning Ordinance.*

Due to the proposed reduction in density and height, The Legacy is more in scale and compatible with surrounding downtown residential developments such as The Park Evanston and The Merion with regard to height, bulk, and scale in a D4 district. Also, Evanston Place, while in the R6 district, has similar attributes in terms of dense residential development.

Other nearby examples where Evanston has allowed new development to substantially exceed the maximum development height allowance East of Chicago Ave. includes:

- 500 Davis, with a height of 135 feet, exceeds the maximum height of 66 feet (with development allowances) permitted in a D1 district by fifty percent (50%).
- The Mather, located at 425 Davis, with a height of 141 feet, exceeds the maximum height of 97 feet (with development allowances) permitted in a R6 district by forty-five percent (45%).

The Legacy is in compliance with the City of Evanston Zoning Ordinance , except for the four (4) (4) site development allowances the Applicant is seeking.

b. *The proposal will enhance the identity and character of downtown by:*

i.) Preserving character-giving buildings. The Legacy's architectural design is intended to compliment the adjacent Merion, through the continuation of the street wall, creating a consistency in form and pedestrian-friendly massing along the east side of the 1600 block of Chicago Avenue.

ii.) Enhancing existing streetscape amenities. The Legacy will work with City of Evanston to make sure the most positive features of the existing streetscape, such as planters and sidewalk patterns within in the 1600 block of Chicago Avenue, are incorporated into the final landscape design. Once construction is completed, the idea is to restore much of the existing accoutrements and add new beautification amenities that create both an attractive and consistent look.

iii.) Maintaining retail continuity in areas where it is prominent. Although the 1600 block of Chicago Avenue has a mixed record of successful retail, the overall track record of Horizon Realty Group (HRG) is strong throughout their mixed-use projects in the Chicago area. HRG will recruit and select high-quality retail tenants who will generate pedestrian traffic serving both neighborhood residents and visitors to downtown Evanston.

iv.) Strengthening pedestrian orientation and scale. The ground floor retail space and resident lobby have large windows and prominent entrances that help activate the street. The proposed development is set to the edge of the public sidewalk, in line with the pattern of existing buildings on the block.

v.) Contributing to mixed-use vitality . The Legacy is inherently a mixed-use development with 7,195 sq. ft. of retail/restaurant space and 140 new apartment units. The ratio of residential to retail is similar to other recent mixed-use development projects approved by Evanston. The current all-retail/service mix on the existing site does not maximize the highest and best use and results in a significant opportunity cost for Evanston.

c. The planned development and all landscaping must be compatible with the implementation of the Comprehensive General Plan, the Plan for Downtown Evanston, any adopted land use or urban design plan, the Zoning Ordinance, and any other pertinent city planning and development policies, particularly in terms of:

i.) Land use. Transitioning the site from commercial uses to a mix of commercial and residential uses is appropriate for and is contextual within this part of Chicago Avenue which is already an urban mixed-use neighborhood. A more intensive mixed-use development on the Subject Property is consistent with planning and development policies to strengthen the downtown edge.

ii.) Land use intensity. The Subject Property is occupied with a single-story building with several commercial retail and restaurant uses, but the Subject Property presents a redevelopment opportunity to bring more residents to the area to patronize the stores and

restaurants along Chicago Avenue and the greater downtown. The project will be mixed-use, so much of the kind of retail activity that currently exists will be included in the new development, which will be consistent with the ground floor uses of The Merion residences. The proposed development exemplifies transit-oriented development, lessening the need for dependency on automobiles. The proposed development's density within close proximity to significant transportation services, promotes a more efficient and more environmentally-friendly network of streets and access to schools, public grounds, and other facilities. The project's density supports the health and vitality of downtown businesses, and contributes to a compact, walkable and attractive downtown.

iii.) Housing, Preservation. The Legacy offers a mix of studio, 1BR, and 2BR apartments. Sixty-nine percent (69%) of the units will be one-bedroom and studio residences which reflects the price capacity of entry-level professionals and seniors along with people in transition (i.e. divorce) living alone. The two-bedroom apartments will attract small families or couples who have chosen to rent rather than buy. The proposed development will make a very significant contribution to affordable housing. The proposed housing mix is in keeping with the Downtown Plan which recommends "embracing a variety of residential opportunities to enhance the vibrant urban environment." The Downtown Plan noted that new rental apartments "will help Evanston reach its overarching economic development goals."

The proposed development preserves the concept of a continuous streetscape of retail activity in the 1600 block of Chicago Avenue.

i*v.) Environmental, Urban Design.* The Legacy will seek to attain LEED Gold status by employing energy savings technology in its water and utility systems, energy-efficient windows, sustainable materials, lighting design, and waste management. Further, the building's limited on-site parking sends a signal to its residents (and the community) that this development recognizes the value of alternatives to automobile ownership including transit, bicycle, and ride hailing. By reducing dependence on cars, the proposed development will create a more walkable environment to help maintain and improve the high quality of life in Evanston.

The Legacy is designed in a contemporary architectural style that is appropriate to the overall urban context of downtown Evanston. The Legacy's proposed height varies the scale of existing buildings located within this block of Chicago Avenue, while remaining much smaller than the Park Evanston. The proposed development's ground floor retail space and resident lobby have large windows and prominent entrances that help activate the street. The proposed development is set to the edge of the public sidewalk, in line with the pattern of existing buildings on the block.

v.) Traffic impact and parking. The proposed development is located in a transit-oriented location close to two transit stations, several bus routes, and a protected bike lane that runs parallel to the proposed development. As concluded in KLOA's updated traffic study, The Legacy will have a nominal impact on traffic and will not change the rating of nearby intersections and streets with regard to their capacity and any additional delays.

Parking will be accommodated both on-site and, if necessary, off-site at the underutilized Church/Chicago Parking Garage. The loading/unloading of passengers, small deliveries, and the entrance/egress to the parking garage in the building will be conducted in a loading zone eliminating numerous conflicts with pedestrians and cars on Chicago Avenue.

vi.) Impact on schools, public services, and facilities. The proposed development will have a nominal impact on schools, public services, and public facilities as the project will generate only 5 elementary school students and 3 high school students. After accounting for the cost of educating these students, the net gain to the two Evanston school districts is over $322,000 annually once the building is fully occupied in 2027. The additional gross property tax revenue to the City of Evanston is over $165,000 annually, starting in 2028, and continues to increase.

vii.) Essential character of the downtown district, the surrounding residential neighborhoods, and abutting residential lots. The Applicant's proposed development will retain the essential character of downtown Evanston as a vibrant mixed-use, transit-oriented district. The only residential building that abuts the new project is The Merion senior housing residences, built, owned, and operated by Horizon Realty Group.

viii*.) Neighborhood planning.* The Legacy is aligned with the goals and objectives of Evanston's Comprehensive Plan and Downtown Plan, especially with respect to increased residential density and commercial retail space.

ix.) Conservation of the taxable value of land and buildings throughout the City, and retention of taxable land on tax rolls. The Legacy will have a net positive impact on the taxable value of land and buildings by increasing the tax base and thus, making Evanston marginally more affordable for its current taxpayers. In a city with significant municipal and educational needs and limited opportunities to find new dollars, The Legacy provides a new flow of tax dollars on an annual basis.

Community Development Department
2100 Ridge Avenue
Evanston, IL 60201-2798
Ph: 874-448-4311
Email: IHO@cityofevanston.org
www.cityofevanston.org

INCLUSIONARY HOUSING PROPOSAL – EFFECTIVE 01/01/2021

Submission Date: October 12, 2022

Applicant Name: Horizon Realty Group **Phone:** 847-732-5

Applicant Address: 1906 West Lawrence Avenue Chicago, IL 60640

Applicant Phone: 773-529-2700 **Cell Phone:** (847) 732-5

E-Mail: Michael@horizonrealtygroup.com **Website:** www.horizonrealtygroup.com

Property Owner Name: Horizon Group XI, LLC **Phone:** (773) 529-2700

Property Owner Address: 1906 West Lawrence Avenue Chicago, IL 60640

Property Owner Phone: (773) 529-2700 **Cell Phone:** (847) 732-5

E-Mail: Michael@horizonrealtygroup.com **Website:** www.horizonrealtygroup.com

Project Name: The Legacy

Project Address: 1821-31 Chicago Avenue Evanston, IL 60201

Parcel Identification Number (PIN): 11-18-403-021-0000

Project Type:

☑ **New Construction**

☐ **Conversion/Addition of Residential Units**

☐ **Reconfiguration of Residential Units (change in # of bedrooms)**

Is the project a Planned Development, or does it require zoning variances/allowances?

☑ **Yes** ☐ **No**

Project Located in: ☑ **Downtown Zoning District** **Please list:** D4 Downtown Transition District

☐ **Non-Downtown Zoning District** **Please list:** _____

Project Description: a new 14-story (with amenity deck) planned development consisting of retail, parking and 140 dwelling units. The 140 dwelling units consist of a) 100 base dwelling units, of which 10 will be affordable dwelling units at 60% AMI and b) 40 bonus units

Inclusionary Housing Compliance*: ☑ **On-site Units**

☐ **Fee in Lieu**

*If a project is a Planned Development or requires zoning variances/allowances, there is a mandatory requirement that 5% of the units be affordable with the exception of condominiums only.

Project Funding Type: ☑ **Private**

☐ **Public**

If publicly funded (Federal, State, Local), list all sources of governmental assistance, including TIF, low income housing tax credits, bond financing, public grants, land disposition programs and other:

Affordable Units: ☑ **Rental** **Market Rate Units:** ☐ **Rental**

☐ **For Sale** ☐ **For Sale**

Residential Units

	Total # of Units	Affordable Units
Studio	20	2
1 Bedroom	53	5
2 Bedroom	45	3
3 Bedroom	NA	NA

Unit Square Footage

	Market Rate Units	Affordable Units
Studio	456 sq. ft	456 sf
1 Bedroom	68 sf - 886 sf.	68 sf - 73 sf
2 Bedroom	900 sf - 1,256 sf	900 sf - 1,256 sf
3 Bedroom	NA	NA

Describe general location of each affordable unit within the development (attach plans including floor plans, specify size and location of affordable units)

The location of each inclusionary housing unit will be in accordance with Section 5-7 of the City of Evanston's

City Code. The unit mix of the inclusionary housing units will be in proportion to the market rate units.

Pricing Schedule – Market Rate Units (Estimated Sale Price or Rent Amount)

	Sale Price	Rent Amount
Studio		$,400- $,60 per month
1 Bedroom		2,100 - 2,250 per month
2 Bedroom		2,400 - 2,60 per month
3 Bedroom		

On-site Affordable Rental Units – Number and Estimated Rents

	Units at 60% AMI	
	# of Units	**Rent**
Studio	2	$,022 per month
1 Bedroom	5	$,09 per month
2 Bedroom	3	$,227 per month
3 Bedroom	N	

On-site Affordable For-Sale Units – Number and Estimated Sale Price

	Units at 100% AMI	
	# of Units	**Sale Price**
Studio		
1 Bedroom		
2 Bedroom		
3 Bedroom		

For Development in Downtown Zoning Districts:

Fee in Lieu of On-site Rental Units: $180,281 x _____ (number of units*) = $_____

Fee in Lieu of On-site Condo Units: ($180,281 x 1.5) x _____ (number of units*) = $_____

For Development in Non-Downtown Zoning Districts:

Fee in Lieu of On-site Rental Units: $154,526 x _____ (number of units*) = $_____

Fee in Lieu of On-site Condo Units: ($154,526 x 1.5) x _____ (number of units*) = $_____

*If the percentage of units results in a fractional number, if 0.5 or greater, it rounds up to an onsite unit or full fee-in-lieu. If under 0.5, there is no onsite unit requirement and one half of the fee-in-lieu is paid. For example, 10% of 45 units is 4.5. This would round up to 5 onsite units or the applicable fee-in-lieu x 5. If 5% of the units were provided onsite, the requirement would be 2.25 onsite units, which would round down to 2 onsite units and a fee in lieu would be required of one half the applicable fee. The fee in lieu for the remaining 5%, or 2.25 units, would be the applicable fee-in-lieu x 2.5.

If the project construction will be done in phases, provide a construction schedule for market rate and affordable units.

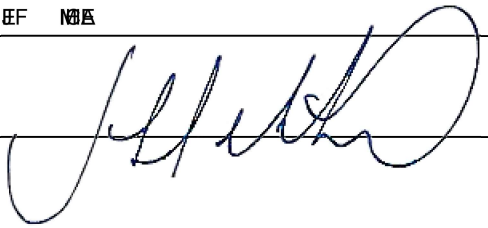
N

☐ **The developer proposes to meet the Inclusionary Housing Ordinance requirements through the attached alternative equivalent action.** (*The proposal must show that the alternative proposed will increase affordable housing opportunities in the City to an equal or greater extent than compliance with the express requirements of Inclusionary Housing Ordinance).*

For further information visit: www.cityofevanston.org/IHO

I certify that the above information is true and correct:

Print Name: EF NE **Position/Title:** OO

Signature:  **Date:** OCOR 12. 2022

“We Listened” project matrix

	PREVIOUS APPLICATION	CURRENT APPLICATION
BUILDING HEIGHT	195’-0”	165’-0”
STORIES	18 (17 + amenity level)	15 (14 + amenity level)
INGRESS/EGRESS	Alley	Alley
TOTAL UNITS	180	140
ON-SITE AFFORDABLE UNITS	18	10
FAR SQUARE FEET	168,779 (7.8)	137,057 (6.33)
EXTERIOR LOOK	Predominantly Glass	Predominantly Glass with masonry at ground level
LOADING BERTHS	2	2
PUBLIC BENEFITS	• Establish scholarship fund for continued education • Promote local artists • Environmental site clean up • EV stations • Composting & recycling of waste • Construction job preference for Evanston residents • Alley improvements	• Contribute to the cost of resurfacing of the entire alley from Davis St. to Church St. • Implementation of an alley management plan for The Legacy and adjacent neighbors to eliminate alley congestion and ensure safe passage. • An apprenticeship program for career opportunities for Evanston residents in the building trades. • Waste management plan, to establish best practices for waste composting and recycling, waste hauling, box bailing and maintaining the alley free of debris. • Partner with local trade colleges and fund a property management scholarship program (max. $10,000) for its students. • Hiring opportunities for Evanston residents. • Promote local artists.

December 14, 2022

Milestone Project Timeline

Horizon Realty Group
1631 Chicago Ave.
Evanston, IL

	Month																										
Task	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**
Design	■	■	■	■	■	■	■	■	■	■	■																	
Permitting (Foundation / Superstructure)								■	■	■																		
Permitting (Full Building)												■	■	■	■													
Construction																												
Demolition / Site Prep											■																	
Foundations												■																
Superstructure													■	■	■	■	■	■	■									
Building Envelope																	■	■	■	■	■							
Interiors																			■	■	■	■	■	■	■	■	■	■
Sitework																												■

THE PERMAN GROUP

PUBLIC AFFAIRS STRATEGY
PUBLIC POLICY COMMUNICATIONS

February 20, 2023

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:

- 140 rental apartments: 20=Studio, 75=1BR, 45=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; formulas from Rutgers University, Center for Urban Policy Research; and other sources identified in the report.

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

Sincerely,

Jonathan Perman
Managing Director

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

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

2025	25%
2026	90%
2027 & After	100%

The project expects to have a full population of 213. 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:

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

75 1BR units for a total of: 1.5 public K-8 grade school students
.75 public high school students

45 2BR units for a total of: 4 public K-8 grade school students
2.25 public high school students

Thus, the proposed Legacy development is expected to yield: **5 K-8 students**, and **3 high school students**.

2.0 Taxable Revenue Projections (Table 2)

2.1 Property Taxes

Based on the last Cook County triennial reassessment (2022), land and buildings on the property at 1621-31 Chicago Ave. were valued at $509,633. The taxes paid on the property in 2023 (for the 2022 tax year) is expected to be $110,000.

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

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

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

In 2026, property taxes are estimated to be **$235,775**, based on 25% occupancy in 2025
In 2027, property taxes are estimated to be **$739,454** based on 90% occupancy in 2026.
Finally, in 2028, property taxes are estimated to be **$817,257**, based on 100% occupancy in 2027 – more than seven times the property taxes paid in 2023.

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

The 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 2023. Thereafter, property taxes for the new retail use are incorporated into the residential property tax estimates.

In the 2021 tax year (paid in 2022), Evanston School District #65 accounted for 40.1% of a property tax bill and Evanston High School District #202 accounted for 25.5% of a tax bill. The City of Evanston's share of a tax bill is 16.9%. The Evanston Public Library is 2.8% of the tax bill. Together, the City of Evanston and Library are 19.7% 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.

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

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

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

So, in 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 2.50% (City of Evanston share of sales tax) and 20% of sales will be for liquor taxed at 8.50%

$7,195,000 sales x .8 = $5,756,000 x 2.50% = $143,900.

$7,195,000 x .2 = $1,439,000 x 8.50% = $122,315

Total annual sales tax revenue derived from the restaurant in the project = **$266,215**

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

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

The median household income in the project is $88,775 when the building is opened in 2025. This is derived by using 35% of the unit rent (reduced by 9.5% to account for the 10 affordable IHO units), 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 $400 per household x 140 households = **$56,000** (**see Table 4**).

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

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

2.4 State Income Taxes (Table 2)

State income tax estimates are based on the total population absorption rates cited earlier. The City of Evanston is budgeted to receive $11,500,000 in its share of state income taxes in 2023 (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 30,256 (2017-21). That amounts to $380 per household x 140 units = **$53,200,** 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 2023, the City of Evanston is budgeted to receive $800,000 in motor fuel taxes from the State of Illinois. This amounts to $26.44 per household.

Since Evanston will not capture additional motor fuel taxes from the project until after it is occupied, we do not show motor fuel tax revenue until 2026. So, for example, in 2028, when the project is fully occupied, it is anticipated the City of Evanston will receive an estimated $26.44 x 140 household units = **$3,702**, 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 2023, the City of Evanston is budgeted to receive $3,100,000 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 $3,100,000/30,256 households = $102.46 per household. However, The Legacy is expected to only have half of its units be car owners. So, multiplying $102.46 x 70 units = **$7,172**, 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 2023, the City of Evanston is budgeted to receive $5,100,000 from the combined accounts of Electric Utility Tax, Natural Gas Utility Tax, and Natural Gas Home Rule Tax. In 2027, when the building is fully occupied, the City of Evanston is expected to generate $5,100,000/30,256 households = $168.56 per household. So, multiplying $168.56 x 140 units = **$23,598**, 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 2023, the City of Evanston is budgeted to receive $1,200,000 from the Telecommunications Tax. In 2027, when the building is fully occupied, the City of Evanston is expected to generate $1,200,000/30,256 households = $39.66 per household. So, multiplying $39.66 x 140 units = **$5,552** 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 2023, 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 $950,000/30,256 households = $31.40 per household. So, multiplying $31.40 x 140 units = **$4,396**, 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 2023
Zoning, Plan Review: $66,000

Year 2024
Construction Permit (based on value of $89M): $1,557,857
Right-of Way: $2,000

Year 2025
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 819 full-time equivalent employees (FTE). The average cost to the City per employee (wages and benefits) in 2022 is estimated to be $90,969. 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 819 employees. This average employee cost is then increased 3% per year.

The current ratio of City employees to 77,517 residents is 1:94.6 or one employee for every 95 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	54 residents	0.5 employee
2026	193 residents	2 employees
2027	213 residents	2 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 $105,458 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 more City employees. In 2027, each employee costs $105,458 x 2 employees = $210,916 * .434 = $91,538. Added to this figure is 15% for capital costs ($91,438 * 1.15) = **$105,268**, 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.

As noted earlier, in the 2022 tax year, Evanston School District #65 accounted for 40.1% of a property tax bill and Evanston High School District #202 accounted for 25.5% of a tax bill. The report uses these same percentages of tax bills throughout the study period. We also assume an annual 3% increase in school costs per pupil.

Using the formulas cited earlier from the Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers, the proposed Legacy development is expected to yield **5 elementary school age children** and **3 high school students** (see Table 1)**.**

Over the course of the study period, 2025-2035, the Evanston School District #65 will receive **$2,271,789 in net property tax revenue.**

The Evanston School District #202, between 2025-2035, will receive **$1,381,427 in net property tax revenue.**

The average cost per student in 2022 in District #65 was $21,373; and in District #202 it was $24,032, according to the Illinois School Report Card.

Therefore, in 2027, when The Legacy is fully occupied, we estimate the cost of 5 elementary school students @ $24,778 each = $123,888. We estimate the cost of 3 high school students @ $27,859, each = $83,578.

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 **$110,000** in property tax revenue. The new development, by contrast, offers more than $1.62 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 property tax revenue is expected to be **more than $700,000**. By 2028, the total tax revenue will have grown to **more than $1.26 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 2026, the City of Evanston and Library are predicted to receive more than $511,000 of new revenue and that figure will ramp up to over $601,000 annually by 2030** (**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 $25,000 in 2025 rising to about $112,000 by 2029, the **Net Revenues to the City of Evanston and Library during the study period (2022-2035) are $8,013,725 (Revenues) - $1,196,435 (Expenses) = $6,817,290** (**see Table 5**).

Looking at the expected Net Revenue for the project (**see Table 7**)**; the first year (2023) brings $1,626,685, mainly from building permit and impact fees. By 2029, the annual Net Tax Revenue is over $958,000, primarily from property taxes.**

Even more striking is **the proposed project is estimated to generate $11,906,668 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 $7,937,887, 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.

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	20	5	18	20	20	20	20	20	20	20	20	20
1 BR	75	19	67	75	75	75	75	75	75	75	75	75
2 BR	45	11	41	45	45	45	45	45	45	45	45	45
Total	**140**	**35**	**126**	**140**	**140**	**140**	**140**	**140**	**140**	**140**	**140**	**140**

Type of Unit	Population											
Studio	7	24	26	26	26	26	26	26	26	26	26	26
1 BR	25	88	98	98	98	98	98	98	98	98	98	98
2 BR	22	81	89	89	89	89	89	89	89	89	89	89
Total	**54**	**193**	**213**	**213**	**213**	**213**	**213**	**213**	**213**	**213**	**213**	**213**

Elementary School Age	1	5	5	5	5	5	5	5	5	5	5	5
High School Age	1	3	3	3	3	3	3	3	3	3	3	3
Total School Age	**2**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**8**	**8**

Table 2
Estimated Project Tax Revenue

Type of Tax	2022	2023	2024	2025	2026	2027	2028
Residential Property Tax	0	0	0	192,503	694,884	771,350	794,490
Land Property Tax	39,600	40,788	42,012	43,272	44,570	45,907	47,284
Retail Property Tax	70,400	22,512	0	0	0	0	0
Total Property Tax	**110,000**	**63,300**	**42,012**	**235,775**	**739,454**	**817,257**	**841,774**
Sales Tax from Retail Sales in the Project	3,528	3,528	0	266,215	266,215	266,215	266,215
Sales Tax from Residents Living in the Project	0	0	0	13,195	49,014	56,000	57,719
State Income Tax	0	0	0	0	13,300	53,200	53,200
Motor Fuel Tax	0	0	0	0	925	3,331	3,702
Auto (Wheel) Tax	0	0	0	1,844	6,455	7,172	7,172
Utility Tax	0	0	0	5,890	21,239	23,598	23,598
Telecommuncations Tax	0	0	0	1,388	4,997	5,552	5,552
Cable Franchise Fee	0	0	0	1,099	3,956	4,396	4,396
Construction Permit Fees, Inspections, etc..	66,000	1,559,857	17,500	0	0	0	0
Total Tax Revenue to all taxing bodies	**$ 179,528**	**$ 1,626,685**	**$ 59,512**	**$ 525,406**	**$ 1,105,555**	**$ 1,236,721**	**$ 1,263,328**
City of Evanston Property Tax Share	**$ 18,590**	**$ 10,698**	**$ 7,100**	**$ 39,846**	**$ 124,968**	**$ 138,116**	**$ 142,260**
Evanston Public Library Property Tax Share	**$ 3,080**	**$ 1,772**	**$ 1,176**	**$ 6,602**	**$ 20,705**	**$ 22,883**	**$ 23,570**
District #65 Property Tax Share	**$ 44,110**	**$ 25,383**	**$ 16,847**	**$ 94,546**	**$ 296,521**	**$ 327,720**	**$ 337,551**
District #202 Property Tax Share	**$ 28,050**	**$ 16,142**	**$ 10,713**	**$ 60,123**	**$ 188,561**	**$ 208,401**	**$ 214,652**
Prop. Tax to Cook County & other districts	**16,170**	**9,305**	**6,176**	**34,659**	**108,700**	**120,137**	**123,741**

Type of Tax	2029	2030	2031	2032	2033	2034	2035
Residential Property Tax	818,325	842,875	868,161	894,206	921,032	948,663	977,123
Land Property Tax	48,703	50,164	51,669	53,219	54,815	56,460	58,153
Retail Property Tax	0	0	0	0	0	0	0
Total Property Tax	**867,028**	**893,039**	**919,830**	**947,425**	**975,847**	**1,005,123**	**1,035,276**
Sales Tax from Retail Sales in the Project	266,215	266,215	266,215	266,215	266,215	266,215	266,215
Sales Tax from Residents Living in the Project	59,451	61,234	63,071	64,963	66,912	68,920	70,987
State Income Tax	53,200	53,200	53,200	53,200	53,200	53,200	53,200
Motor Fuel Tax	3,702	3,702	3,702	3,702	3,702	3,702	3,702
Auto (Wheel) Tax	7,172	7,172	7,172	7,172	7,172	7,172	7,172
Utility Tax	23,598	23,598	23,598	23,598	23,598	23,598	23,598
Telecommunications Tax	5,552	5,552	5,552	5,552	5,552	5,552	5,552
Cable Franchise Fee	4,396	4,396	4,396	4,396	4,396	4,396	4,396
Construction Permit Fees, Inspections, etc..	0	0	0	0	0	0	0
Total Tax Revenue to all taxing bodies	**$ 1,290,314**	**$ 1,318,108**	**$ 1,346,736**	**$ 1,376,223**	**$ 1,406,594**	**$ 1,437,878**	**$ 1,470,098**
City of Evanston Property Tax Share	**$ 146,528**	**$ 150,924**	**$ 155,451**	**$ 160,115**	**$ 164,918**	**$ 169,866**	**$ 174,962**
Evanston Public Library Property Tax Share	**$ 24,277**	**$ 25,005**	**$ 25,755**	**$ 26,528**	**$ 27,324**	**$ 28,143**	**$ 28,988**
District #65 Property Tax Share	**$ 347,678**	**$ 358,109**	**$ 368,852**	**$ 379,917**	**$ 391,315**	**$ 403,054**	**$ 415,146**
District #202 Property Tax Share	**$ 221,092**	**$ 227,725**	**$ 234,557**	**$ 241,593**	**$ 248,841**	**$ 256,306**	**$ 263,995**
Prop. Tax to Cook County & other districts	**127,453**	**131,277**	**135,215**	**139,271**	**143,450**	**147,753**	**152,186**

Table 3
Estimated Household Income

Type of Unit	# of Units	Monthly Rent	Est. Household Income	Total Income
Studio	20	$ 2,157	$ 68,571	$ 1,371,420
1 BR	75	$ 2,727	$ 85,714	$ 6,428,550
2 BR	45	$ 3,424	$ 102,857	$ 4,628,565
Total	**140**			**$ 12,428,535**
Weighted Avg. Household Income				**$ 88,775**

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	88,775	91,438	94,181	97,007	99,917	102,915	106,002	109,182	112,458	115,831	119,306
20%	*Convenience Goods*	17,755	18,288	18,836	19,401	19,983	20,583	21,200	21,836	22,492	23,166	23,861
10%	*Comparison Goods*	8,878	9,144	9,418	9,701	9,992	10,291	10,600	10,918	11,246	11,583	11,931
70%	*Local Spent Convenience Goods*	12,429	12,801	13,185	13,581	13,988	14,408	14,840	15,285	15,744	16,216	16,703
30%	*Local Spent Comparison Goods*	2,663	2,743	2,825	2,910	2,998	3,087	3,180	3,275	3,374	3,475	3,579
	Taxable Share Convenience Goods	311	320	330	340	350	360	371	382	394	405	418
	Taxable Share Comparison Goods	67	69	71	73	75	77	80	82	84	87	89
	Total Sales Tax Rev. per Household	**377**	**389**	**400**	**412**	**425**	**437**	**451**	**464**	**478**	**492**	**507**
	Total Sales Tax Generated by Project	**13,195**	**49,014**	**56,000**	**57,719**	**59,451**	**61,234**	**63,071**	**64,963**	**66,912**	**68,920**	**70,987**

Table 5
Estimated City of Evanston Cost and Net Revenue

Year	2022	2023	2024	2025	2026	2027	2028
City of Evanston Total Revenue	**87,670**	**1,572,327**	**25,776**	**336,078**	**511,773**	**580,463**	**587,384**
New Residents Added	0	0	0	35	126	213	213
# of New City Employees Added	0	0	0	0.5	2.0	2.0	2.0
Cost Per Employee	0	0	0	99,404	102,386	105,458	108,621
*Added City Employee Operating Cost *.434*	0	0	0	21,571	88,871	91,537	94,283
Operating Cost + Capital Cost = Total Cost	0	0	0	24,806	102,202	105,268	108,426
City of Evanston Net Revenue	**87,670**	**1,572,327**	**25,776**	**311,272**	**409,571**	**475,195**	**478,958**

	2029	2030	2031	2032	2033	2034	2035
City of Evanston Total Revenue	**594,091**	**601,047**	**608,112**	**615,442**	**622,998**	**630,765**	**638,771**
New Residents Added	213	213	213	213	213	213	213
# of New City Employees Added	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cost Per Employee	111,880	115,236	118,694	122,254	125,922	129,700	133,591
*Added City Employee Operating Cost *.434*	97,112	100,025	103,026	106,117	109,300	112,579	115,957
Operating Cost + Capital Cost = Total Cost	111,679	115,029	118,480	122,034	125,695	129,466	133,350
City of Evanston Net Revenue	**482,412**	**486,018**	**489,632**	**493,408**	**497,303**	**501,299**	**505,421**

School District Net Revenue
Table 6

District #65	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Property Tax Revenue	235,775	739,454	817,257	841,774	867,028	893,039	919,830	947,425	975,847	1,005,123	1,035,276
School Share @39.6%	93,367	292,824	323,634	333,343	343,343	353,643	364,253	375,180	386,435	398,029	409,969
Less Additional Student Cost	23,355	120,280	123,888	127,605	131,433	135,376	139,437	143,621	147,929	152,367	156,938
Net Revenue	**70,012**	**172,544**	**199,745**	**205,737**	**211,910**	**218,267**	**224,815**	**231,560**	**238,506**	**245,662**	**253,031**

District #202											
Property Tax Revenue	235,775	739,454	817,257	841,774	867,028	893,039	919,830	947,425	975,847	1,005,123	1,035,276
School Share @ 25.2%	59,415	186,342	205,949	212,127	218,491	225,046	231,797	238,751	245,913	253,291	260,890
Less Additional Student Cost	26,260	81,144	83,578	86,086	88,668	91,328	94,068	96,890	99,797	102,791	105,875
Net Revenue	**33,155**	**105,198**	**122,370**	**126,041**	**129,823**	**133,718**	**137,729**	**141,861**	**146,117**	**150,500**	**155,015**

Table 7
Estimated Project Tax Revenue

Year	2023	2024	2025	2026	2027	2028	2029	2030
Total Tax & Fee Revenue	**1,626,685**	**59,512**	**525,406**	**1,105,555**	**1,236,721**	**1,263,328**	**1,290,314**	**1,318,108**
City of Evanston Costs	-	-	24,806	102,202	105,268	108,621	111,679	115,029
District #65 Costs	0	0	23,355	120,280	123,888	127,605	131,433	135,376
District #202 Costs	0	0	26,260	81,144	83,578	86,086	88,668	91,328
Total Public Costs	-	-	74,421	303,626	312,734	322,312	331,780	341,733
Net Revenue	**1,626,685**	**59,512**	**450,985**	**801,929**	**923,987**	**941,016**	**958,534**	**976,375**
Cumulative Net Revenue	**1,626,685**	**1,686,197**	**2,137,182**	**2,939,111**	**3,863,098**	**4,804,114**	**5,762,648**	**6,739,023**
Net Present Value of Net Revenue	**7,937,887**							

Year	2031	2032	2033	2034	2035
Total Tax & Fee Revenue	**1,346,726**	**1,376,223**	**1,406,594**	**1,437,878**	**1,470,098**
City of Evanston Costs	118,694	122,254	125,922	129,700	133,591
District #65 Costs	139,437	143,621	147,929	152,367	156,938
District #202 Costs	94,068	96,890	99,797	102,791	105,875
Total Public Costs	352,199	362,765	373,648	384,858	396,404
Net Revenue	**994,527**	**1,013,458**	**1,032,946**	**1,053,020**	**1,073,694**
Cumulative Net Revenue	**7,733,550**	**8,747,008**	**9,779,954**	**10,832,974**	**11,906,668**

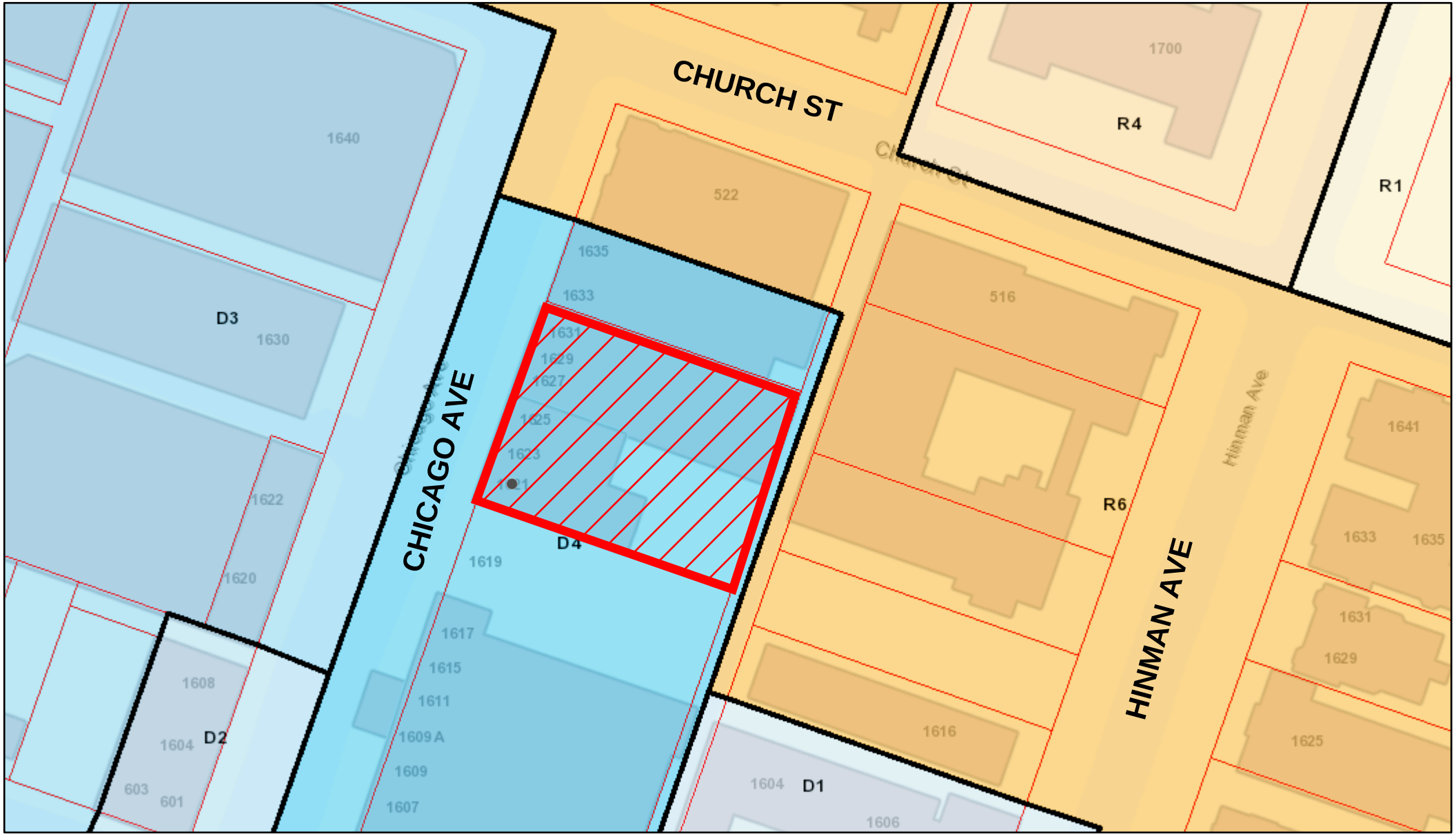
First Name	Last Name	Email	Zip Code	State
Sent Emails to City Council:				
angel	bassuk	bassukchicago@aol.com	60201	Illinois
Daniel	Bleier	dan@office805.com	60201	Illinois
Nicholas	Caldicott	ncaldico@gmail.com	60201	Illinois
D	Chanan	donchanan@marssteel.com	60131	Illinois
Neal	Cohen	nealicohen@comcast.net	60201	Illinois
Salomon	Dayan	moumi@aol.com	60201	Illinois
Jack	DeMar	jack@picnic-to-go.com	60201	Illinois
Andrew	Denlow	andrewdenlow@Hotmail.com	60201	Illinois
gary	gagerman	garygagerman@gmail.com	60026	Illinois
Andrew	Glatz	Andrew@chrchicago.com	60645	Illinois
Phillip	Gordon	phillipgrdn@me.com	60201	Illinois
Shayna	Jensky	shayna.jensky@gmail.com	60201	Illinois
stephen	kant	sdkant@hotmail.com	60015	Illinois
Abraham	Katz	abek@arkatz.com	60062	Illinois
Ralph	Katz	ralphk@arkatz.com	60015	Illinois
Richard	Kronrad	richard@kronrad.com	33160	Florida
Jack	Lasday	gulffor@sbcglobal.net	60201	Illinois
Robert	Martin	robertlmartin32@gmail.com	60062	Illinois
Howard	Michael	hsmichael713@gmail.com	60047	Illinois
Levi	Michael	levi4441@gmail.com	9330268	
Laura	Rodriguez	laurarodriguez_zaa@hotmail.com	60202	Illinois
Gary	Rothbart	gary@rothbartrealty.com	60022	Illinois
Howard	Schechter	hschecht2@gmail.com	60035	Illinois
David	Schimel	drschimel1@gmail.com	60062	Illinois
David	Schwartz	davidtschwartz@gmail.com	60035	Illinois
Fred	Shandling	fshandling@comcast.net	33446	Florida
Anthony	Sherwood	tony.sherwood@cybsearch.com	60015	Illinois
Joaeph	Siegman	jmsgolf@aol.com	60035	Illinois
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Dan	Tucker	dtucker23@yahoo.com	60201	Illinois
Joseph	Valenti	joevalenti1950@gmail.com	33483	Florida
Danny	Wiess	dm200@aol.com	60201	Illinois
Chad	Davidson	cdavidsongbn@gmail.com	60201	Illinois
John	Desfosses	jldesfosses@gmail.com	60201	Illinois
Seth	Kaplan	kaplan.seth.a@gmail.com	60201	Illinois
David	Katz	davidk@arkatz.com	60062	Illinois
Lee	Kiser	leekiser123@gmail.com	60201	Illinois
Registered as supporter for future contact:				

Michael	Marin	broker@michaelmarin.net
Robert	Keding	rmkeding@gmail.com

City	Subscribed?
evanston	subscribed
Evanston	subscribed
Evanston	subscribed
Franklin Park	subscribed
Evanston	subscribed
Evanston	subscribed
Evanston	subscribed
Evanston	subscribed
glenview	subscribed
Chicago	subscribed
Evanston	subscribed
Evanston	subscribed
deerfield	subscribed
Northbrook	subscribed
Bannockburn	subscribed
Aventura	subscribed
Evanston	subscribed
Northbrook	subscribed
Hawthorn Woods	subscribed
Jerusalem	subscribed
Evanston	subscribed
Glencoe	subscribed
Highland Park	subscribed
Northbrook, IL	subscribed
Highland Park	subscribed
Delray Beach	subscribed
Deerfield	subscribed
Highland Park	subscribed
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Evanston	subscribed
Evanston	unsubscribed
Evanston	unsubscribed
Evanston	unsubscribed
Northbrook	unsubscribed
Evanston	unsubscribed

subscribed
subscribed

1621-31 Chicago Ave - Zoning



1/25/2023, 3:39:47 PM

1:1,000

0 0.01 0.01 0.03 mi

0 0.01 0.03 0.05 km

Zoning Districts

- B1 - Business
- B1a - Business
- B2 - Business
- B3 - Business
- C1 - Commercial
- C1a - Commercial Mixed-Use
- C2 - Commercial
- D1 - Downtown Fringe
- D2 - Downtown Retail Core
- D3 - Downtown Core Development
- D4 - Downtown Transition
- I1 - Industrial / Office
- I2 - General Industrial
- I3 - General Industrial

ArcGIS Web AppBuilder

1621-31 Chicago Ave - Aerial



1/25/2023, 3:38:41 PM

Tax Parcels

City Boundary

1:500

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0 0.01 0.01 0.02 km

Cook County GIS

1621-31 Chicago Avenue – Street view





PAPPAGEORGE HAYMES

The Legacy

1621-31 Chicago Ave

March 2, 2023

HORIZON REALTY GROUP



1621-31 Chicago Ave. - Evanston, IL

Area Map
3/2/23

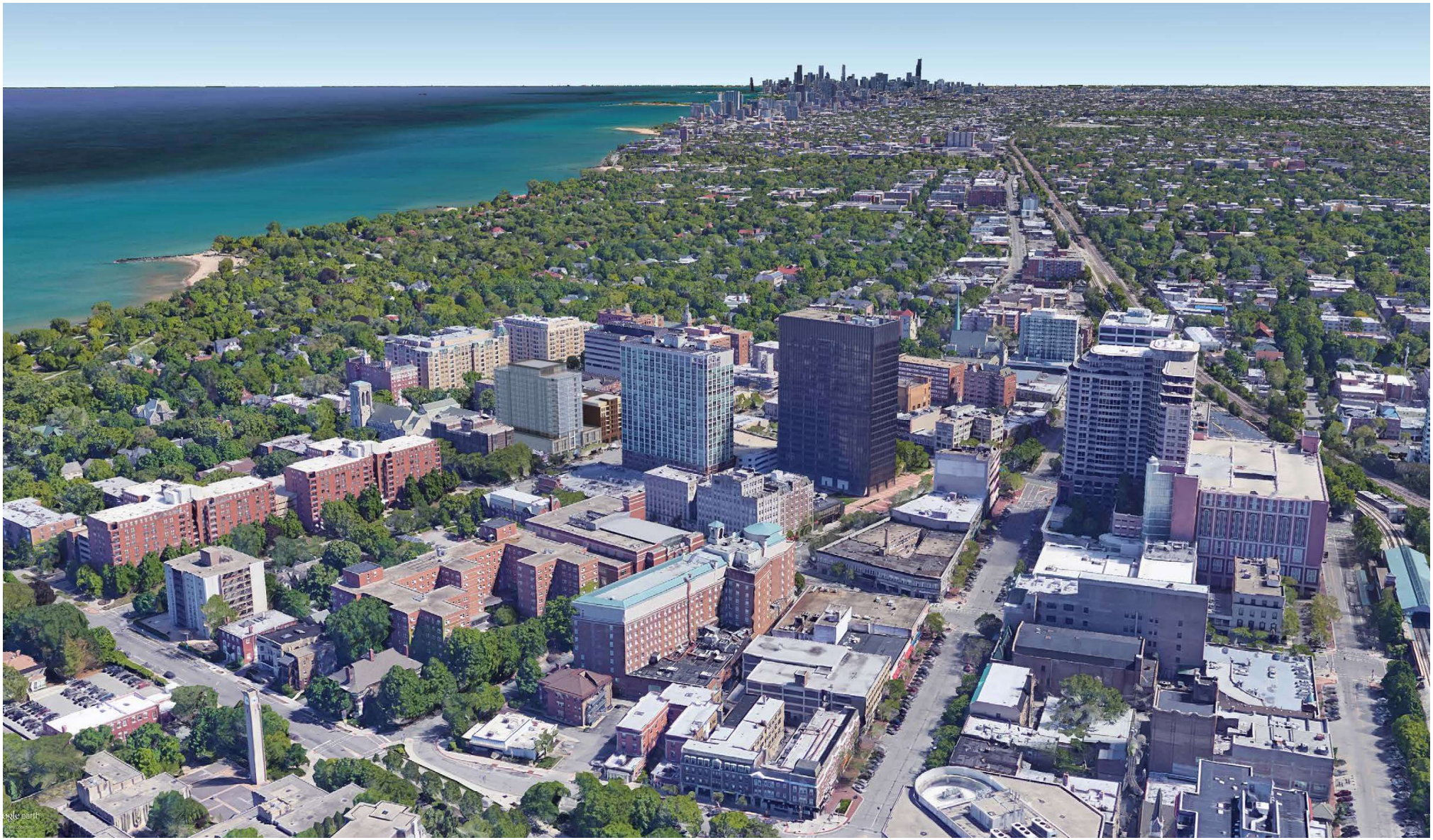
PAPPAGEORGE HAYMES



1621-31 Chicago Ave. - Evanston, IL

Area Map
3/2/23

PAPPAGEORGE HAYMES



HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Context View from Northwest
3/2/23

PAPPAGEORGE HAYMES

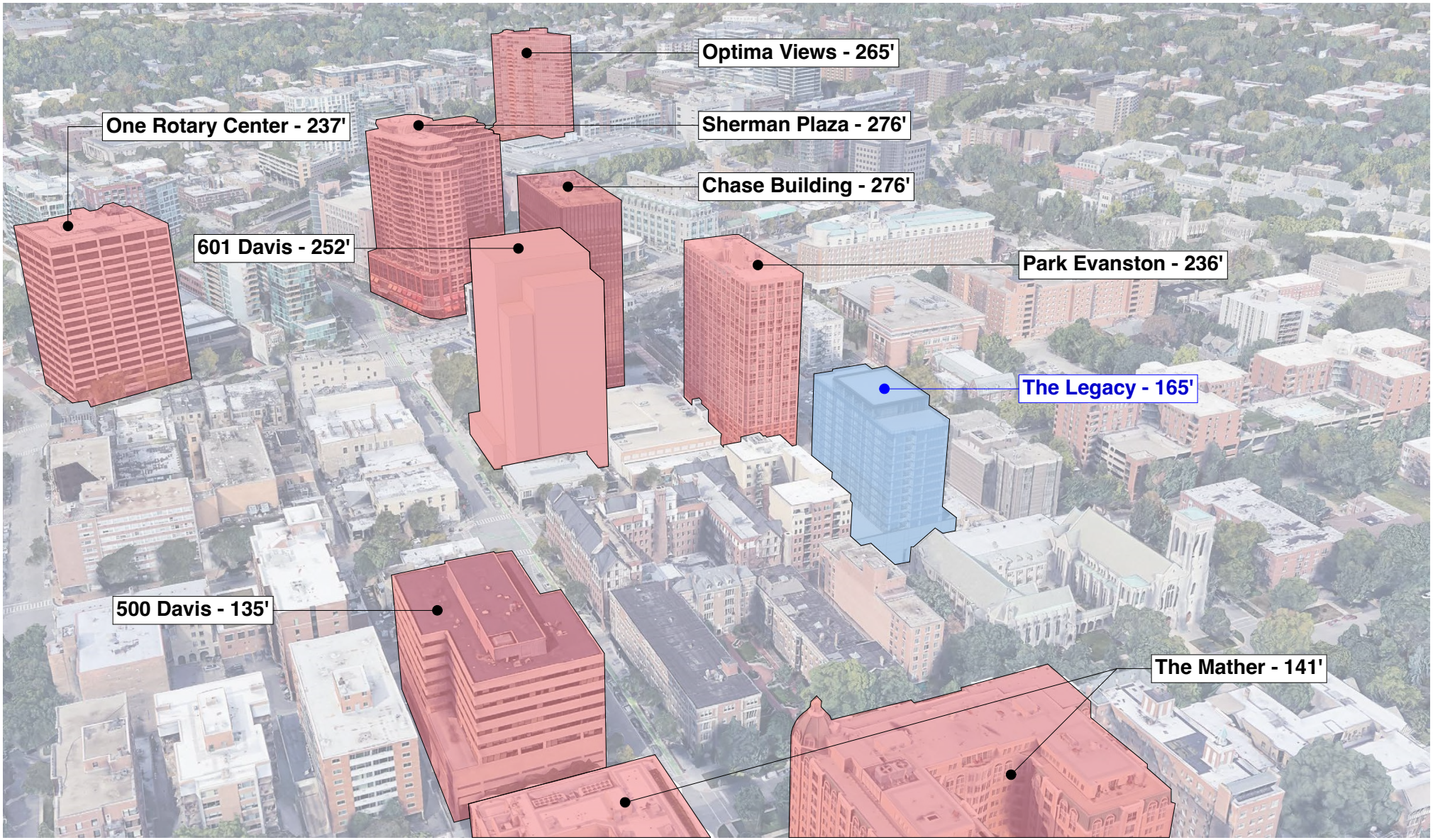


HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Context View from East
3/2/23

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HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Context View from East
3/2/23

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HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

View from NW
3/2/23

PAPPAGEORGE HAYMES



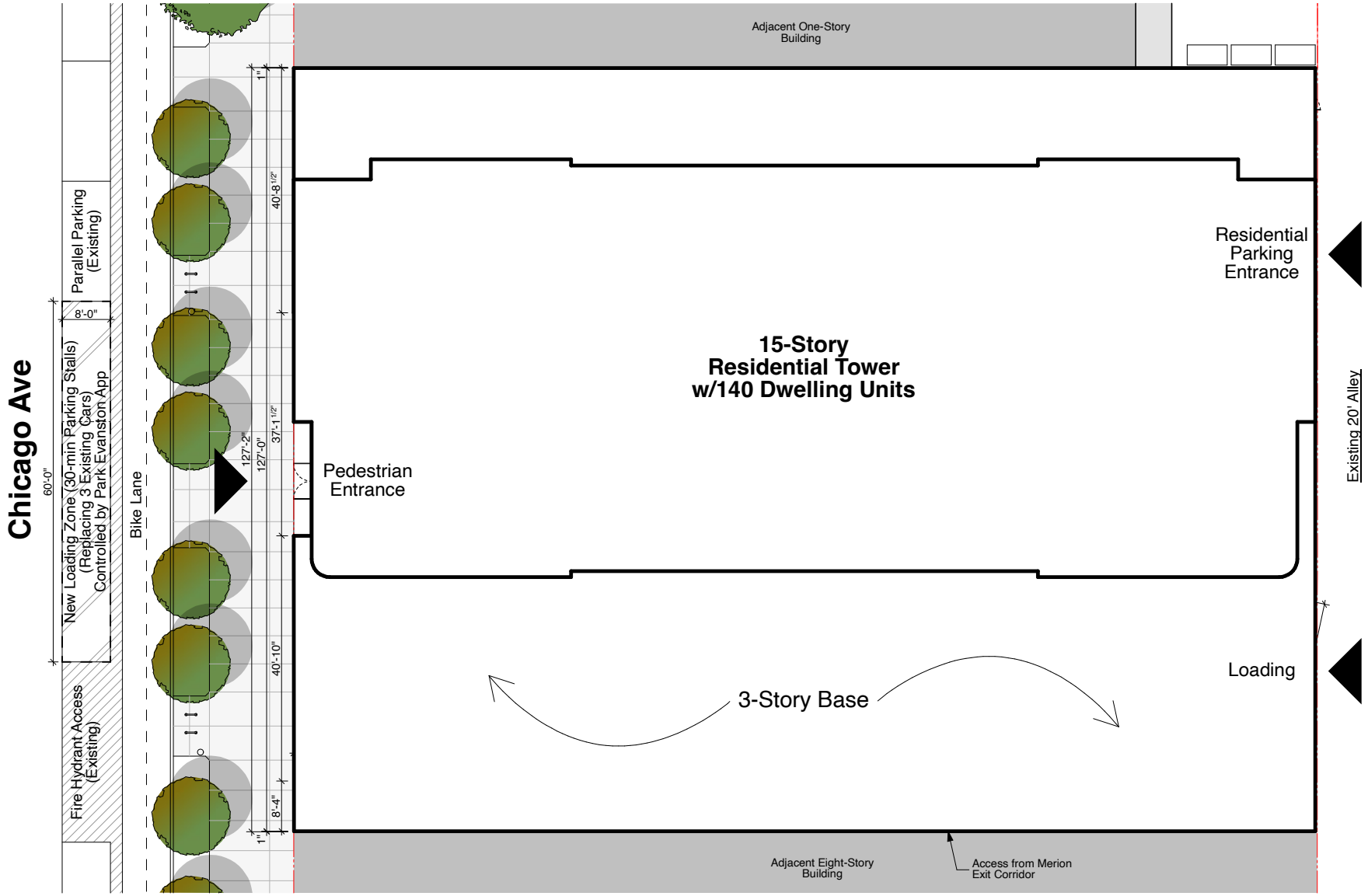


HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Ground Level View
3/2/23

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Site Plan

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

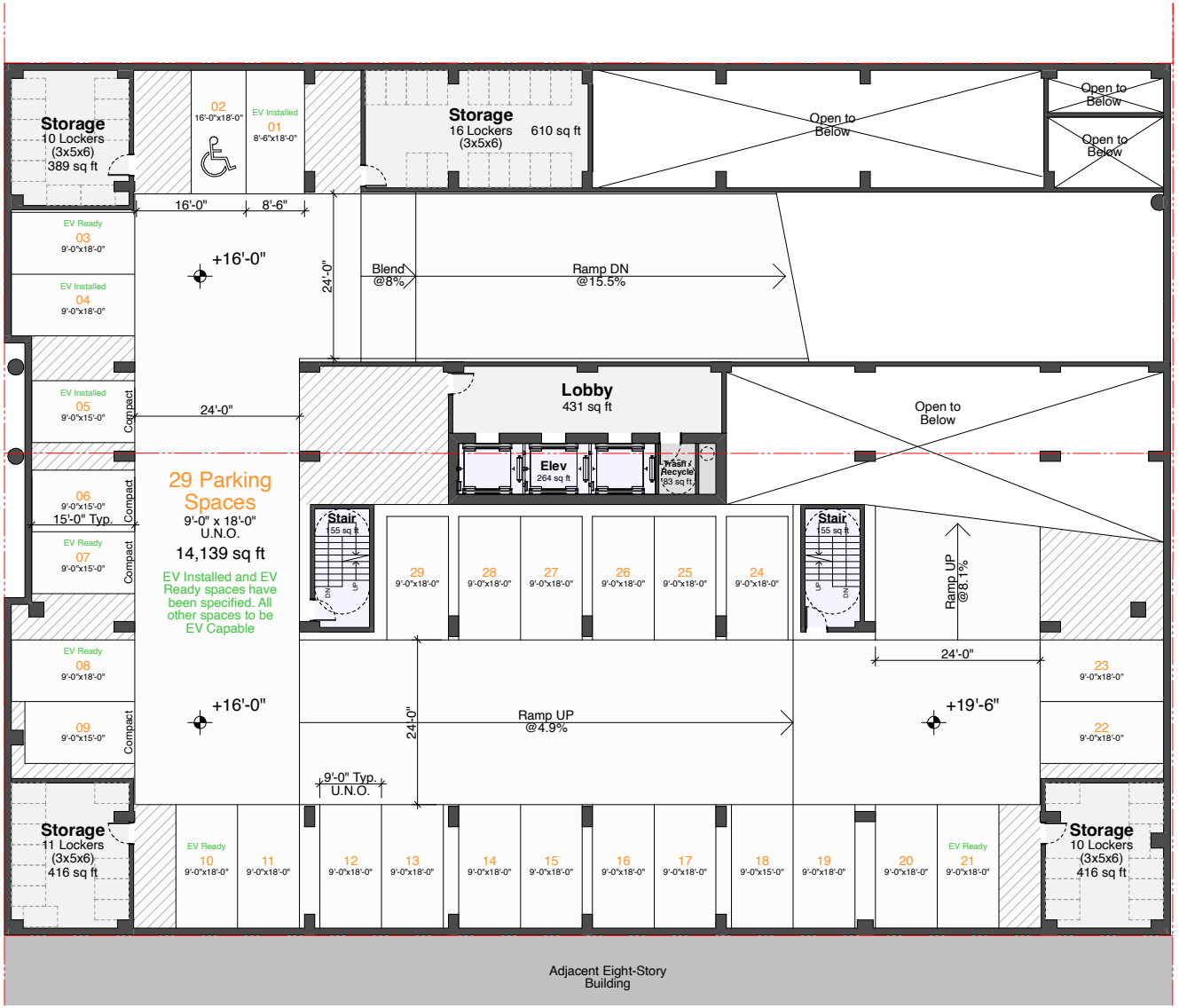
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Ground Floor Plan

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

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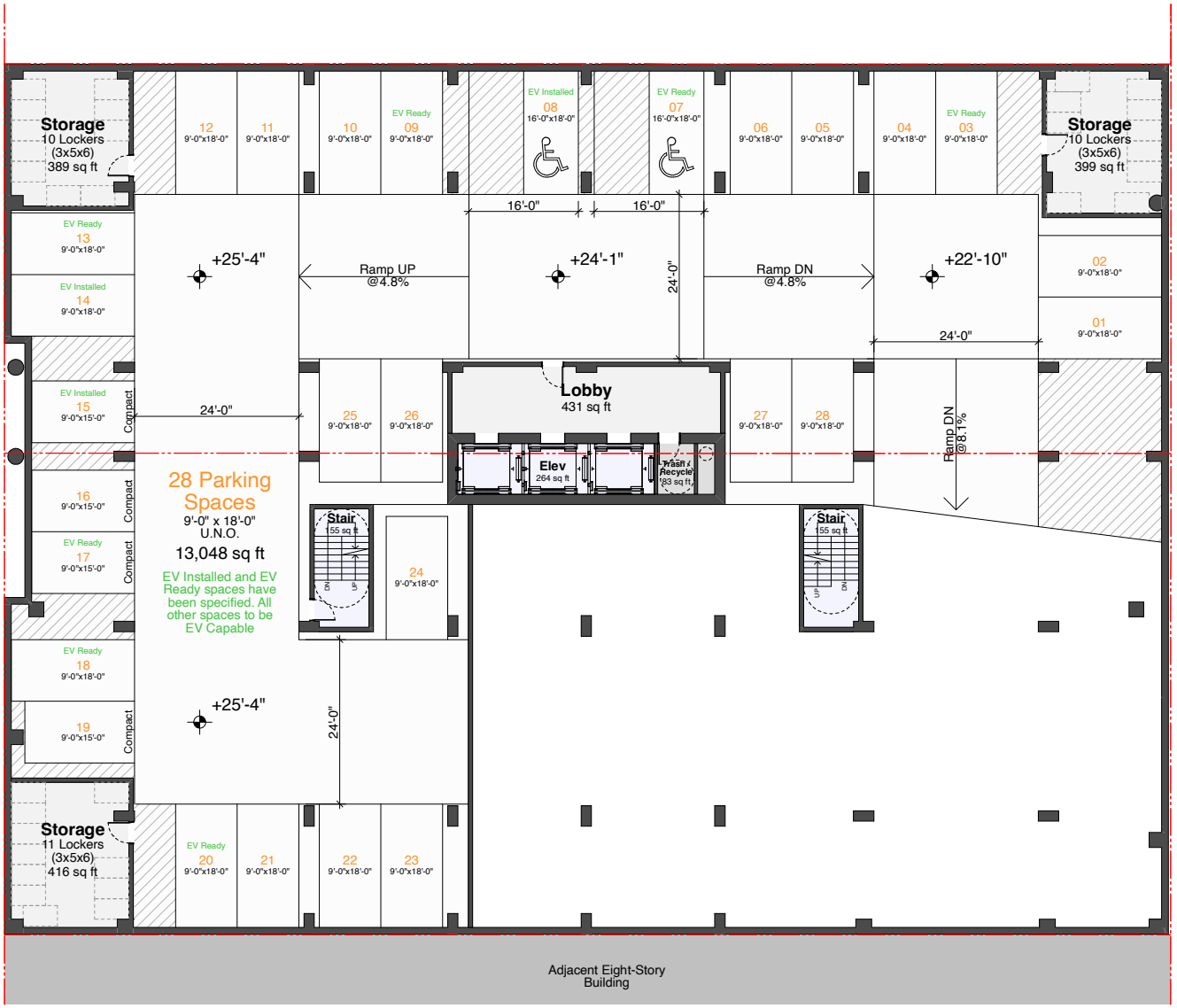
Second Floor

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 (68%) EV-Capable Spaces
(Per Section 406.2.7 of the 2021 IBC)

Parking Space Types
46 Standard
8 Compact
3 ADA Accessible



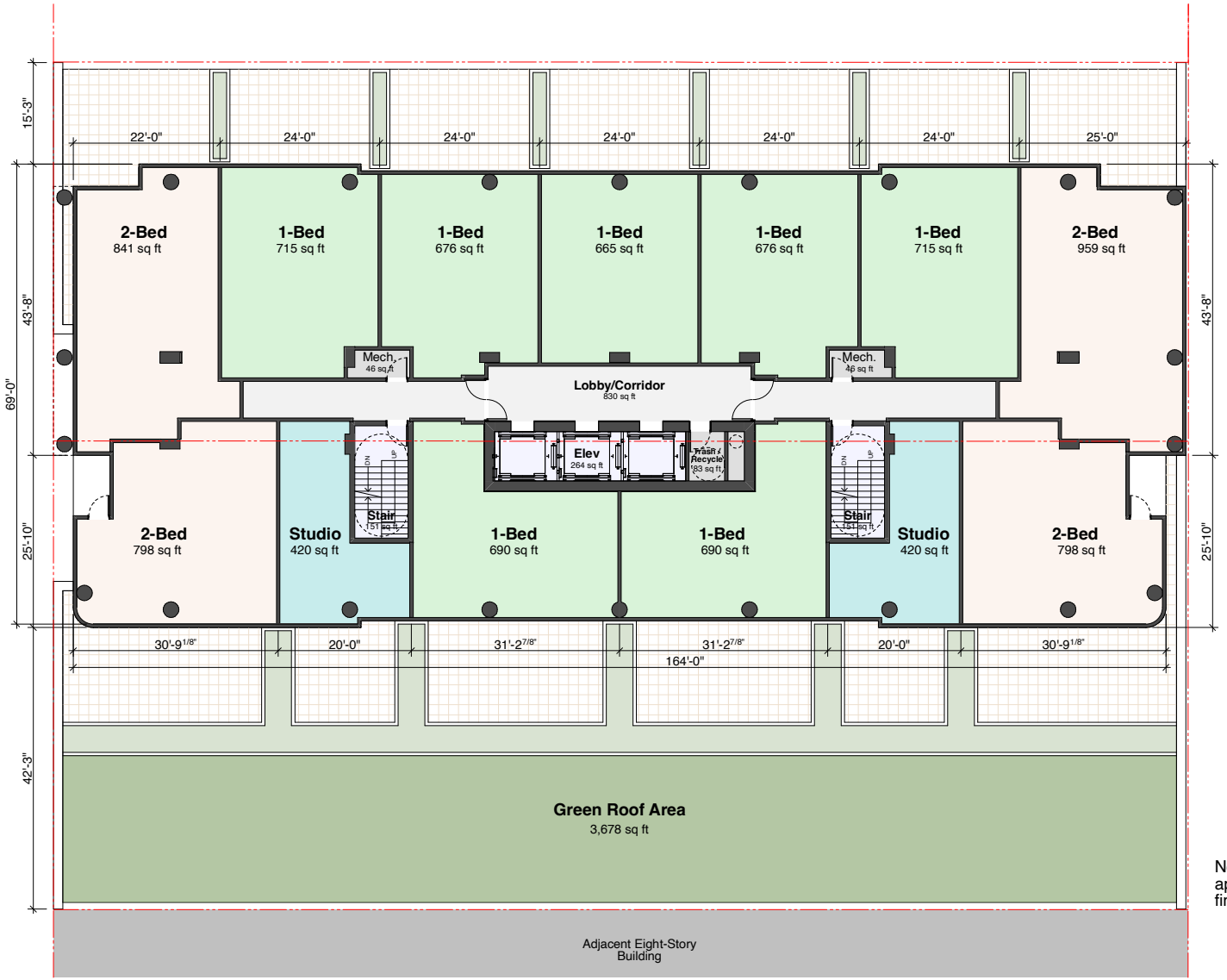
Third Floor

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

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57 Total Parking Spaces
6 (10.5%) EV-Installed Spaces
12 (21%) EV-Ready Spaces
39 (68%) EV-Capable Spaces
(Per Section 406.2.7 of the 2021 IBC)

Parking Space Types
46 Standard
8 Compact
3 ADA Accessible

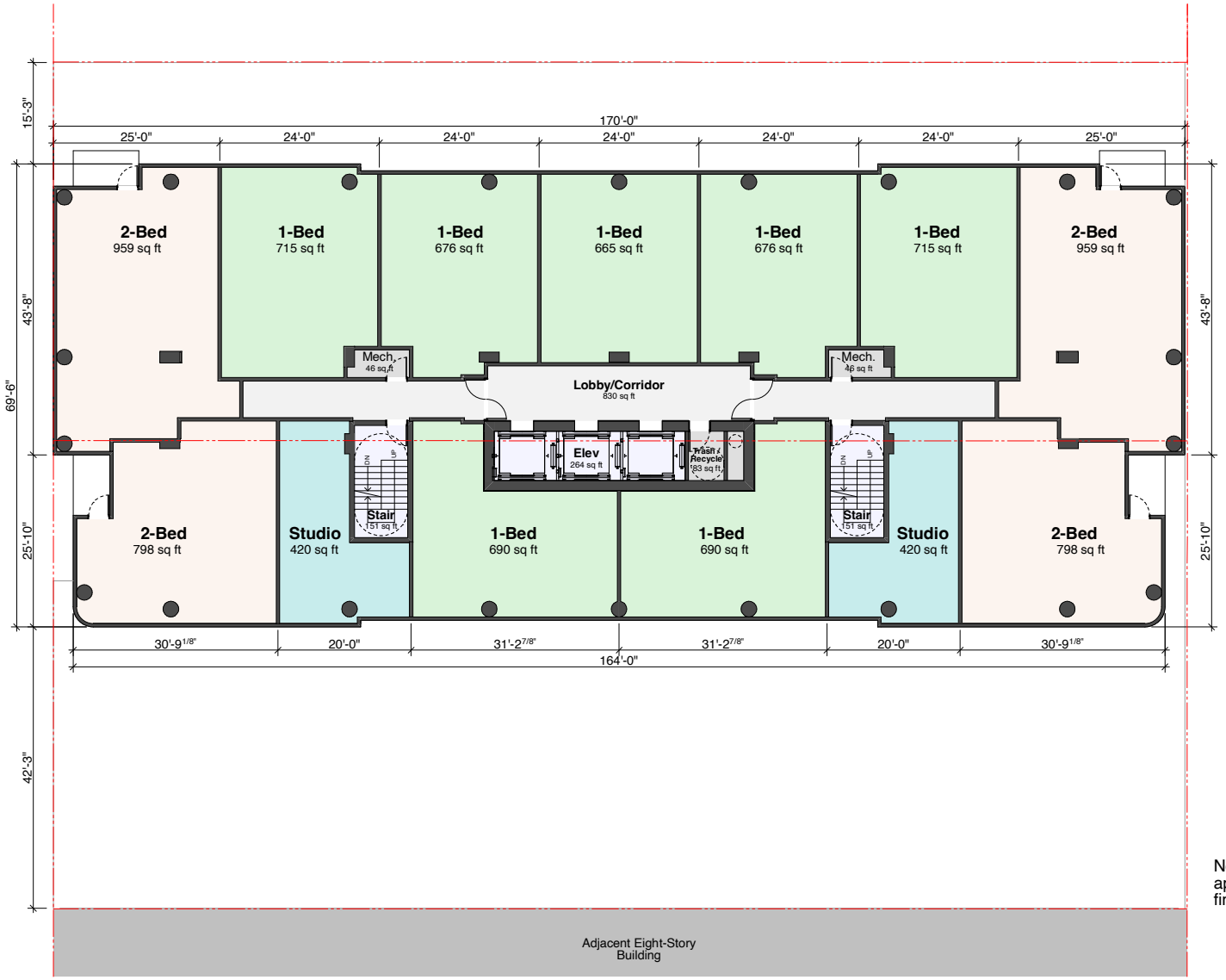


Note: Unit square footages are approximate and are subject to final engineering.

Fourth Floor

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

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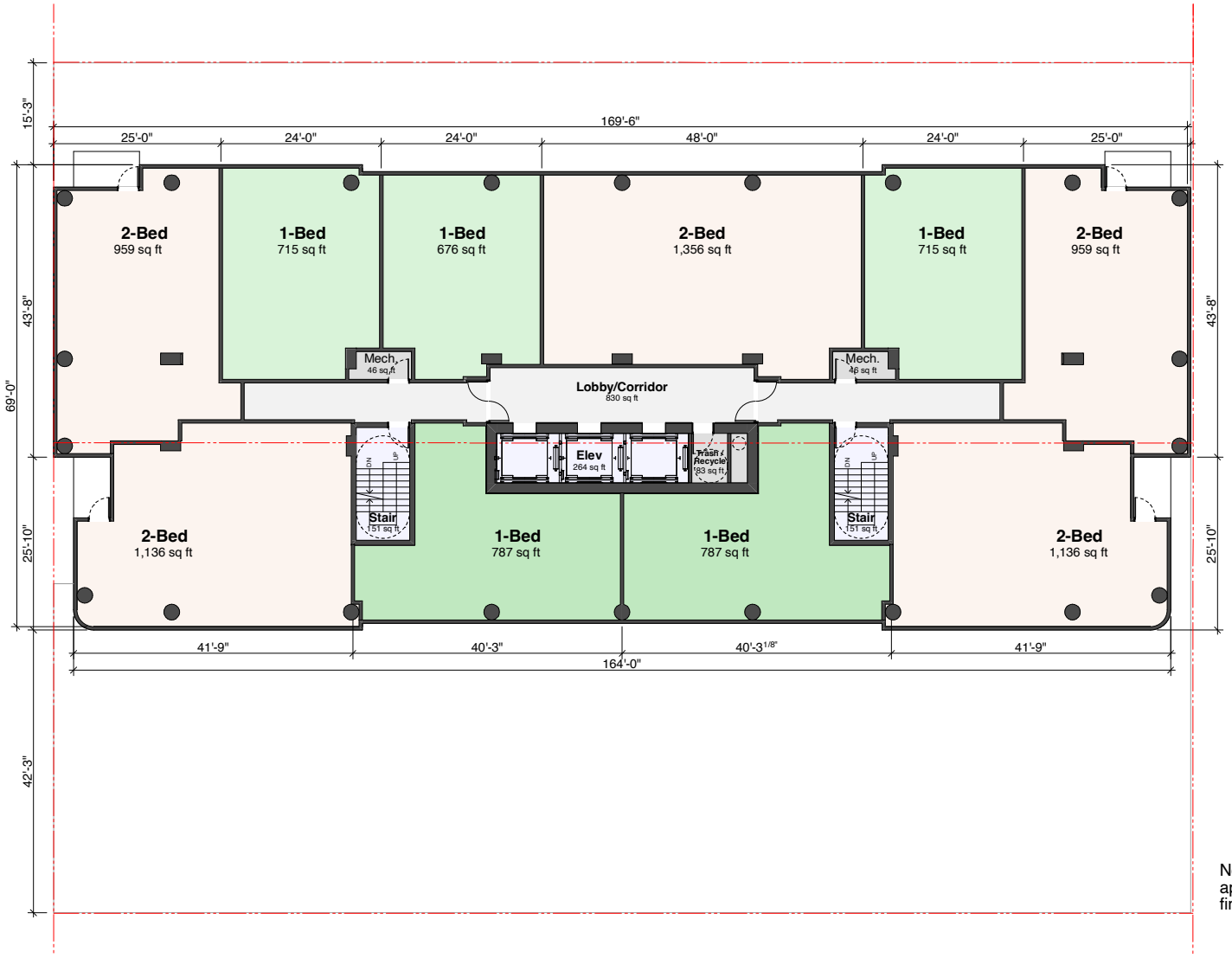


Typical Tower Plan - Tier 1 (5th-13th Floor)

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

0 5 10 20 40

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

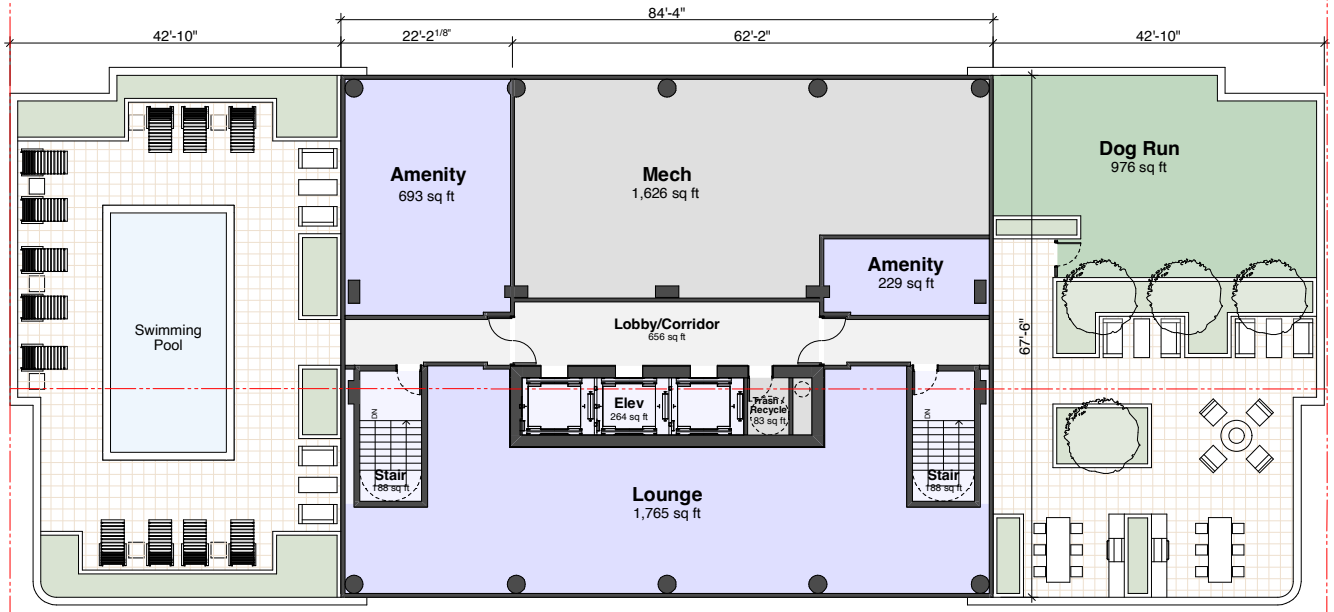


Note: Unit square footages are approximate and are subject to final engineering.

Penthouse Floor (14th Floor)

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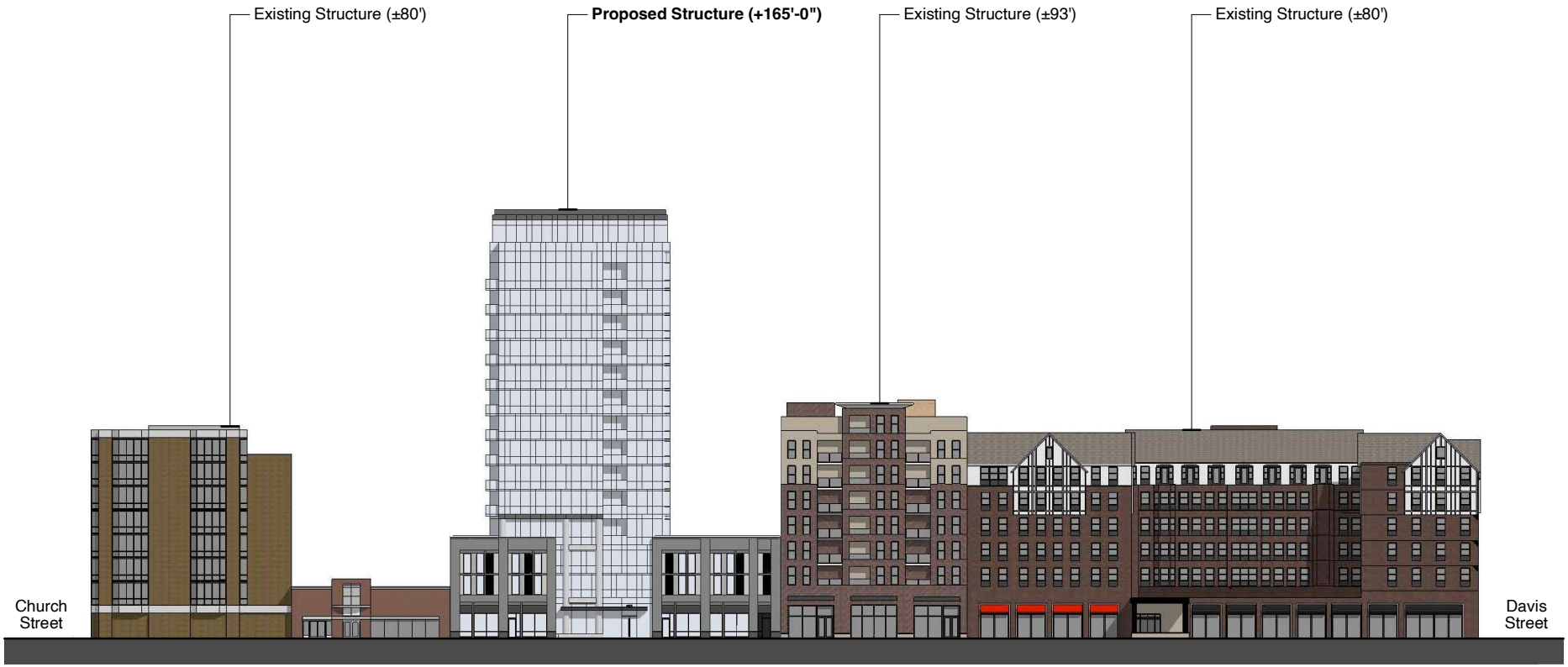
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Amenity Level (15th Floor)

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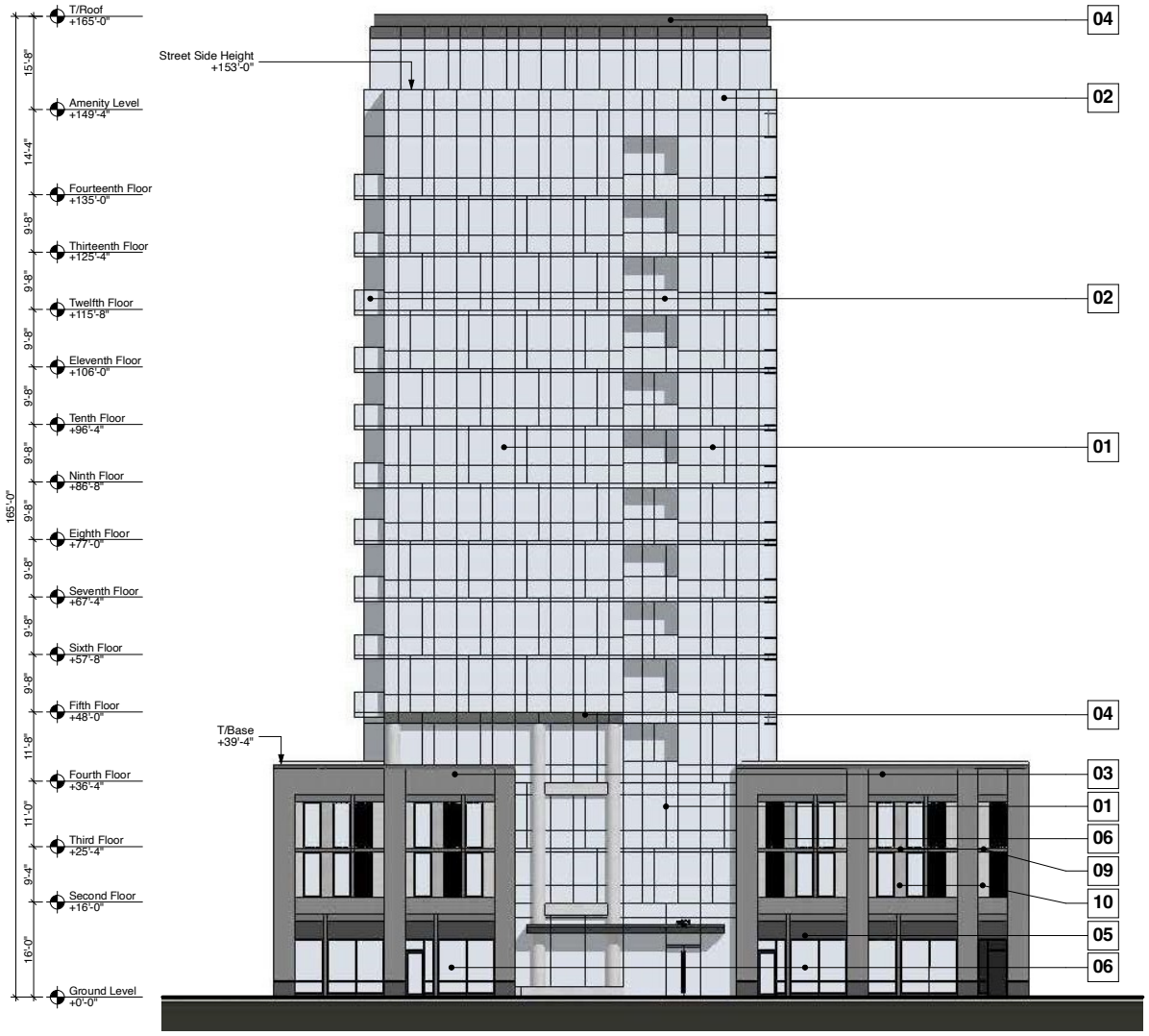
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Chicago Avenue Elevation

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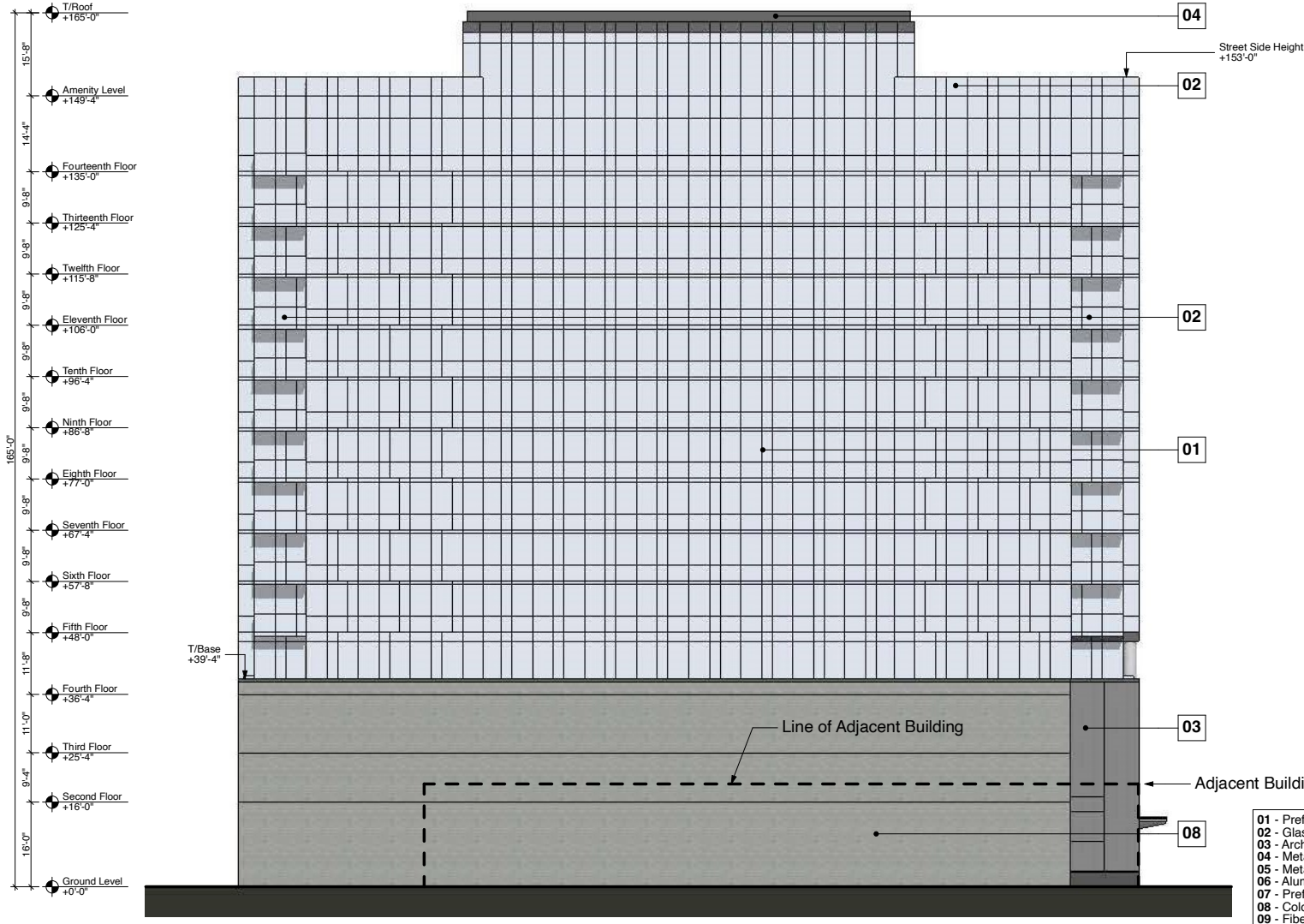
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West Elevation

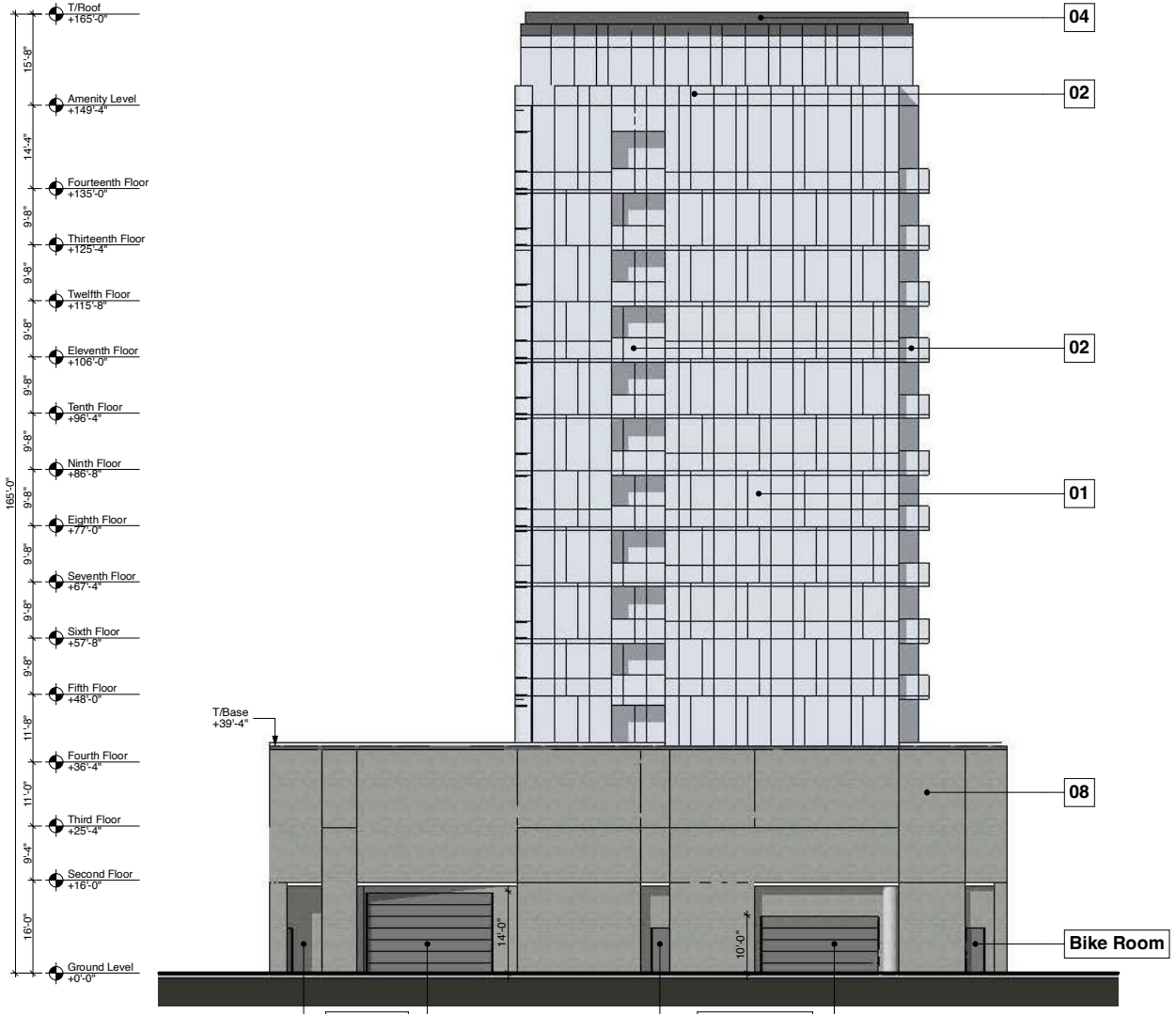
SCALE: 1" = 20'

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



North Elevation

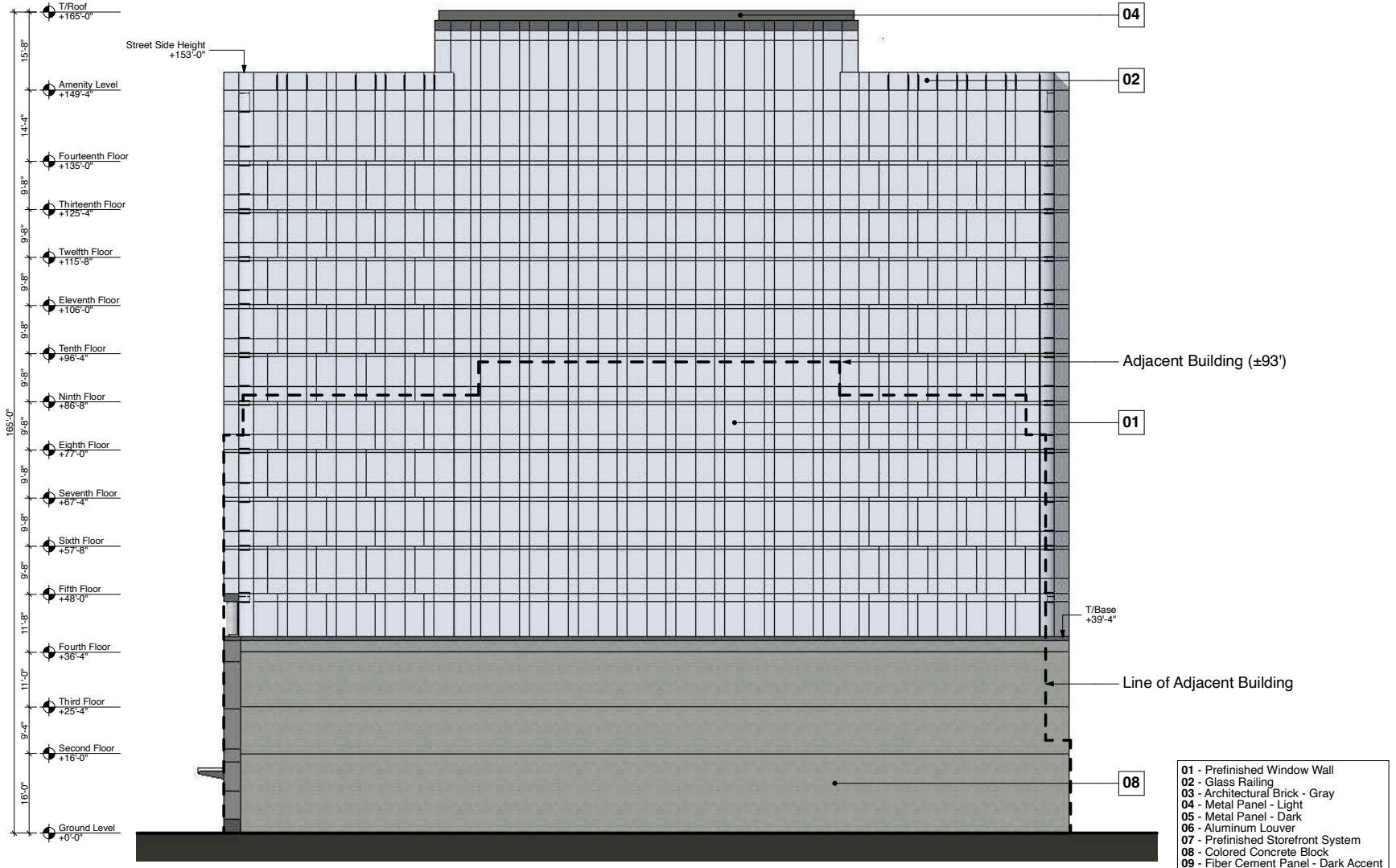
SCALE: 1" = 20'



East Elevation

SCALE: 1" = 20'

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



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

South Elevation

SCALE: 1" = 20'



HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Ground Level View
3/2/23

PAPPAGEORGE HAYMES

Appendix

1621-31 Chicago Data - 2 Levels Above-Grade Parking, 165' Height

		Building			Unit Mix					Building Data									Parking		
	Floor	# Floors	Height (ft)	Height (in)	Studio (456sf)	1 Bed (698-856sf)	2 Bed (900-1256sf)	3 Bed (1100-1400sf)	Total Units/FL	Retail / Rest.	Resi SF	Common SF	Amenity SF	Parking/ Load SF	Vertical Service	Mech SF	Gross SF	FAR SF*	Standard	Compact	ADA
	Ground Floor	1	16	0					0	7,195	0	6,427	0	2,576	852	3,824	20,874	13,622	0	0	0
Parking	Second Floor	1	9	4					0		0	2,263	0	14,139	573	83	17,058	2,263	24	4	1
	Third Floor	1	11	0					0		0	1,636	0	13,048	573	83	15,340	1,636	22	4	2
Tier 1	Fourth Floor	1	11	8	2	7	4	0	13		9,623	830	0	0	566	176	11,195	10,453			
	Fifth Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Sixth Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Seventh Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Eighth Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Ninth Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Tenth Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Eleventh Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Twelfth Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Thirteenth Floor	1	9	8	2	7	4	0	13		9,744	830	0	0	566	176	11,316	10,574			
	Penthouse Floor	1	14	4	0	5	5	0	10		9,744	830	0	0	566	176	11,316	10,574			
	Amenity Level	1	15	8	0	0	0	0	0		0	656	2,687	0	640	1,710	5,693	3,343			
	Total	**15**		**165.000**	**20**	**75**	**45**	**0**	**140**	**7,195**	**107,063**	**20,112**	**2,687**	**29,763**	**8,864**	**7,636**	**183,320**	**137,057**	**46**	**8**	**3**
	Percentage				14%	54%	32%	0%												Total Cars	**57**
	Affordable Units (% of Units per Unit Type)				2 (20%)	5 (50%)	3 (30%)	0 (0%)	**10 Total**			*FAR SF is calculated from the Gross SF minus Mechanical, Vertical Service and Parking/Loading areas.									

Building Information		
Total Units	140	DU
Avg Unit Size	765	SF
Typ. Floor Eff. - Tier 1	86.11%	
Total Eff.	62.33%	
Amenity/Unit	19.19	SF

Site Information		
Site Area	21,644	SF
Total FAR Allowed (8.0)	173,152	SF
Proposed FAR Ratio	6.332	
FAR Overage	-36,095	SF

Parking Information		
Total Cars Provided	57	
Parking Ratio	0.41	/DU
Parking Efficiency	522	SF/Space
Total Cars Required*	118	

*Cars required assumes .55 cars for units 1-Bed or less, 1.10 cars for 2-Bed units and 80% of the cars required for a restaurant use (1 per 250sf). 10 Affordable units not included in calculation

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

Project Checklist

Project Name: The Legacy Evanston

Date: 1/23/2023

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

15	1	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

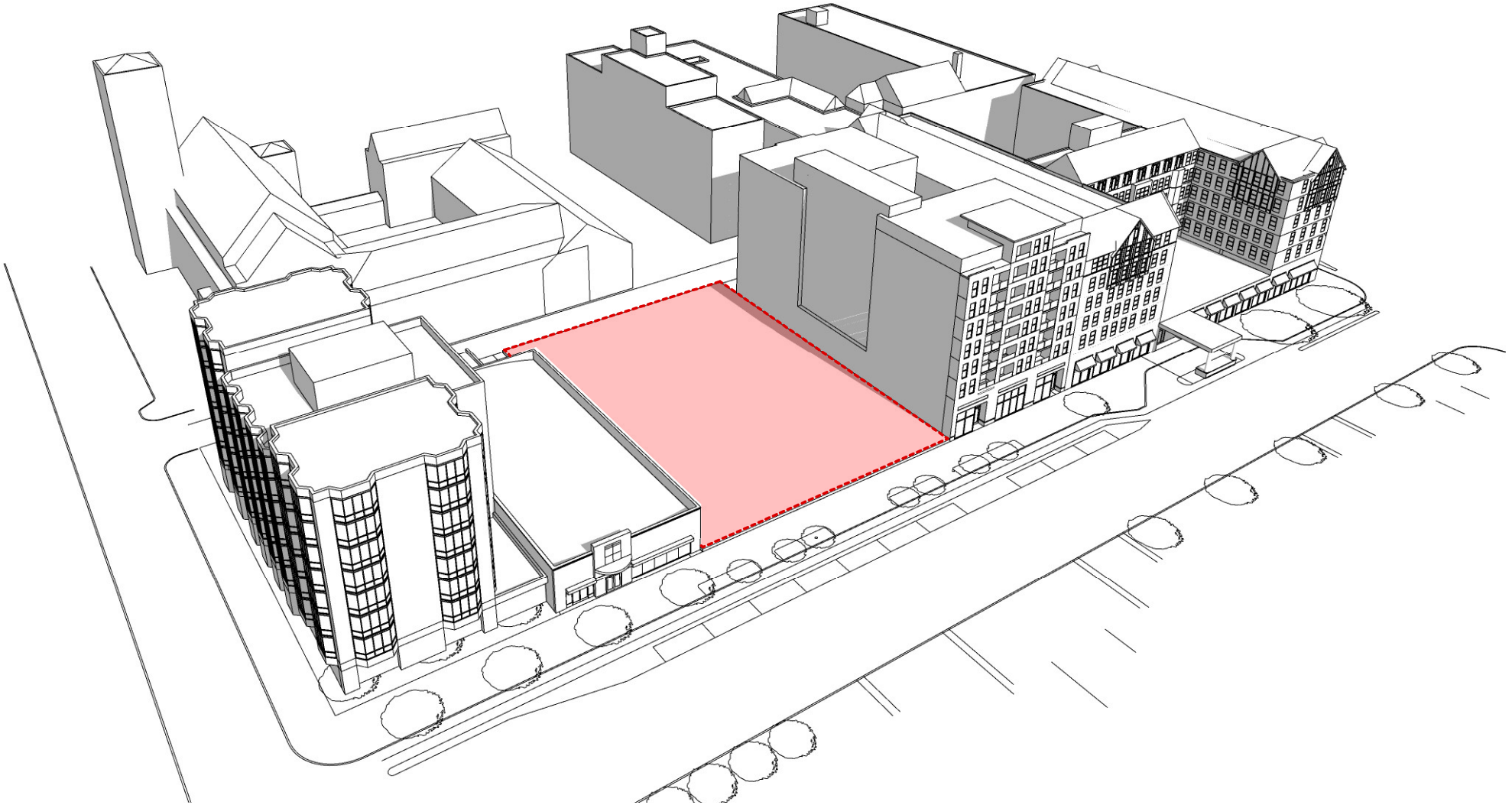
12	0	0	**Indoor Environmental Quality**		**16**
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1			Credit	Enhanced Indoor Air Quality Strategies	2
3			Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management 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

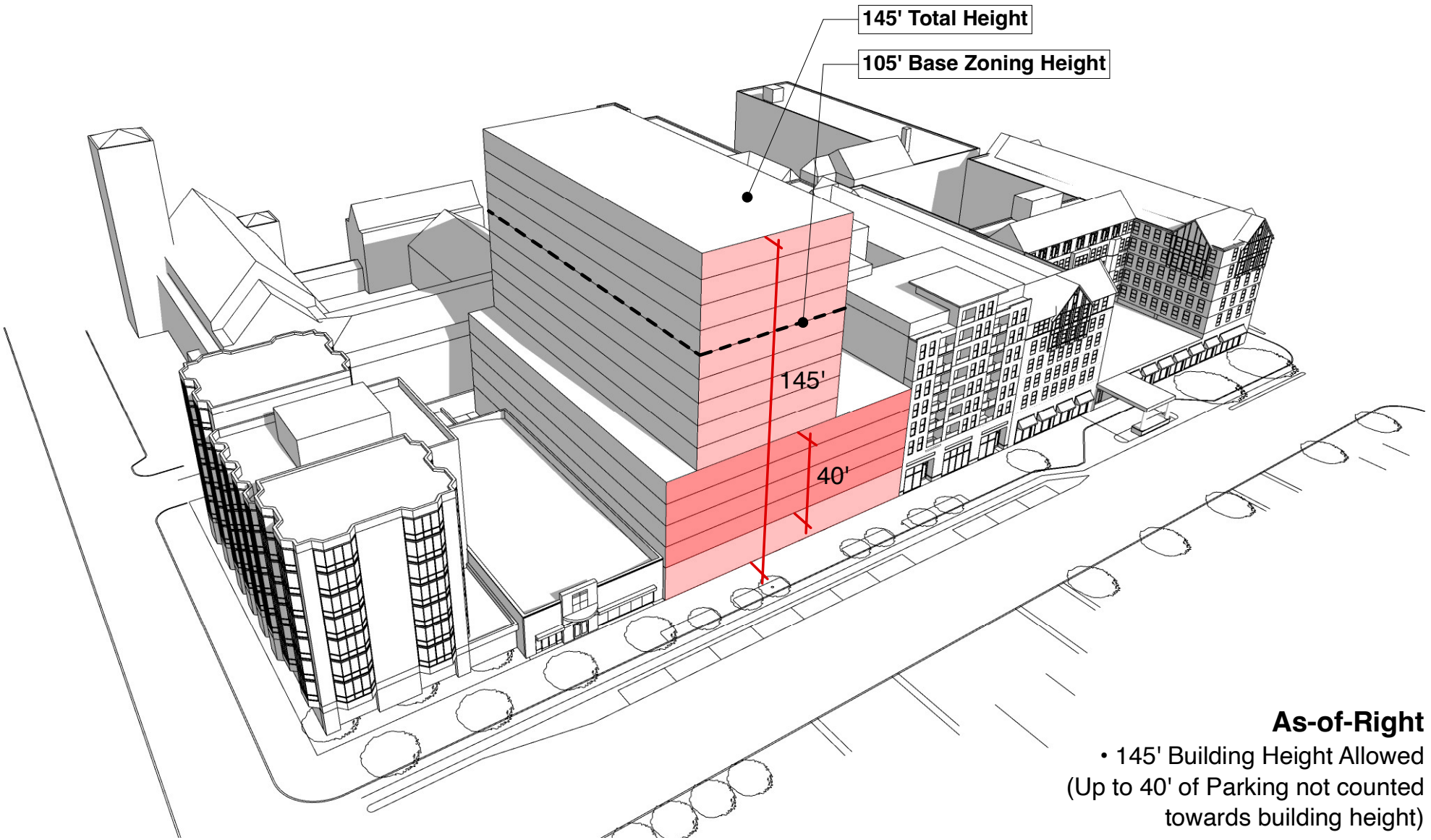
2	0	0	**Innovation**		**6**
1			Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

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

60	7	2	**TOTALS**	Possible Points:	**110**

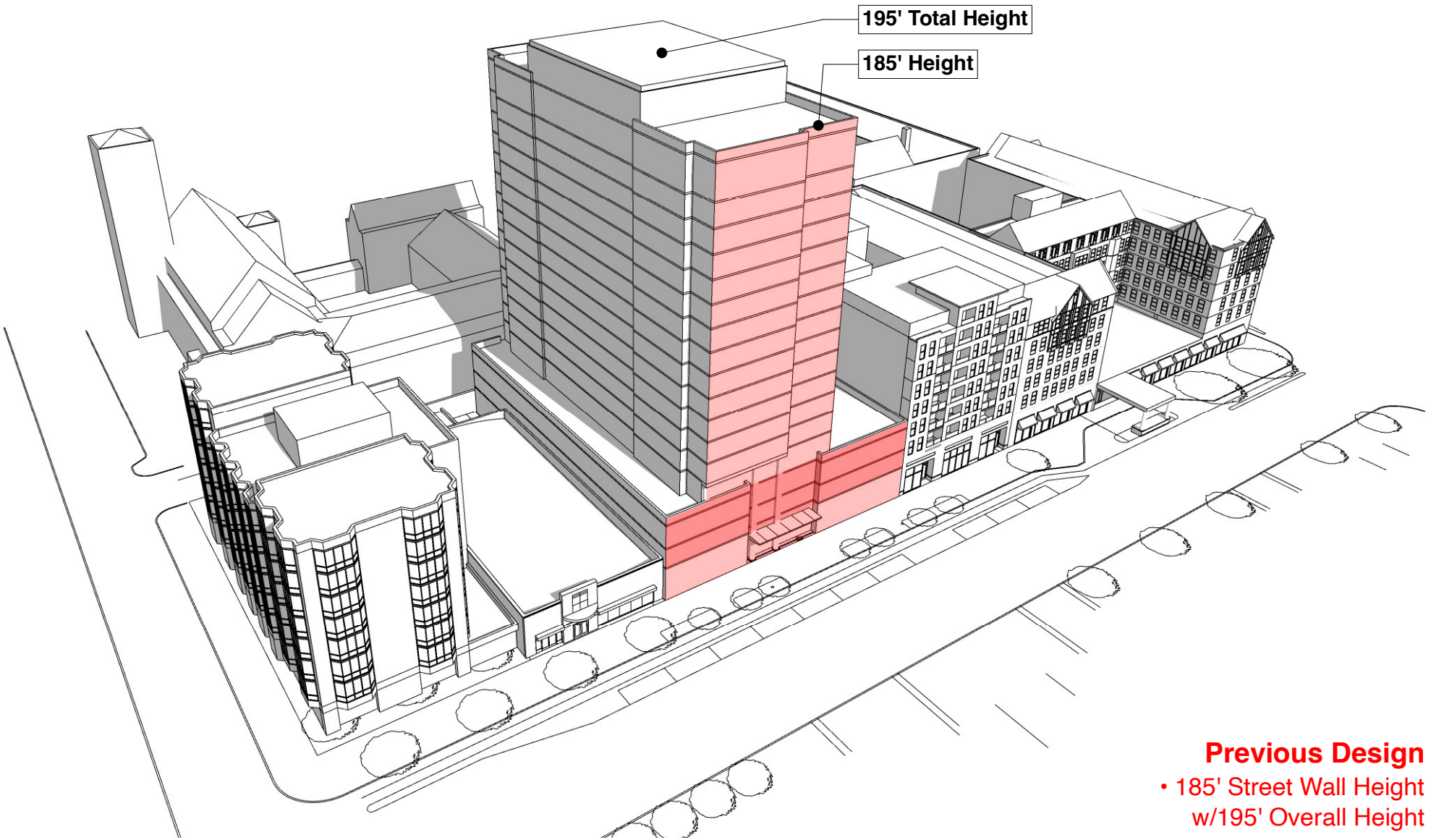
Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110





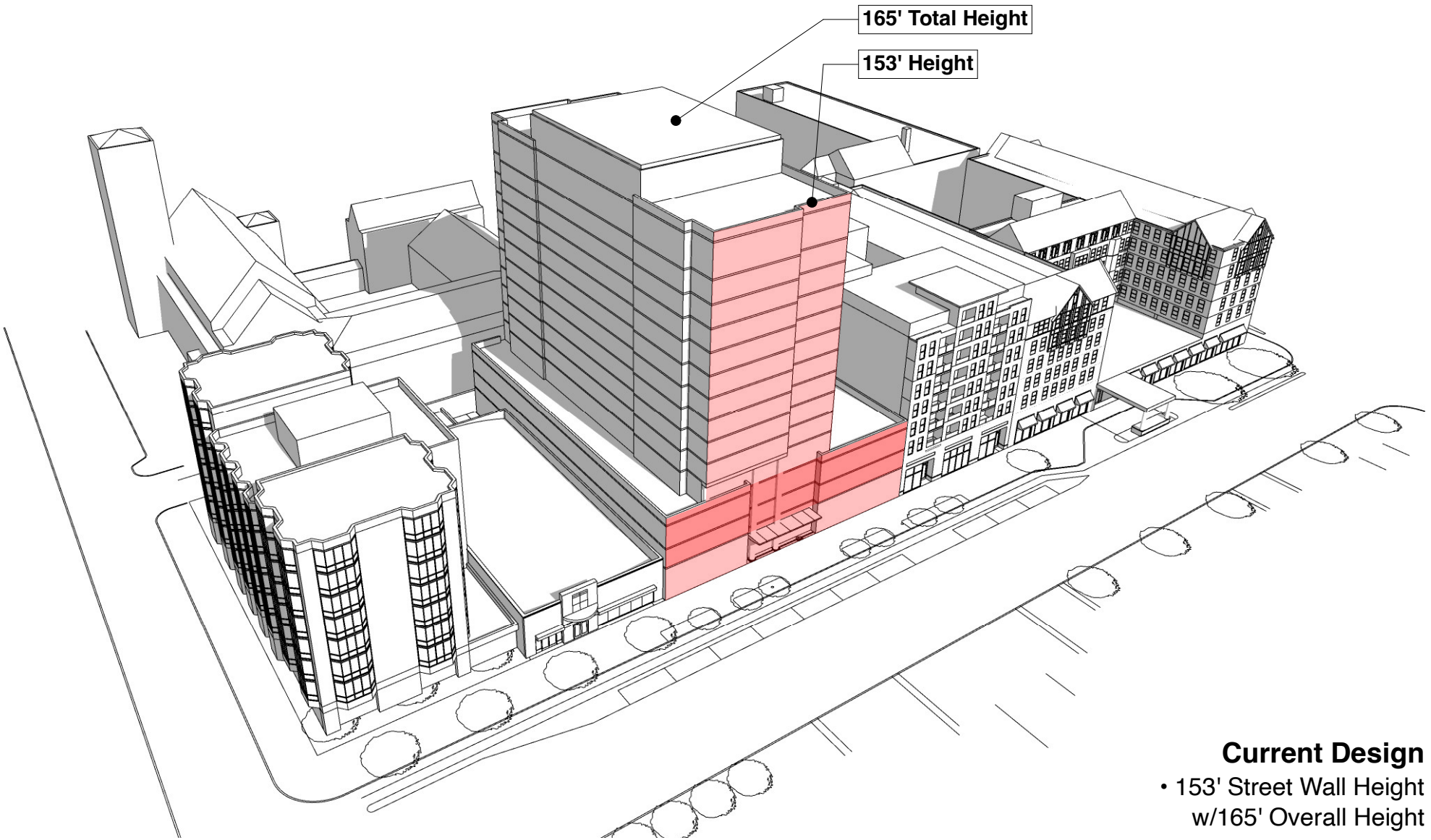
As-of-Right

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



Previous Design

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



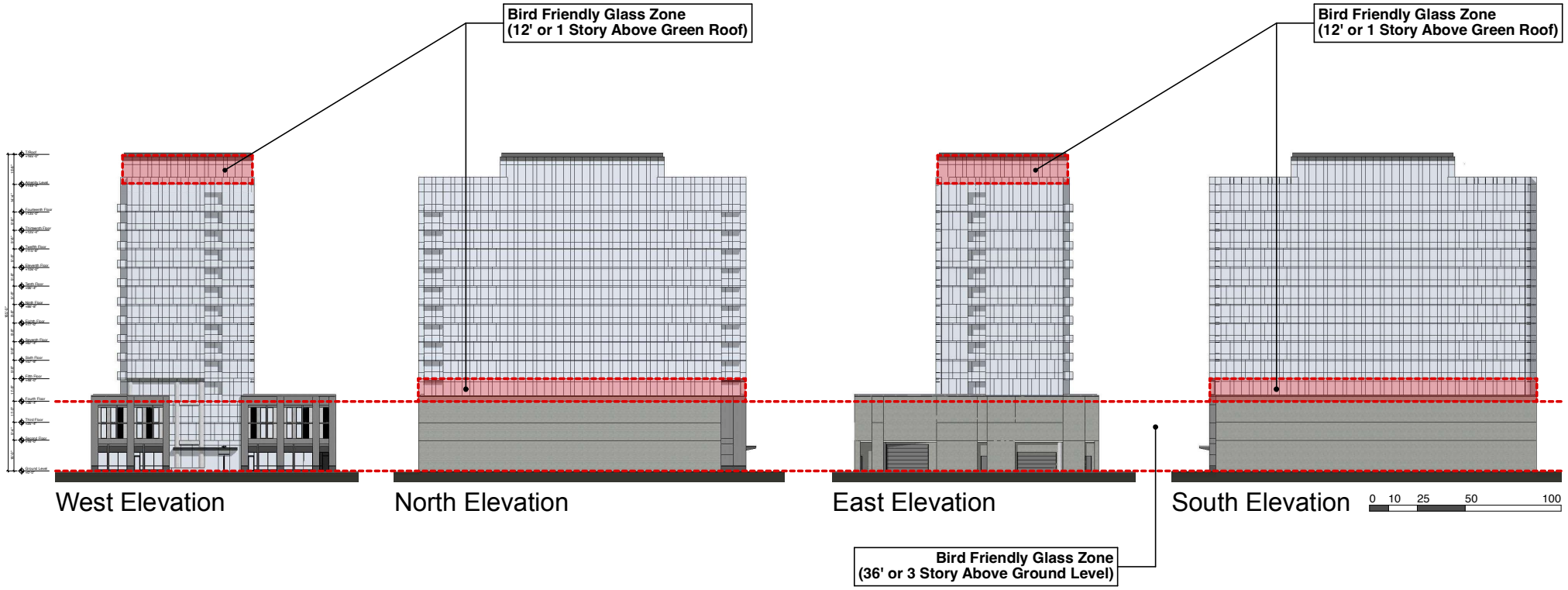
Current Design

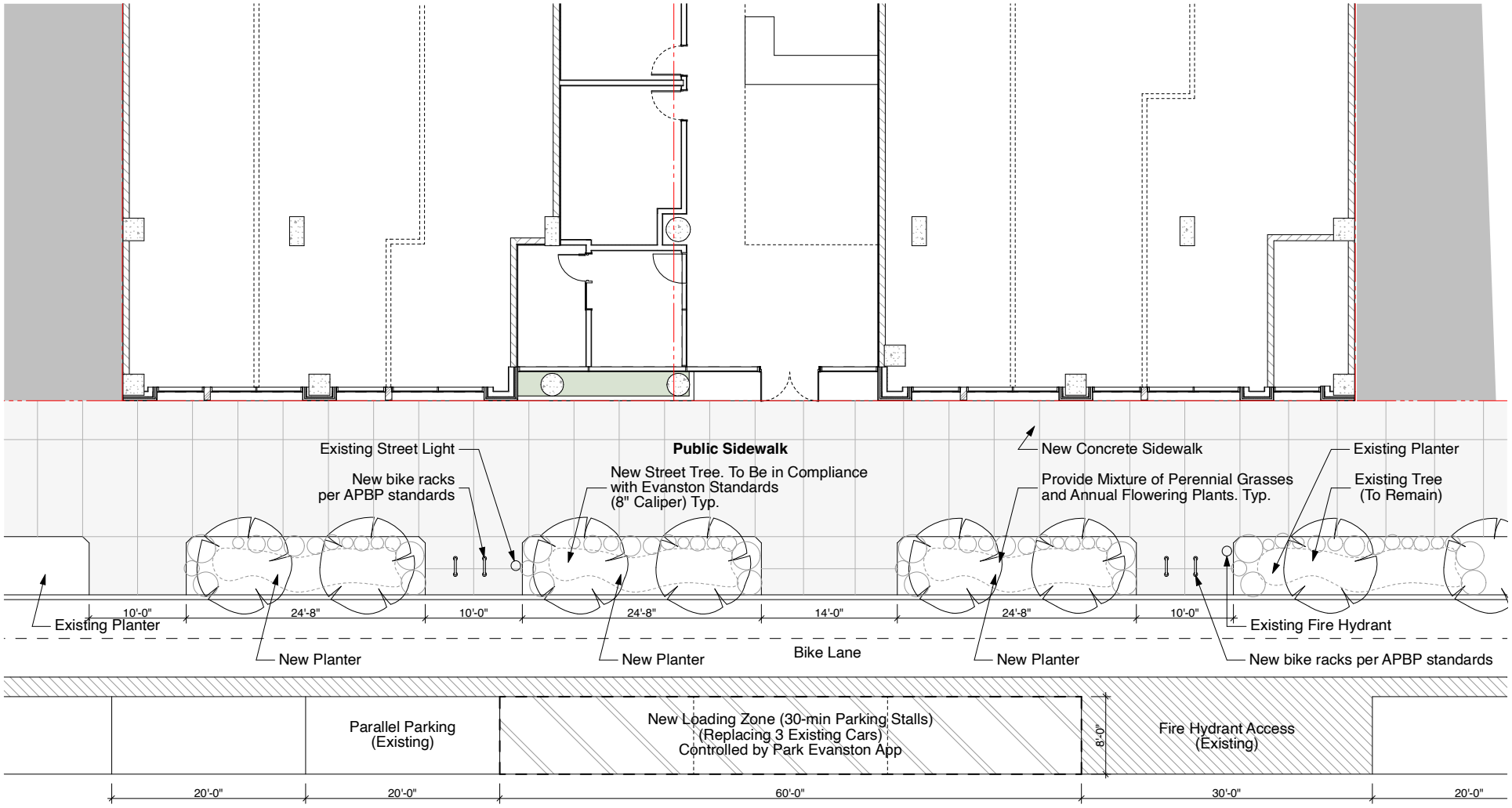
- 153' Street Wall Height w/165' Overall Height

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



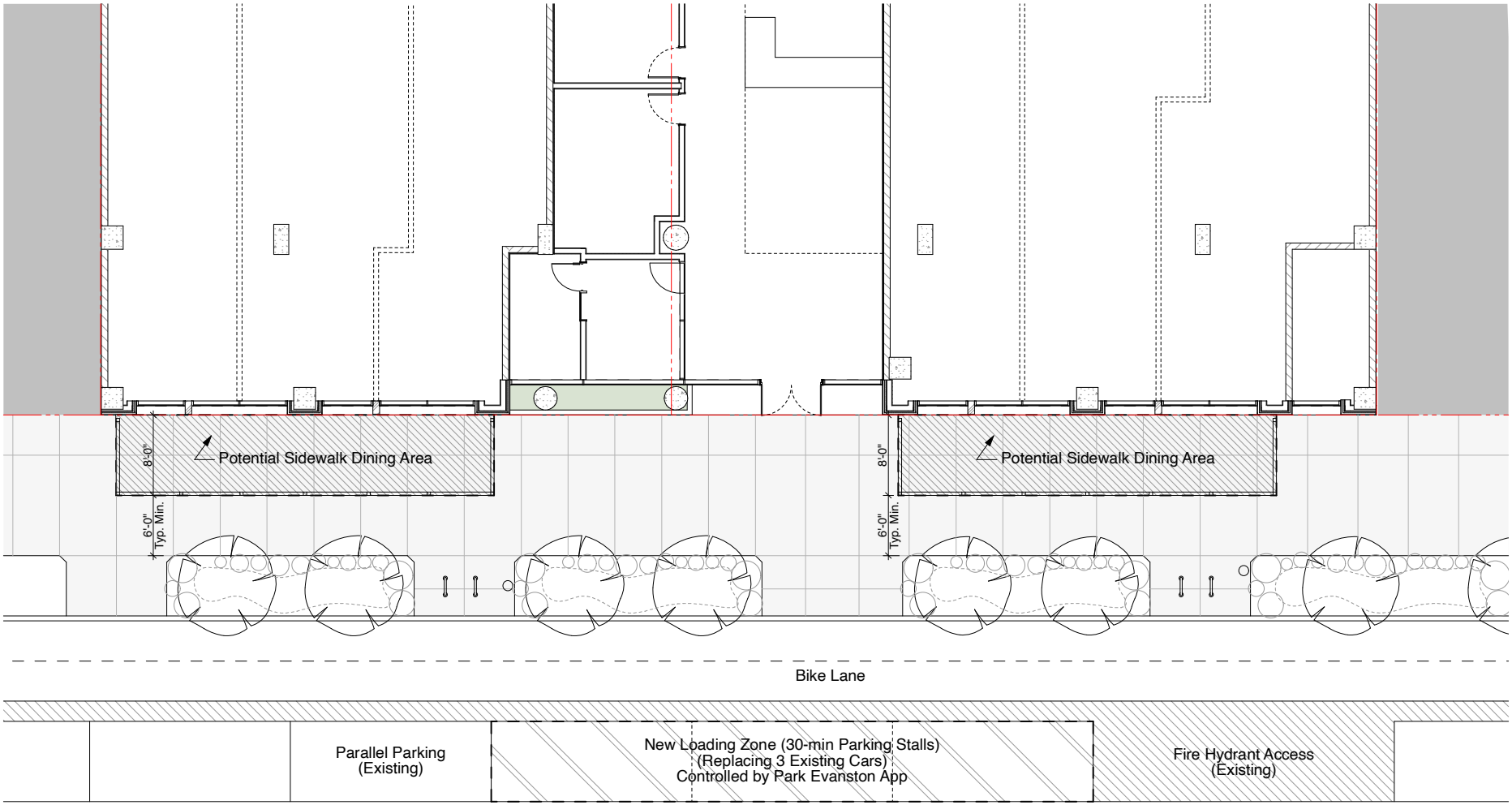


Chicago Ave

Landscaping Plan

SCALE: 1" = 10'

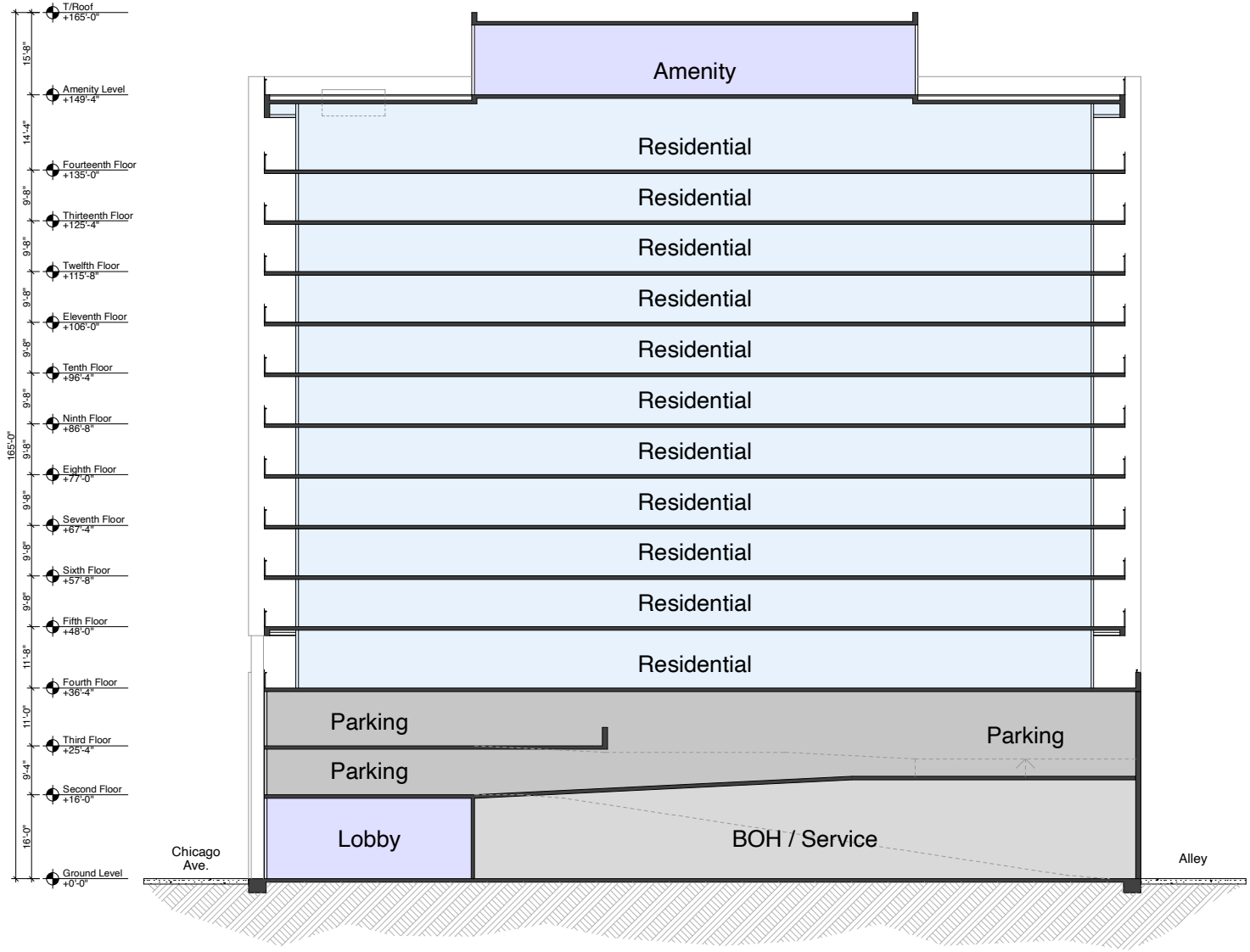
0 5 10 20



Chicago Ave

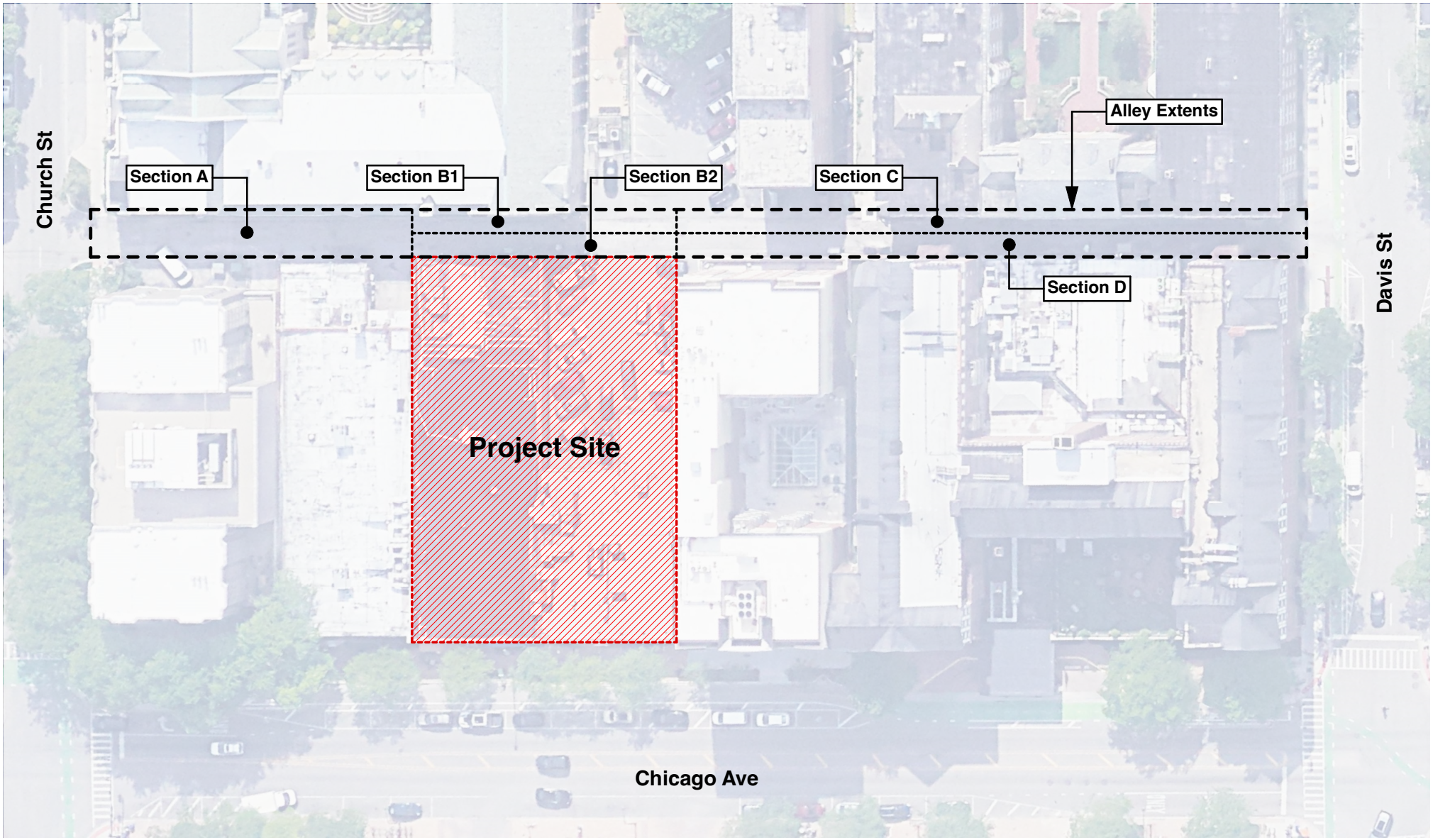
Sidewalk Dining Plan
SCALE: 1" = 10'

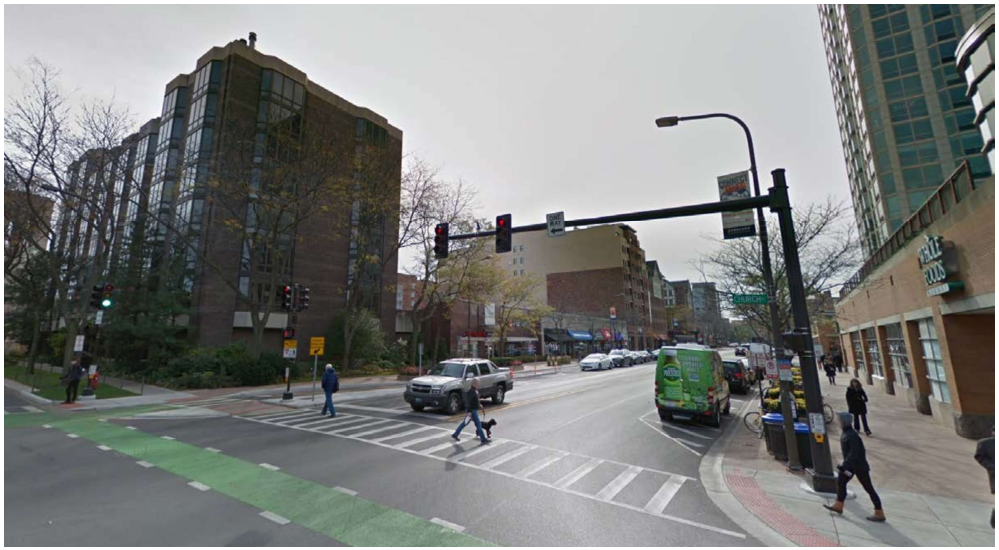
0 5 10 20



Building Section

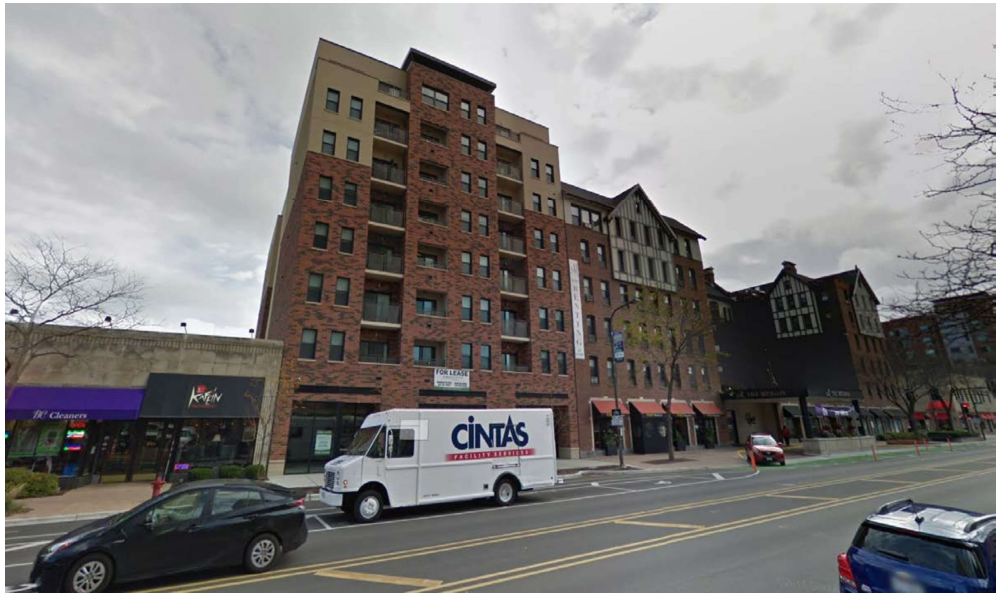
SCALE: 1" = 20'


Church St
Section A
Section B1
Section B2
Section C
Alley Extents
Section D
Davis St
Project Site
Chicago Ave






PNC BANK


CINTAS





Prefinished Window Wall



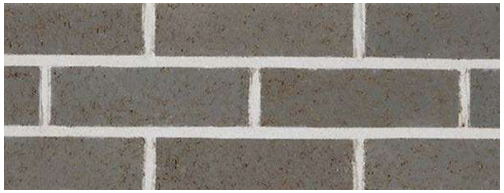
Fiber Cement Panel - Dark Accent



Metal Panel - Light



Fiber Cement Panel - Light Accent



Architectural Brick - Gray



Metal Panel - Dark



Sack Finish Concrete

Traffic Impact Study
1621-31 Chicago Avenue

Evanston, Illinois



Prepared for:

HORIZON
REALTY GROUP

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

January 24, 2023

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Executive Summary

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed mixed-use development to be located at 1621-31 Chicago Avenue in Evanston, Illinois. The site is located on the east side of Chicago Avenue between Davis Street and Church Street and is currently occupied by several one-story retail buildings.

The objective of the traffic study was as follows:

- Determine the existing vehicular, pedestrian, bicycle, and public transportation conditions in the study area to establish a base condition.

- Assess the impact that the proposed development will have on transportation conditions in the area.

- Determine any roadway, access, bicycle, and pedestrian modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Accessibility to and from the area is enhanced by 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 a 15-story mixed-use development containing approximately 140 apartment units with 20 studios, 75 one-bedroom units, and 45 two-bedroom 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.

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

- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All 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 for passenger vehicles only is proposed along the east side of Chicago Avenue which will require the elimination of two to three parallel parking spaces. Loading for all truck deliveries will occur in the loading docks. All pedestrian access to the residential and commercial portions of the development will be provided via Chicago Avenue.

1. Introduction

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed mixed-use development to be located at 1621-31 Chicago Avenue in Evanston, Illinois. The site is located on the east side of Chicago Avenue between Davis Street and Church Street and is currently occupied by several one-story retail buildings. As proposed, the proposed development will be a mixed-use development containing approximately 140 apartment units with 20 studios, 75 one-bedroom units, and 45 two-bedroom 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:

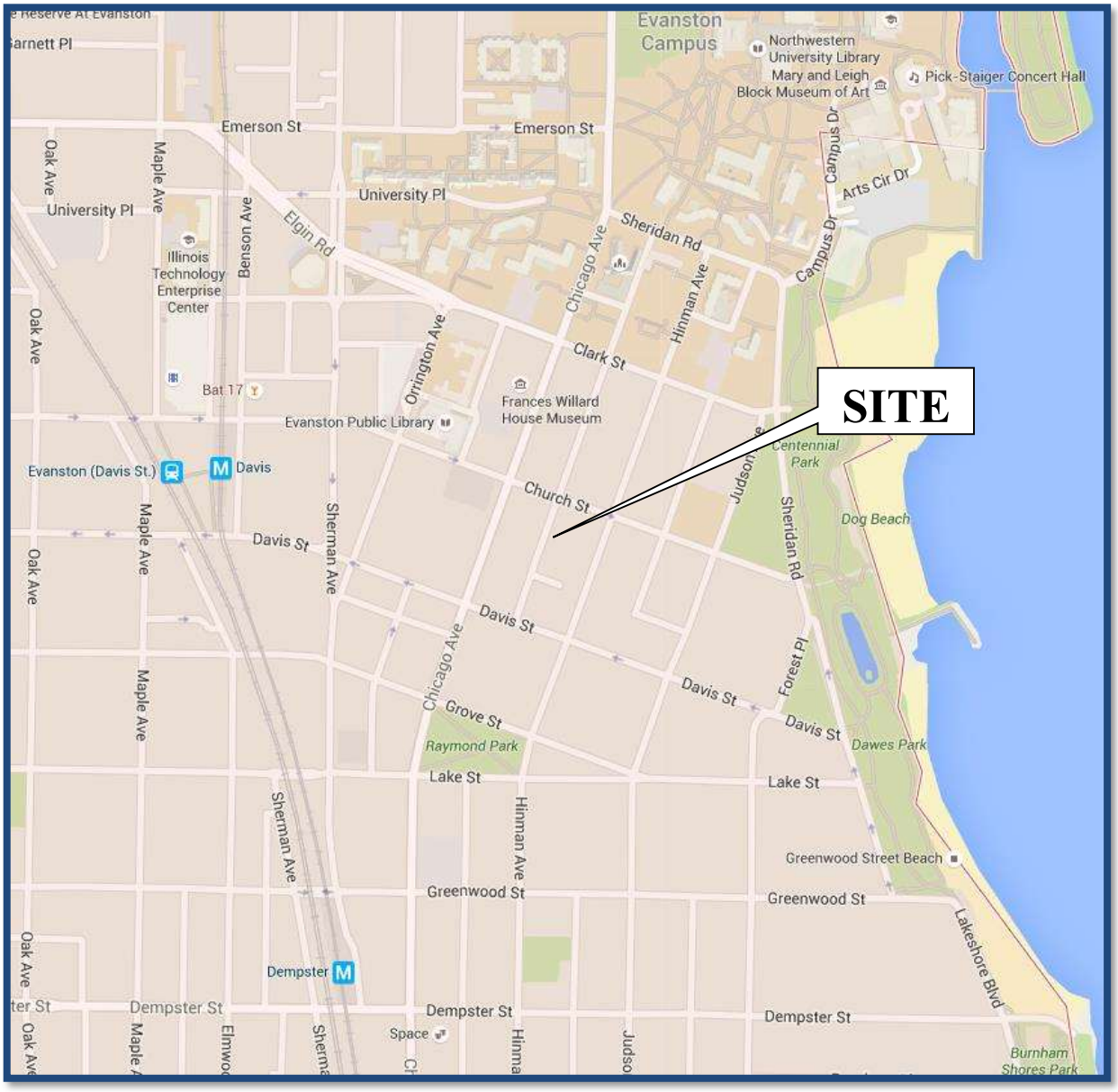
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours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

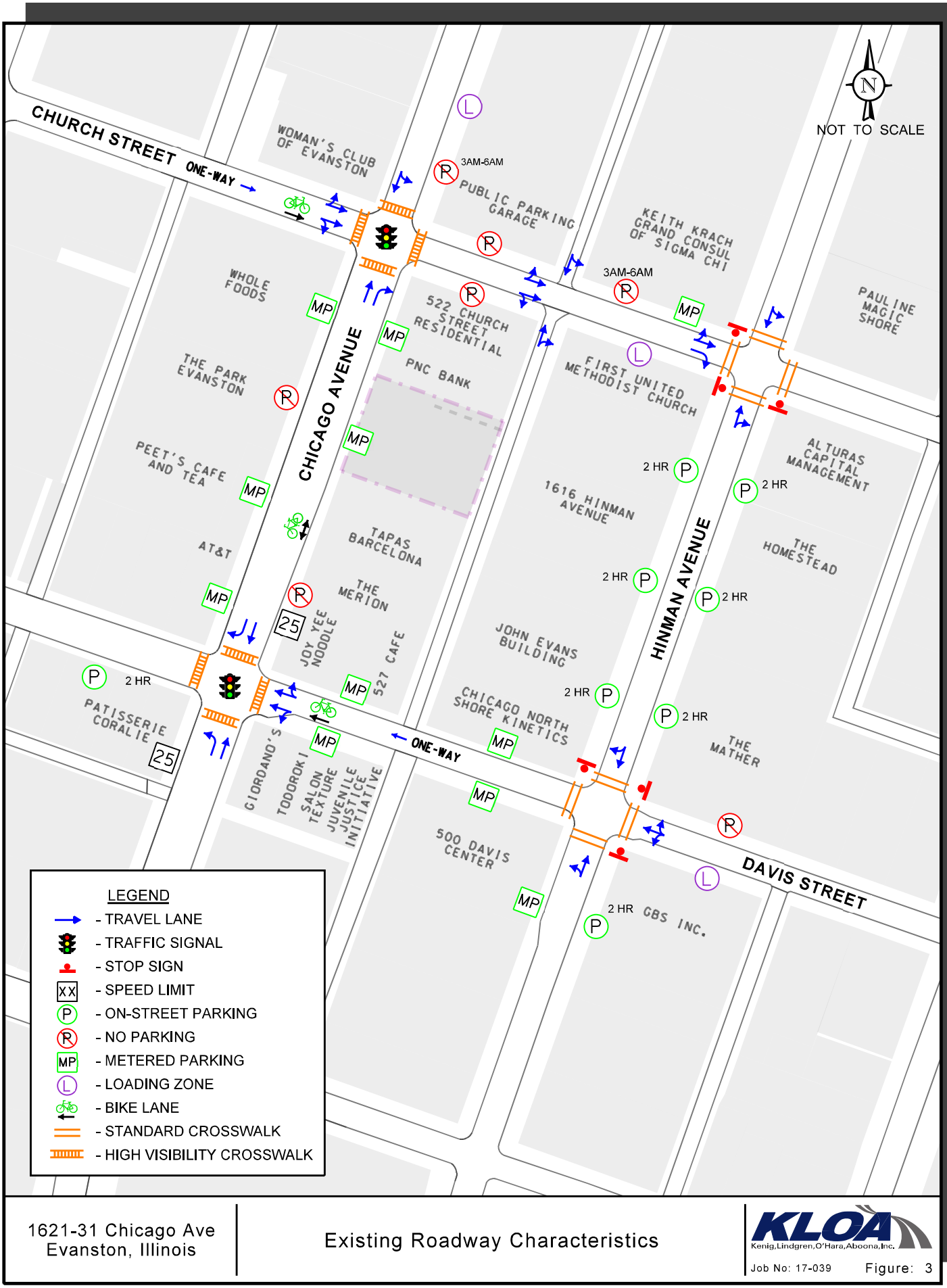
The site is bounded by Chicago Avenue on the west and the north-south alley on the east, approximately halfway between Davis Street and Church Street. Located within Evanston's central business district, the land uses surrounding the site generally consist of commercial, office, and multi-story residential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

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 0.3 miles or a seven- to eight-minute walk west of the site. This line provides daily service between Ogilvie Transportation Center in Chicago and Kenosha, Wisconsin.

- The *CTA Purple Transit Line* has a local stop at Benson Avenue, which is located approximately 0.3 miles or a seven- to eight-minute walk west of the site. This line provides daily service between the Linden station in Wilmette and the Howard station on the border of Chicago and Evanston. In addition, weekday peak period express service is provided between the Howard station and downtown Chicago.

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

- *Route 201 (Central/Ridge)* generally runs along Ridge Avenue, Sheridan Road, and Central Street between the Howard Street CTA station and Old Orchard Mall. Service is provided on weekdays and Saturdays.

- *Route 208 (Golf)* generally runs along Golf Road between the Davis Street CTA station and Woodfield Mall. Service is provided seven days a week

- *Route 213 (Green Bay Road)* generally runs along Chicago Avenue and Green Bay Road between the Howard Street CTA station and downtown Highland Park. Service is provided on weekdays and Saturdays.

Non-Motorized Transportation Systems. All 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.

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

Existing Traffic Volumes

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

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

All 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.

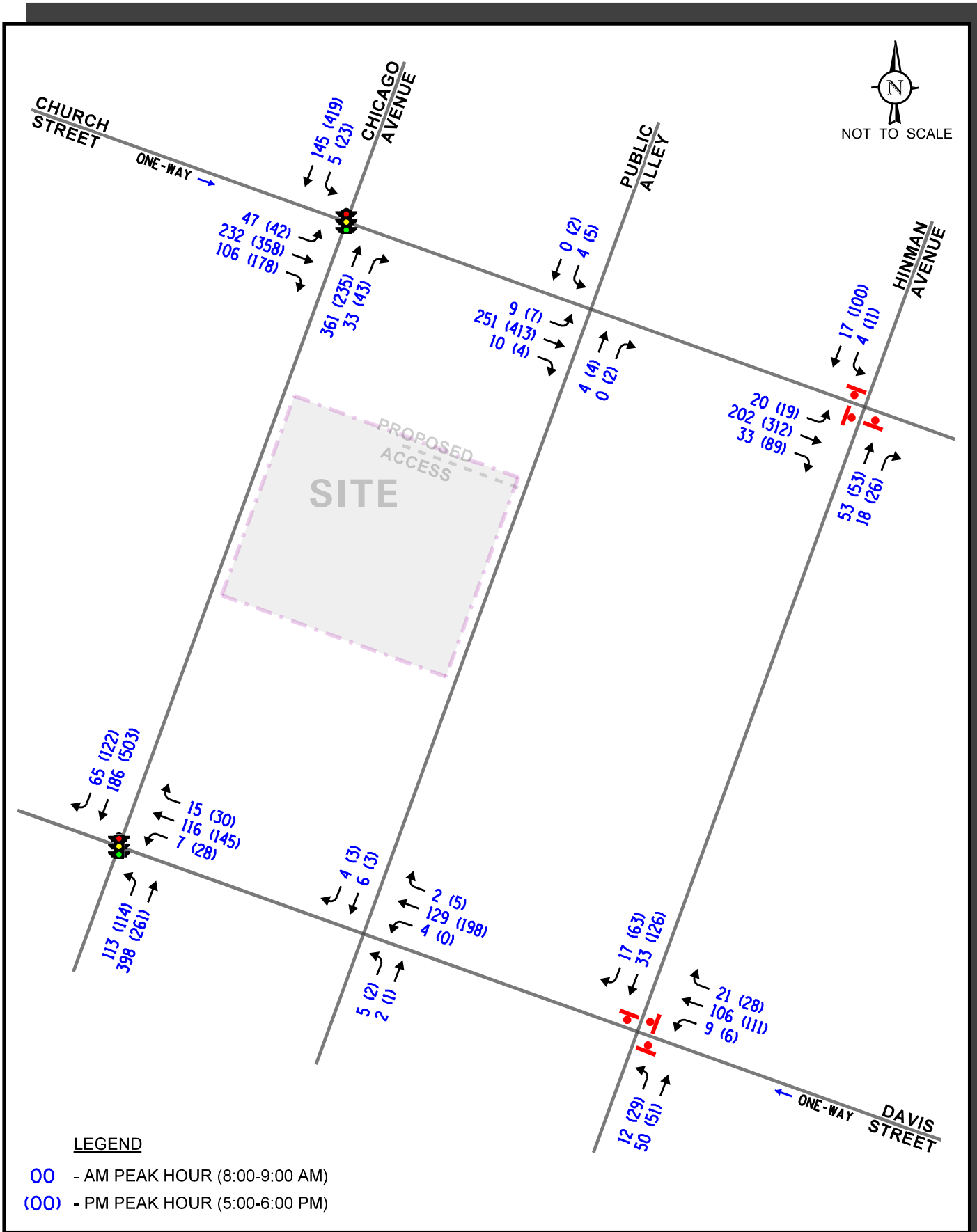
It should be noted that due to the Covid 19 pandemic, traffic volumes in the area generally do not reflect normal or typical conditions. As such, the 2021 traffic counts were compared to previous traffic counts conducted in the area by KLOA, Inc. in 2018. Based on the comparison of the traffic volumes,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

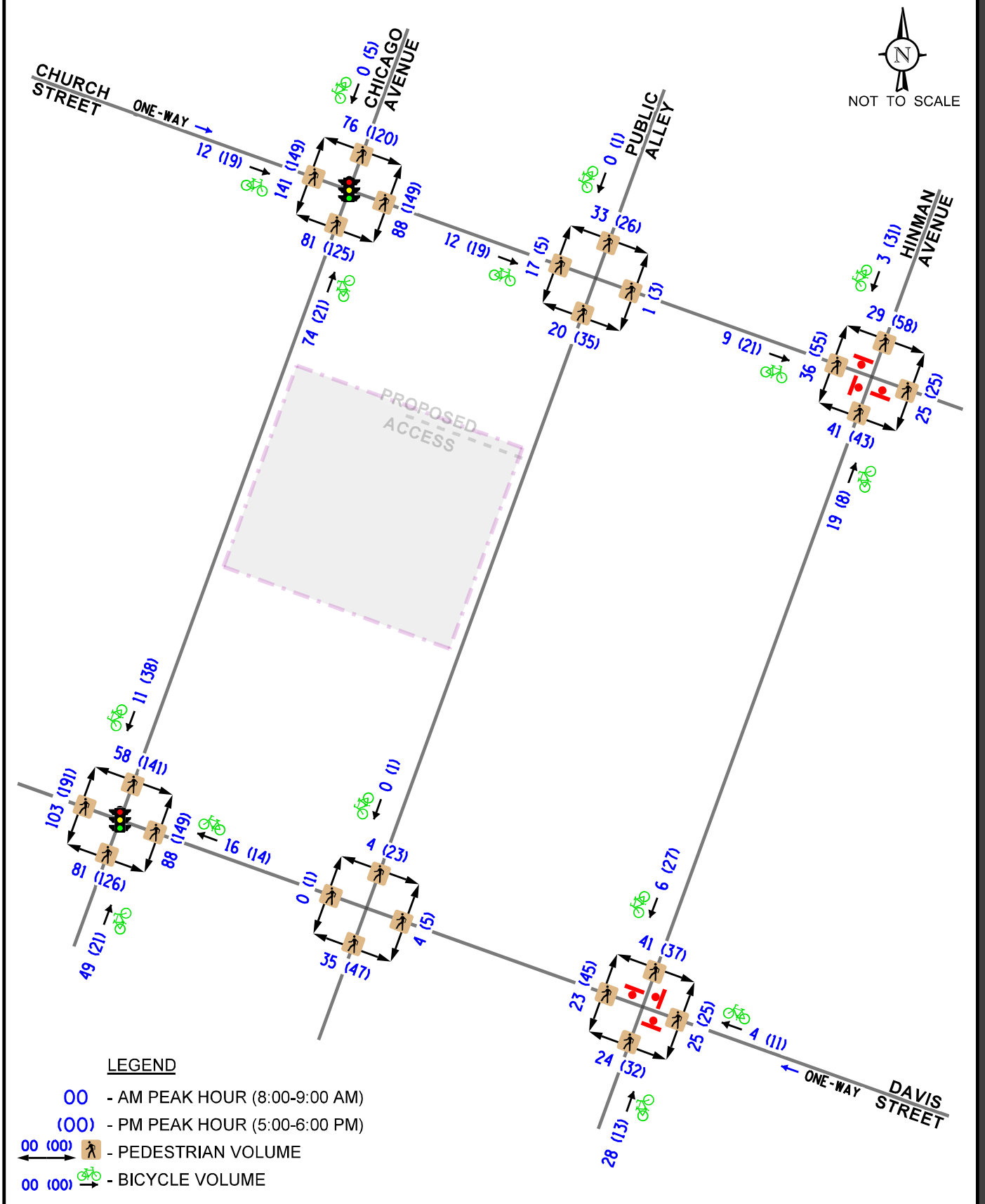


LEGEND

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 140 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.

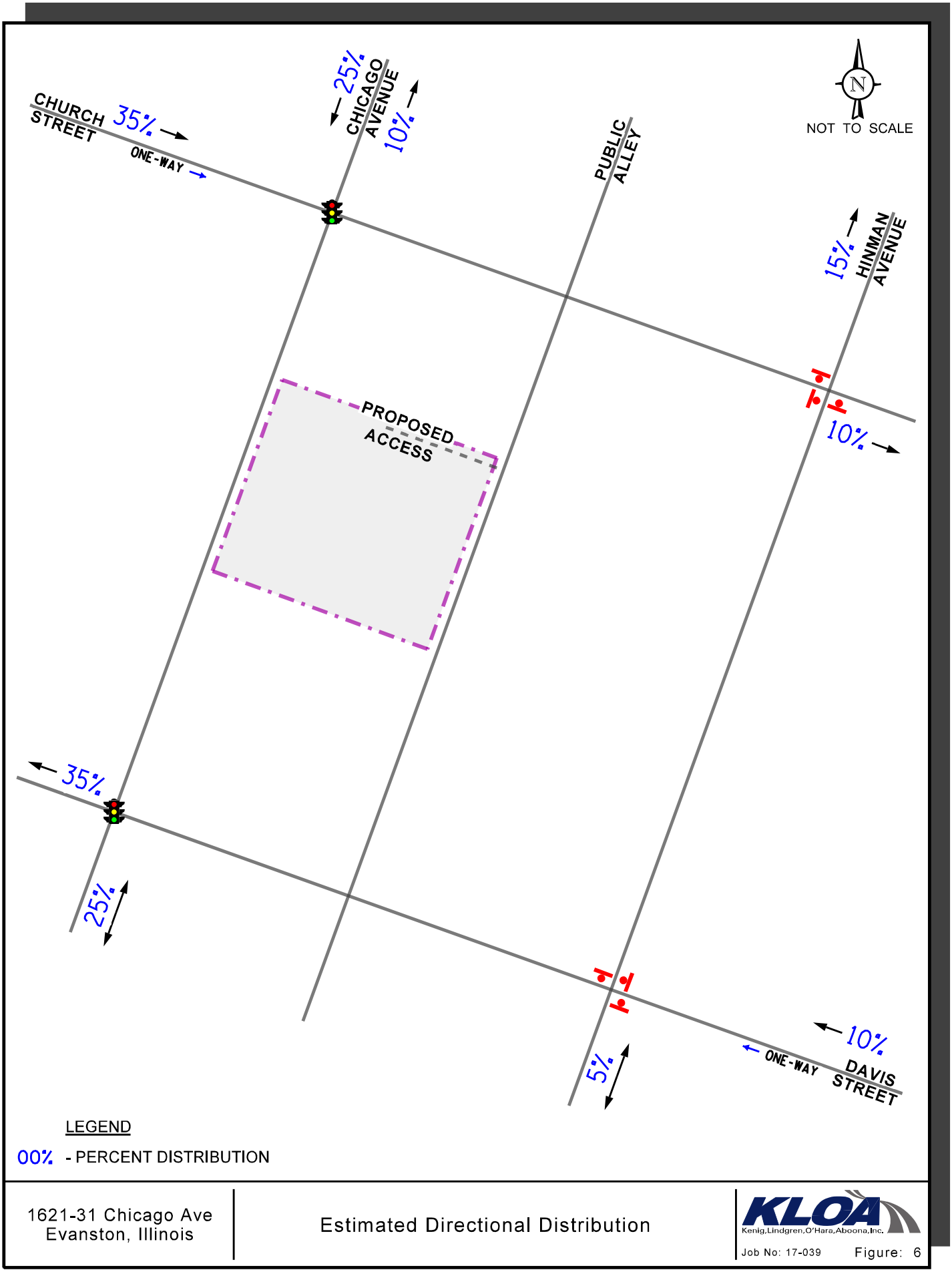
In addition, a loading zone for passenger vehicles only is proposed along the east side Chicago Avenue which will require the elimination of two to three parallel parking spaces. Loading for all truck deliveries will occur in the loading docks. All pedestrian access to the residential and commercial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

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*, 11th Edition, published by the Institute of Transportation Engineers (ITE). It should be noted that the ITE trip rates are based on suburban rates where the primary mode of transportation is the automobile. Given the location of the proposed site within the central business district and its proximity to alternative modes of transportation, the number of additional vehicle trips generated by the development will be reduced. A review of the U.S. Census data in the area showed that only approximately 50 percent of residents in the area drive a car to work. 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

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

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 – 140 units (LUC 220)[1]						
Gross Trips:	16	50	66	51	30	81
Less 50% Reduction:	*-8*	*-25*	*-33*	*-25*	*-15*	*40*
Total Residential Trips:	8	25	33	26	15	41
Retail – 7,000 s.f. (LUC 822)[2]						
Gross Trips:	14	9	23	30	30	60
Less 50% Reduction:	*-7*	*-4*	*-11*	*-15*	*-15*	*-30*
Total Retail Trips:	7	5	12	15	15	30
Total Development Trips	**15**	**30**	**45**	**41**	**30**	**71**

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	**15**	**30**	**45**	**41**	**30**	**71**
Existing Commercial Space	12	7	19	26	26	52
Net Increase in Traffic	**3**	**23**	**26**	**15**	**4**	**19**

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

4. Projected Traffic Conditions

The total projected traffic volumes include the base 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

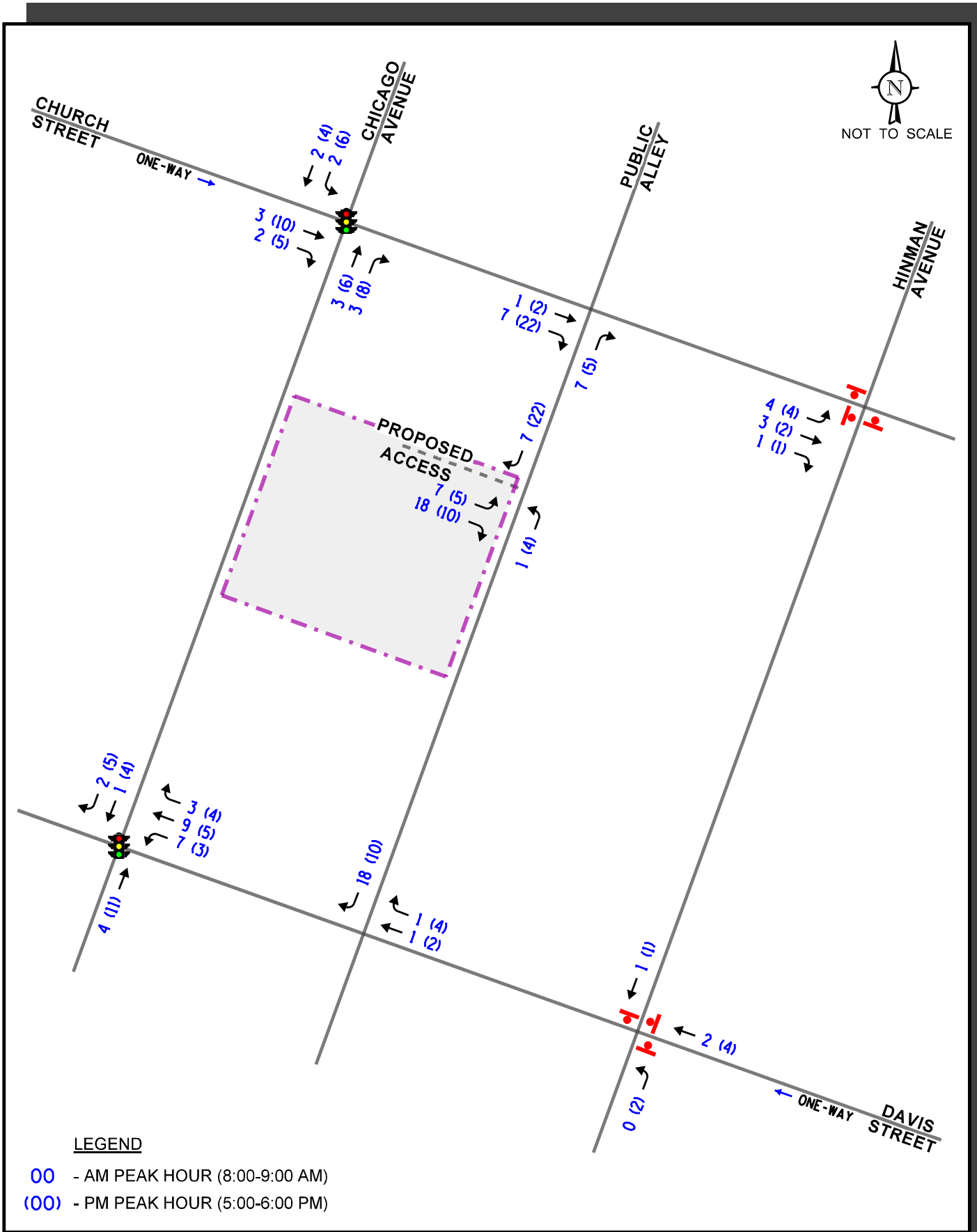
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6) and are illustrated in **Figure 7.** It should be noted that the parking for the development is for the residents only. As such, the traffic to be generated by the commercial portion of the development will park on-street or in one of the are public parking facilities.

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.
- An office development approved to be located at 710 Clark Street that is to contain approximately 123,00 square feet of office/laboratory space and 5,200 square feet of ground floor retail space.
- 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.



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

- A residential development proposed to be located at 1706 Sherman Avenue that is to contain 35 units and approximately 10,000 square feet of ground floor retail space.

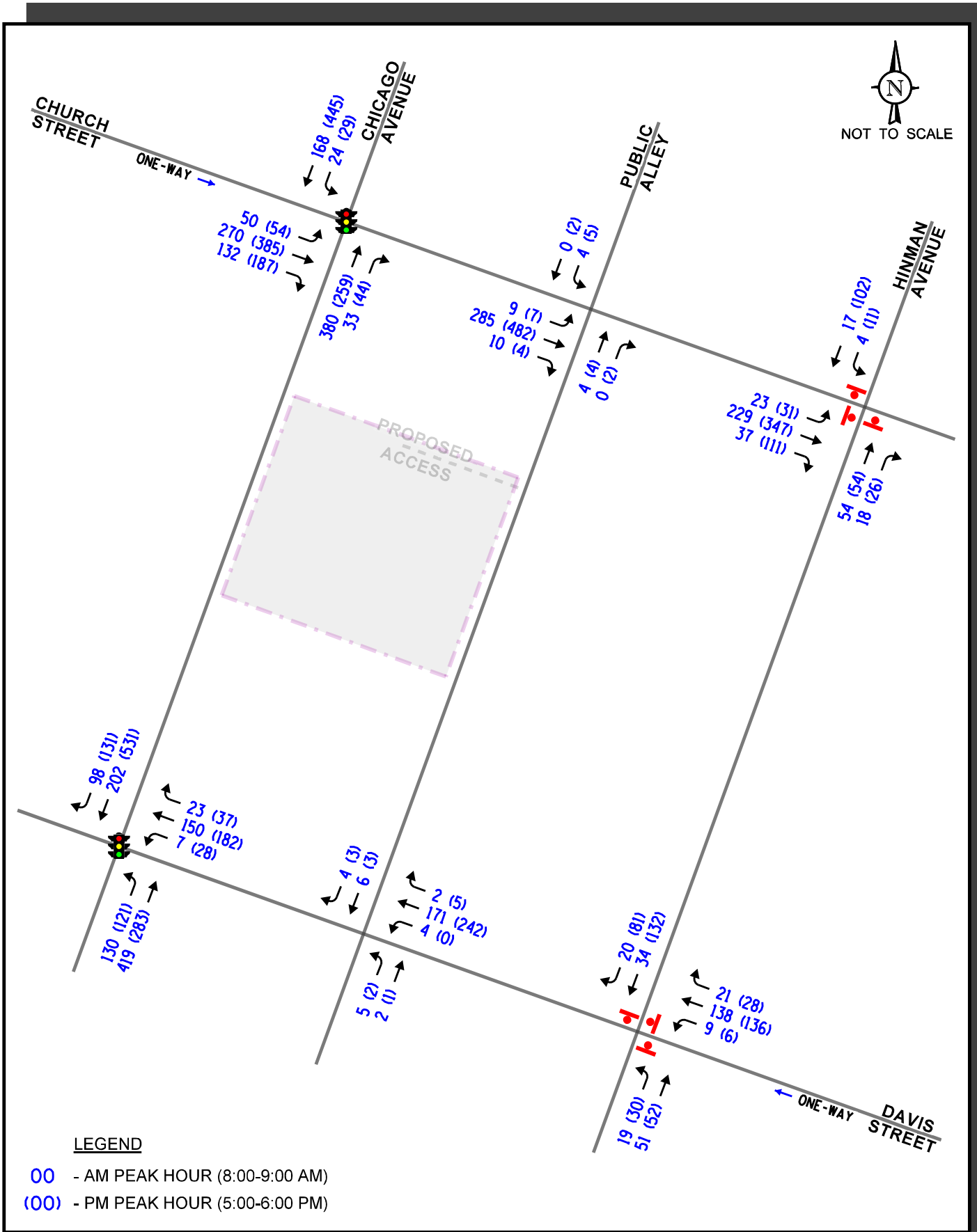
- A residential development proposed to be located at 1101 Church Street that is to contain 30 units.

- A residential development proposed to be located at 1453 Maple Avenue that is to contain 27 units.

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

Total Projected Traffic Volumes

The development-generated traffic was added to the base 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.

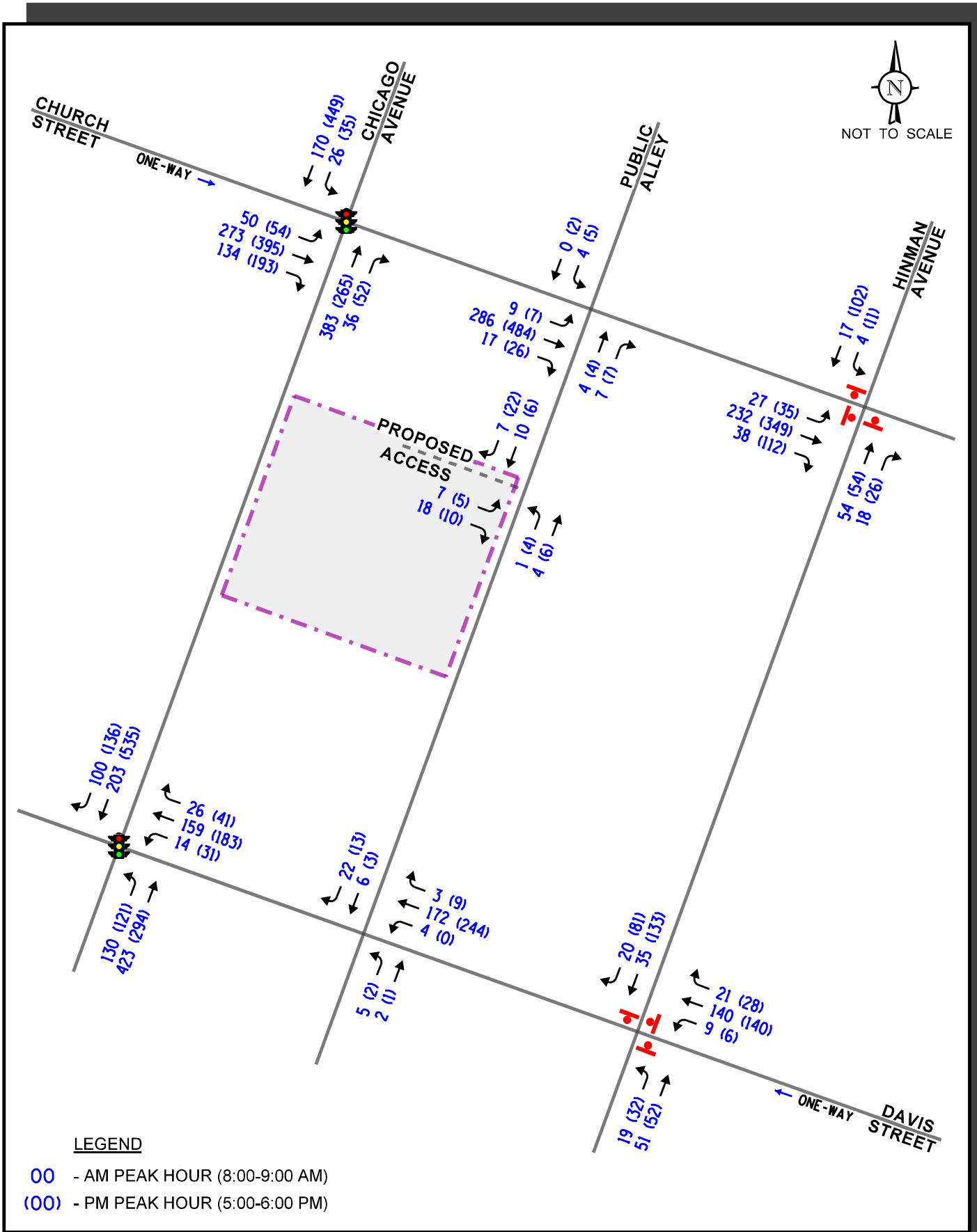


LEGEND

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

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

1621-31 Chicago Ave Evanston, Illinois	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	18.2	C	20.0
• Northbound Through	B	18.7	B	16.0
• Northbound Left	B	16.2	C	23.2
• Southbound Through	B	10.2	B	17.2
• Southbound Right	B	10.1	B	11.6
• Westbound Approach	C	32.0	C	33.7
Projected Conditions				
• Overall	B	18.6	C	20.2
• Northbound Through	B	18.8	B	16.2
• Northbound Left	B	16.3	C	23.4
• Southbound Through	B	10.2	B	17.2
• Southbound Right	B	10.1	B	11.7
• Westbound Approach	C	32.4	C	34.0

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	19.7	C	26.0
• Northbound Through	A	6.4	A	5.1
• Northbound Right	B	12.0	B	15.0
• Southbound Approach	A	8.6	B	11.9
• Eastbound Approach	D	36.1	D	46.2
Projected Conditions				
• Overall	B	19.7	C	27.1
• Northbound Through	A	6.4	A	5.2
• Northbound Right	B	12.6	B	16.3
• Southbound Approach	A	8.6	B	12.2
• Eastbound Approach	D	36.2	D	48.1

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	8.1	A	8.7
• Westbound Approach	A	8.3	A	8.6
• Northbound Approach	A	8.0	A	8.3
• Southbound Approach	A	7.7	A	8.9
Projected Conditions				
• Overall	A	8.1	A	8.7
• Westbound Approach	A	8.3	A	8.6
• Northbound Approach	A	8.0	A	8.4
• Southbound Approach	A	7.7	A	8.9

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	10.0
• Eastbound Approach	A	8.6	B	10.4
• Northbound Approach	A	8.0	A	8.7
• Southbound Approach	A	7.9	A	9.3
Projected Conditions				
• Overall	A	8.5	B	10.1
• Eastbound Approach	A	8.7	B	10.5
• Northbound Approach	A	8.0	A	8.8
• Southbound Approach	A	7.9	A	9.3

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	11.1	B	10.7
• Westbound Left	A	7.6	A	0.1
• Southbound Approach	B	10.4	B	10.6
Projected Conditions				
• Northbound Approach	B	11.2	B	10.7
• Westbound Left	A	7.6	A	0.1
• Southbound Approach	A	9.9	A	9.9

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	12.1	B	13.2
• Eastbound Left	A	7.4	A	7.3
• Southbound Approach	B	10.2	B	12.1
Projected Conditions				
• Northbound Approach	B	10.5	B	12.1
• Eastbound Left	A	7.4	A	7.3
• Southbound Approach	B	10.3	B	12.3

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	8.5	A	8.5

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 the morning peak hour and on the threshold between LOS B/C during the evening peak hour 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 four 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 during the weekday morning peak hour and on the threshold between LOS A/B during the weekday evening peak hour with limited increase in delays. Additionally, all 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 under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development.

Church Street with the North-South Alley

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

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.

Parking Analysis

As indicated previously, the development is to consist of 140 units with approximately 65 percent of the units to consists of studios (20) units and one-bedroom (75) units with approximately 35 percent of the units to consist of two-bedroom (45) units. Further, given the location of the development within downtown Evanston and its proximity to public transportation and alternative modes of transportation, the development is considered a Transit Oriented Development (TOD). With a total of 57 parking spaces, which will be reserved for residents, the development is to have a parking ratio of 0.407 parking spaces per unit. Based on the City of Evanston zoning ordinance, the development is required to provide a total of 118 parking spaces. However, the peak parking demand of the development is projected to be considerably lower than the City's parking requirements based on the following:

- Numerous studies have shown that TODs have a lower parking demand than typical developments. For example, *Empty Parking Spaces: Real Parking Needs at Five TODs*, published by Smart Growth America, found that the parking demand of the five TODs were 55 to 80 percent lower than what would be estimated based on parking generation rates published by ITE. The lower parking demand of TODs is due in part to the proximity of TODs to public transportation and alternative modes of transportation. As indicated previously, the area is served by several modes of transportation and it is anticipated that a minimum of 50 percent of the residents will commute to work via alternative modes of transportation.

- The majority of the units within the development will be studio and one-bedroom units with some two-bedroom units. *Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability*, published by the Center for Neighborhood Technology (CNT), is a study that summarizes the results and findings of parking surveys performed at 41 TODs in the City of Chicago. The study showed that parking demand for buildings comprised entirely of studio and one-bedroom units was approximately one-half the parking demand of buildings comprised entirely of two- and three-bedroom units.

- Ten of the units within the development will be reserved as affordable units. The vehicle ownership of affordable units is typically lower than vehicle ownership for market rate units.

- Similar to the other apartment buildings in the area, parking for visitors will be accommodated via on-street parking or the City of Evanston Church Street parking garage which is located less than 0.1 mile or a two- to three-minute walk north of the site.

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

6. Conclusion

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to assess the impact of the mixed-use development at 1621-31 Chicago Avenue in Evanston, Illinois. As proposed, the development will be a mixed-use development containing 140 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 for passenger vehicles only is proposed along the east side of Chicago Avenue which will require the elimination of two to three parallel parking spaces. Loading for all truck deliveries will occur in the loading docks. All pedestrian access to the residential and commercial portions of the development will be provided via Chicago Avenue.

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	-	-

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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	-	-

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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						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	8	40	34	42	82	0	0	0	1	1	0	0	59	10	21	69	0	4	82	0	21	86	238
5:15 PM	0	8	38	55	37	101	0	0	0	4	4	0	0	65	13	23	78	0	8	85	0	39	93	276
5:30 PM	0	11	29	45	32	85	0	0	0	0	0	0	0	73	16	42	89	0	11	96	0	28	107	281
5:45 PM	0	18	52	44	38	114	0	0	0	1	1	0	0	58	5	39	63	0	5	72	0	32	77	255
Total	0	45	159	178	149	382	0	0	0	6	6	0	0	255	44	125	299	0	28	335	0	120	363	1050
Approach %	0.0	11.8	41.6	46.6	-	-	0.0	0.0	0.0	100.0	-	0.0	0.0	85.3	14.7	-	-	0.0	7.7	92.3	0.0	-	-	-
Total %	0.0	4.3	15.1	17.0	-	36.4	0.0	0.0	0.0	0.6	0.6	0.0	0.0	24.3	4.2	-	28.5	0.0	2.7	31.9	0.0	-	34.6	-
PHF	0.000	0.625	0.764	0.809	-	0.838	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.873	0.688	-	0.840	0.000	0.636	0.872	0.000	-	0.848	0.934
Lights	0	39	140	173	-	352	0	0	0	1	1	0	0	227	43	-	270	0	22	327	0	-	349	972
% Lights	-	86.7	88.1	97.2	-	92.1	-	-	-	16.7	16.7	-	-	89.0	97.7	-	90.3	-	78.6	97.6	-	-	96.1	92.6
Buses	0	3	0	3	-	6	0	0	0	0	0	0	0	4	0	-	4	0	0	5	0	-	5	15
% Buses	-	6.7	0.0	1.7	-	1.6	-	-	-	0.0	0.0	-	-	1.6	0.0	-	1.3	-	0.0	1.5	-	-	1.4	1.4
Single-Unit Trucks	0	0	3	2	-	5	0	0	0	0	0	0	0	4	0	-	4	0	1	1	0	-	2	11
% Single-Unit Trucks	-	0.0	1.9	1.1	-	1.3	-	-	-	0.0	0.0	-	-	1.6	0.0	-	1.3	-	3.6	0.3	-	-	0.6	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.6	-	-	0.6	0.2
Bicycles on Road	0	3	16	0	-	19	0	0	0	5	5	0	0	20	1	-	21	0	5	0	0	-	5	50
% Bicycles on Road	-	6.7	10.1	0.0	-	5.0	-	-	-	83.3	83.3	-	-	7.8	2.3	-	7.0	-	17.9	0.0	-	-	1.4	4.8
Pedestrians	-	-	-	-	149	-	-	-	-	-	-	-	-	-	-	125	-	-	-	-	-	120	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Turning Movement Data

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
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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9575 W. Higgins Rd., Suite 400

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						
	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	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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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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(847)518-9990 epurguette@kloainc.com

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						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	6	0	0	6	9	0	10	15	0	9	29	0	10	38	0	0	27	10	6	37	90
7:15 AM	0	0	0	0	14	0	0	2	13	5	5	20	0	13	35	0	11	48	0	0	30	6	6	36	104
7:30 AM	0	0	0	0	18	0	0	0	14	4	9	18	0	18	41	0	11	59	0	1	29	7	10	37	114
7:45 AM	0	0	0	0	9	0	0	2	10	3	13	15	0	31	66	0	9	97	0	0	33	9	7	42	154
Hourly Total	0	0	0	0	47	0	0	10	46	12	37	68	0	71	171	0	41	242	0	1	119	32	29	152	462
8:00 AM	0	0	0	0	23	0	0	2	22	7	26	31	0	26	73	1	20	100	0	0	49	14	8	63	194
8:15 AM	0	1	0	0	19	1	0	1	14	4	18	19	0	22	107	1	12	130	0	2	40	20	13	62	212
8:30 AM	0	0	0	0	36	0	0	2	21	5	17	28	0	33	87	0	14	120	0	1	40	11	22	52	200
8:45 AM	0	2	0	0	25	2	0	2	27	4	27	33	0	35	83	0	35	118	0	0	46	22	15	68	221
Hourly Total	0	3	0	0	103	3	0	7	84	20	88	111	0	116	350	2	81	468	0	3	175	67	58	245	827
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	36	0	0	8	36	5	17	49	0	28	57	0	31	85	0	0	93	34	55	127	261
4:15 PM	0	0	0	0	32	0	0	7	33	4	32	44	0	26	68	0	20	94	0	0	99	32	37	131	269
4:30 PM	0	0	0	0	44	0	0	9	35	6	35	50	0	34	67	0	36	101	0	1	85	29	40	115	266
4:45 PM	0	0	0	0	46	0	0	6	34	10	47	50	0	26	70	0	26	96	0	0	98	45	28	143	289
Hourly Total	0	0	0	0	158	0	0	30	138	25	131	193	0	114	262	0	113	376	0	1	375	140	160	516	1085
5:00 PM	0	0	0	2	36	2	0	7	31	5	38	43	0	29	60	0	51	89	0	0	92	38	39	130	264
5:15 PM	0	0	0	0	56	0	0	9	22	9	30	40	0	29	77	0	19	106	0	1	105	36	30	142	288
5:30 PM	0	0	0	0	53	0	0	5	40	7	37	52	0	30	90	0	32	120	0	0	103	40	36	143	315
5:45 PM	0	0	0	0	46	0	0	9	31	9	44	49	0	26	55	0	24	81	0	0	107	40	36	147	277
Hourly Total	0	0	0	2	191	2	0	30	124	30	149	184	0	114	282	0	126	396	0	1	407	154	141	562	1144
Grand Total	0	3	0	2	499	5	0	77	392	87	405	556	0	415	1065	2	361	1482	0	6	1076	393	388	1475	3518
Approach %	0.0	60.0	0.0	40.0	-	-	0.0	13.8	70.5	15.6	-	-	0.0	28.0	71.9	0.1	-	-	0.0	0.4	72.9	26.6	-	-	-
Total %	0.0	0.1	0.0	0.1	-	0.1	0.0	2.2	11.1	2.5	-	15.8	0.0	11.8	30.3	0.1	-	42.1	0.0	0.2	30.6	11.2	-	41.9	-
Lights	0	0	0	0	-	0	0	72	348	75	-	495	0	389	937	0	-	1326	0	1	996	324	-	1321	3142
% Lights	-	0.0	-	0.0	-	0.0	-	93.5	88.8	86.2	-	89.0	-	93.7	88.0	0.0	-	89.5	-	16.7	92.6	82.4	-	89.6	89.3
Buses	0	0	0	0	-	0	0	1	1	1	-	3	0	18	14	0	-	32	0	0	28	11	-	39	74
% Buses	-	0.0	-	0.0	-	0.0	-	1.3	0.3	1.1	-	0.5	-	4.3	1.3	0.0	-	2.2	-	0.0	2.6	2.8	-	2.6	2.1
Single-Unit Trucks	0	0	0	0	-	0	0	2	0	3	-	5	0	3	23	0	-	26	0	0	20	3	-	23	54
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	2.6	0.0	3.4	-	0.9	-	0.7	2.2	0.0	-	1.8	-	0.0	1.9	0.8	-	1.6	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	7	0	-	7	11
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	0.7	0.0	-	0.5	0.3
Bicycles on Road	0	3	0	2	-	5	0	2	43	8	-	53	0	5	87	2	-	94	0	5	25	55	-	85	237

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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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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	-	-

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 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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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 (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	-	-

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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 Peak Hour Data (5:00 PM)

Start Time	Davis St Eastbound						Davis St Westbound					Hinman St Northbound						Hinman St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	0	0	0	8	0	0	0	24	10	34	0	6	14	0	5	20	0	1	46	14	2	61	115
5:15 PM	0	0	0	0	19	0	0	2	18	6	26	0	7	16	0	12	23	0	0	34	11	11	45	94
5:30 PM	0	0	0	0	9	0	0	3	25	5	33	0	12	12	0	9	24	0	1	35	20	14	56	113
5:45 PM	0	0	0	0	9	0	0	4	14	7	25	0	13	9	0	6	22	0	0	31	22	10	53	100
Total	0	0	0	0	45	0	0	9	81	28	118	0	38	51	0	32	89	0	2	146	67	37	215	422
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	7.6	68.6	23.7	-	0.0	42.7	57.3	0.0	-	-	0.0	0.9	67.9	31.2	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	2.1	19.2	6.6	28.0	0.0	9.0	12.1	0.0	-	21.1	0.0	0.5	34.6	15.9	-	50.9	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.563	0.810	0.700	0.868	0.000	0.731	0.797	0.000	-	0.927	0.000	0.500	0.793	0.761	-	0.881	0.917
Lights	0	0	0	0	-	0	0	6	73	27	106	0	29	46	0	-	75	0	1	123	63	-	187	368
% Lights	-	-	-	-	-	-	-	66.7	90.1	96.4	89.8	-	76.3	90.2	-	-	84.3	-	50.0	84.2	94.0	-	87.0	87.2
Buses	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	1	0	0	1	0	-	1	0	0	1	0	-	1	3
% Single-Unit Trucks	-	-	-	-	-	-	-	0.0	0.0	3.6	0.8	-	0.0	2.0	-	-	1.1	-	0.0	0.7	0.0	-	0.5	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	3	8	0	11	0	9	4	0	-	13	0	1	22	4	-	27	51
% Bicycles on Road	-	-	-	-	-	-	-	33.3	9.9	0.0	9.3	-	23.7	7.8	-	-	14.6	-	50.0	15.1	6.0	-	12.6	12.1
Pedestrians	-	-	-	-	45	-	-	-	-	-	-	-	-	-	-	32	-	-	-	-	-	37	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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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 Data

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
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

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 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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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	-	-

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(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	-	-

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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	-	-

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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



Ground Floor Plan

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

0 5 10 20 40

ITE Trip Generation Worksheets

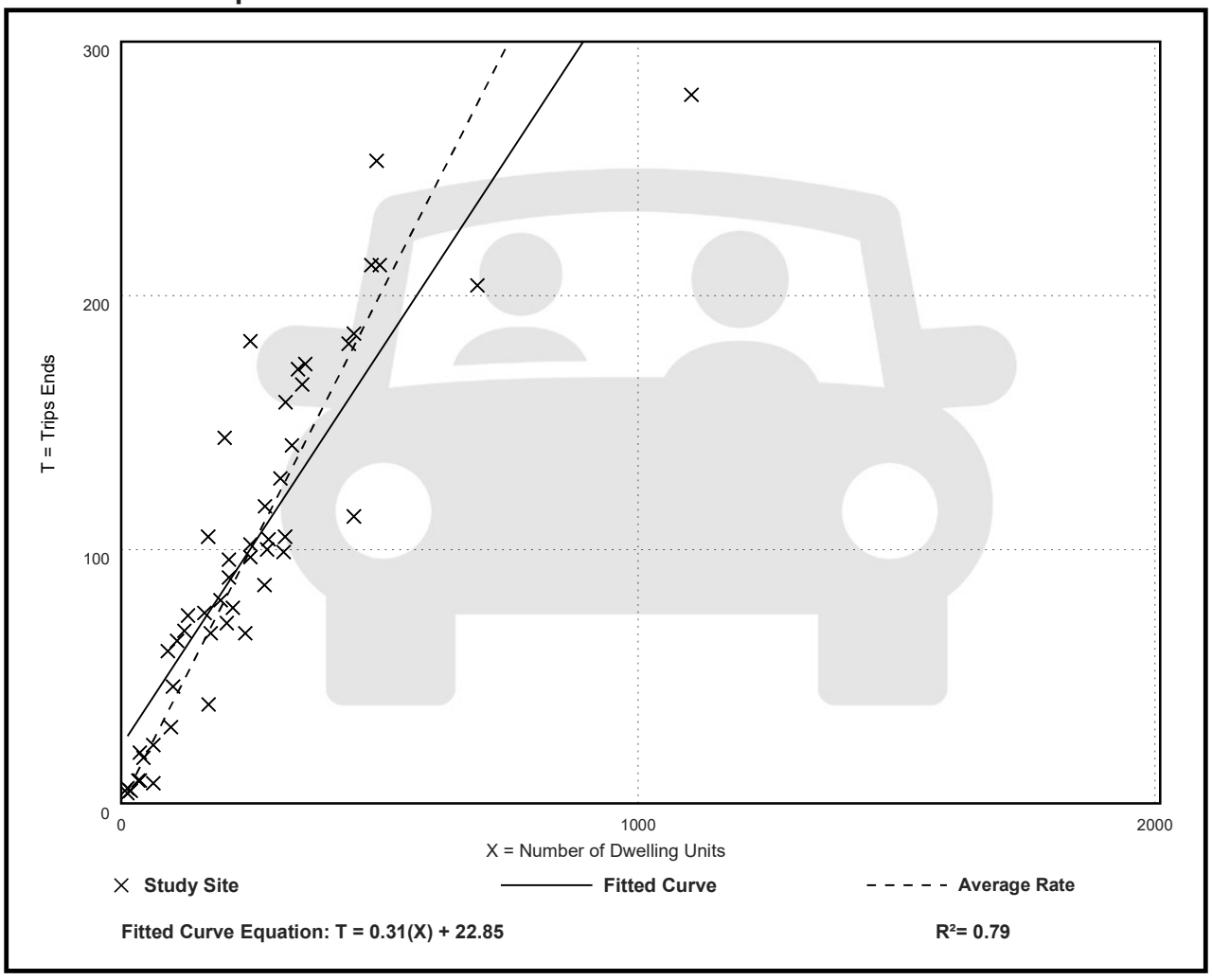
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



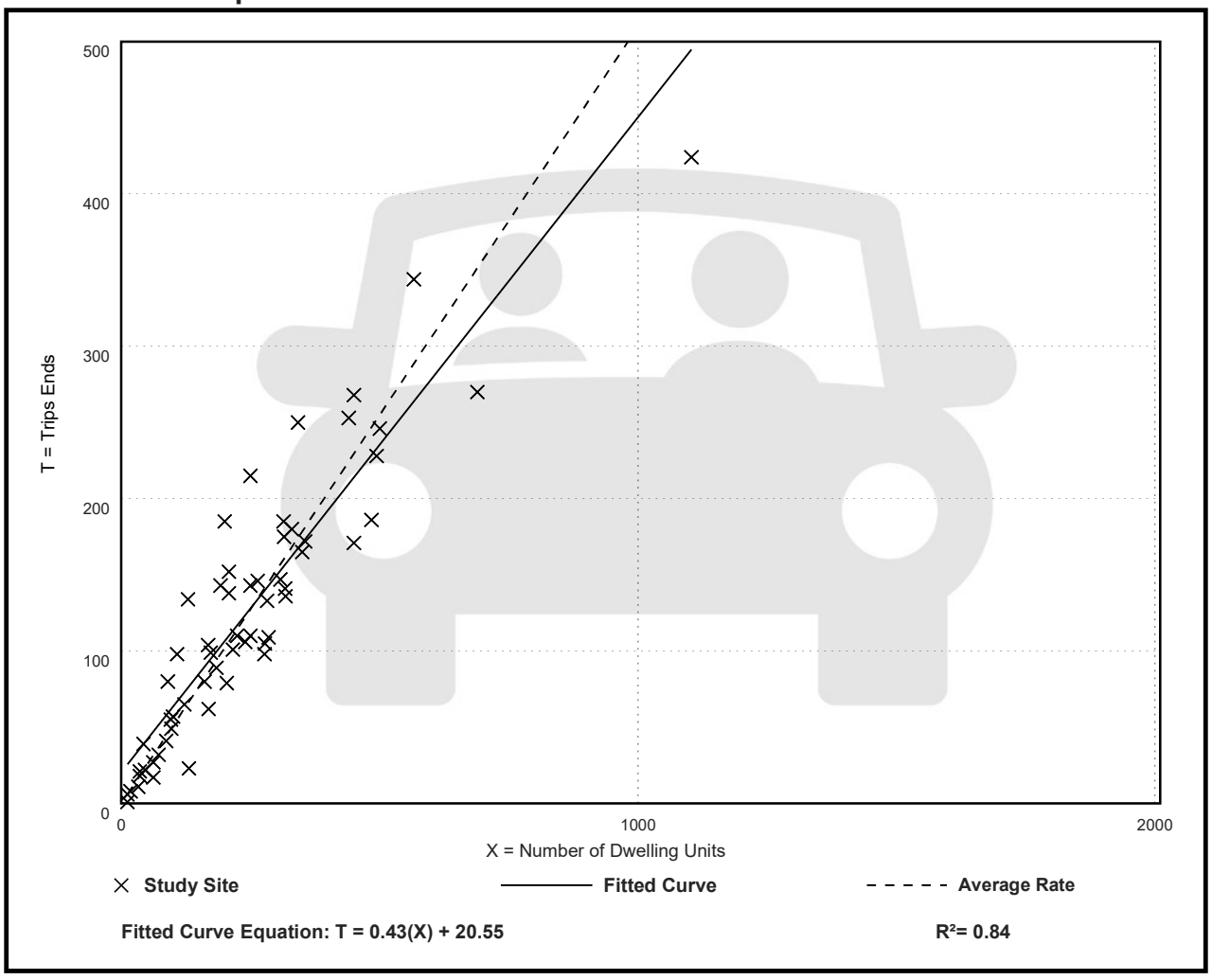
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



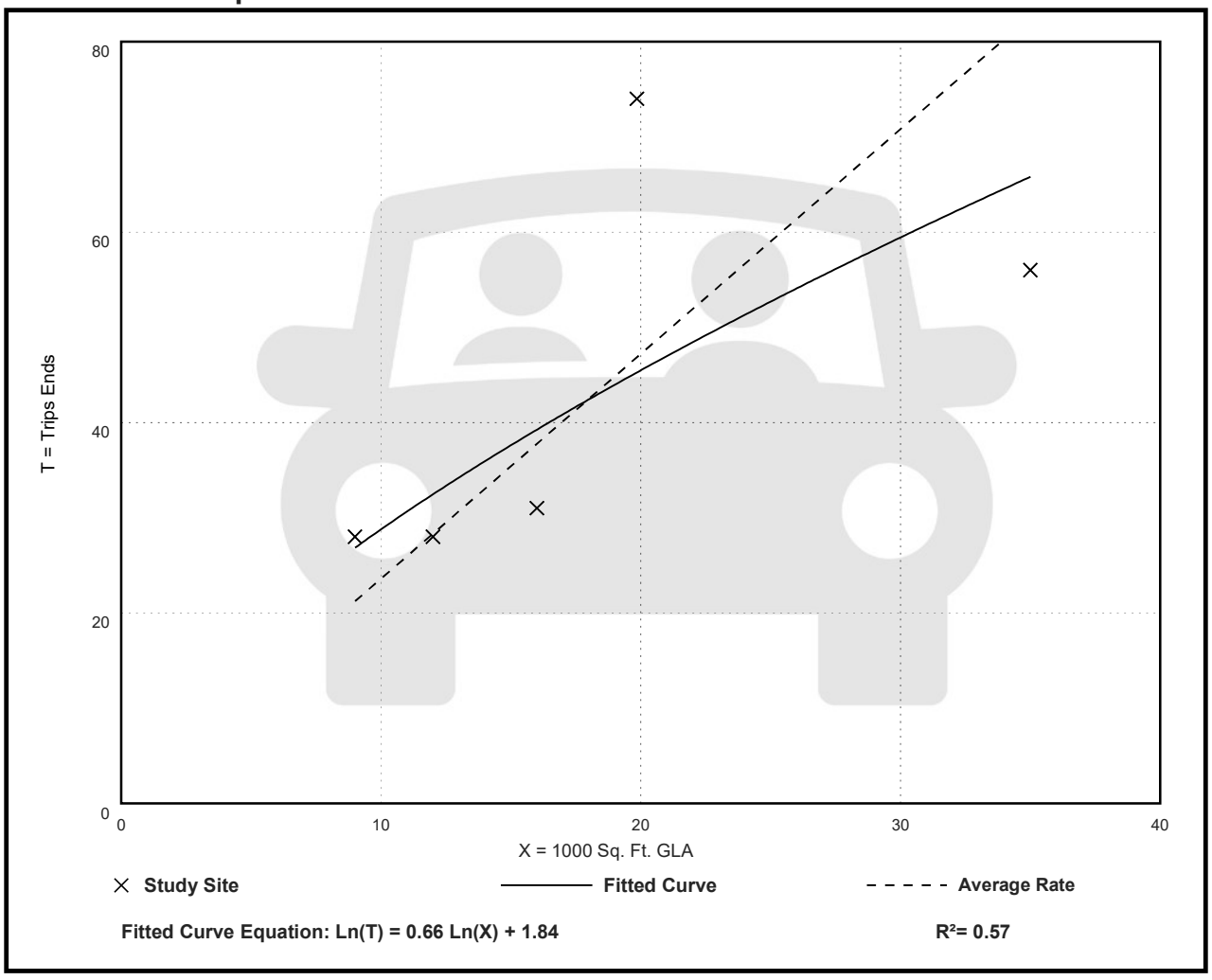
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

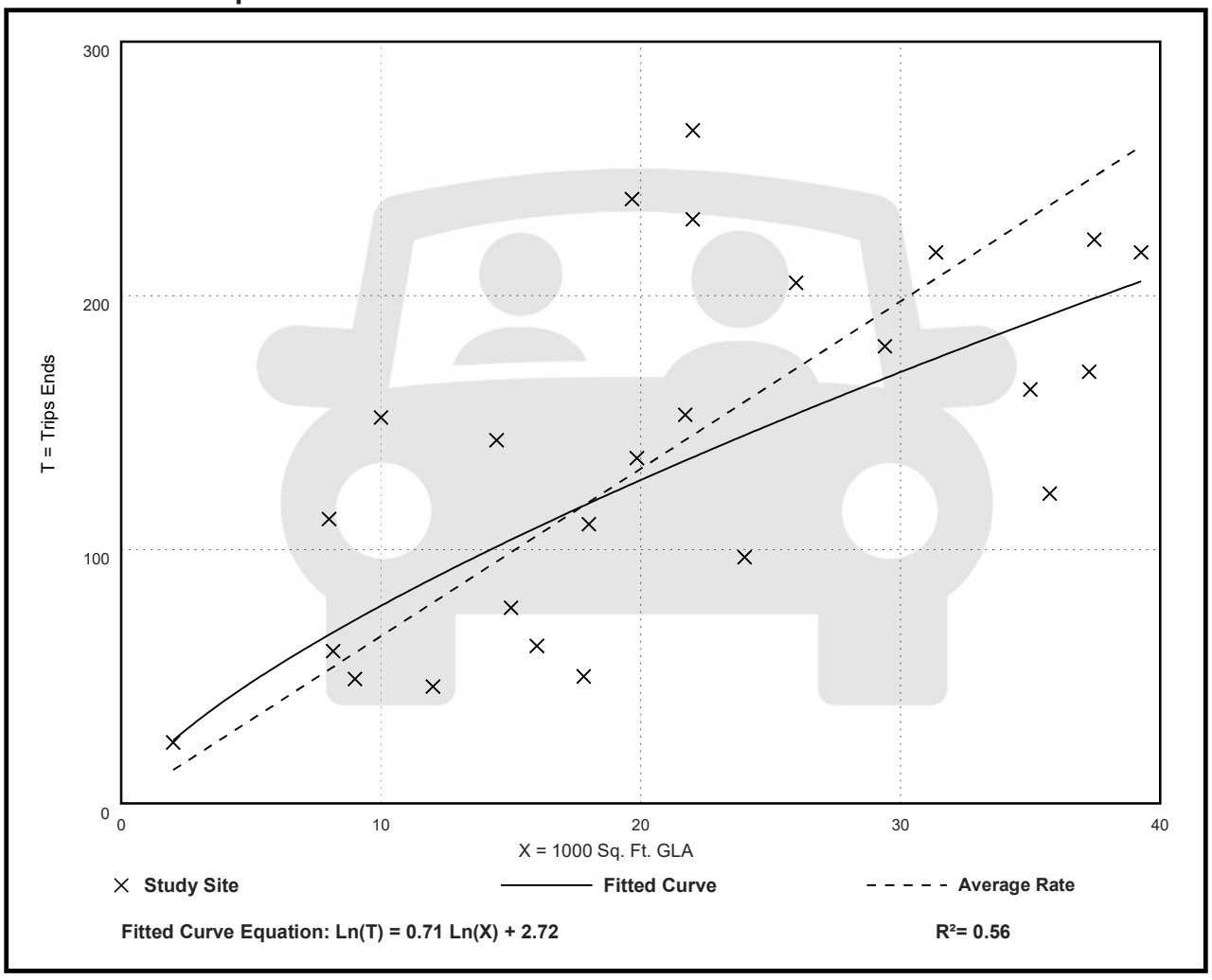
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

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

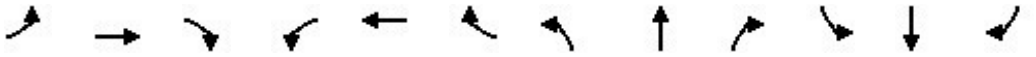
Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of 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

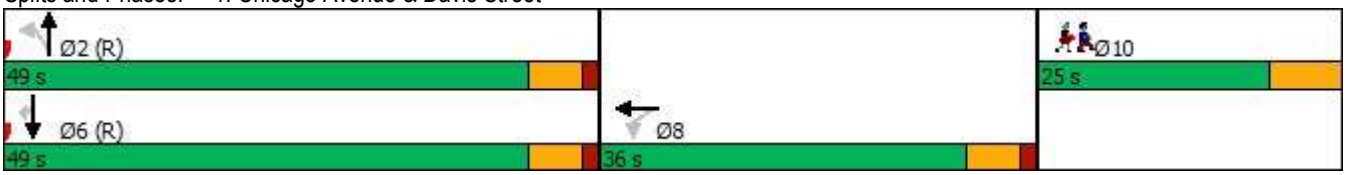
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn 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

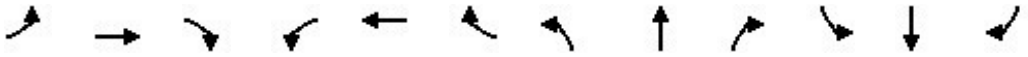
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 17.7 Intersection LOS: B
Intersection Capacity Utilization 59.2% ICU 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	

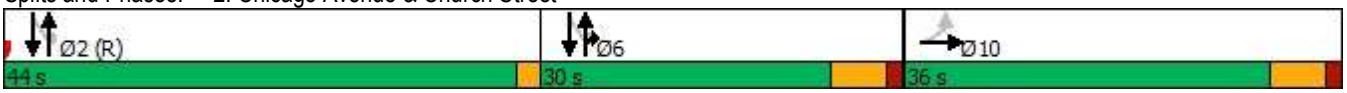
Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn 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

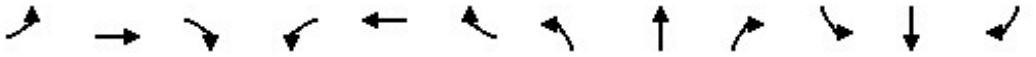
Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	33	0	0	-	352	163	193	357	-
Stage 1	-	-	-	-	319	-	33	33	-
Stage 2	-	-	-	-	33	-	160	324	-
Critical Hdwy	4.14	-	-	-	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	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

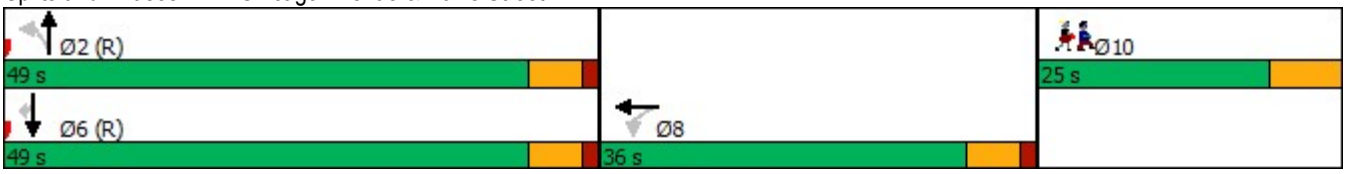
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn 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

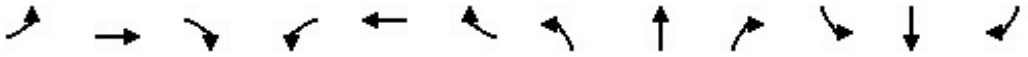
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 69.8% ICU 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



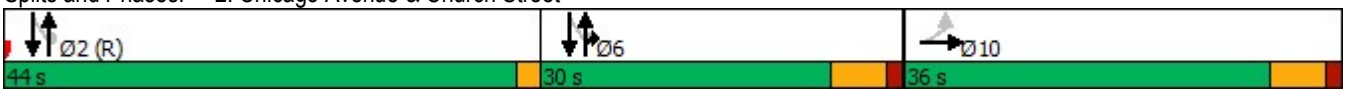
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	358	178	0	0	0	0	235	43	23	419	0
Future Volume (vph)	42	358	178	0	0	0	0	235	43	23	419	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	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

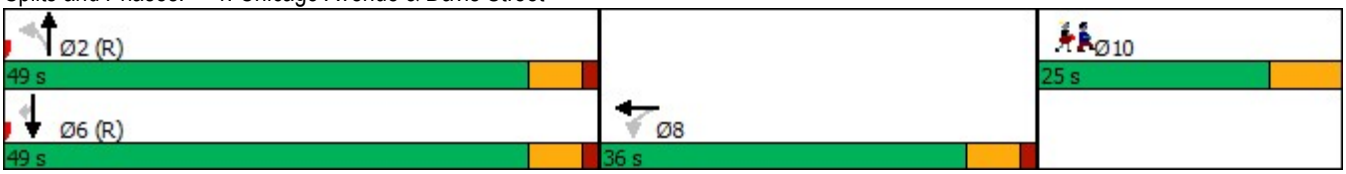
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	7	150	23	130	419	0	0	202	98
Future Volume (vph)	0	0	0	7	150	23	130	419	0	0	202	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		70
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.96		0.87					0.79
Frt					0.981							0.850
Flt Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	3065	0	1662	1589	0	0	1559	1501
Flt Permitted					0.998		0.613					
Satd. Flow (perm)	0	0	0	0	3036	0	929	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
Heavy Vehicles (%)	0%	0%	0%	29%	0%	15%	5%	4%	0%	0%	6%	4%
Parking (#/hr)		0			0			0			0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	191	0	138	446	0	0	215	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
v/c Ratio					0.23		0.26	0.49			0.24	0.15
Control Delay					32.0		16.2	18.7			10.2	10.1
Queue Delay					0.0		0.0	0.0			0.0	0.0
Total Delay					32.0		16.2	18.7			10.2	10.1
LOS					C		B	B			B	B

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	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	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					32.0			18.1			10.1	
Approach LOS					C			B			B	
Queue Length 50th (ft)					55		41	155			36	17
Queue Length 95th (ft)					86		125	388			157	m82
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					828		532	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					0.23		0.26	0.49			0.24	0.15

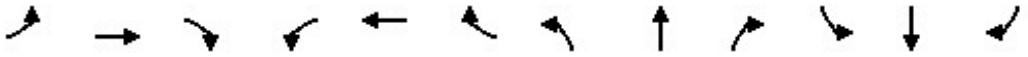
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Chicago Avenue & Davis Street



Lane Group	Ø10
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



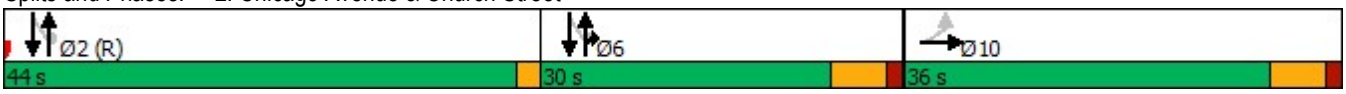
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	270	132	0	0	0	0	380	33	24	168	0
Future Volume (vph)	50	270	132	0	0	0	0	380	33	24	168	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.93									1.00	
Frt		0.956							0.850			
Flt Protected		0.995									0.994	
Satd. Flow (prot)	0	2828	0	0	0	0	0	1545	1473	0	1536	0
Flt Permitted		0.995									0.927	
Satd. Flow (perm)	0	2780	0	0	0	0	0	1545	1473	0	1428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56							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
Heavy Vehicles (%)	12%	4%	5%	0%	0%	0%	0%	7%	6%	0%	8%	0%
Parking (#/hr)		0						0			0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	525	0	0	0	0	0	442	38	0	223	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	
v/c Ratio		0.66						0.44	0.11		0.24	
Control Delay		36.1						6.4	12.0		8.6	
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		36.1						6.4	12.0		8.6	
LOS		D						A	B		A	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	42.0
Minimum Split (s)	44.0
Total Split (s)	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	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		36.1						6.9			8.6	
Approach LOS		D						A			A	
Queue Length 50th (ft)		154						194	6		59	
Queue Length 95th (ft)		202						6	m27		89	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		798						1011	360		934	
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		0.66						0.44	0.11		0.24	

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: 0.66			
Intersection Signal Delay: 19.7		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
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	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	9	138	21	19	51	0	0	34	20
Future Vol, veh/h	0	0	0	9	138	21	19	51	0	0	34	20
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	155	24	21	57	0	0	38	22
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	8.3	8	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	12%	0%	0%
Vol Thru, %	73%	88%	77%	63%
Vol Right, %	0%	0%	23%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	78	90	54
LT Vol	19	9	0	0
Through Vol	51	69	69	34
RT Vol	0	0	21	20
Lane Flow Rate	79	88	101	61
Geometry Grp	2	7	7	2
Degree of Util (X)	0.098	0.121	0.13	0.073
Departure Headway (Hd)	4.478	4.986	4.628	4.309
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	805	711	764	836
Service Time	2.481	2.776	2.418	2.312
HCM Lane V/C Ratio	0.098	0.124	0.132	0.073
HCM Control Delay	8	8.5	8.1	7.7
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	23	229	37	0	0	0	0	54	18	4	17	0
Future Vol, veh/h	23	229	37	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	24	244	39	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	8	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	17%	0%	19%
Vol Thru, %	75%	83%	76%	81%
Vol Right, %	25%	0%	24%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	138	152	21
LT Vol	0	23	0	4
Through Vol	54	115	115	17
RT Vol	18	0	37	0
Lane Flow Rate	77	146	161	22
Geometry Grp	2	7	7	2
Degree of Util (X)	0.095	0.196	0.205	0.029
Departure Headway (Hd)	4.48	4.824	4.569	4.732
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	737	778	760
Service Time	2.481	2.593	2.338	2.736
HCM Lane V/C Ratio	0.096	0.198	0.207	0.029
HCM Control Delay	8	8.8	8.5	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.8	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	171	2	5	2	0	0	6	4
Future Vol, veh/h	0	0	0	4	171	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	228	3	7	3	0	0	8	5

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	167	284	-	-	283	120
Stage 1	-	-	-	39	39	-	-	244	-
Stage 2	-	-	-	128	245	-	-	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	-	-	687	526	0	0	629	840
Stage 1	-	-	-	-	-	0	0	708	-
Stage 2	-	-	-	763	597	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1375	-	-	653	507	-	-	606	837
Mov Cap-2 Maneuver	-	-	-	653	507	-	-	606	-
Stage 1	-	-	-	-	-	-	-	703	-
Stage 2	-	-	-	747	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0.2	11.1	10.4
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	1375	-	-	681
HCM Lane V/C Ratio	0.015	0.004	-	-	0.02
HCM Control Delay (s)	11.1	7.6	0	-	10.4
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	285	10	0	0	0	0	4	0	4	0	0
Future Vol, veh/h	9	285	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	310	11	0	0	0	0	4	0	4	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	36	0	0	-	394	184	214	399	-
Stage 1	-	-	-	-	358	-	36	36	-
Stage 2	-	-	-	-	36	-	178	363	-
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	541	827	724	538	0
Stage 1	-	-	-	0	626	-	-	-	0
Stage 2	-	-	-	0	-	-	806	623	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1530	-	-	-	513	813	695	511	-
Mov Cap-2 Maneuver	-	-	-	-	513	-	695	511	-
Stage 1	-	-	-	-	610	-	-	-	-
Stage 2	-	-	-	-	-	-	794	607	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	12.1	10.2
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	513	1530	-	-	695
HCM Lane V/C Ratio	0.008	0.006	-	-	0.006
HCM Control Delay (s)	12.1	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions

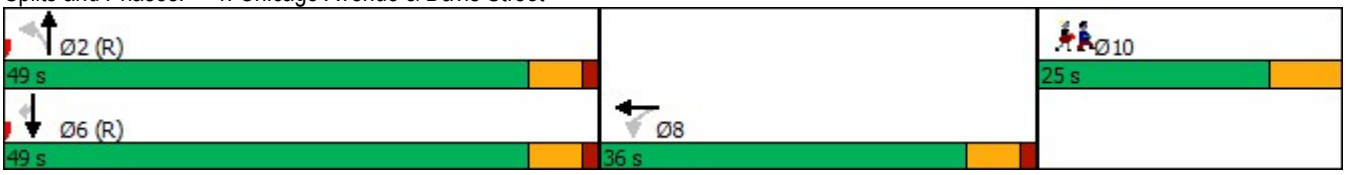
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	28	182	37	121	283	0	0	531	131
Future Volume (vph)	0	0	0	28	182	37	121	283	0	0	531	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		70
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.89							0.67
Frt					0.977							0.850
Flt Protected					0.994		0.950					
Satd. Flow (prot)	0	0	0	0	2991	0	1678	1605	0	0	1621	1531
Flt Permitted					0.994		0.300					
Satd. Flow (perm)	0	0	0	0	2854	0	530	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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	2%	2%
Parking (#/hr)		0			0			0			0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	272	0	133	311	0	0	584	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
v/c Ratio					0.35		0.44	0.34			0.63	0.25
Control Delay					33.7		23.2	16.0			16.9	11.6
Queue Delay					0.0		0.0	0.0			0.3	0.0
Total Delay					33.7		23.2	16.0			17.2	11.6
LOS					C		C	B			B	B

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	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	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					33.7			18.1			16.1	
Approach LOS					C			B			B	
Queue Length 50th (ft)					81		44	96			157	30
Queue Length 95th (ft)					120		#169	248			m#587	m93
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					778		303	919			928	586
Starvation Cap Reductn					0		0	0			56	0
Spillback Cap Reductn					0		0	0			0	0
Storage Cap Reductn					0		0	0			0	0
Reduced v/c Ratio					0.35		0.44	0.34			0.67	0.25

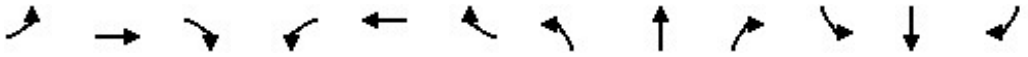
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 71.3%		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
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



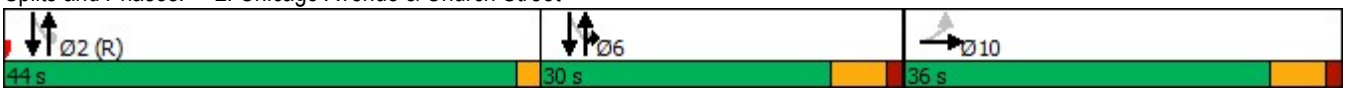
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	385	187	0	0	0	0	259	44	29	445	0
Future Volume (vph)	54	385	187	0	0	0	0	259	44	29	445	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.89									1.00	
Frt		0.955							0.850			
Flt Protected		0.996									0.997	
Satd. Flow (prot)	0	2804	0	0	0	0	0	1605	1561	0	1614	0
Flt Permitted		0.996									0.971	
Satd. Flow (perm)	0	2746	0	0	0	0	0	1605	1561	0	1567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59							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
Heavy Vehicles (%)	7%	2%	3%	0%	0%	0%	0%	3%	0%	4%	2%	0%
Parking (#/hr)		0						0			0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	0	0	0	0	0	278	47	0	509	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	
v/c Ratio		0.85						0.26	0.12		0.50	
Control Delay		46.2						5.1	15.0		11.8	
Queue Delay		0.0						0.0	0.0		0.1	
Total Delay		46.2						5.1	15.0		11.9	
LOS		D						A	B		B	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	44.0
Total Split (s)	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	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		46.2						6.5			11.9	
Approach LOS		D						A			B	
Queue Length 50th (ft)		218						102	5		167	
Queue Length 95th (ft)		#315						12	50		246	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		791						1050	379		1025	
Starvation Cap Reductn		0						0	0		0	
Spillback Cap Reductn		1						0	0		57	
Storage Cap Reductn		0						0	0		0	
Reduced v/c Ratio		0.85						0.26	0.12		0.53	

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: 26.0		Intersection LOS: C	
Intersection Capacity Utilization 83.4%		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
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	8.7
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	136	28	30	52	0	0	132	81
Future Vol, veh/h	0	0	0	6	136	28	30	52	0	0	132	81
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	148	30	33	57	0	0	143	88
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	8.6	8.3	8.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	37%	8%	0%	0%
Vol Thru, %	63%	92%	71%	62%
Vol Right, %	0%	0%	29%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	74	96	213
LT Vol	30	6	0	0
Through Vol	52	68	68	132
RT Vol	0	0	28	81
Lane Flow Rate	89	80	104	232
Geometry Grp	2	7	7	2
Degree of Util (X)	0.116	0.117	0.145	0.274
Departure Headway (Hd)	4.683	5.251	5.005	4.256
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	766	683	716	845
Service Time	2.709	2.984	2.738	2.274
HCM Lane V/C Ratio	0.116	0.117	0.145	0.275
HCM Control Delay	8.3	8.7	8.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.5	1.1

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	347	111	0	0	0	0	54	26	11	102	0
Future Vol, veh/h	31	347	111	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	33	369	118	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	10.4	8.7	9.3
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	15%	0%	10%
Vol Thru, %	68%	85%	61%	90%
Vol Right, %	33%	0%	39%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	205	285	113
LT Vol	0	31	0	11
Through Vol	54	174	174	102
RT Vol	26	0	111	0
Lane Flow Rate	85	218	303	120
Geometry Grp	2	7	7	2
Degree of Util (X)	0.119	0.308	0.4	0.172
Departure Headway (Hd)	5.02	5.094	4.761	5.148
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	712	705	754	696
Service Time	3.065	2.833	2.5	3.189
HCM Lane V/C Ratio	0.119	0.309	0.402	0.172
HCM Control Delay	8.7	10.1	10.7	9.3
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.4	1.3	1.9	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	242	5	2	1	0	0	3	3
Future Vol, veh/h	0	0	0	0	242	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	285	6	2	1	0	0	4	4

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	52	0	0	198	368	-	-	365	172	
Stage 1	-	-	-	52	52	-	-	313	-	
Stage 2	-	-	-	146	316	-	-	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	-	-	749	564	0	0	566	848	
Stage 1	-	-	-	-	-	0	0	661	-	
Stage 2	-	-	-	848	659	0	0	-	-	
Platoon blocked, %		-	-							
Mov Cap-1 Maneuver	1505	-	-	712	531	-	-	533	832	
Mov Cap-2 Maneuver	-	-	-	712	531	-	-	533	-	
Stage 1	-	-	-	-	-	-	-	648	-	
Stage 2	-	-	-	840	646	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	0	10.7	10.6
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	639	1505	-	-	650
HCM Lane V/C Ratio	0.006	-	-	-	0.011
HCM Control Delay (s)	10.7	0	-	-	10.6
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	482	4	0	0	0	0	4	2	5	2	0
Future Vol, veh/h	7	482	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	524	4	0	0	0	0	4	2	5	2	0

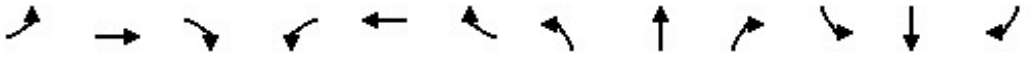
Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	29	0	0	-	610	306	312	612	-
Stage 1	-	-	-	-	581	-	29	29	-
Stage 2	-	-	-	-	29	-	283	583	-
Critical Hdwy	4.14	-	-	-	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	1582	-	-	0	408	690	617	407	0
Stage 1	-	-	-	0	498	-	-	-	0
Stage 2	-	-	-	0	-	-	700	497	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1547	-	-	-	384	669	593	383	-
Mov Cap-2 Maneuver	-	-	-	-	384	-	593	383	-
Stage 1	-	-	-	-	480	-	-	-	-
Stage 2	-	-	-	-	-	-	687	479	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	13.2	12.1
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	448	1547	-	-	513
HCM Lane V/C Ratio	0.015	0.005	-	-	0.015
HCM Control Delay (s)	13.2	7.3	0	-	12.1
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



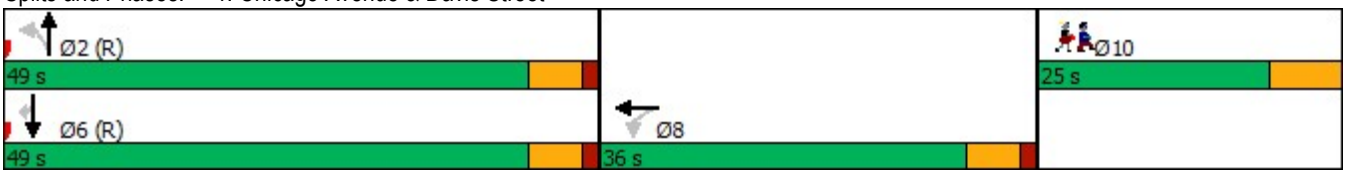
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	14	159	26	130	423	0	0	203	100
Future Volume (vph)	0	0	0	14	159	26	130	423	0	0	203	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		70
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.95		0.87					0.79
Frt					0.980							0.850
Flt Protected					0.996		0.950					
Satd. Flow (prot)	0	0	0	0	3019	0	1662	1589	0	0	1559	1501
Flt Permitted					0.996		0.612					
Satd. Flow (perm)	0	0	0	0	2964	0	928	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
Heavy Vehicles (%)	0%	0%	0%	29%	0%	15%	5%	4%	0%	0%	6%	4%
Parking (#/hr)		0			0			0			0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	212	0	138	450	0	0	216	106
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
v/c Ratio					0.26		0.26	0.49			0.24	0.16
Control Delay					32.4		16.3	18.8			10.2	10.1
Queue Delay					0.0		0.0	0.0			0.0	0.0
Total Delay					32.4		16.3	18.8			10.2	10.1
LOS					C		B	B			B	B

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	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	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					32.4			18.2			10.1	
Approach LOS					C			B			B	
Queue Length 50th (ft)					61		41	157			36	17
Queue Length 95th (ft)					94		125	392			157	m83
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					808		531	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					0.26		0.26	0.49			0.24	0.16

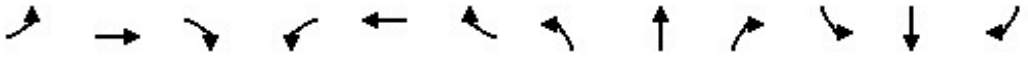
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 18.6		Intersection LOS: 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
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



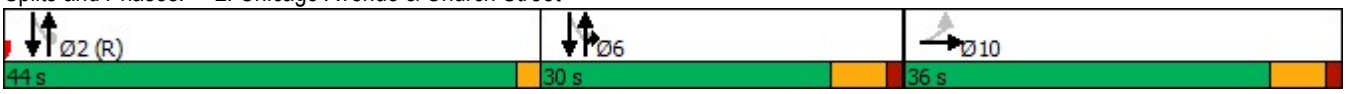
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	273	134	0	0	0	0	383	36	26	170	0
Future Volume (vph)	50	273	134	0	0	0	0	383	36	26	170	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.93									1.00	
Frt		0.956							0.850			
Flt Protected		0.995									0.993	
Satd. Flow (prot)	0	2827	0	0	0	0	0	1545	1473	0	1535	0
Flt Permitted		0.995									0.921	
Satd. Flow (perm)	0	2779	0	0	0	0	0	1545	1473	0	1419	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)	84		89	89		84	155		97	97		155
Confl. Bikes (#/hr)			13						81			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	12%	4%	5%	0%	0%	0%	0%	7%	6%	0%	8%	0%
Parking (#/hr)		0						0			0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	531	0	0	0	0	0	445	42	0	228	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	
v/c Ratio		0.66						0.44	0.12		0.25	
Control Delay		36.2						6.4	12.6		8.6	
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		36.2						6.4	12.6		8.6	
LOS		D						A	B		A	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	42.0
Minimum Split (s)	44.0
Total Split (s)	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	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		36.2						6.9			8.6	
Approach LOS		D						A			A	
Queue Length 50th (ft)		156						194	7		60	
Queue Length 95th (ft)		204						7	m31		91	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		799						1011	360		928	
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		0.66						0.44	0.12		0.25	

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: 0.66			
Intersection Signal Delay: 19.7		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
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	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	9	140	21	19	51	0	0	35	20
Future Vol, veh/h	0	0	0	9	140	21	19	51	0	0	35	20
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	157	24	21	57	0	0	39	22
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	8.3	8	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	11%	0%	0%
Vol Thru, %	73%	89%	77%	64%
Vol Right, %	0%	0%	23%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	79	91	55
LT Vol	19	9	0	0
Through Vol	51	70	70	35
RT Vol	0	0	21	20
Lane Flow Rate	79	89	102	62
Geometry Grp	2	7	7	2
Degree of Util (X)	0.098	0.123	0.132	0.074
Departure Headway (Hd)	4.486	4.987	4.632	4.32
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	710	764	834
Service Time	2.489	2.777	2.422	2.323
HCM Lane V/C Ratio	0.098	0.125	0.134	0.074
HCM Control Delay	8	8.5	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.5	0.2

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	27	232	38	0	0	0	0	54	18	4	17	0
Future Vol, veh/h	27	232	38	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	29	247	40	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	8.7	8	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	19%	0%	19%
Vol Thru, %	75%	81%	75%	81%
Vol Right, %	25%	0%	25%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	143	154	21
LT Vol	0	27	0	4
Through Vol	54	116	116	17
RT Vol	18	0	38	0
Lane Flow Rate	77	152	164	22
Geometry Grp	2	7	7	2
Degree of Util (X)	0.096	0.204	0.208	0.029
Departure Headway (Hd)	4.497	4.834	4.567	4.749
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	736	778	758
Service Time	2.498	2.606	2.338	2.754
HCM Lane V/C Ratio	0.096	0.207	0.211	0.029
HCM Control Delay	8	8.9	8.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0.8	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	172	3	5	2	0	0	6	22
Future Vol, veh/h	0	0	0	4	172	3	5	2	0	0	6	22
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	229	4	7	3	0	0	8	29

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	168	286	-	-	284	121
Stage 1	-	-	-	39	39	-	-	245	-
Stage 2	-	-	-	129	247	-	-	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	-	-	685	524	0	0	628	839
Stage 1	-	-	-	-	-	0	0	707	-
Stage 2	-	-	-	761	595	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1375	-	-	633	505	-	-	605	836
Mov Cap-2 Maneuver	-	-	-	633	505	-	-	605	-
Stage 1	-	-	-	-	-	-	-	702	-
Stage 2	-	-	-	723	591	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0.2	11.2	9.9
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	590	1375	-	-	773
HCM Lane V/C Ratio	0.016	0.004	-	-	0.048
HCM Control Delay (s)	11.2	7.6	0	-	9.9
HCM Lane LOS	B	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	286	17	0	0	0	0	4	7	4	0	0
Future Vol, veh/h	9	286	17	0	0	0	0	4	7	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	311	18	0	0	0	0	4	8	4	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	36	0	0	-	398	188	215	407	-
Stage 1	-	-	-	-	362	-	36	36	-
Stage 2	-	-	-	-	36	-	179	371	-
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	538	822	723	532	0
Stage 1	-	-	-	0	624	-	-	-	0
Stage 2	-	-	-	0	-	-	805	618	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1530	-	-	-	511	808	688	505	-
Mov Cap-2 Maneuver	-	-	-	-	511	-	688	505	-
Stage 1	-	-	-	-	608	-	-	-	-
Stage 2	-	-	-	-	-	-	785	603	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	10.5	10.3
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	667	1530	-	-	688
HCM Lane V/C Ratio	0.018	0.006	-	-	0.006
HCM Control Delay (s)	10.5	7.4	0	-	10.3
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	18	1	4	10	7
Future Vol, veh/h	7	18	1	4	10	7
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	7	19	1	4	11	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	21	15	18	0	-	0
Stage 1	15	-	-	-	-	-
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	1001	1070	1612	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1000	1070	1612	-	-	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1612	-	1049	-	-
HCM Lane V/C Ratio	0.001	-	0.025	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions

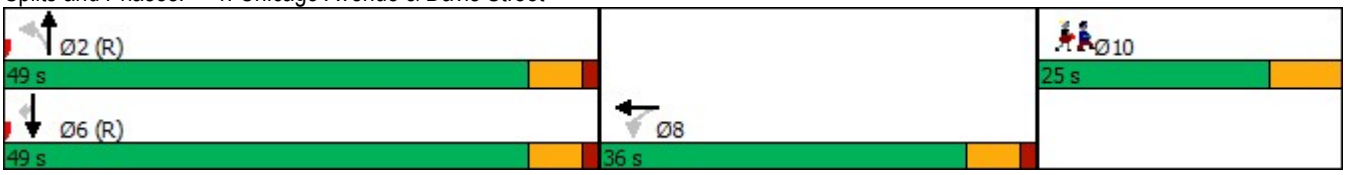
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	31	187	41	121	294	0	0	535	136
Future Volume (vph)	0	0	0	31	187	41	121	294	0	0	535	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		70
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.88							0.67
Frt					0.976							0.850
Flt Protected					0.994		0.950					
Satd. Flow (prot)	0	0	0	0	2976	0	1678	1605	0	0	1621	1531
Flt Permitted					0.994		0.297					
Satd. Flow (perm)	0	0	0	0	2833	0	525	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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	2%	2%
Parking (#/hr)		0			0			0			0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	284	0	133	323	0	0	588	149
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
v/c Ratio					0.37		0.44	0.35			0.63	0.25
Control Delay					34.0		23.4	16.2			16.9	11.7
Queue Delay					0.0		0.0	0.0			0.3	0.0
Total Delay					34.0		23.4	16.2			17.2	11.7
LOS					C		C	B			B	B

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	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	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					34.0			18.3			16.1	
Approach LOS					C			B			B	
Queue Length 50th (ft)					85		45	101			157	31
Queue Length 95th (ft)					125		#170	259			m#582	m96
Internal Link Dist (ft)		556			160			165			502	
Turn Bay Length (ft)												70
Base Capacity (vph)					772		300	919			928	586
Starvation Cap Reductn					0		0	0			60	0
Spillback Cap Reductn					0		0	0			0	0
Storage Cap Reductn					0		0	0			0	0
Reduced v/c Ratio					0.37		0.44	0.35			0.68	0.25

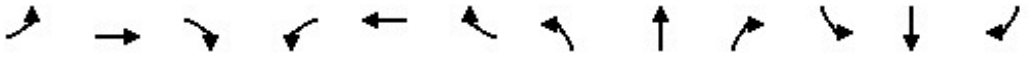
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 71.5%		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
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



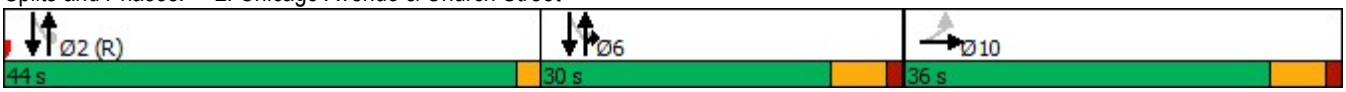
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	395	193	0	0	0	0	262	52	35	449	0
Future Volume (vph)	54	395	193	0	0	0	0	262	52	35	449	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.89									1.00	
Frt		0.955							0.850			
Flt Protected		0.996									0.996	
Satd. Flow (prot)	0	2803	0	0	0	0	0	1605	1561	0	1612	0
Flt Permitted		0.996									0.963	
Satd. Flow (perm)	0	2746	0	0	0	0	0	1605	1561	0	1553	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
Heavy Vehicles (%)	7%	2%	3%	0%	0%	0%	0%	3%	0%	4%	2%	0%
Parking (#/hr)		0						0			0	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	691	0	0	0	0	0	282	56	0	521	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	
v/c Ratio		0.87						0.27	0.15		0.51	
Control Delay		48.1						5.2	16.3		12.1	
Queue Delay		0.0						0.0	0.0		0.1	
Total Delay		48.1						5.2	16.3		12.2	
LOS		D						A	B		B	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	44.0
Total Split (s)	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	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		48.1						7.0			12.2	
Approach LOS		D						A			B	
Queue Length 50th (ft)		226						103	7		174	
Queue Length 95th (ft)		#330						14	57		257	
Internal Link Dist (ft)		462			148			502			462	
Turn Bay Length (ft)									50			
Base Capacity (vph)		792						1050	379		1016	
Starvation Cap Reductn		0						0	0		0	
Spillback Cap Reductn		1						0	0		57	
Storage Cap Reductn		0						0	0		0	
Reduced v/c Ratio		0.87						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: 0.87			
Intersection Signal Delay: 27.1		Intersection LOS: C	
Intersection Capacity Utilization 83.9%		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
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	8.7
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	140	28	32	52	0	0	133	81
Future Vol, veh/h	0	0	0	6	140	28	32	52	0	0	133	81
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	152	30	35	57	0	0	145	88
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	8.6	8.4	8.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	38%	8%	0%	0%
Vol Thru, %	62%	92%	71%	62%
Vol Right, %	0%	0%	29%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	76	98	214
LT Vol	32	6	0	0
Through Vol	52	70	70	133
RT Vol	0	0	28	81
Lane Flow Rate	91	83	107	233
Geometry Grp	2	7	7	2
Degree of Util (X)	0.119	0.121	0.148	0.276
Departure Headway (Hd)	4.7	5.259	5.018	4.272
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	682	714	842
Service Time	2.727	2.992	2.752	2.29
HCM Lane V/C Ratio	0.119	0.122	0.15	0.277
HCM Control Delay	8.4	8.7	8.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.5	1.1

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	349	112	0	0	0	0	54	26	11	102	0
Future Vol, veh/h	35	349	112	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	37	371	119	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	10.5	8.8	9.3
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	17%	0%	10%
Vol Thru, %	68%	83%	61%	90%
Vol Right, %	33%	0%	39%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	210	287	113
LT Vol	0	35	0	11
Through Vol	54	175	175	102
RT Vol	26	0	112	0
Lane Flow Rate	85	223	305	120
Geometry Grp	2	7	7	2
Degree of Util (X)	0.119	0.316	0.403	0.172
Departure Headway (Hd)	5.034	5.102	4.76	5.162
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	710	704	756	694
Service Time	3.079	2.841	2.499	3.203
HCM Lane V/C Ratio	0.12	0.317	0.403	0.173
HCM Control Delay	8.8	10.2	10.7	9.3
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.4	1.4	2	0.6

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	244	9	2	1	0	0	3	13
Future Vol, veh/h	0	0	0	0	244	9	2	1	0	0	3	13
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	287	11	2	1	0	0	4	15

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	52	0	0	199	375	-	-	370	175	
Stage 1	-	-	-	52	52	-	-	318	-	
Stage 2	-	-	-	147	323	-	-	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	-	-	747	559	0	0	563	844	
Stage 1	-	-	-	-	-	0	0	657	-	
Stage 2	-	-	-	847	654	0	0	-	-	
Platoon blocked, %		-	-							
Mov Cap-1 Maneuver	1505	-	-	701	527	-	-	530	828	
Mov Cap-2 Maneuver	-	-	-	701	527	-	-	530	-	
Stage 1	-	-	-	-	-	-	-	645	-	
Stage 2	-	-	-	827	642	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	0	10.7	9.9
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	631	1505	-	-	749
HCM Lane V/C Ratio	0.006	-	-	-	0.025
HCM Control Delay (s)	10.7	0	-	-	9.9
HCM Lane LOS	B	A	-	-	A
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	7	484	26	0	0	0	0	4	7	5	2	0
Future Vol, veh/h	7	484	26	0	0	0	0	4	7	5	2	0
Conflicting Peds, #/hr	29	0	39	39	0	29	6	0	3	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	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	526	28	0	0	0	0	4	8	5	2	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	29	0	0	-	624	319	313	638	-
Stage 1	-	-	-	-	595	-	29	29	-
Stage 2	-	-	-	-	29	-	284	609	-
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	400	677	616	393	0
Stage 1	-	-	-	0	491	-	-	-	0
Stage 2	-	-	-	0	-	-	699	484	0
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1547	-	-	-	376	657	586	370	-
Mov Cap-2 Maneuver	-	-	-	-	376	-	586	370	-
Stage 1	-	-	-	-	472	-	-	-	-
Stage 2	-	-	-	-	-	-	679	466	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	12.1	12.3
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	517	1547	-	-	502
HCM Lane V/C Ratio	0.023	0.005	-	-	0.015
HCM Control Delay (s)	12.1	7.3	0	-	12.3
HCM Lane LOS	B	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	4	6	6	22
Future Vol, veh/h	5	10	4	6	6	22
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	5	11	4	6	6	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	32	18	29	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	987	1066	1597	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1066	1597	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1597	-	1037	-	-
HCM Lane V/C Ratio	0.003	-	0.015	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



1621-29 CHICAGO AVENUE
APARTMENT DEVELOPMENT
EVANSTON, ILLINOIS

SINGLE-UNIT TRUCK MANEUVERS
NORTH LOADING DOCK

DRAWN: MD
DATE: 06-22-20
PROJECT # 17-039
FIGURE: A1

CHECKED: MW
REV: 02-13-23

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



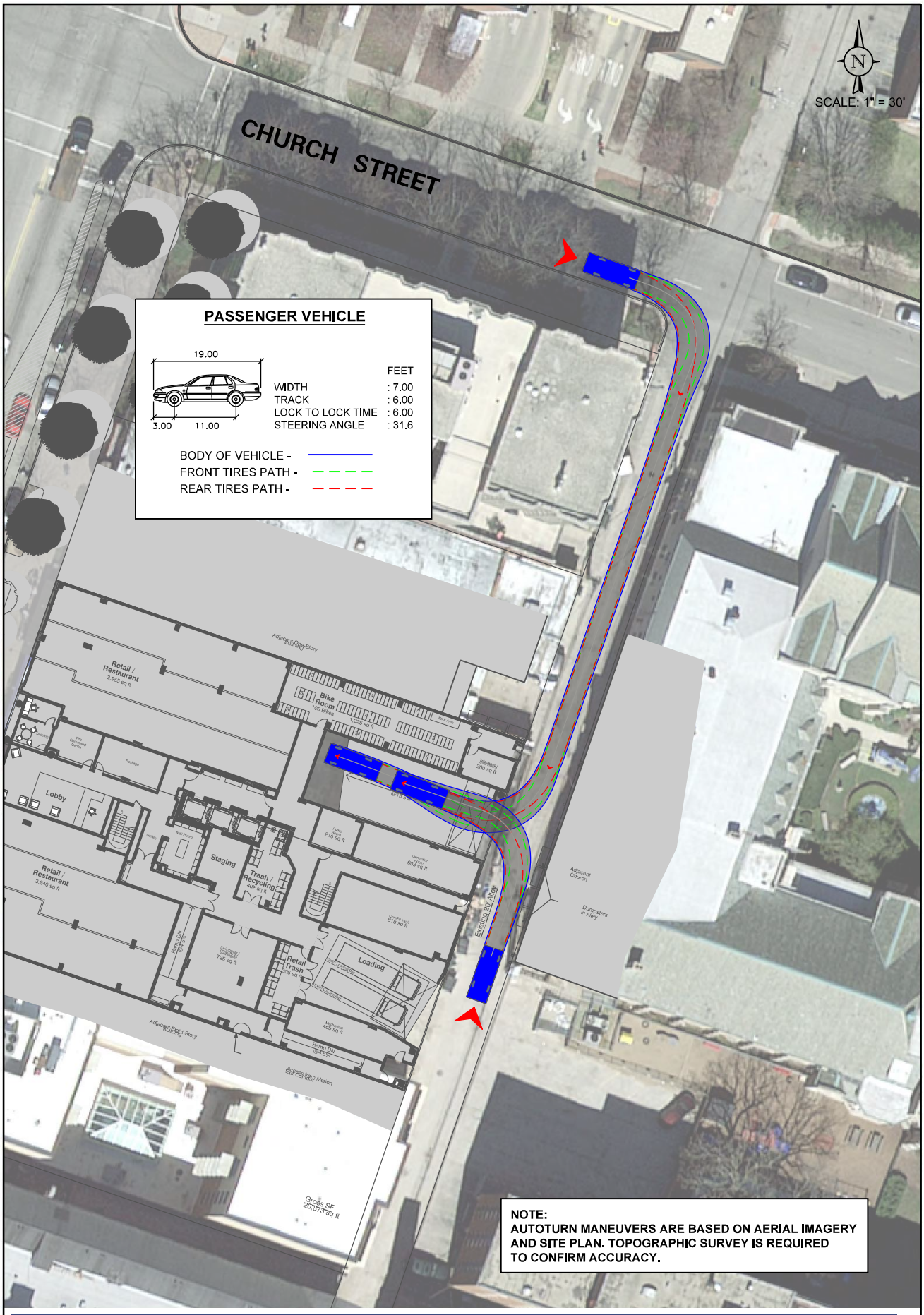
1621-29 CHICAGO AVENUE
APARTMENT DEVELOPMENT
EVANSTON, ILLINOIS

TRUCK MANEUVERS
SOUTH LOADING DOCK

DRAWN: MD
DATE: 06-22-20
PROJECT # 17-039
FIGURE: A2

CHECKED: MW
REV: 02-13-23

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



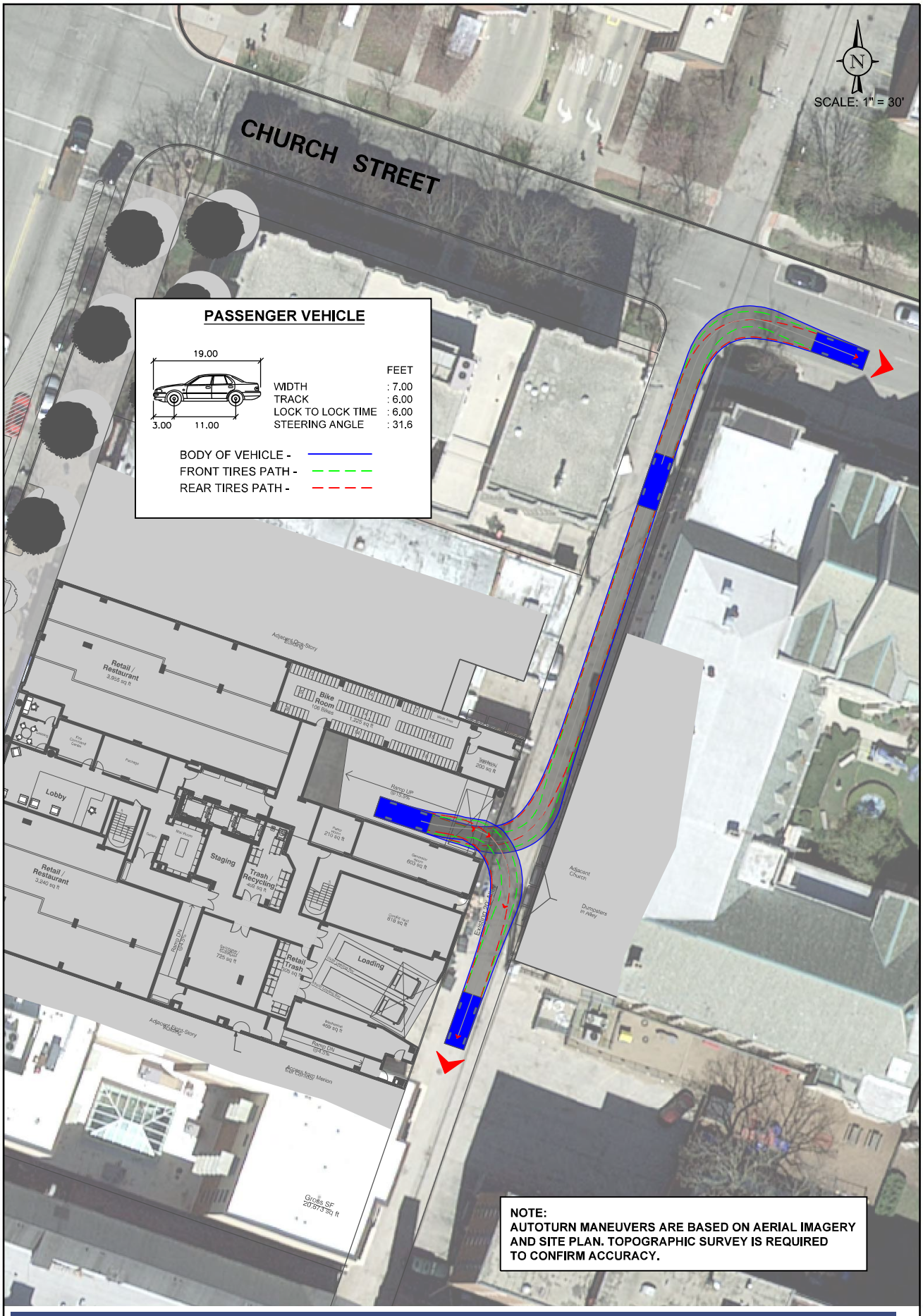
1621-29 CHICAGO AVENUE
APARTMENT DEVELOPMENT
EVANSTON, ILLINOIS

PASSENGER VEHICLE INBOUND MANEUVERS

DRAWN: MD
DATE: 06-23-20
PROJECT # 17-039
FIGURE: B1

CHECKED: MW
REV: 01-23-22

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



NOTE:
AUTOTURN MANEUVERS ARE BASED ON AERIAL IMAGERY AND SITE PLAN. TOPOGRAPHIC SURVEY IS REQUIRED TO CONFIRM ACCURACY.

1621-29 CHICAGO AVENUE
APARTMENT DEVELOPMENT
EVANSTON, ILLINOIS

TRUCK INBOUND MANEUVERS

DRAWN: MD
DATE: 06-23-20
PROJECT # 17-039
FIGURE: B2
CHECKED: MW
REV: 01-23-22

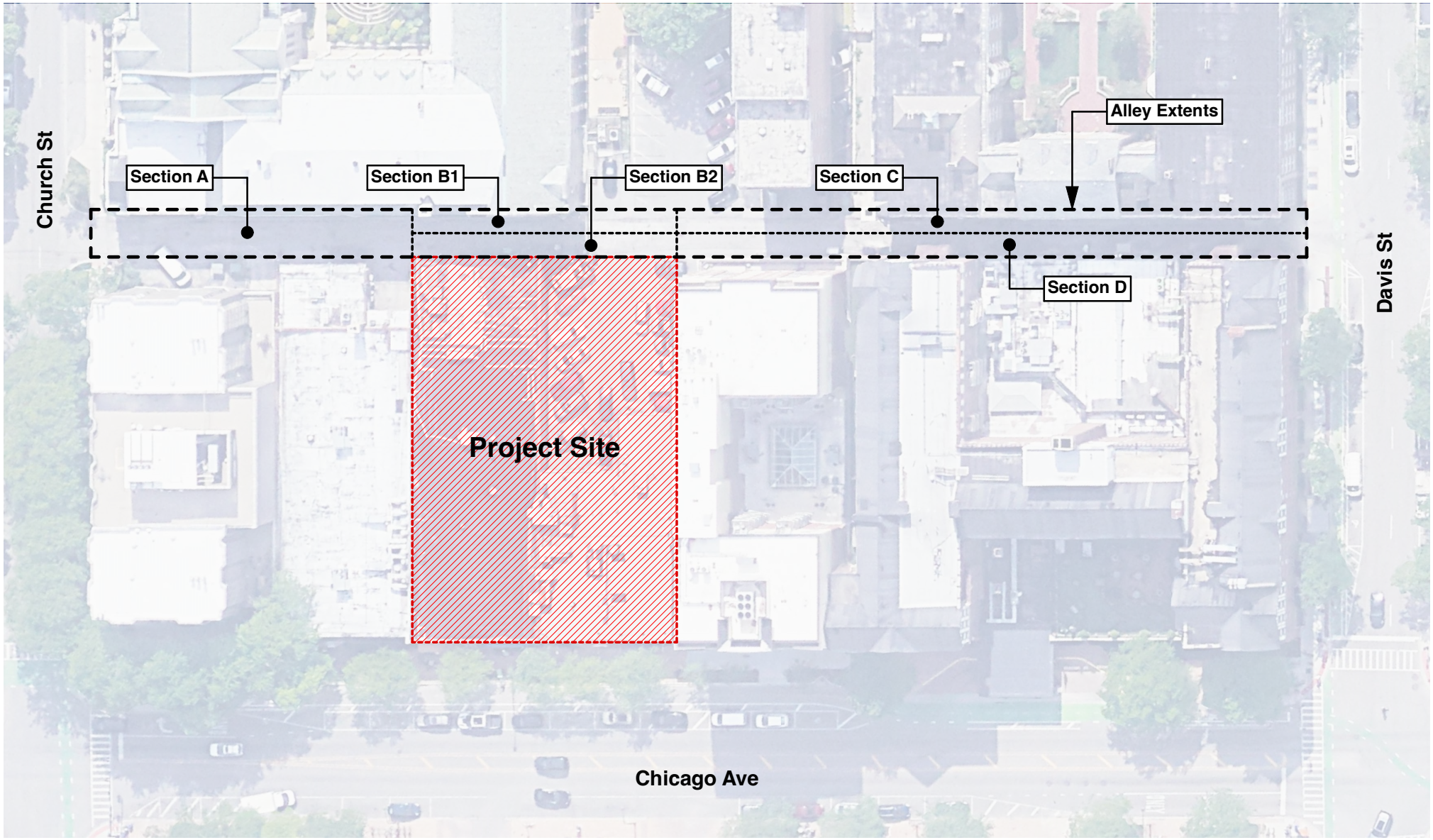
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

March 2, 2023

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. As noted in Alley Improvement Plan, Horizon Realty Group is responsible for the improvement of the portions of the alley identified as Sections B1 and B2. In addition, Horizon will contribute up to $200,000 towards the improvement of the portions of the alley identified as Sections A and C.
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.


Church St
Section A
Section B1
Section B2
Section C
Alley Extents
Section D
Davis St
Project Site
Chicago Ave

January 23, 2023

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.

Integra Realty Resources
Chicago

Market Study

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

Prepared For:
Horizon Realty Group

Effective Date of the Report:
February 8, 2023

IRR - Chicago
File Number: 194-2023-0078







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

Integra Realty Resources
Chicago

1 N Franklin Street
Suite 3010
Chicago, IL 60606

T 312.565.0977

www.irr.com

February 8, 2023

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

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

Dear Mr. Michael:

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

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

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

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

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

Respectfully submitted,

Integra Realty Resources - Chicago

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General Information

Identification of Subject

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

Purpose of the Market Study

The purpose of this report is to provide:

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

Effective Date

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

Intended Use and User

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

Applicable Requirements

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

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

Report Format

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

Prior Services

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

Scope of Work

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

Research and Analysis

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

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

Inspection

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

Executive Summary and Conclusions



Aerial Map of Subject Site

Location

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

Concept

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

The developer proposes the following unit mix and sizes.

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

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

Conclusion

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

Analysis and Conclusions

North Shore Market Area

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

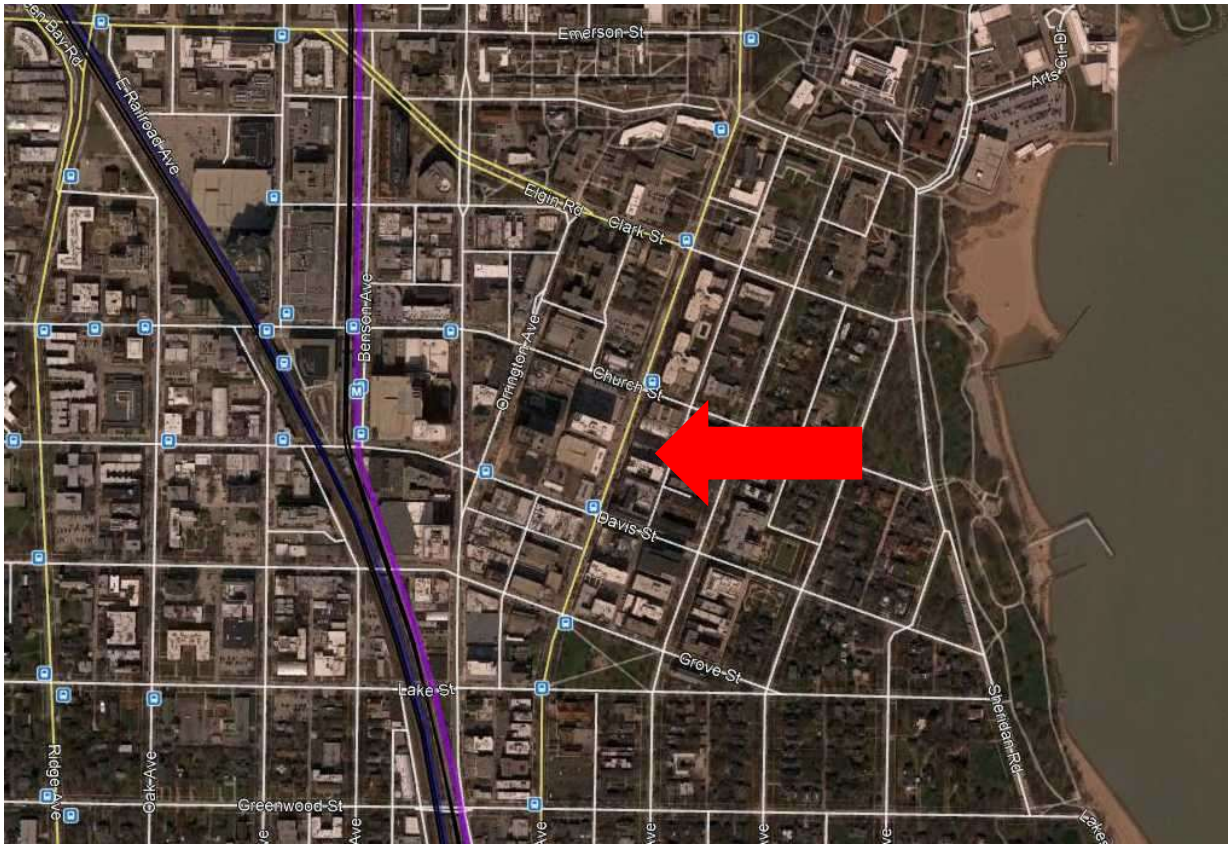
Property Location

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

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

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

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



North Shore Rental Market Conditions

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

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

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

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

Renter Profile

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

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

  Evanston is able to attract young professionals employed in the suburbs as it is situated close to the border with Chicago, has a less suburban and more "youthful" image, and offers good accessibility and proximity to the City. Downtown Evanston is also a popular location for couples who commute in opposite directions as this becomes a convenient midpoint location for those working both north and south of Evanston.
- Persons with ties to Evanston and the surrounding community areas.
- Persons who desire new construction Class A rental units that offer luxury amenities not found in other rental properties in the area.
- Renters who are not yet ready to transition to home ownership but would want newer housing with more luxurious finishes.
- Empty nesters will also comprise a segment of the market demand. This could include both persons who are downsizing from the immediate area along with persons relocating from outside the region to be closer to their children and grandchildren who live in Evanston and the neighboring community areas. It is expected that a portion of the empty-nester profile may only be part-time residents with a second/winter home in a warmer climate.
- The subject property will also appeal to persons in transition – i.e. moving locally or transferees, persons in the process of obtaining a divorce or divorced parents relocating to be closer to their children and desiring a new construction rental apartment.

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

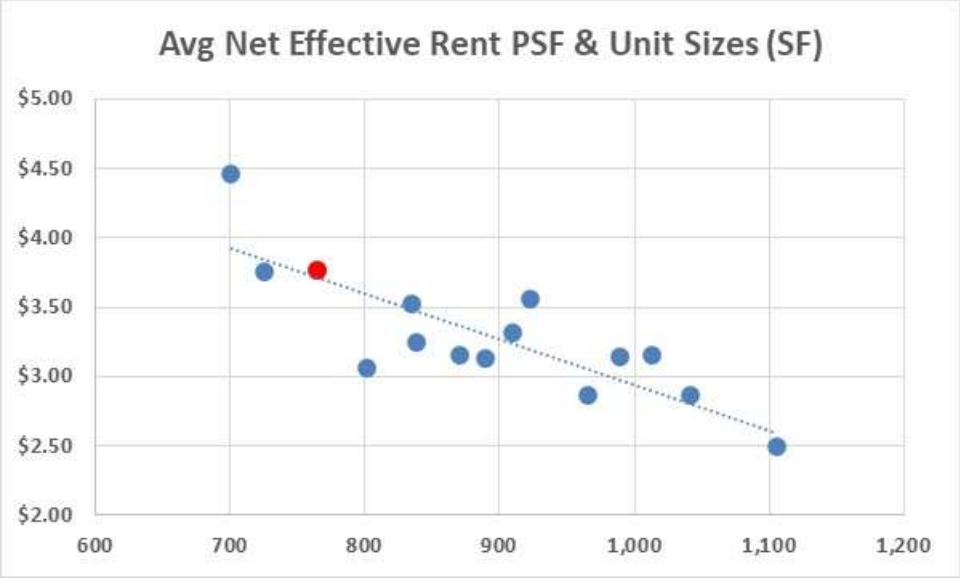
Competition Overview

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

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

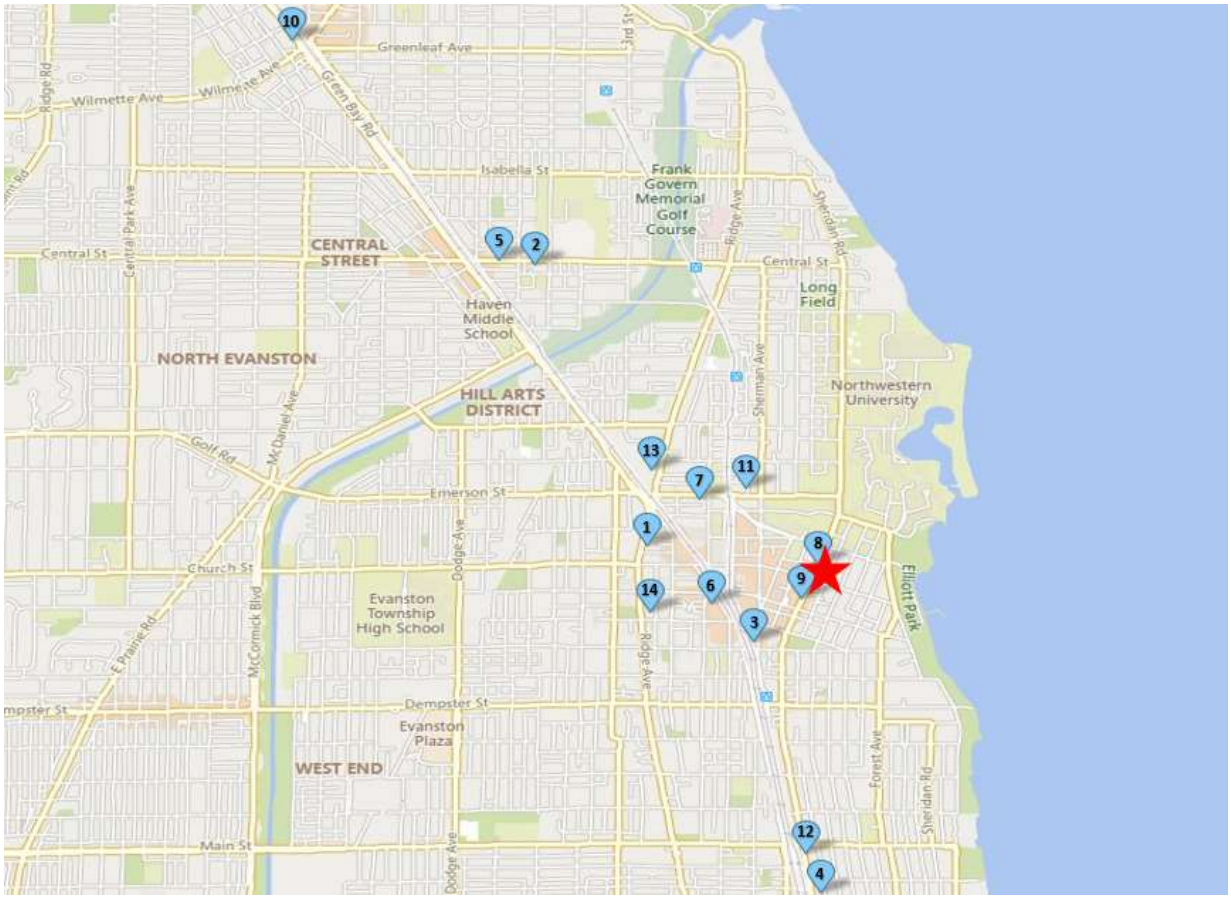
Rent Survey Summary

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



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

Apartment Competition Map



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

Apartment Rental Competition Overview

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

Apartment Rental Competition Unit Mix

Unit Mix

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

Apartment Rental Competition Unit Sizes

Unit Size (Square Feet)

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

Comparable Analysis

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

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

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

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

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

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

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

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

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

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

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

Future Competition – Proposed for Development or Under Construction

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

Under Construction / Planning

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



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



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



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



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



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



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

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

Critique and Conclusions Regarding the Subject Units

The Subject Property - Unit Mix

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

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

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

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

Studio Units

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

One-Bedroom Units

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

Two-Bedroom Units

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

The Subject Property - Unit Finishes and Amenities

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

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

The Subject Property - Building Amenities

The common area amenities will include the following:

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

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

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

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

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

The Subject Property - Parking Amenity

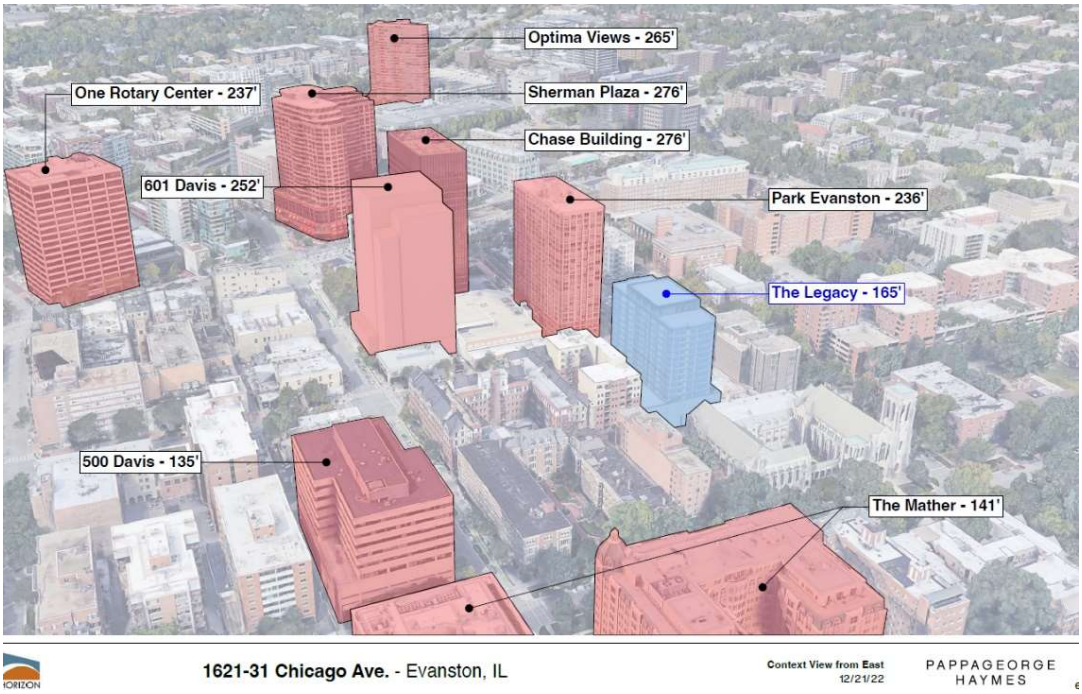
The development will include a two-level underground garage with 57 spaces, which equates to a parking ratio of 0.41:1. The garage will be accessed from the alley on the east side of the property.

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

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

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

The Impact of the Subject Development on Downtown Evanston



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

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

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

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

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

The Subject Property - Recommended Rents (average)

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

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

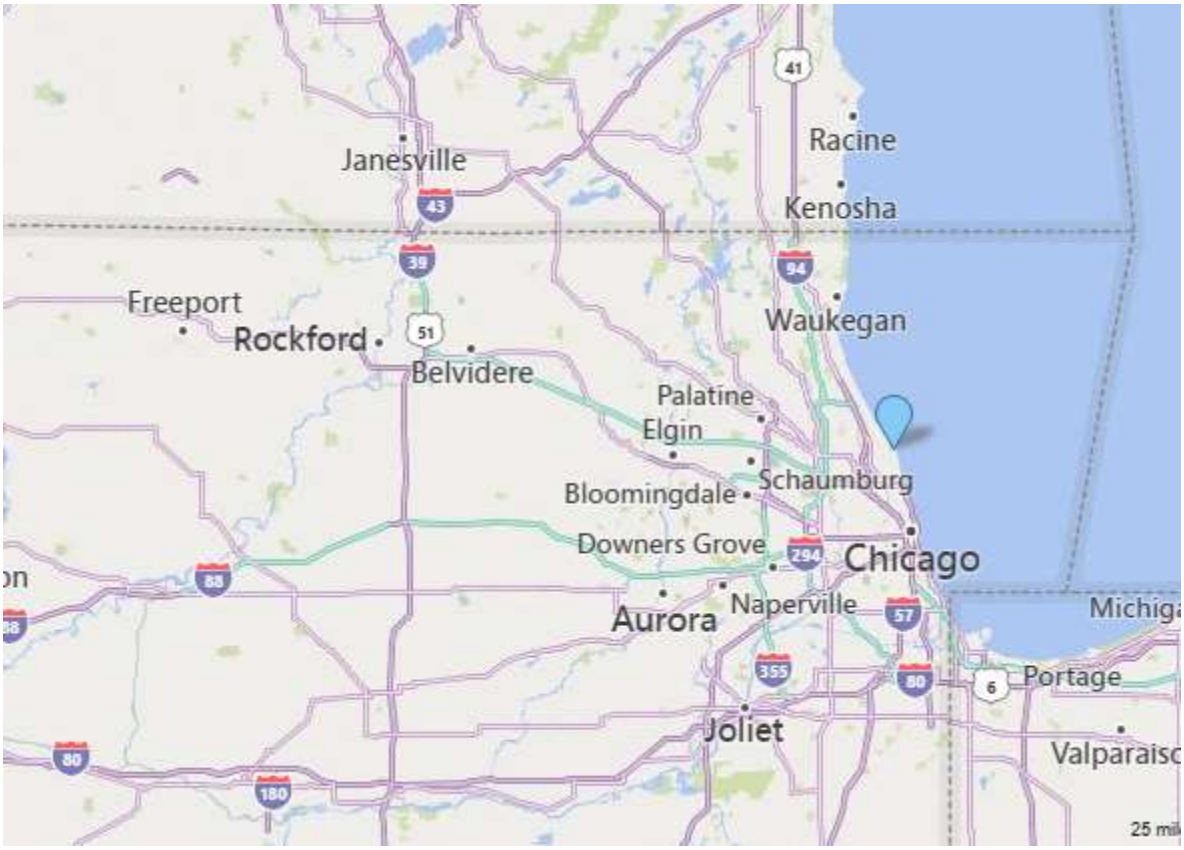
We recognize that 10 of the 140 units will be subject to the Inclusionary Housing Ordinance and will not be rented at the market rents shown above.

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

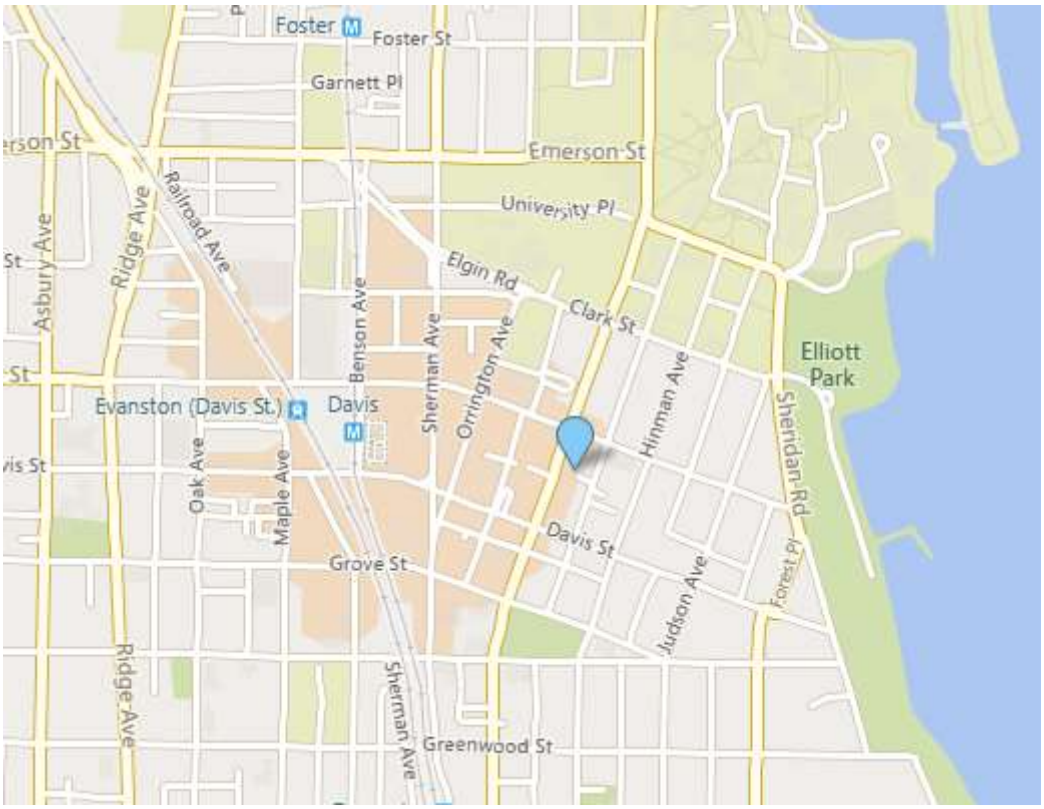
The Subject Property - Estimated Absorption

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

Area Map


Janesville
Racine
Kenosha
Freeport
Rockford
Belvidere
Waukegan
Palatine
Elgin
Schaumburg
Bloomingdale
Downers Grove
Chicago
Aurora
Naperville
Portage
Joliet
Valparaiso
41
43
39
94
51
88
294
57
355
80
6
180

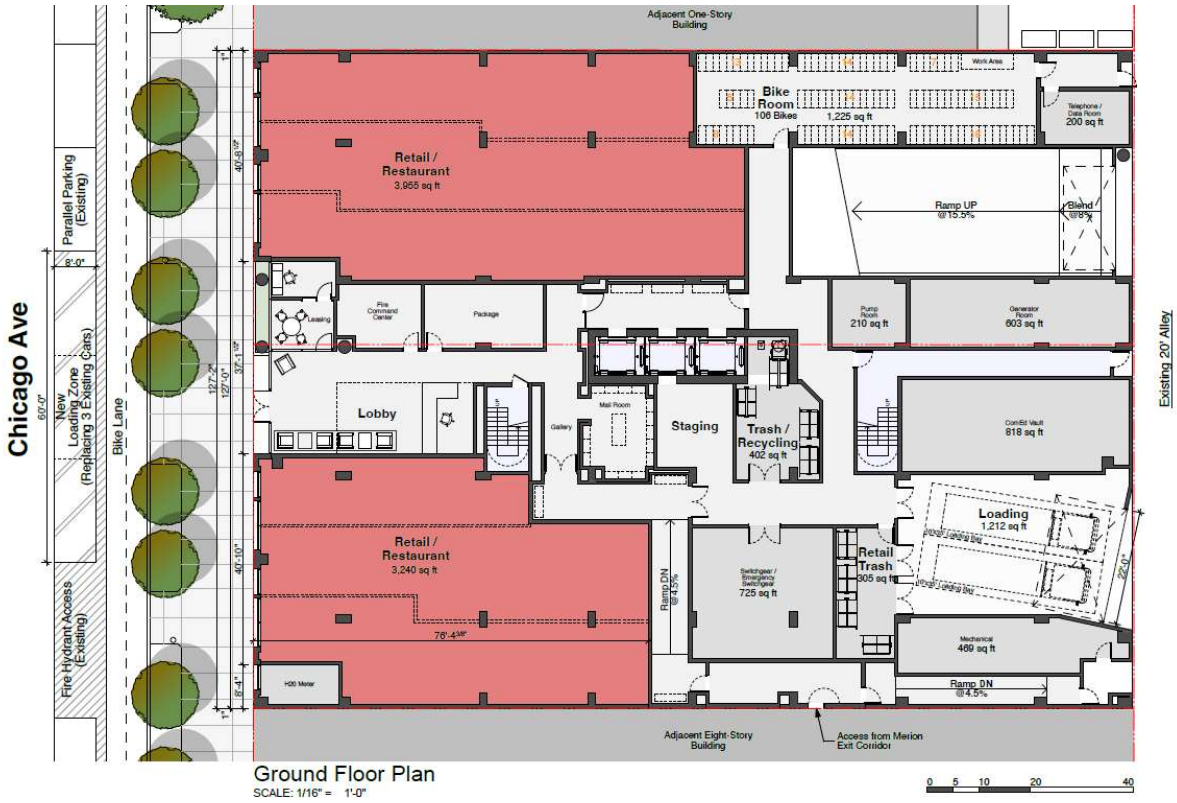
Surrounding Area Map



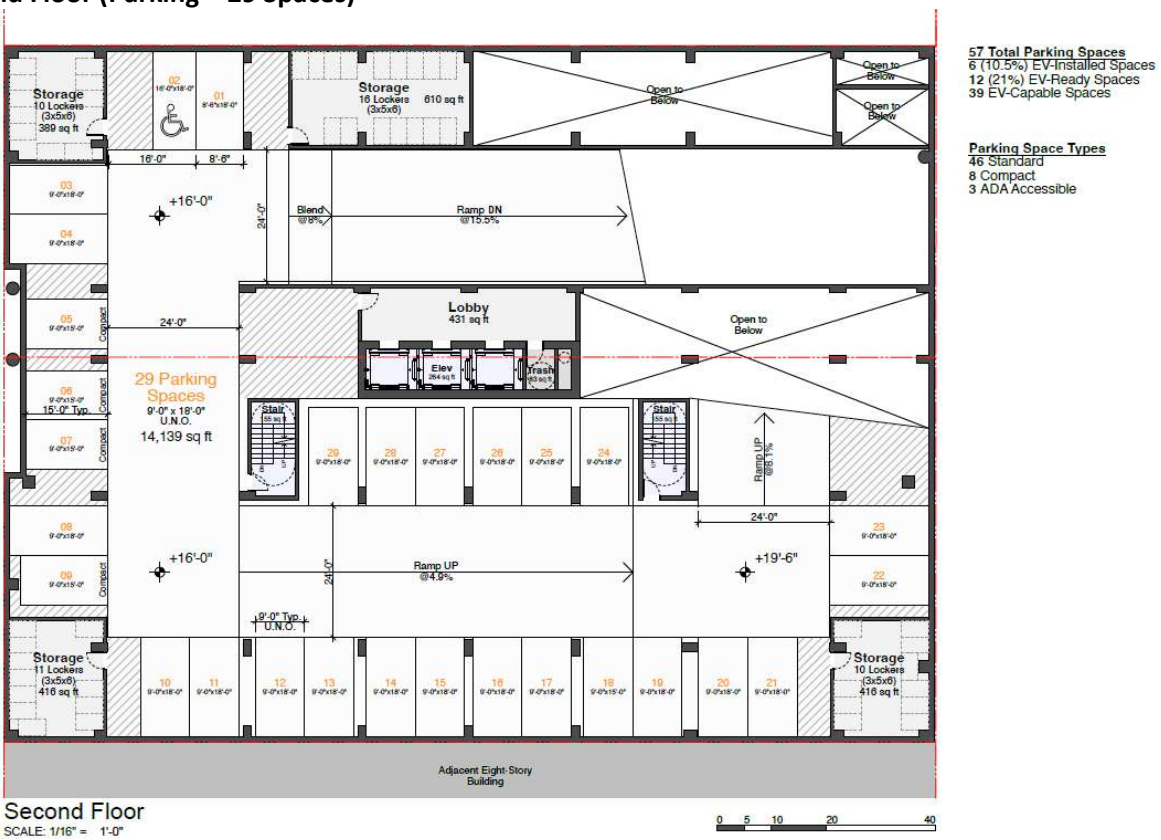
Proposed Subject Building



First Floor


Adjacent One-Story Building
Bike Room
106 Bikes
1,225 sq ft
Telephone / Data Room
200 sq ft
Retail / Restaurant
3,955 sq ft
Ramp UP @15.5%
Blend @8%
Chicago Ave
Parallel Parking (Existing)
New Loading Zone (Replacing 3 Existing Cars)
Bike Lane
Fire Hydrant Access (Existing)
Fire Command Center
Package
Leasing
Pump Room
210 sq ft
Generator Room
603 sq ft
Lobby
Gallery
Mail Room
Staging
Trash / Recycling
402 sq ft
Com/Ed Vault
818 sq ft
Existing 20' Alley
Retail / Restaurant
3,240 sq ft
Ramp DN @4.5%
Switchgear / Emergency Switchgear
725 sq ft
Retail Trash
305 sq ft
Loading
1,212 sq ft
Mechanical
469 sq ft
Ramp DN @4.5%
H20 Meter
Adjacent Eight-Story Building
Access from Merion Exit Corridor
Ground Floor Plan
SCALE: 1/16" = 1'-0"
0 5 10 20 40

Second Floor (Parking – 29 Spaces)



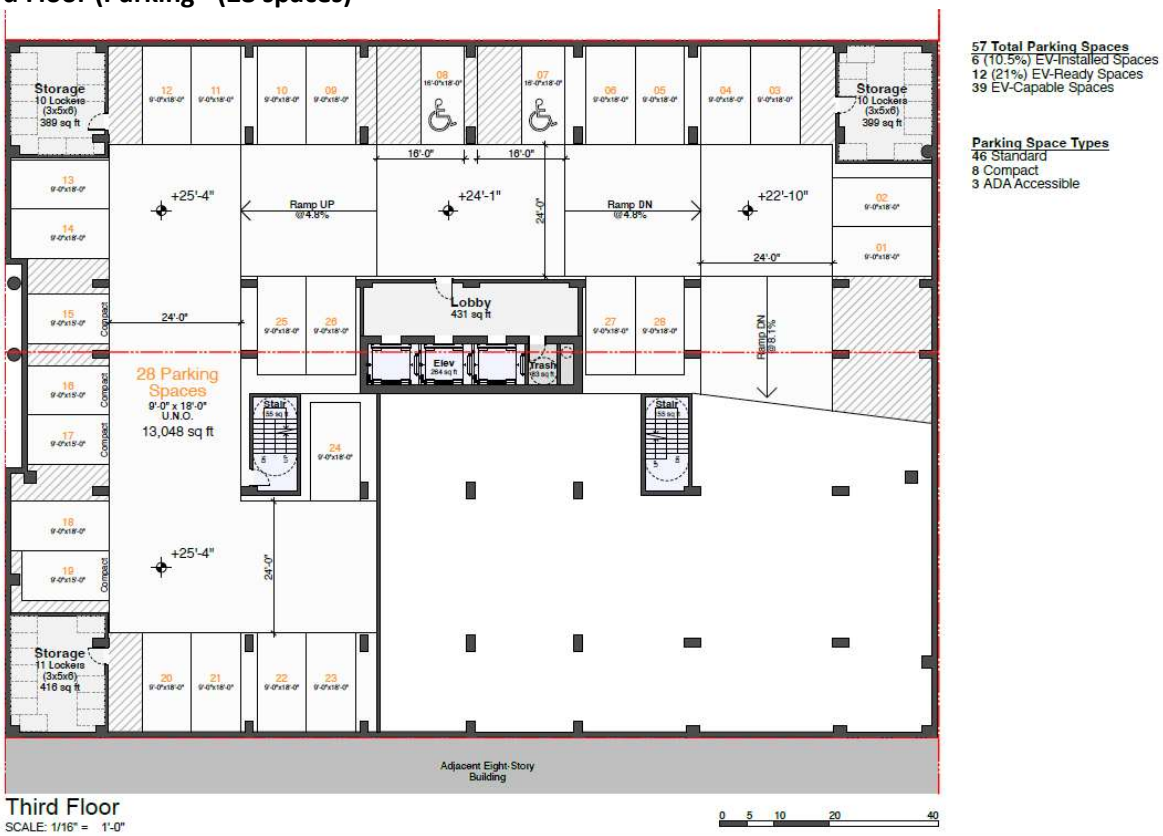
Second Floor
SCALE: 1/16" = 1'-0"

0 5 10 20 40

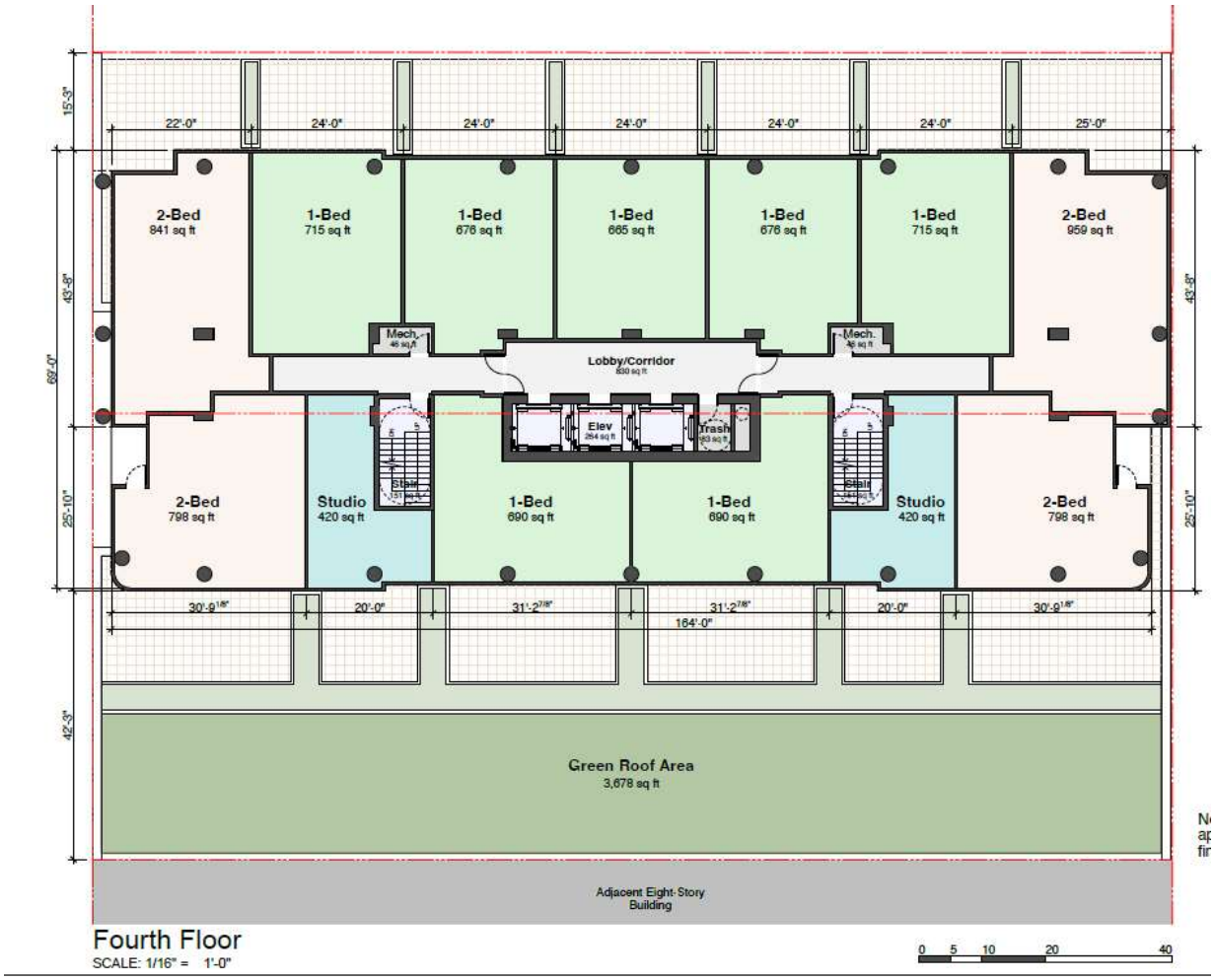
57 Total Parking Spaces
6 (10.5%) EV-Installed Spaces
12 (21%) EV-Ready Spaces
39 EV-Capable Spaces

Parking Space Types
46 Standard
8 Compact
3 ADA Accessible

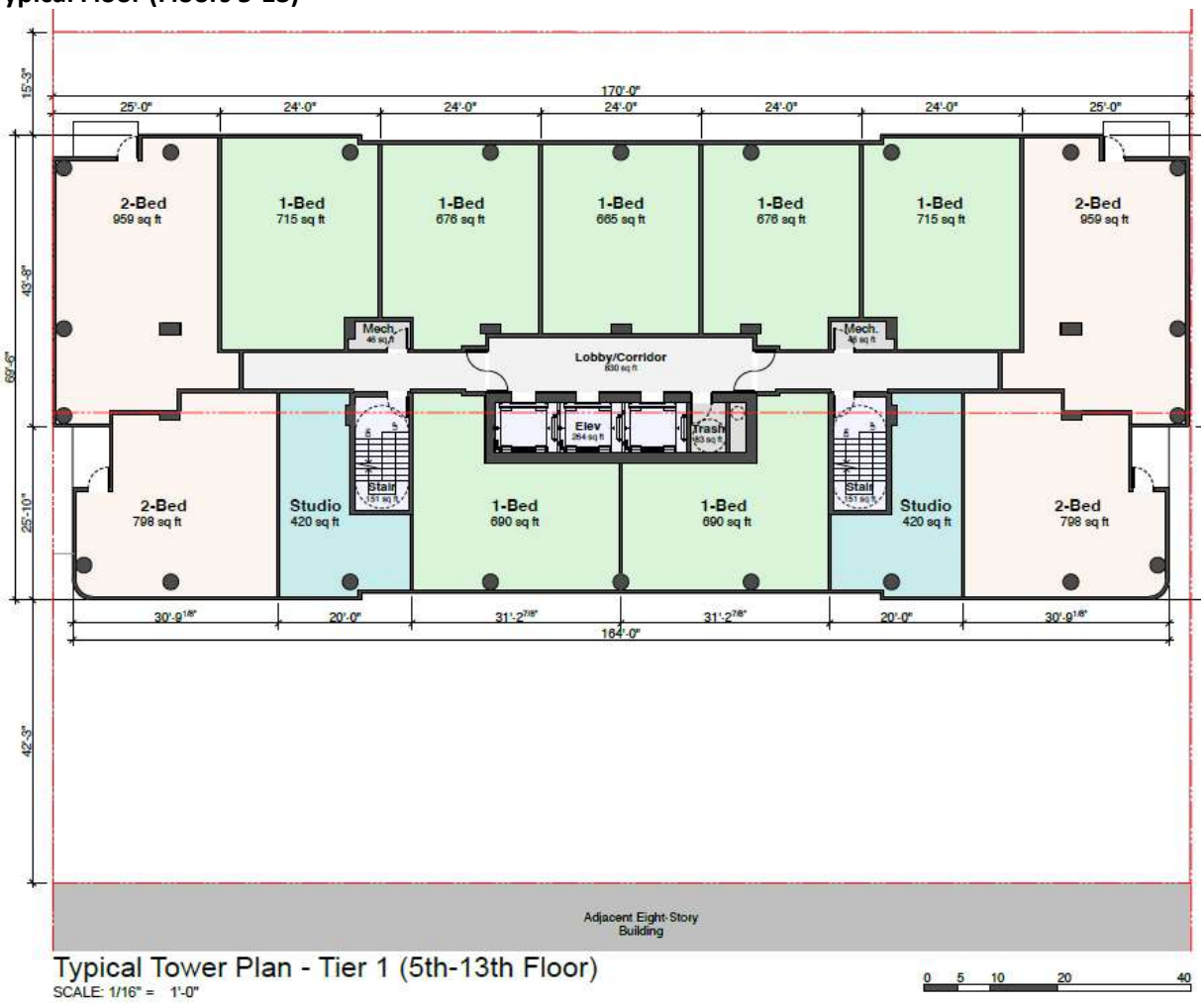
Third Floor (Parking - (28 spaces)



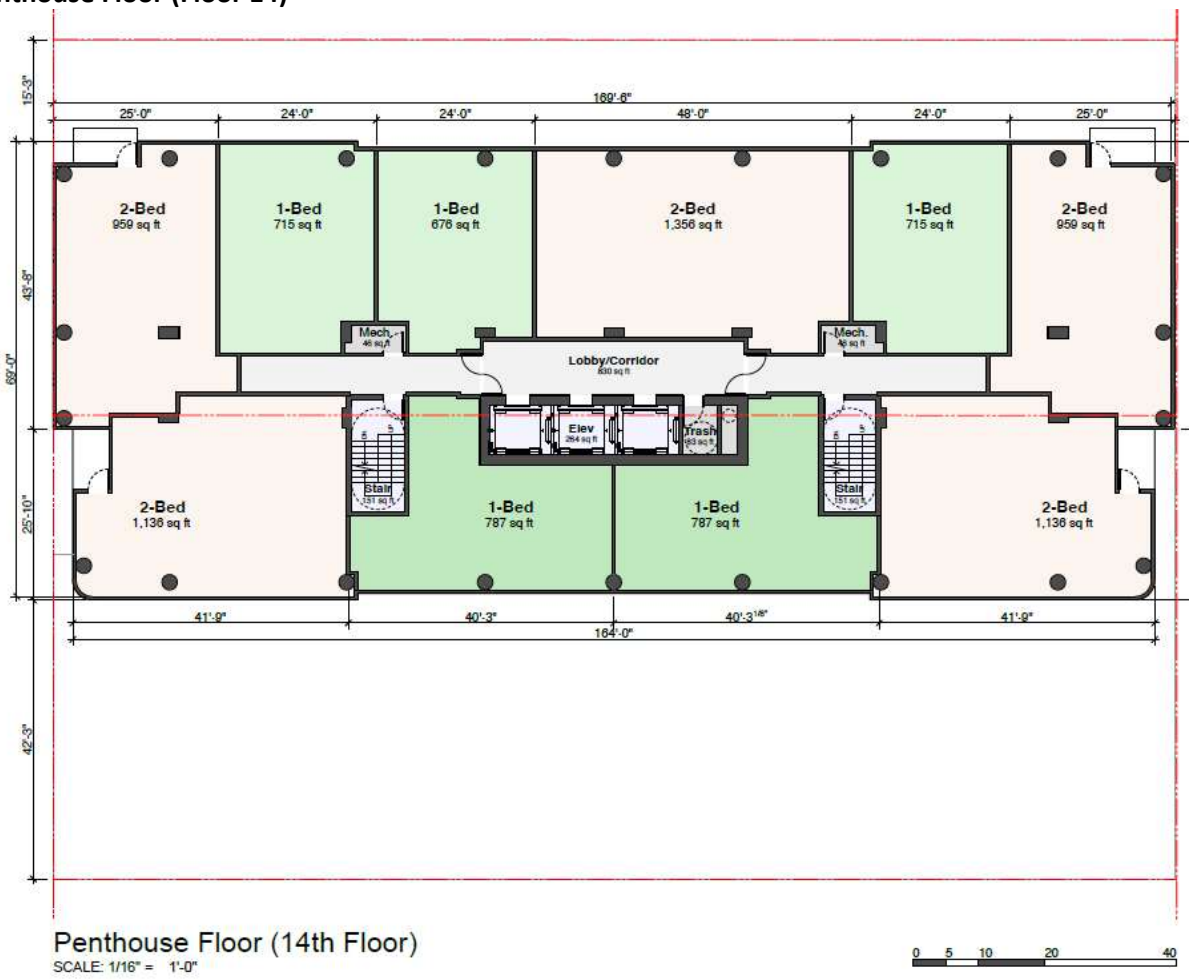
Fourth Floor With Terraces



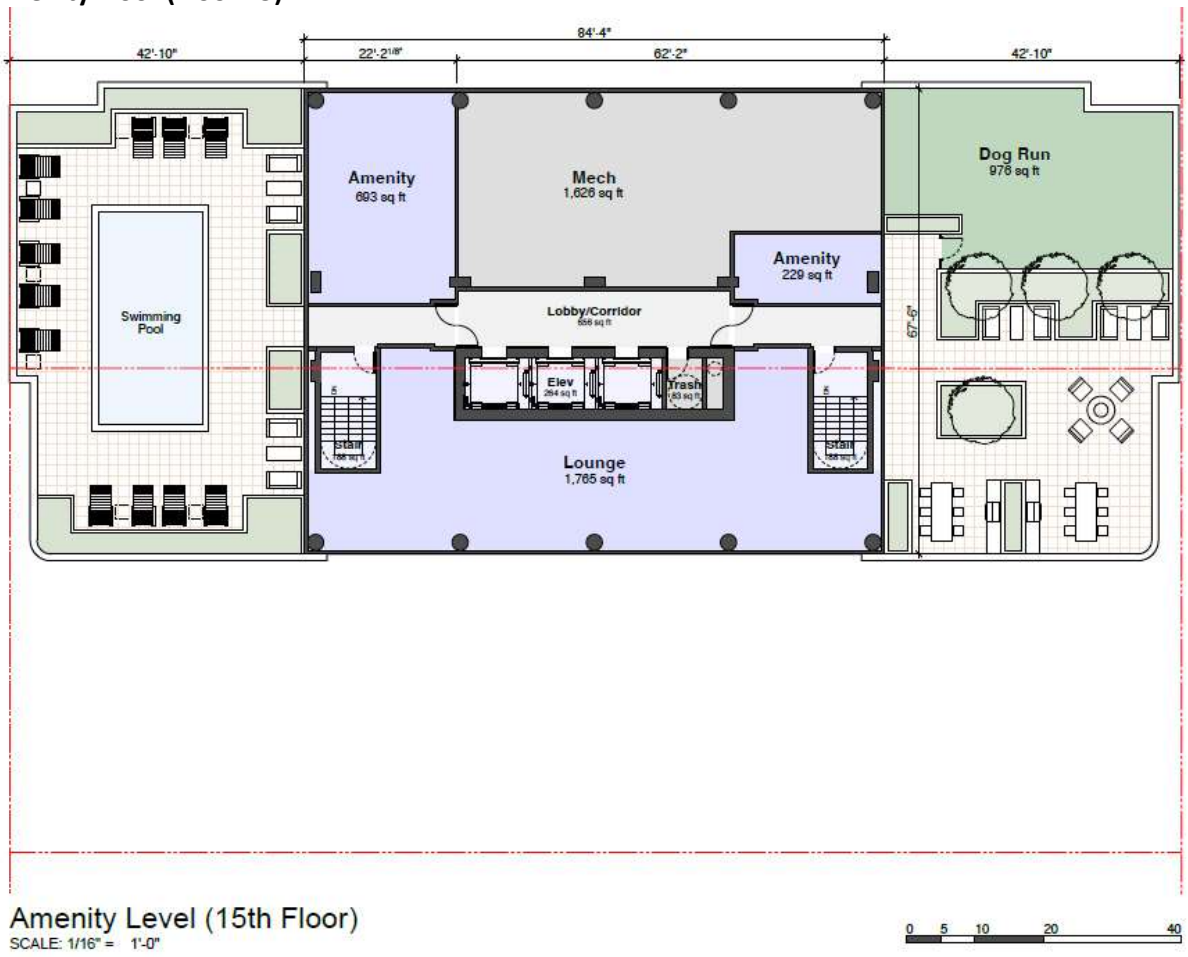
Typical Floor (Floors 5-13)



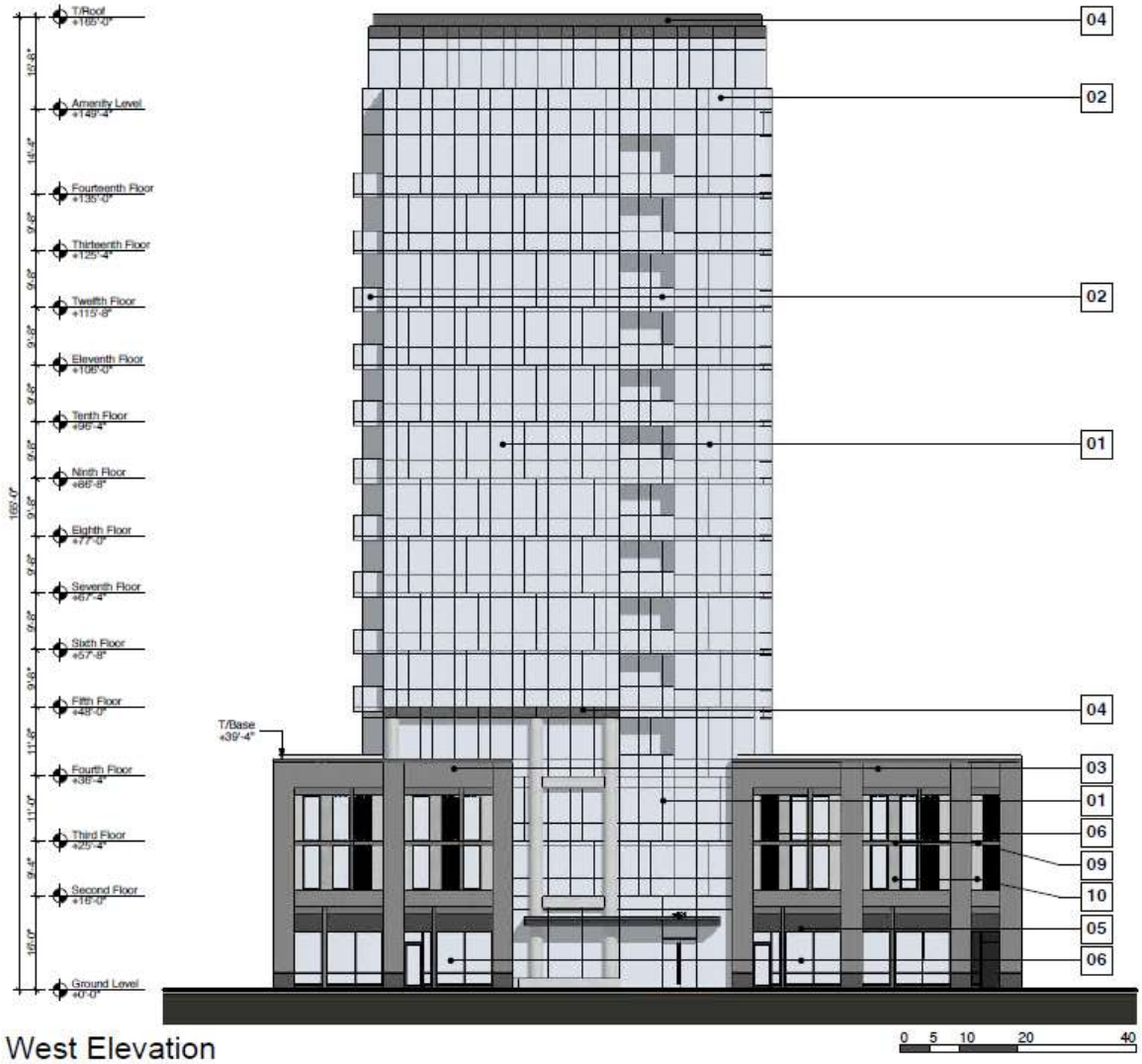
Penthouse Floor (Floor 14)



Amenity Floor (Floor 15)



West Elevation (Along Chicago Avenue



West Elevation
SCALE: 1" = 20'

Area Photos

	
Subject Site	**View South Along Chicago Ave**
	
Condo Building, North of Subject	**Evanston Place, North of Subject**

Area Photos



View South Along East Side of Chicago Ave



Park Evanston, Across from Subject



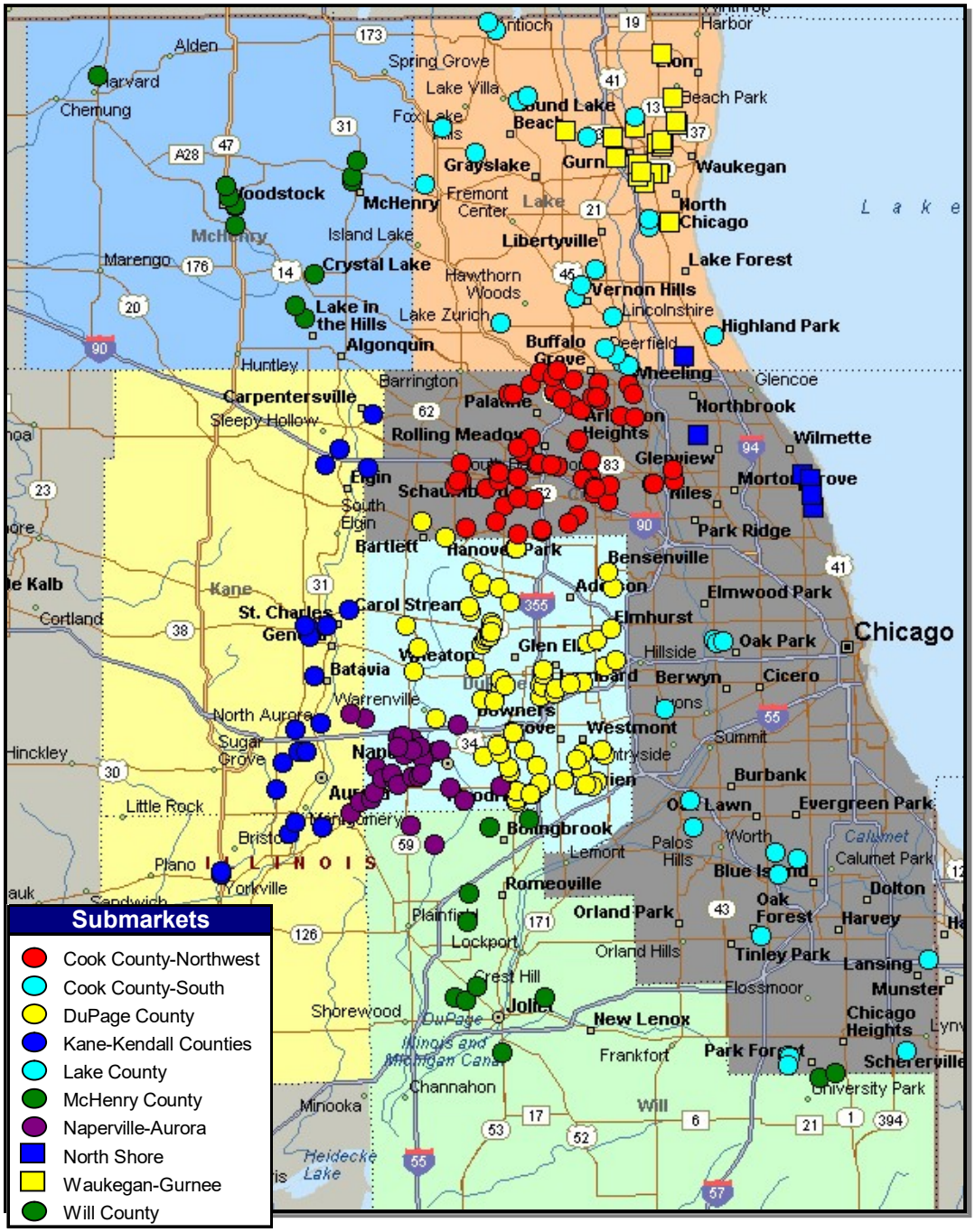
View North Along Chicago Ave



View North from Subject Along Chicago Ave

Suburban Chicago Apartment Market

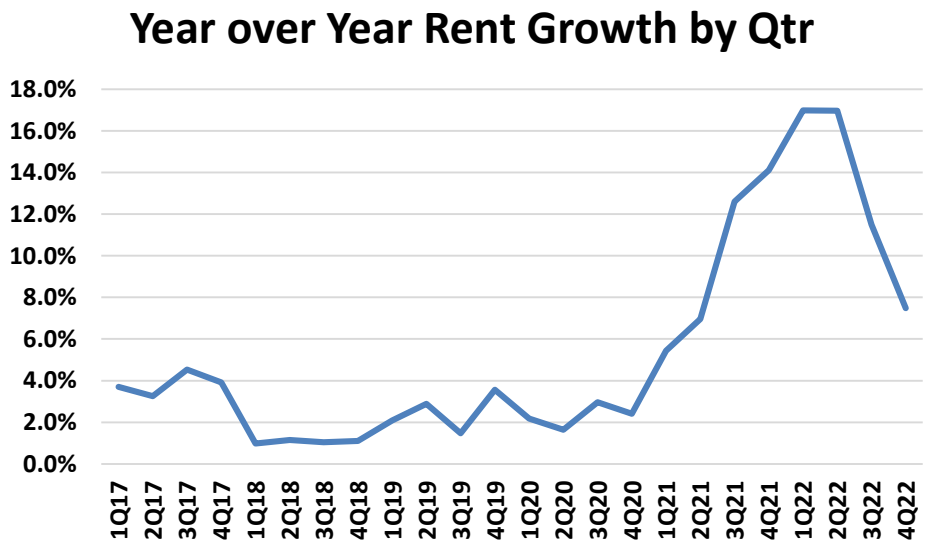
Market area defined. The Suburban Chicago market is defined as including Cook, Lake, McHenry, Kane, Kendall, DuPage and Will counties. Properties located within the city of Chicago are of course excluded from the survey.



4Q 2022 Suburban Market Overview

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

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

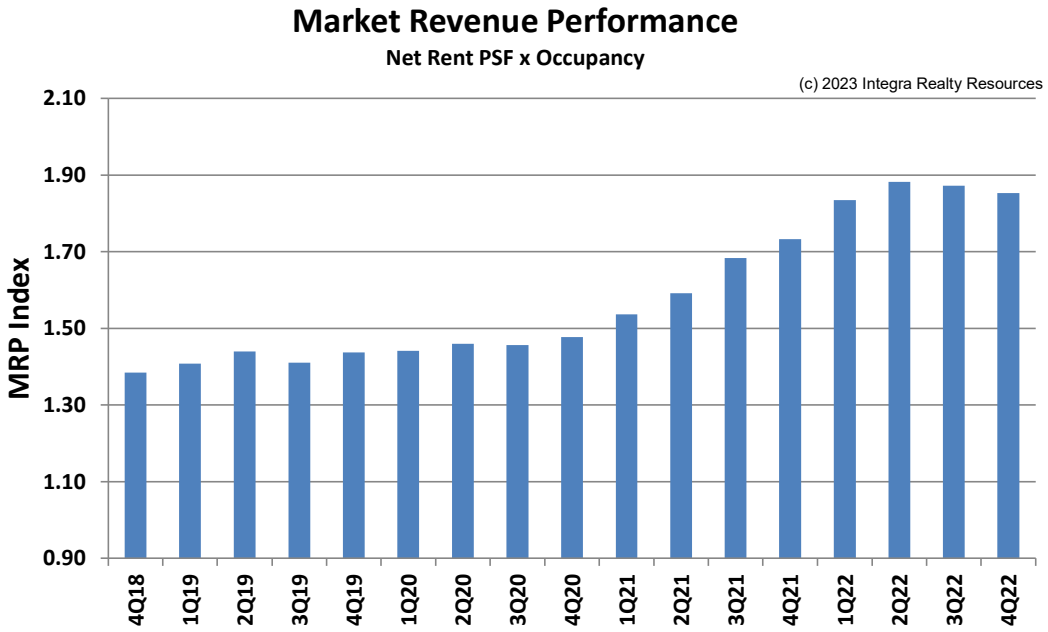


Concessions are a marketing tool used to react to current demand without the need for continually adjusting "market" rents. The percent of complexes offering concessions has declined to 16.4. The amount of the concession, currently offered at roughly one half month per lease year, has also been on the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

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

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

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



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

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

New construction/Communities in Lease-up.

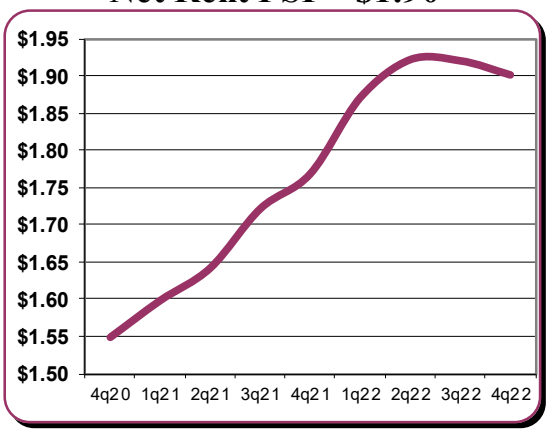
There are a number of projects under construction throughout the MSA. Details are presented in the Housing Supply section.

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

All Suburban Apartments - 4q22

Showing median trend lines

Net Rent PSF - $1.90

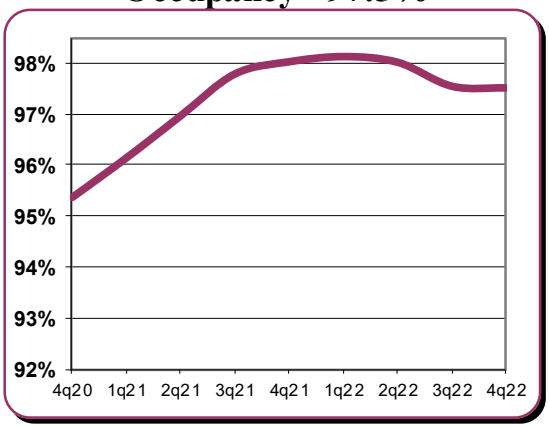


Median $	1.55	1.60	1.64	1.72	1.77	1.87	1.92	1.92	1.90

Snapshot & Trends

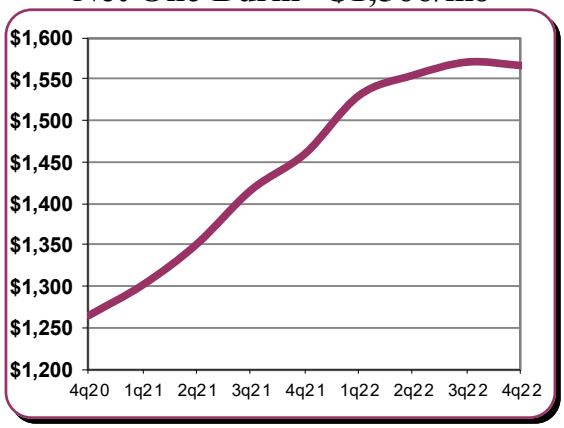
Suburban Metro		
Complexes	**384**	
Units	**111,386**	
SF/unit	**917**	
Yr Built	**1988**	
Net PSF	**$1.90**	↗
Occupancy	**97.5%**	↘
Pct W/concessions	**16.4%**	→
Concession Amt	**4.2%**	→
One Bdrm/Mo	**$1,566**	↗
Two Bdrm/Mo	**$1,833**	↗

Occupancy - 97.5%



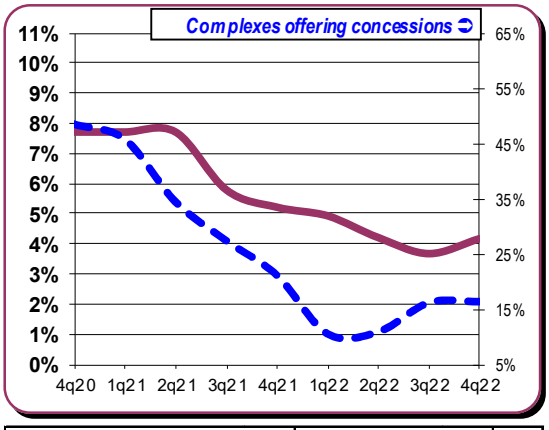
Median %	95.4	96.1	97.0	97.8	98.0	98.1	98.0	97.5	97.5

Net One Bdrm - $1,566/mo



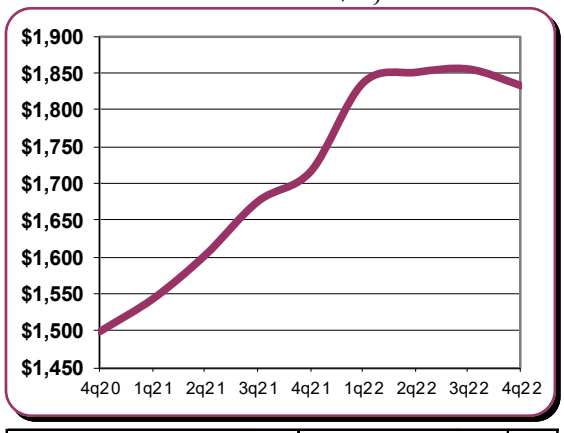
Median $	1,265	1,303	1,351	1,416	1,460	1,530	1,554	1,570	1,566

Concessions - 4.2% when offered



Median %	7.7	7.7	7.7	5.8	5.2	4.9	4.2	3.7	4.2

Net Two Bdrm - $1,833/mo



Median $	1,498	1,542	1,602	1,675	1,716	1,837	1,851	1,855	1,833

Performance by Property Class

The suburban survey dataset includes has the following characteristics:

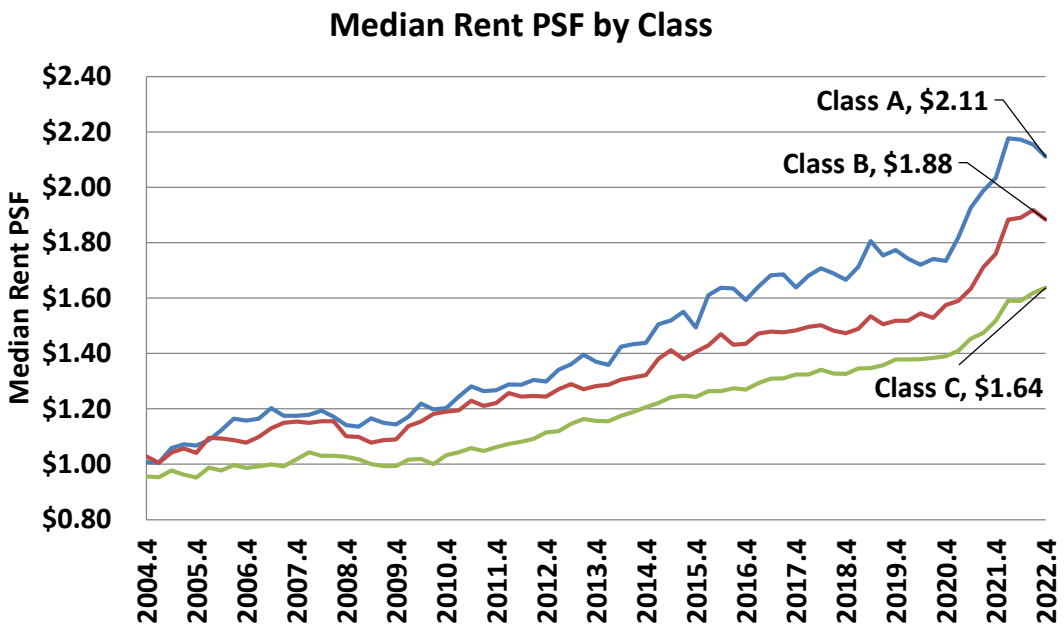
	Class A	Class B	Class C
Distribution (units)	34%	31%	35%
Median Year Built	2016	1986	1972
Median Unit Size (sf)	970	874	840
Average Complex Size	247	340	310

Property Classes are generally defined as follow:

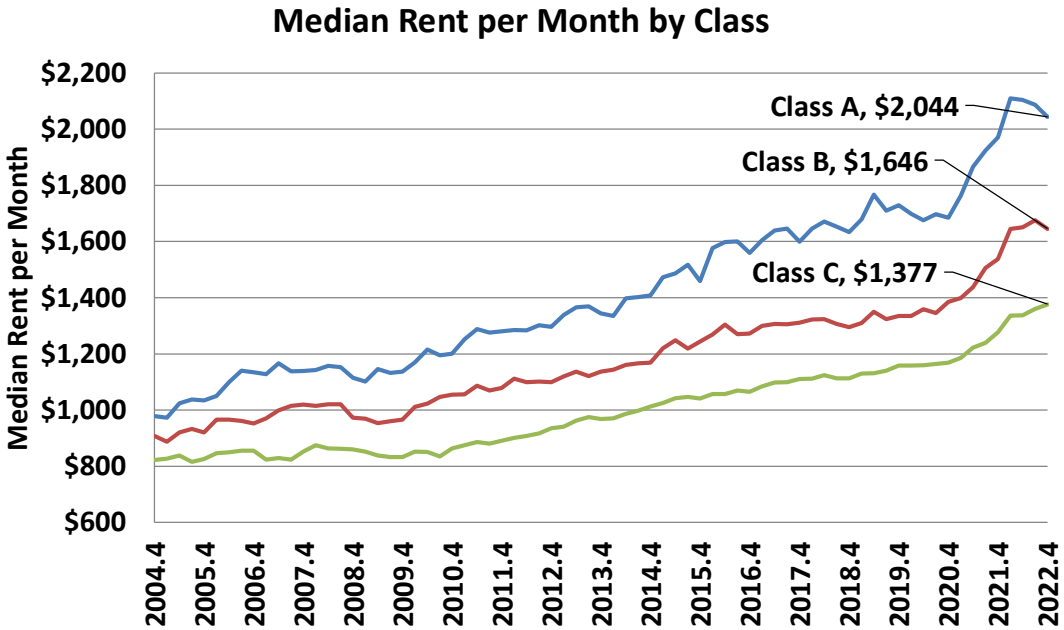
Class A - Newer properties that have generally been constructed since the early 1990s. Amenities often include open layout floor plans, 9-foot ceilings, in-unit washer and dryer, high quality cabinetry and potentially granite counters and stainless steel appliances. Some communities have direct entry garages. The complex typically has a clubhouse, fitness center and swimming pool.

Class B - Typically constructed in the 1980s but may include older product that has been significantly renovated. Amenities often include open layout floor plans, 8-foot ceilings, in-unit washer and dryer, good quality cabinetry and laminate counters. The complex typically has a clubhouse, fitness center and swimming pool.

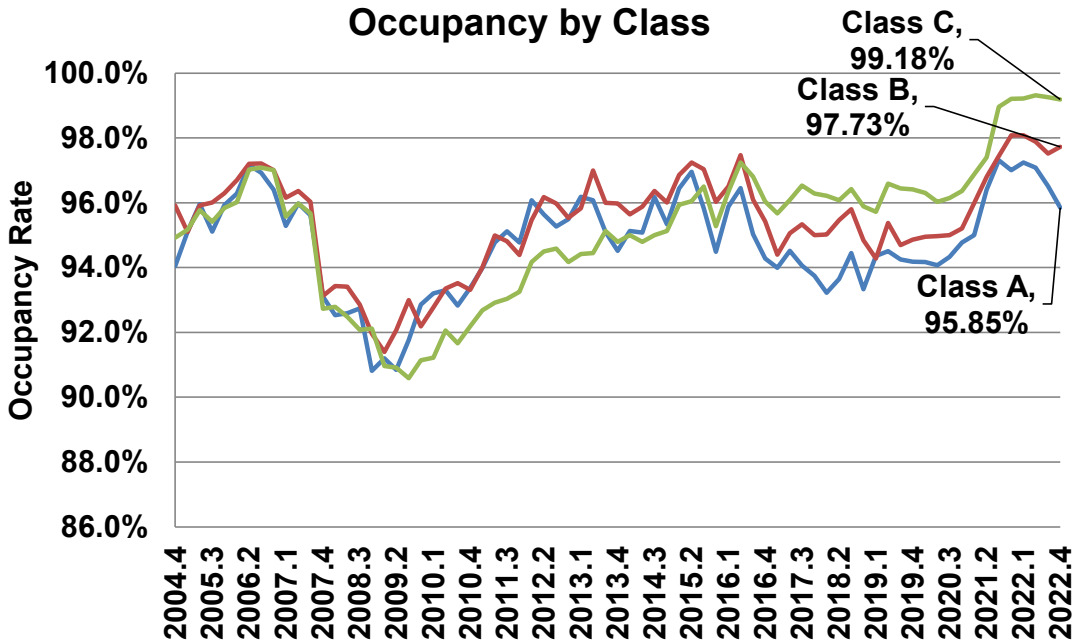
Class C - Typically constructed in the 1970s with limited renovations, if any. Units typically have older style floor plans (such as galley style, closed kitchens), average quality cabinetry and laminate counters. The complex may have a clubhouse and swimming pool but the quality is generally average. Laundry facilities are typically limited to a laundry room in the complex.



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



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



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

Four Year Trend – Suburban Chicago Multifamily Metrics

Net Rent PSF by Submarket

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

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

One Bedroom Median Rent by Submarket

Submarket	4Q18	1Q19	2Q19	3Q19	4Q19	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	Y/Y Chng	2 Yr Chng
Cook NW	$1,198	$1,205	$1,188	$1,188	$1,198	$1,193	$1,205	$1,194	$1,220	$1,238	$1,253	$1,320	$1,375	$1,474	$1,500	$1,500	$1,500	9.1%	23.0%
Cook South	$1,018	$1,050	$1,064	$1,085	$1,085	$1,091	$1,128	$1,144	$1,176	$1,184	$1,343	$1,343	$1,250	$1,248	$1,308	$1,278	$1,319	5.5%	12.1%
DuPage	$1,190	$1,217	$1,263	$1,225	$1,225	$1,213	$1,216	$1,268	$1,271	$1,322	$1,338	$1,372	$1,450	$1,525	$1,550	$1,570	$1,570	8.3%	23.5%
Kane/Kendall	$1,050	$1,083	$1,169	$1,095	$1,100	$1,159	$1,173	$1,232	$1,243	$1,335	$1,357	$1,445	$1,427	$1,531	$1,534	$1,515	$1,526	7.0%	22.8%
Lake	$1,320	$1,365	$1,335	$1,335	$1,345	$1,400	$1,365	$1,360	$1,288	$1,350	$1,375	$1,464	$1,465	$1,488	$1,558	$1,548	$1,563	6.7%	21.4%
McHenry	$910	$937	$937	$965	$954	$983	$983	$983	$1,000	$1,005	$1,040	$1,040	$1,070	$1,070	$1,117	$1,117	$1,140	6.5%	14.0%
Naperville/Aurora	$1,275	$1,301	$1,319	$1,259	$1,303	$1,326	$1,323	$1,323	$1,331	$1,388	$1,454	$1,498	$1,544	$1,615	$1,649	$1,617	$1,605	4.0%	20.6%
North Shore	$1,805	$1,815	$1,880	$1,817	$1,798	$1,785	$1,794	$1,805	$1,790	$1,825	$1,942	$1,978	$1,987	$2,128	$2,231	$2,292	$2,211	11.3%	23.5%
Waukegan/Gurnee	$824	$865	$895	$880	$904	$911	$911	$940	$943	$953	$953	$979	$995	$1,065	$1,079	$1,076	$1,059	6.5%	12.4%
Will	$1,095	$1,095	$1,095	$1,130	$1,138	$1,166	$1,166	$1,161	$1,340	$1,355	$1,369	$1,447	$1,452	$1,547	$1,600	$1,665	$1,565	7.7%	16.8%
All Suburban	$1,215	$1,227	$1,253	$1,225	$1,241	$1,237	$1,241	$1,242	$1,265	$1,303	$1,351	$1,416	$1,460	$1,530	$1,554	$1,570	$1,566	7.2%	23.7%

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

Two Bedroom Median Rent by Submarket

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

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

Rent Spread - 1BR to 2BR

Submarket	4Q18	1Q19	2Q19	3Q19	4Q19	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	Y/Y Chng	2 Yr Chng
Cook NW	$232	$219	$240	$255	$248	$238	$239	$241	$218	$233	$263	$268	$254	$244	$310	$295	$285	12.1%	30.9%
Cook South	$288	$271	$274	$253	$250	$244	$227	$211	$209	$616	$553	$591	$683	$720	$952	$892	$799	16.9%	282.8%
DuPage	$210	$203	$182	$208	$218	$229	$222	$216	$227	$202	$277	$326	$303	$306	$317	$310	$250	-17.5%	10.2%
Kane/Kendall	$273	$348	$313	$276	$353	$323	$299	$288	$350	$279	$269	$249	$322	$347	$404	$423	$340	5.4%	-2.9%
Lake	$268	$275	$300	$218	$210	$231	$197	$201	$296	$303	$302	$266	$284	$317	$244	$302	$277	-2.5%	-6.5%
McHenry	$133	$123	$123	$95	$106	$78	$78	$78	$60	$65	$110	$110	$123	$135	$100	$103	$91	-25.5%	52.1%
Naperville/Aurora	$200	$199	$148	$201	$200	$148	$181	$187	$201	$211	$191	$269	$268	$304	$275	$312	$306	14.2%	52.0%
North Shore	$629	$787	$670	$699	$737	$648	$573	$628	$645	$657	$658	$806	$827	$731	$781	$709	$852	3.1%	32.1%
Waukegan/Gurnee	$235	$185	$198	$208	$196	$185	$220	$210	$236	$222	$252	$308	$288	$317	$334	$363	$347	20.6%	47.2%
Will	$218	$189	$209	$120	$132	$150	$158	$159	$56	$179	$197	$236	$292	$310	$331	$207	$290	-0.5%	423.0%
All Suburban	$208	$203	$192	$220	$218	$216	$223	$241	$233	$240	$251	$259	$256	$307	$297	$285	$267	4.2%	14.7%

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Four Year Trend – Suburban Chicago Multifamily Metrics

Occupancy by Submarket

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

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

Concessions by Submarket

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

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

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North Shore Apartment Submarket Overview



Market area defined. The North Shore submarket is defined by Lake Michigan to the east, the city of Chicago on the south, 294 to the west and Lake County to the north. Evanston is the primary rental market.

Survey property profile. The database for the North Shore submarket survey consisted of 6,303 dwelling units. Median unit size for the submarket is 932 square feet which is just below the median for the overall suburban market. The median year built was 2015 compared to the overall suburban market having a median of 1988. While there are numerous rental alternatives in the market for pre-WWII buildings on a much smaller scale, the survey properties represent some of the larger and newer product in the market.

Demand drivers. While some tenants commute daily to the Chicago CBD given the proximity to Metra trains providing access, the employment centers of Evanston, and further north in the office markets along the North Shore, generate significant demand. Evanston's base of education and medical related employment remains resilient. In September 2018 Takeda Pharmaceuticals announced the close of its Deerfield location in the first half of 2019 in a move to Boston affecting 1,000 workers. Horizon Pharmaceuticals announced the acquisition of this facility in early 2020 however this is an "in market" transfer of employees from Lake Forest. Caterpillar announced in 2022 they are moving from Deerfield to Texas. Allstate sold most of its campus to Dermody to redevelop the site for warehouse. Likewise, Bridge Industrial acquired the ~100 acre Baxter campus to convert to industrial. The office market remains plagued by high vacancy.

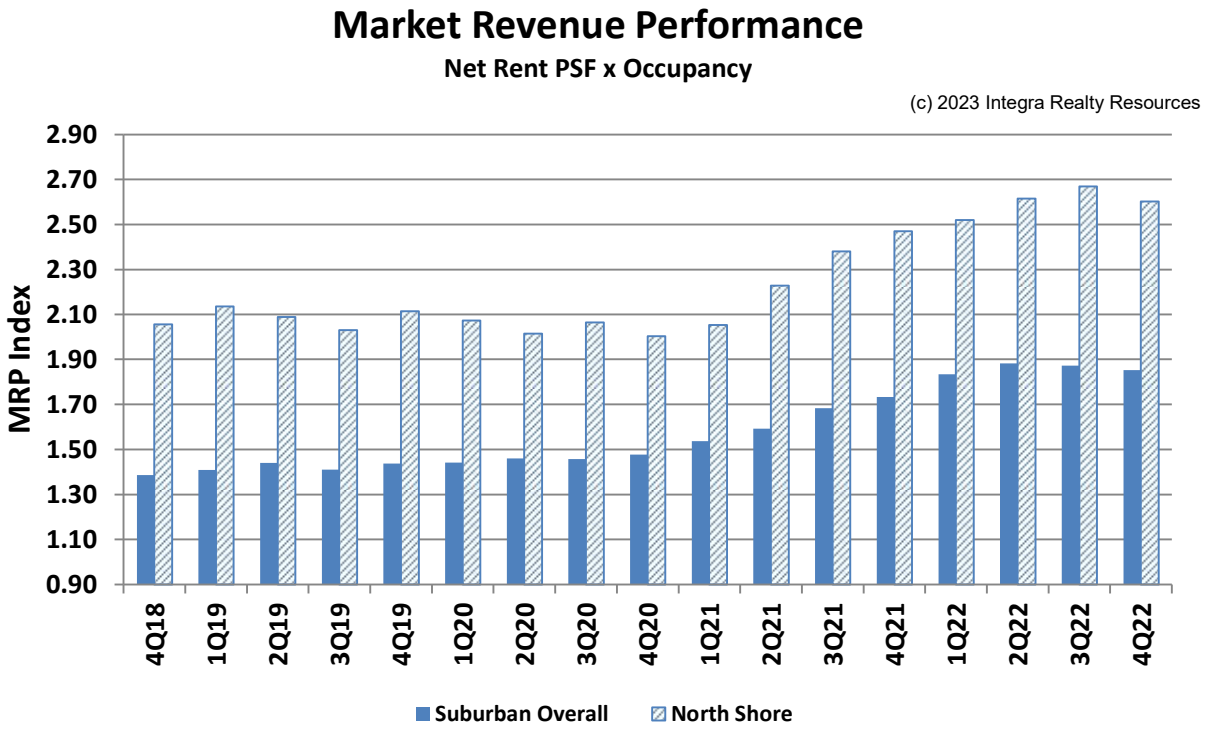
Rent Trends & Concessions. Median net rent per square foot currently stands at $2.71 – up 7.2 percent from a year ago. Rents are also up 27.7 percent from two years ago.

With one bedroom's having a median rent of $2,211 and two bedroom's at $3,063, the dichotomy with the rest of the suburban market becomes apparent.

The actual value of the concession is about one half month free when offered. Concessions will remain in the market as a marketing tool.

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

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

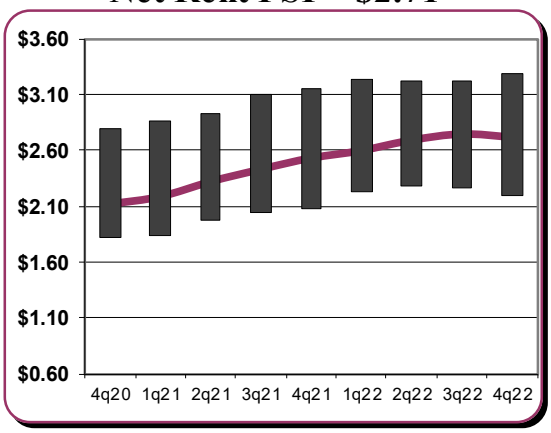


The North Shore submarket has outperformed the overall suburban market primarily due to its significantly higher rental rates rather than occupancy trends.

North Shore Apartments - 4q22

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

Net Rent PSF - $2.71

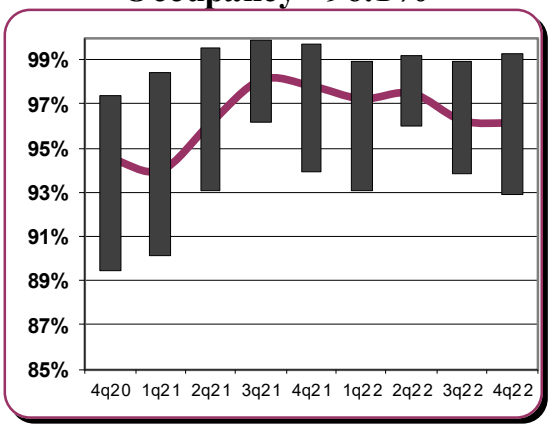


Median $	2.12	2.18	2.32	2.43	2.52	2.59	2.68	2.74	2.71

Snapshot & Trends

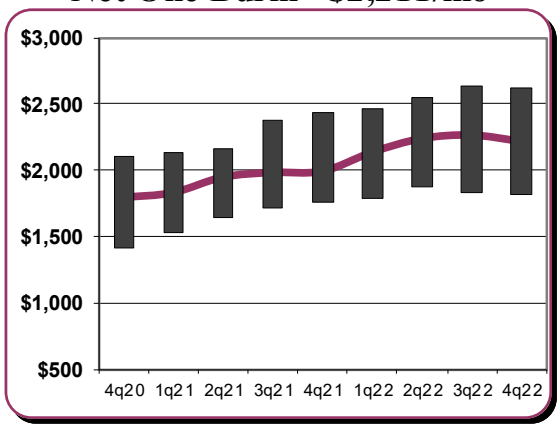
North Shore			Suburban Metro	
34		Complexes	384	
6,303		Units	111,386	
932		SF/unit	917	
2015		Yr Built	1988	
$2.71	↗	Net PSF	$1.90	↗
96.1%	↘	Occupancy	97.5%	↘
29.4%	→	Pct W/concessions	16.4%	→
4.7%	→	Concession Amt	4.2%	→
$2,211	→	One Bdrm/Mo	$1,566	↗
$3,063	→	Two Bdrm/Mo	$1,833	↗

Occupancy - 96.1%



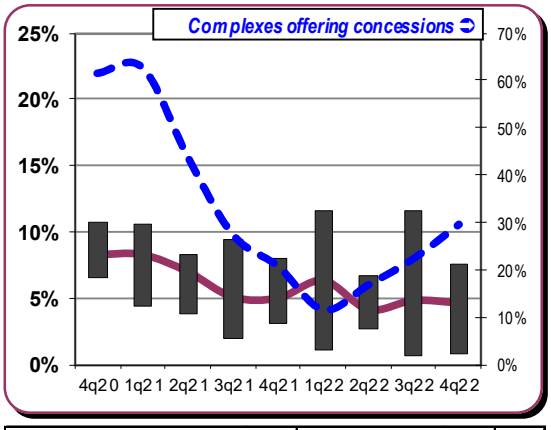
Median %	94.5	93.9	96.1	98.1	97.8	97.2	97.5	96.2	96.1

Net One Bdrm - $2,211/mo



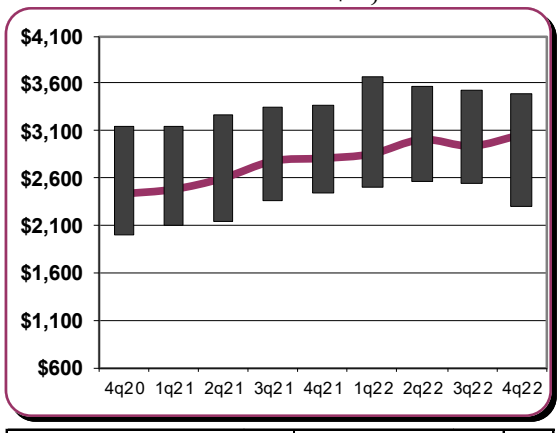
Median $	1,790	1,825	1,942	1,978	1,987	2,128	2,231	2,258	2,211

Concessions - 4.7% when offered



Median %	8.3	8.3	7.0	5.1	5.0	6.4	4.2	4.9	4.7

Net Two Bdrm - $3,063/mo

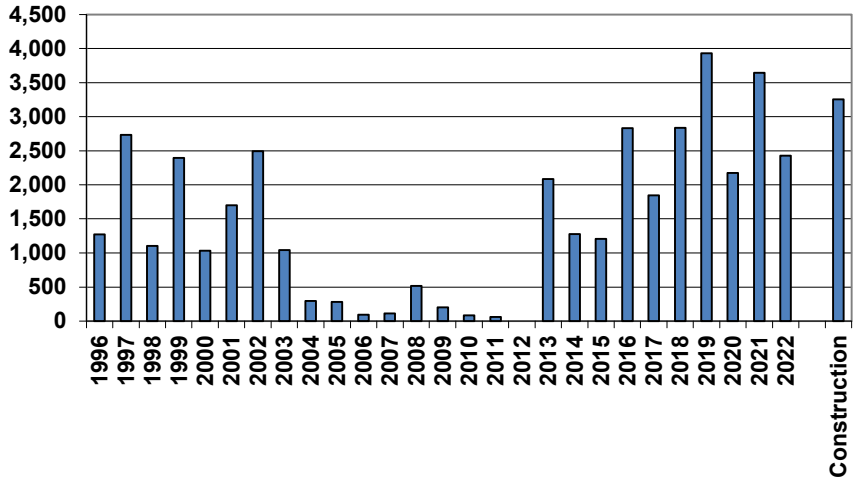


Median $	2,435	2,482	2,600	2,783	2,813	2,860	3,013	2,944	3,063

Multifamily Housing Supply

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

Suburban Chicago Multifamily Deliveries since 1996



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

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

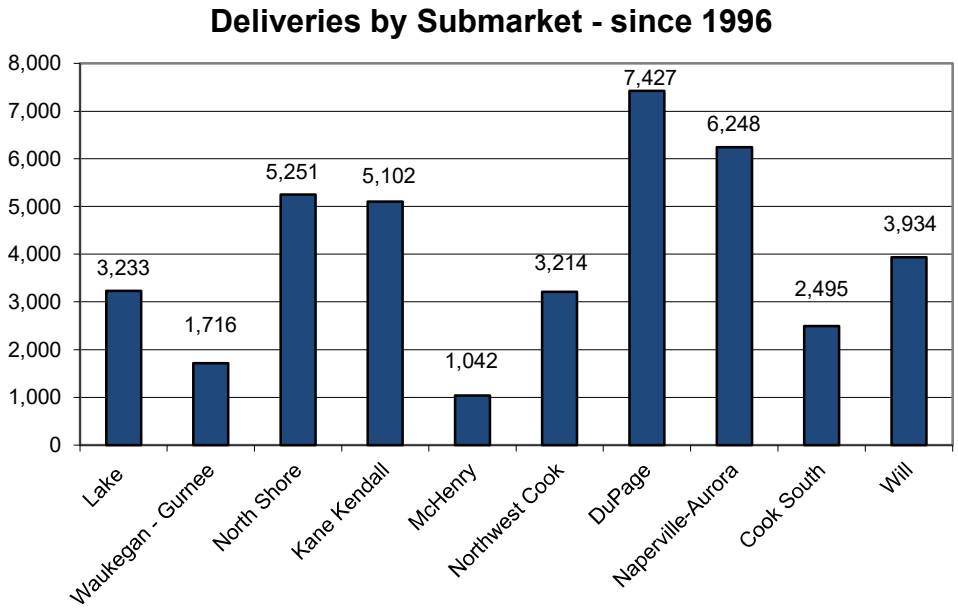
With many communities now welcoming rental development, combined with feasible rent levels supporting construction, development is once again occurring throughout the region.

Deliveries by Submarket

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

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

Following is a delivery distribution by submarket.



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

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

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

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

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Development Under Construction - Suburban Chicago (by Submarket)

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

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

Conclusions

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

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

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

Demographics

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

Surrounding Area Demographics

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

Source: Claritas

- As shown above, the current population within a 3-mile radius of the subject is 171,496, and the average household size is 2.3. Population in the area has declined since the 2020 census, and this trend is projected to continue over the next five years. Compared to the Chicago MSA overall, the population within a 3-mile radius is projected to decline at a faster rate.

- Median household income is $81,559, which is lower than the household income for the Chicago MSA. Residents within a 3-mile radius have a considerably higher level of educational attainment than those of the Chicago MSA, while median owner occupied home values are considerably higher.

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

Qualifying Income

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

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

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

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

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

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

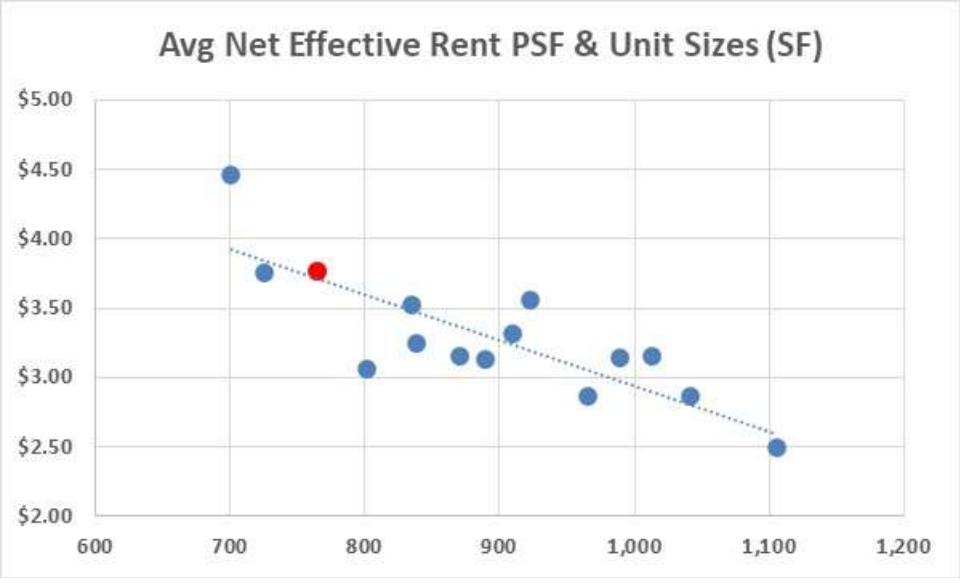
Rental Competition Survey

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

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

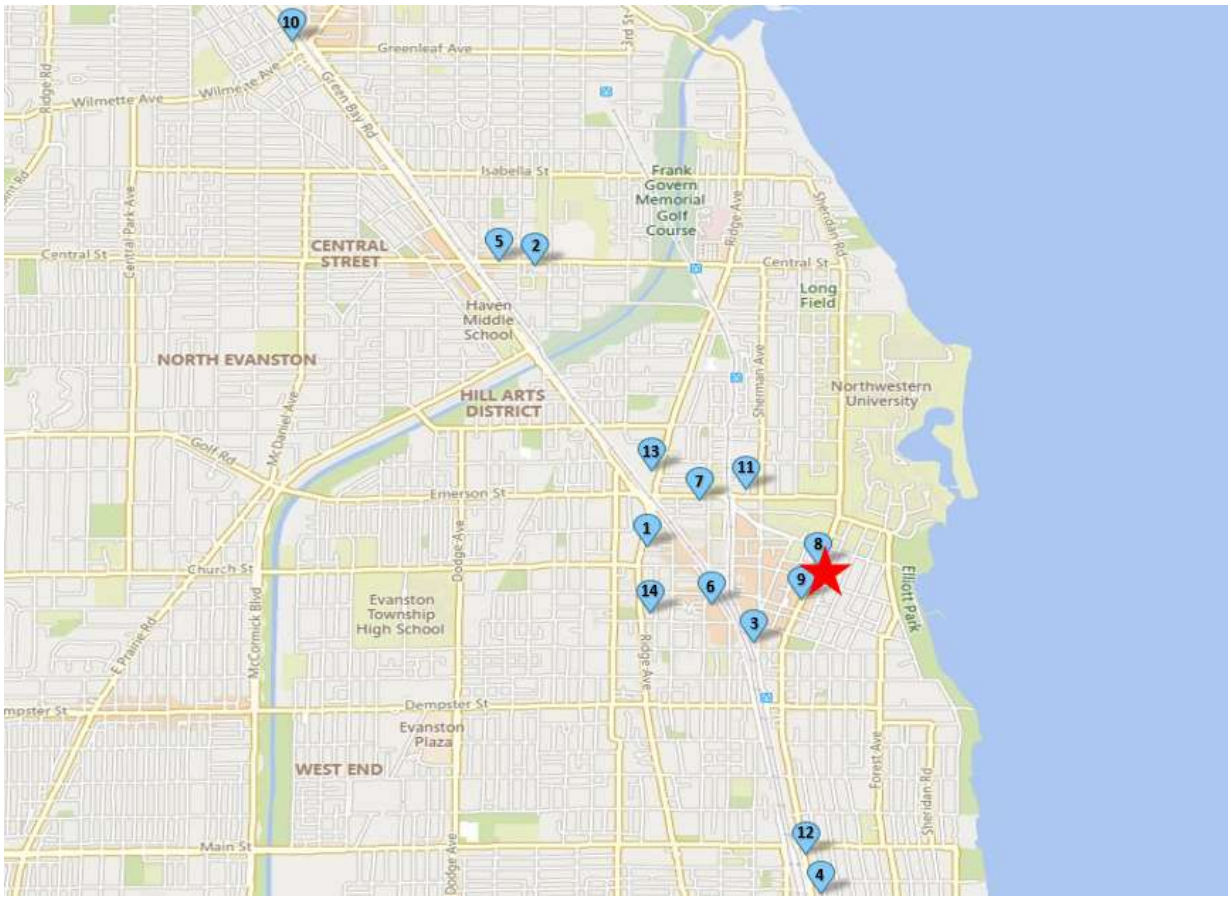
Rent Survey Summary

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



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

Apartment Competition Map



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

Apartment Rental Competition Overview

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

Apartment Rental Competition Unit Mix

Unit Mix

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

Apartment Rental Competition Unit Sizes

Unit Size (Square Feet)

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

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

Studio Apartment Comparables

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

Convertible Apartment Comparables

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

One-Bedroom Apartment Comparables

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

One-Bedroom +Den Apartment Comparables

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

Two-Bedroom Apartment Comparables

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

Two-Bedroom + Den Apartment Comparables

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

Three-Bedroom Apartment Comparables

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

Project Summary Pages

1620 Central Street

1620 Central St
Evanston, Cook County, IL 60201

North Shore

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





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

Physical Profile*		***Economic Profile***	
Units:	**47**	*Occupancy:*	**97.8%**
Avg Unit SF:	**1,105**	*Quoted Rent:*	**$2.49**
Built:	**2017**	*Concessions:*	**0.0%**
Renovated:	**na**	*Effective Rent:*	**$2.49**

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

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

Amenities

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

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20214	$2.49	0.0%	97.8%	$2.49
20212	$2.38	0.0%	100.0%	$2.38

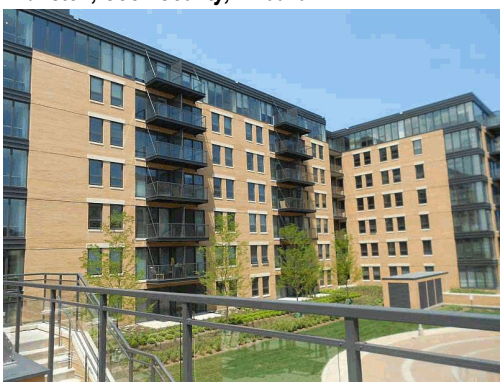
Notes: Property has two 1BD affordable units that are not incl. in survey. ***RMK***

1717

1717 Ridge
Evanston, Cook County, IL 60201

North Shore

Class: A, Market Rate
ID: 1186; YrQtr: 20224





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

Physical Profile	
Units:	**175**
Avg Unit SF:	**835**
Built:	**2013**
Renovated:	**na**

Economic Profile	
Occupancy:	**94.3%**
Quoted Rent:	**$3.52**
Concessions:	**0.0%**
Effective Rent:	**$3.52**

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

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

Amenities

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

Trends

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

Notes:

Greystar

Albion Evanston

1500 Sherman Ave
Evanston, Cook County, IL 60201

North Shore

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





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

Physical Profile	
Units:	**268**
Avg Unit SF:	**726**
Built:	**2019**
Renovated:	**na**

Economic Profile	
Occupancy:	**100.0%**
Quoted Rent:	**$3.75**
Concessions:	**0.0%**
Effective Rent:	**$3.75**

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

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

Amenities

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

Trends

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

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

Village Green

AMLI at Evanston

737 Chicago Ave
Evanston, Cook County, IL 60202

North Shore

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





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

Physical Profile	
Units:	**195**
Avg Unit SF:	**1,042**
Built:	**2013**
Renovated:	**na**

Economic Profile	
Occupancy:	**95.4%**
Quoted Rent:	**$2.86**
Concessions:	**0.0%**
Effective Rent:	**$2.86**

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

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

Amenities

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

Trends

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

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

AMLI

Central Station Apartments

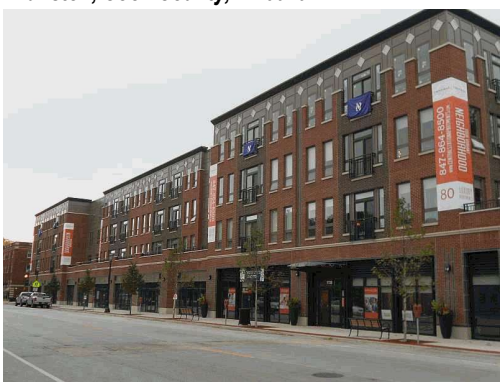
1720 Central St

Evanston, Cook County, IL 60201

North Shore

Class: A, Market Rate

ID: 1205; YrQtr: 20224





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

Physical Profile	
Units:	**80**
Avg Unit SF:	**965**
Built:	**2013**
Renovated:	**na**

Economic Profile	
Occupancy:	**93.8%**
Quoted Rent:	**$2.87**
Concessions:	**0.0%**
Effective Rent:	**$2.87**

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

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

Amenities

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

Trends

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

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

RMK Management

Centrum Evanston

1590 Elmwood Ave
Evanston, Cook County, IL 60201

North Shore

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





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

Physical Profile	
Units:	**101**
Avg Unit SF:	**910**
Built:	**2017**
Renovated:	**na**

Economic Profile	
Occupancy:	**100.0%**
Quoted Rent:	**$3.32**
Concessions:	**0.0%**
Effective Rent:	**$3.32**

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

Amenities

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

Trends

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

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

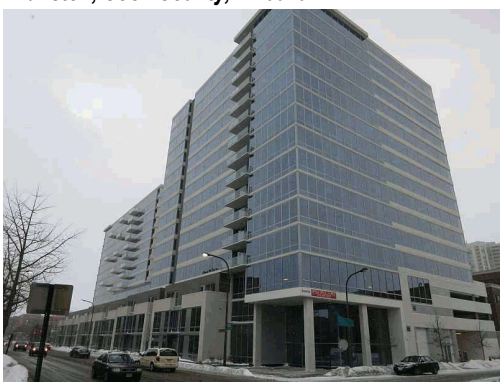
33 Realty

E2

1890 Maple Ave
Evanston, Cook County, IL 60201

North Shore

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





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

Physical Profile	
Units:	**356**
Avg Unit SF:	**802**
Built:	**2015**
Renovated:	**na**

Economic Profile	
Occupancy:	**98.9%**
Quoted Rent:	**$3.06**
Concessions:	**0.0%**
Effective Rent:	**$3.06**

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

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

Amenities

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

Trends

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

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

Greystar

Evanston Place

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

North Shore

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





Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Electric Baseboard Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**190**
Avg Unit SF:	**871**
Built:	**1991**
Renovated:	**2015**

Economic Profile	
Occupancy:	
Quoted Rent:	**$3.15**
Concessions:	**0.0%**
Effective Rent:	**$3.15**

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

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

Amenities

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

Trends

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

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

Air Communities

Park Evanston

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

North Shore

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





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

Physical Profile	
Units:	**283**
Avg Unit SF:	**923**
Built:	**1997**
Renovated:	**na**

Economic Profile	
Occupancy:	**97.2%**
Quoted Rent:	**$3.56**
Concessions:	**0.0%**
Effective Rent:	**$3.56**

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

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

Amenities

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

Trends

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

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

Lincoln Property

Residences of Wilmette

617 Green Bay Rd
Wilmette, Cook County, IL 60091

North Shore

Class: A, Market Rate
ID: 1687; YrQtr: 20224





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

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

Economic Profile	
Occupancy:	**93.3%**
Quoted Rent:	**$3.15**
Concessions:	**0.0%**
Effective Rent:	**$3.15**

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

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

Amenities

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

Trends

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

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

RMK

The Link Evanston

811 Emerson St

Evanston, Cook County, IL 60201



North Shore

Class: A, Market Rate

ID: 1914; YrQtr: 20224



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

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

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

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

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

Amenities

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

Trends

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

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

CA Residential

The Main

847 Chicago
Evanston, Cook County, IL 60202

North Shore

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





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

Physical Profile	
Units:	**112**
Avg Unit SF:	**889**
Built:	**2016**
Renovated:	**na**

Economic Profile	
Occupancy:	**98.2%**
Quoted Rent:	**$3.13**
Concessions:	**0.0%**
Effective Rent:	**$3.13**

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

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

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Party/Social Room
Vinyl Plank Floors	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Gigabit Internet
Window Roller Shades	Range - Gas	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	Car Charging Station
Undermount Sinks	***Fitness***	***Parking***
Patio/Balcony/Deck	Fitness Center	Attached Garage
	Bike Storage	

Trends

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

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

Atlantic Realty Partners

The Reserve at Evanston

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

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





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

Physical Profile	
Units:	**193**
Avg Unit SF:	**839**
Built:	**2003**
Renovated:	**na**

Economic Profile	
Occupancy:	**99.5%**
Quoted Rent:	**$3.25**
Concessions:	**0.0%**
Effective Rent:	**$3.25**

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

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

Amenities

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

Trends

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

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

The Residences at 1555 Ridge

1555 Ridge
Evanston, Cook County, IL 60201



North Shore

Class: A, Market Rate
ID: 2080; YrQtr: 20224



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

Physical Profile	
Units:	**68**
Avg Unit SF:	**989**
Built:	**2022**
Renovated:	**na**

Economic Profile	
Occupancy:	**97.1%**
Quoted Rent:	**$3.14**
Concessions:	**6.7%**
Effective Rent:	**$2.93**

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

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

Amenities

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

Trends

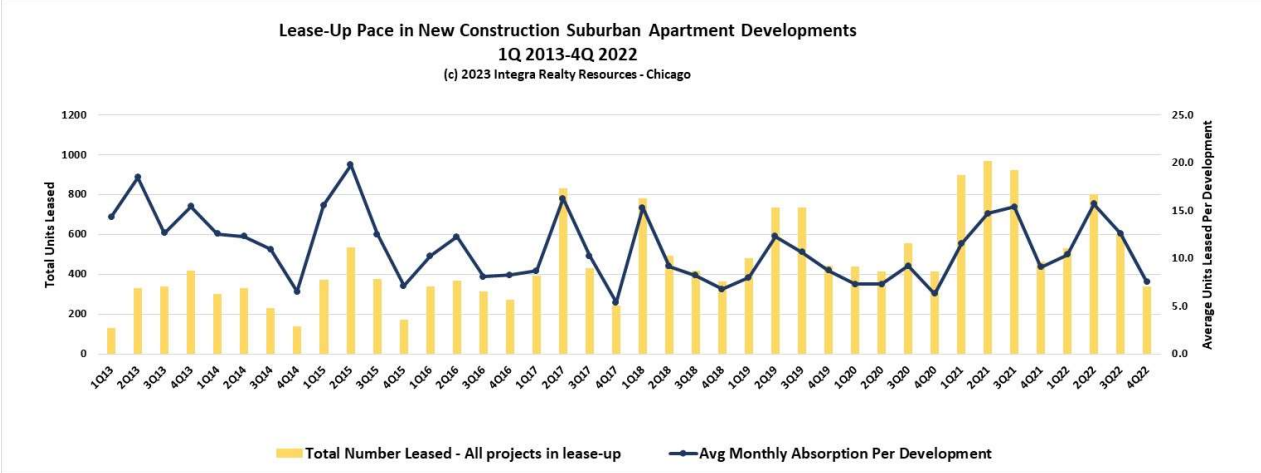
Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$3.14	6.7%	97.1%	$2.93
20223	$3.16	11.2%	85.3%	$2.80
20222	$3.15	4.2%	75.0%	$3.02

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

Luxury Living

Lease-Up Absorption Survey

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



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

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

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

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

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

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

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

Certification

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

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



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



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

Assumptions and Limiting Conditions

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

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

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

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

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

upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. Integra Realty Resources – Chicago, Integra Realty Resources, Inc., Integra Strategic Ventures, Inc. and/or any of their respective officers, owners, managers, directors, agents, subcontractors or employees (the "Integra Parties"), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the market study cannot be considered as an environmental assessment of the subject property.

16. The persons signing the report may have reviewed available flood maps and may have noted in the market study whether the subject property is located in an identified Special Flood Hazard Area. We are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.

17. Integra Realty Resources – Chicago is not a building or environmental inspector. Integra Chicago does not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.

18. The market study and value conclusions assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.

19. It is expressly acknowledged that in any action which may be brought against any of the Integra Parties, arising out of, relating to, or in any way pertaining to this engagement, the market study, and/or any other related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the market study was fraudulent or prepared with intentional misconduct.

20. Integra Realty Resources – Chicago, an independently owned and operated company, has prepared the market study for the specific intended use stated elsewhere in the report. The use of the market study by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the market study is addressed to and shall be solely for the Client's use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the market study or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the market study (even if their reliance was foreseeable).

21. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future

occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.

22. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

Addendum A

Qualifications

Ron DeVries, MAI, SRA

Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

Experience

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

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

Professional Activities & Affiliations

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

rdevries@irr.com - 312.565.3432

Ron DeVries, MAI, SRA

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

Licenses

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

Washington, Certified General Real Estate Appraiser, 110298, Expires March 2025
Florida, Certified General Real Estate Appraiser, RZ4199, Expires November 2024

Education

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

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

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

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

Qualified Before Courts & Administrative Bodies

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

Miscellaneous

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

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Ron DeVries, MAI, SRA

Miscellaneous (Cont'd)

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

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State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.000145

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

EXPIRES:
09/30/2023

CERTIFIED GENERAL REAL ESTATE APPRAISER

RON D DEVRIES

MARIO TRETO, JR.
ACTING SECRETARY

LAURIE MURPHY
ACTING DIRECTOR

The official status of this license can be verified at www.idfpr.com

157861964

Gail Lissner, SRA, CRE

Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

Experience

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

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail has produced a report on the condominium market on a quarterly basis since 1997 and is co-author of the Downtown Chicago Condominium Report, a quarterly report delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and also includes townhome and single family residential developments. Gail has also testified as an expert witness in a variety of housing.

Professional Activities & Affiliations

Appraisal Institute: SRA Designation
The Counselors of Real Estate: CRE Designation
Board Member (2017-2023): State of IL Real Estate Appraisal Administration and Disciplinary Board

Village Trustee (2017-2023): Village of Glencoe Board of Trustees
President: Realty Club of Chicago (2016)
Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate at Roosevelt University (2008-2010)

Member: Commercial Real Estate Women (CREW)
Member: Real Estate Investment Association (REIA) and Realty Club of Chicago
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001842, Expires September 2023
Illinois, Licensed Real Estate Managing Broker, 471.004757, Expires April 2023
Wisconsin, Certified General Real Estate Appraiser, 2282-10, Expires December 2023
Michigan, Certified General Real Estate Appraiser, 1205076446, Expires July 2024

Education

Bachelor of Arts from Washington University. Phi Beta Kappa.

glissner@irr.com - 312.565.3423

State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.001842

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

EXPIRES:
09/30/2023

CERTIFIED GENERAL REAL ESTATE APPRAISER

GAIL S LISSNER

MARIO TRETO, JR.
ACTING SECRETARY

LAURIE MURPHY
ACTING DIRECTOR

The official status of this license can be verified at www.idfpr.com

15785034

About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

AMENDED

ZONING ANALYSIS APPLICATION

ZONING OFFICE USE ONLY	
Date Received:	
Ward:	
Zoning District:	
Preservation:	
Case Number:	

I am applying for a zoning review of a:

- ☐ Construction project of less than 10,000 sq. ft.
- ☒ Construction project of 10,000 sq. ft. or more
- ☐ Determination of Use
- ☐ Other

PROPERTY

Address: 1621-31 Chicago Avenue

- ☒ Mixed-use
- ☐ Non-Residential
- ☐ Residential # of Units 140

For projects required to comply with Inclusionary Housing Ordinance:

- ☒ In TOD Area
- ☐ Outside of TOD Area

(for more information visit: http://www.cityofevanston.org/IHO)

Proposed Project:

New 15-story planned development with a) ground floor commercial space (7,159 sf), b) fifty-seven (57) parking spaces within the 2nd and 3rd floors; c) 140 dwelling units located within the 4th - 14th floors and d) 15th floor amenity level.

*Please note that the Applicant is amending its previous Zoning Analysis filed on October 12, 2022 (Previous Zoning Analysis) solely in response to Evanston's December 16 Zoning Analysis Summary stipulating the height of proposed building as 15 stories, with the remaining building data consistent with Previous Zoning Analysis, including proposed ten (10) affordable dwelling units (refer to IHO application).

APPLICANT

Name: Horizon Realty Group

Organization: Same as above

Address: 1946 West Lawrence Avenue City, State, Zip: Chicago, IL 60640

Phone: (773) 529-7200 Cell: (847) 812-8768

E-mail: JMichael@horizonrealtygroup.com

Please circle the primary means of contact.

PROPERTY OWNER (if different than applicant)

Name: Horizon Group XXIII, LLC

Address: 1946 W. Lawrence Avenue City, State, Zip: Chicago, IL 60640

Phone: (773) 529-7200 Cell: (847) 812-8768

Email: JMichael@horizonrealtygroup.com

What is the relationship of the applicant to the property owner?

- ☒ **same**
- ☐ builder/contractor
- ☐ architect
- ☐ real estate agent
- ☐ attorney
- ☐ lessee
- ☐ other: _____

REQUIRED DOCUMENTS AND MATERIALS

Please submit the following:

☒ **(This) Completed Application Form**

☒ **Completed Inclusionary Housing Plan Proposal Form**
If the project includes five (5) or more new residential units in TOD Areas or ten (10) or more residential units outside of TOD Areas. This includes new for sale, or rental developments, and condominium conversions.

☒ **One (1) Copy of Plat of Survey** Date of Survey: 05/02/2018
Plat of survey must be completed by a licensed surveyor and must be current so that it displays every structure, patio, deck, walkway, etc. that is currently on the property. Copies must be legible for all dimensions and details.

☒ **One (1) Set of Building Plans** Date of Drawings: 12/21/2022
Building plans must be drawn to scale and must include interior floor plans and exterior elevations. For simple projects such as flat-work patios, plans may be hand drawn to scale directly onto the Plat of Survey.

☐ **Determination of Use Description**
If you are applying for a Determination of Use, skip to the end of the application, sign and date, include a simple site plan of the proposed use (interior floor layout, seating, parking, etc.) and a one page letter that describes all aspects of the use (employees, hours of operation, loading/unloading, deliveries, parking, noise, etc.).

☐ **Application Fee** Amount $_____
Application Fees may be paid by cash, check, or credit card.

Zoning Analysis Applications take up to 10 business days for initial review. Alterations or modifications that require re-review may take longer. Feel free to contact the Zoning Office directly at 847.448.8230 with any questions. Complete applications may be submitted in person or by mail to:

City of Evanston
Zoning Division, Room 3202
2100 Ridge Avenue
Evanston, IL 60201

PROPERTY INFORMATION

	EXISTING	PROPOSED
Lot Area	21,644 sf	21,644 sf
Lot Width (frontage)	127.1'	127.1
Dwelling Units / Rooming Units	n/a	140
Open Parking Spaces	14	0
Enclosed Parking Spaces	0	57
Off-site Parking Spaces	0	0
Loading Berths - Short	0	2
Loading Berths - Long	0	0
Employees		35 (includes retail tenant employees)

BUILDING SETBACKS

	EXISTING	PROPOSED
Front yard	0'	0'
Street side yard (if corner lot)		
Interior side yard (1)	0'	0'
Interior side yard (2)	0'	0'
Rear yard	0'	0'

RESIDENTIAL & TRANSITIONAL CAMPUS DISTRICTS ONLY

BUILDING LOT COVERAGE

	EXISTING	PROPOSED
Principal Structure Footprint (excluding front porch)		
Roofed Front Porch (receives 50% credit)		
Detached Garage Footprint		
Other Accessory Structures' Footprints		
Other Roofed Areas		
TOTAL BUILDING LOT COVERAGE		

IMPERVIOUS SURFACE COVERAGE (hard surfaced areas not under a roof: asphalt, concrete, decks, brick pavers, etc.)

	EXISTING	PROPOSED
Patios & Terraces (brickwork receives 20% credit)		
Sidewalks		
Driveways		
Decks		
Stairs/Landings		
Other Impervious Areas		
SUB-TOTAL		
+ Building Lot Coverage		
TOTAL IMPERVIOUS SURFACE AREA		

BUILDING HEIGHT

	EXISTING	PROPOSED
Principal Structure – Peak Height		165'
Principal Structure – Number of Stories	1	15 (including amenity level)
Detached Garage – Peak Height		n/a
Other Accessory Structures – Peak Height		n/a

ALL OTHER DISTRICTS (Business, Commercial, Downtown, Industrial, Mixed Use, University)

	EXISTING								PROPOSED (sf)						
	Parking/ Loading	Dwelling Units	Hallways/ Elevator/ Stairs/Lobby	Mechanical/ Accessory Space	Non-Residential Gross Leasable area	Other	Gross Floor Area*		Parking/ Loading	Dwelling Units	Hallways/ Elevator/ Stairs/Lobby	Mechanical/ Accessory Space	Non-Residential Gross Leasable area	Other	Gross Floor Area*
Basement	0	0							0	0					
1st floor	14	0							0	0	852	3,824	7,195		20,874
2nd floor									**** For all other floors, refer to "Project Data"						
3rd floor									on page 24 of Architectural Plans.						
4th floor															
5th floor															
Total															

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

BUILDING REGULATIONS

	EXISTING	PROPOSED
Principal Structure – Peak Height		165'
Principal Structure – Number of Stories		15
Other Accessory Structures – Peak Height		n/a
FAR (Floor to Area Ratio)		6.332

AUTHORIZING SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

Jeff Michael
Print Name

Applicant's Signature

December 21, 2022
Date

Please refer to the Zoning Ordinance at www.cityofevanston.org/zoning for all City of Evanston zoning regulations. To determine which zoning district a property is located in, visit the City's website at www.cityofevanston.org, click on the Resident link on the City's home page, then click on About My Place from the drop-down menu. Enter the house number in the field provided and select the street from the drop-down menu. Press the "Get Info" button. This will either take you directly to the information for the property, or a list of all tax parcels at the inputted address that may be selected for information on the property.

Zoning Analysis Summary

Case Number:	Case Status/Determination:
22ZONA-0206	Non-compliant

Proposal:

15-story mixed-use apartment building with 140 DUs and 57 parking stalls

Site Information:

Property Address	162-31 Chicago Ave	**Zoning District**	D4
Overlay District:	None	**Preservation District:**	None

Applicant	Horizon Realty Group
Phone Number	(773) 529-7200

Katie Ashbaugh 2/10/2023

Signature Date

Code Section	Requirements
Sec 6-16-2-7, Table 16-A	Ninety-degree (90 degree) parking stalls are required to be 18 feet in depth. Eight (8) of the 57 parking stalls are compact stalls with a depth of 15 feet. **Site Development Allowance required.**
Sec 6-11-5-4(B)	A minimum of 400 SF is required per dwelling unit (DU) in the D4 district. The subject property is 21,644 SF in area, which allows up to 54 DUs on the property by right. The applicant is proposing a total of 100 DUs, exceeding the maximum allowed by 46 DUs. Ten (10) of the 100 DUs will be IHO units in accordance with the Inclusionary Housing Ordinance. Per Section 5-7-13(D), a bonus of 40 units is allowed (4 bonus DUs/1 IHO unit). A total of 140 DUs is proposed. **Site Development Allowance required.**
Sec 6-11-5-8	The maximum permitted height in the D4 district for structures containing residential dwelling units is 105 feet, with an additional 40 feet for a total of 145 feet. Up to 4 stories (or 40 feet of building height) that are used for at least 75% parking may be deducted from the overall building height. An overall total height of 165 feet is proposed, with a deduction of 20.33 feet for the two parking floors (floors 2 and 3), for a zoning height of 144.67 feet. Per Section 6-11-1-10(C)(1)(d), up to an additional 40 feet can be requested as a Site Development Allowance. **Site Development Allowance required.**
Sec 6-16-3-5, Table 16-B	The minimum required number of parking stalls for the proposed mix of apartments is 102 before the deduction is made related to the IHO DUs. The minimum required number of parking stalls after the deduction is 95 stalls. Presuming the non-residential square footage is for a restaurant use, a total

	of 29 parking stalls is required. When applying the 20% deduction (Section 6-16-3-5), a total of 23 stalls is required. Combined, the proposed development requires 118 parking stalls. A total of 57 parking stalls are proposed on-site. **Site Development Allowance required.**

General Comments:

1. The property is currently zoned D4 Downtown Transition District. The property is also located in a TOD area (Transit Oriented Development area).
2. A Planned Development is required per Section 6-11-1-2 of the Zoning Code. A Planned Development is a Special Use in the D4 district.
3. The following Site Development Allowances are needed:
    a. Height: 145 feet proposed where no more than 105 feet is permitted. The maximum permitted height in the D4 district for structures containing residential dwelling units is 105 feet, with an additional 40 feet for a total of 145 feet if up to 4 stories or 40 feet is for floors that are used for at least 75% parking. An overall total height of 165 feet is proposed, with a deduction of 20.33 for the two parking floors (floors 2 and 3), for a zoning height of 144.67 feet. Per Section 6-11-1-10(C)(1)(d), up to an additional 40 feet can be requested as a Site Development Allowance.
    b. Dwelling Units: 100 proposed where no more than 54 are allowed. A minimum of 400 SF is required per dwelling unit (DU) in the D4 district. The subject property is 21,644 SF in area, which allows up to 54 DUs on the property by right. The applicant is proposing an intial total of 100 DUs, exceeding the maximum allowed by 46 DUs. Ten (10) of the 100 DUs will be IHO units in accordance with the Inclusionary Housing Ordinance. Per Section 5-7-13(D), a bonus of 40 units is allowed (4 bonus DUs/1 IHO unit). An overall total of 140 DUs is proposed.
    c. Parking Configuration: 8 of the 57 parking stalls are compact stalls with a depth of 15 feet where a minimum depth of 18 feet is required. Ninety-degree (90 degree) parking stalls are required to be 18 feet in depth.
    d. Parking Stalls: 57 parking stalls proposed where 118 are required. The minimum required number of parking stalls for the proposed mix of apartments is 102 before the deduction is made related to the IHO DUs. The minimum required number of parking stalls after the deduction is 95 stalls. Presuming the non-residential square footage is for a restaurant use, a total of 29 parking stalls is required. When applying the 20% deduction (Section 6-16-3-5), a total of 23 stalls is required. Combined, the proposed development requires 118 parking stalls. A total of 57 parking stalls are proposed on-site.

City of Evanston
ZONING ANALYSIS REVIEW SHEET

APPLICATION STATUS: Closed/Non-compliant February 10, 2023 **RESULTS OF ANALYSIS:** Non-Compliant

Z.A. Number: 22ZONA-0206
Address: 1621 CHICAGO AVE
Applicant: Jeffrey Michael
Phone: 7735297200

Purpose: Zoning Analysis without Bld Permit App
District: D4 **Overlay:** None **Preservation District:** Not Within
Reviewer: Katie Ashbaugh

THIS APPLICATION PROPOSES (select all that apply):

X	New Principal Structure	Change of Use	Sidewalk Cafe
	New Accessory Structure	Retention of Use	Other
	Addition to Structure	Plat of Resubdiv./Consol.	
	Alteration to Structure	Business License	
	Retention of Structure	Home Occupation	

ANALYSIS BASED ON:

Plans Dated: 1/24/2023
Prepared By: Pappageorge Haymes
Survey Dated: 5/1/2018
Existing Improvements: 1-story nonresidential bldg

Proposal Description:
Planned Development to construct 15 story, mixed-use residential building with 140 total units (includes bonus units) and ground floor commercial.

ZONING ANALYSIS

PLANNED DEVELOPMENT THRESHOLDS

Does not apply to I1, I2, I3, OS, U3, or Excluded T1 & T2 Properties. See Section 6-8-1-10(D) for R's; Section 6-9-1-9(D) for B's; Section 6-10-1-9(D) for C's; Section 6-11-1-10(D) for D's; Section 6-12-1-7(D) for RP; Section 6-13-1-10(D) for MU & MUE; Section 6-15-1-9 for O1, T's, U's, oH, oRE, & oRD.

1. Is the request for construction of substantially new structures or a substantial rehabilitiation or substantial addition as defined by increasing floor area of principal struction by 35% or more? If not, skip to 2 & 4 below.	Yes
2. Does the zoning lot area exceed 30,000 sqft?	No
3. Does the proposal entail more that 24 new residential, commercial, business, retail or office units in any combination?	Yes
4. Does the proposal entail the new construction of more than 20,000 sqft of true gross floor area at or above grade including areas otherwise excluded from defined gross floor area?	Yes

RESIDENTIAL DISTRICT CALCULATIONS

The following three sections applly to building lot coverage and impervious surface calculations in Residential Districts.

Front Porch Exception (Subtract 50%)	Pavers/Pervious Paver Exception (Subtract	Open Parking Debit (Add 200sqft/open space
Total Elibigle Front	**Total Paver Area**	**# Open Required Spaces**
Front Porch Regulatory Area	**Paver Regulatory Area**	**Addtn. to Bldg Lot Cov.**

PRINCIPAL USE AND STRUCTURE

	Standard	Existing	Proposed	Determination
USE:	D4	Restaurant - Type I	Mixed Use	Compliant
Comments:				
Minimum Lot Area (SF)	400 SF/DU	21644		Compliant
USE: Multi Family				
Comments:				
Dwelling Units:	54	0	140	Non-Compliant
Comments: Site development allowance required; see cover sheet				
Gross Floor Area (SF)	l base req.; 7.4 with IHO zoning bon	15767	137057	Compliant
Use: All Uses		0.7284697837737941	6.33	
Comments:				
Height (FT)	)5'; 145' if 40' are for levels for parkir	1 story	verall, 144.66' after parking level ded	Non-Compliant
Comments: Site development allowance required; see cover sheet				

LF: Linear Feet SF: Square Feet FT: Feet

	Standard	Existing	Proposed	Determination
Front Yard(1) (FT) **Direction:** NW **Street:** Chicago **Comments:**	0	0.06	0	Compliant
Interior Side Yard(1) (FT) **Direction:** NE **Comments:**	0	0.22	0	Compliant
Interior Side Yard(2) (FT) **Direction:** SW **Comments:**	0	0.07	0	Compliant
Rear Yard (FT) **Direction:** SE **Comments:**	0	0.36	0	Compliant

Permitted Districts:

Comments:

Permitted Required Yard:

Comments:

Additional Standards:

Comments:

Height (FT) Flat or mansard roof 14.5', ot

Comments:

Distance from Principal Building: 10.00'

Comments:

Front Yard(1A) (FT)
Direction: NW
Street: Chicago
Comments:

Front Yard(1B) (FT)
Direction: Does Not Apply
Street:
Comments:

Street Side Yard (FT)
Direction: Does Not Apply
Street:
Comments:

Interior Side Yard(1A) (FT
Direction: NE
Comments:

PARKING REQUIREMENTS

	Standard	Existing	Proposed	Determination

	Standard	Existing	Proposed	Determination
TOTAL REQUIRED:	118	0	57	Non-Compliant
Comments: Site development allowance required; see cover sheet				
Handicap Parking Spaces	Sec. 6-16-2-6	0	3	Compliant
Comments:				
Access:	Sec. 6-16-2-2			Compliant
Comments:				
Vertical Clearance (LF)	7'		10	Compliant
Comments:				
Surfacing:	Sec. 6-16-2-8 (E)			Compliant
Comments:				
Angle(1): 90 Degree	**Comments:**			
Width(W) (FT)	8.5		9	Compliant
Comments:				
Depth(D) (FT)	18.0		18	Compliant
Comments:				
Aisle(A) (FT)	24.0		24	Compliant
Comments:				
Module (FT)	SL 42.0, DL 60.0		42/60	Compliant
Comments:				
Angle(2): 90 Degree	**Comments:**			
Width(W) (FT)	8.5		9	Compliant
Comments:				
Depth(D) (FT)	18.0		15	Non-Compliant
Comments: Site development allowance required; see cover sheet				
Aisle(A) (FT)	24.0		24	Compliant
Comments:				
Module (FT)	SL 42.0, DL 60.0		39	Compliant
Comments:				

LOADING REQUIREMENTS

	Standard	Existing	Proposed	Determination
Loading Use: Retail and/or Commercial	1 short 5K to 10K, 2 short 10K to 25K, 2 long 25K to 60K, 3		1	Compliant
Comments:				
TOTAL (short): 1				
Short Berth Size (FT)	10' wide x 35' deep			Compliant
Comments:				
Vertical Clearance (FT)	14'			Compliant
Comments:				
Location:	Sec. 6-16-4-1			Compliant
Comments:				

MISCELLANEOUS REQUIREMENTS

	Standard	Existing	Proposed	Determination
Requirement (1): Multi-Family Loading	1 short 30K to 100K, 2 short 10K to 25K, 2 long 25K to		1	Compliant
Comments:				

Standard	Existing	Proposed	Determination

RESULTS OF ANALYSIS

Results of Analysis: This Application is **Non-Compliant**

Site Plan & Appearance Review Committee approval is: **Required**

See attached comments and/or notes.

SIGNATURE DATE

ROBERT HECKING
1630 CHICAGO AVENUE
EVANSTON, IL 60201

TO: Mayor Daniel Bliss
Jonathan Nieuwsma-Ward 4
Clare Kelly -Ward 1
Meaghan Jones-City Admin
CC:Matthew Rodger/Chairman Land Use Commission
Board Members

January 30,2023

I served as the Chairman of the Planning Board for 12 years in Rutherford New Jersey. Like Evanston it is an older town with fixed boundaries, fixed road capacities, and fixed school services. In attending your public meetings to review the proposed 1611-1621 high rise project, I noticed you did not have the City Engineer or a representative from the Fire Department at the meetings. As the Fire Department will be responsible for fighting a fire at this location should one occur their input could be vital to the lives of the inhabitants and the neighbors.

The developer of the 1611-1621 high rise project is is submitting a proposal to that violates several zoning regulations on that property for the benefit of a few low income housing units is asking for major encumbrances. Evanston already has diverse real estate opportunities of all income levels. In addition to the zoning violations of the proposed building there are major reasons why this project should be denied.



Alley behinds 1611-1621
from Church St- Church
Parking on right



Alley behind 1611-1621
from Davis Street-dumpsters
for The Merion

1. The LIMITED CAPACITY OF ALLEY The two pictures above are the alley behind the proposed development. As there can be no front access on Chicago Avenue for deliveries UPS,Fedex,USPS, DHL, Uber, Lyft, Flower deliveries,Repairmen,Garbage removal, and parking they must all go through this alley. When delivering packages, the drivers, park and leave their vehicles for 10 to 20 minutes each. Tenants moving in will need 4-6 hours

blocking the alley on move in/move out days. On the day the picture was taken a plumber's truck was parked and left in the alley blocking it from through traffic.

The Alley roadway would also need to be upgraded to allow fire trucks to put down their outriggers

Attached is a log for deliveries at 1630 Chicago Avenue From 9a.m. to 3 pm. (6 hours) As these were snow days, Amazon and did not do their full delivery schedules due to backup at the airport. During the 6 hour periods vehicles were double parked for more than 3 hours. At night after this period food deliveries start. Can this alley function with deliveries like this plus garbage and recycling removal? There is no stopping or parking place for these deliveries on Chicago Avenue on that side

2. PARKING. -
Chicago Avenue at this location has too few spaces now and the proposed building needs 1 space per unit (Planning Minimum-140 spaces- not 57. Our building has 14 employees (4-Rental office, 3-building maintenance, 2-floor and hall cleaning people and trash management, and 5 front desk (2 overlapping per shift) This does not include tenant employees like cleaning services, health care personnel, pet care, and/or visitors

3. TRAFFIC

A .If you run a traffic study at midnight, the block is empty, but at 5 p.m. to 7 p.m. traffic is backed up on the proposed site portion of Chicago Ave from Clark to Davis, and then very slow down to Dempster. And Church is backed up to Orrington, frustrating aggressive drivers to run red lights and block pedestrians with right of way, so they can make a right on red light.

B. Because there is insufficient parking on this block, delivery trucks and customers of Peet's Coffee and Pono Ono park in the driveway of 1630 Chicago Avenue blocking tenant parking access every day. Lyft and Uber delivery cars park on the sidewalk in front of 1630 Chicago Avenue.

C. Emergency Services. Ambulances with accompanying firetrucks block the street at least once a week with serving The Merion. With 30% additional residents and cars with this project they would block emergency access and increase response time

D.Safety- The on street parking lane provides a safe barrier for the bike lanes on the this project's side of Chicago Avenue and it is in almost constant use by residents, Northwestern students, seniors and kids would be jeopardized with 140 residents or more crossing through to get to the front door

4. SCHOOL IMPACT
Although 1630 Park Avenue high rise caters to many Northwestern students, in the past year we have seen an increase of families with children moving in. With soaring home prices and maintenance costs, apartment living is becoming a family thing. Each new student costs the city of Evanston $23,000.+ So residential development is not a profit for a municipality.

Although we all want to see Evanston grow and renew itself, this project is just too much in too little of a complicated space.

Sincerely

Robert Hecking

DATE	TIME IN	VISITOR	TIME OUT	TOTAL TIME PARKED
1/26	10:55	FEDEX GROUND	11:05	10 MIN
1/26	12:15	UPS	12:40	25 MIN
1/26	2:20	AMAZON	2:50	30 MIN
1/26	2:20	USPS	4:00	1 HOUR 40 MIN
1/26	2:25	FEDEX EXP	2:45	20 MIN
1/26	2:27	WEES FOOD	3:00	33 MIN
1/27	9:30	FEDEX EXP	9:50	20 MIN
1/27	10:45	FEDEX GROUND	11:05	20 MIN
1/27	10:50	UPS	11:20	30 MIN
1/27	11:35	DHL	11:50	15 MIN
1/27	12:20	AMAZON	1:00	40 MIN
1/27	1:20	UDS	1:35	15 MIN
1/27	1:40	USPS	2:40	1 HOUR

TO; Matthew Rodgers/Chairman Land Use
Cc. Members, Meaghan Jones City Admin,
Jonathan Neuwsman/Ward 4
Clare Kelly -Ward 1

FROM: ROBERT HECKING
1630 CHICAGO AVE

GREAT DEVELOPER AND GREAT PROPERTY MAINTENANCE

THE MICHAEL FAMILY'S BUILDING ON CHICAGO AVE IS HIGH QUALITY AND IS MAINTAINED AT VERY HIGH LEVELS- THE MERION.

EVANSTON NEEDS TO RENEW ITSELF AND ADAPT TO CHANGING TIMES AND TRENDS.

BUT

THE 2009 DOWNTOWN REPORT IS SERIOUSLY OUT OF DATE. BASING ASSUMPTIONS ON OUT OF DATE DATA IS A MISTAKE.

THE PANDEMIC CHANGED REAL ESTATE IMMEDIATELY AND WILL HAVE LONG TERM AFFECTS

1. FORCED WORKING REMOTELY DURING THE PANDEMIC HAS CREATED A NEW BREED OF OFFICES AND A DROP FOR OFFICE SPACE REQUIREMENTS.

2. RESTAURANTS A SUCCESSFUL COMPONENT OF DOWNTOWNS GOT HIT THE HARDEST BY THE PANDEMIC- WENT BANKRUPT AND LOST WORK FORCE

3. BRICK AND MORTAR STORES ARE CLOSING..INTERNET SHOPPING INCREASING

   BATH & BODY WORKS ARE LEAVING 50 MALLS AND OPENING OFF MALL LOCATIONS
   I SENT THIS INFORMATION TO ALISON LEIPSIGER- EVANSTON ECONOMIC DEV

   STEAK HOUSE CHAINS DID WELL DURING PANDEMIC AND LOOKING TO EXPAND
   RUTH CHRIS IS LOOKING FOR NEW LOCATIONS- (WSJ) SENT TO ALISON LEIPSIGER

4. POPULATIONS ARE MOVING AWAY FROM CITIES...TEMPORARY??

5. WE SHOULD CONSULT RUTGERS UNIVERSITY'S DOWNTOWN MANAGER PROGRAM TO UPDATE OUR AIMS FOR OUR DOWNTOWN.

UNFORTUNATELY THIS PROJECT DOESN'T FIT THE LOCATION
WE ARE TRYING TO PUT A SQUARE PEG IN A SMALLER ROUND HOLE TO MEET 2009 ASSUMPTIONS

Please find supporting data and photos attached

PROPOSED BUILDING AT 1621-1631 CHICAGO AVENUE

WHAT WE GET

10 LOW INCOME UNITS

THE WOMAN IN FRONT OF ME AT THE PUBLIC MEETING ASKED:

"LOW INCOME HOUSING FOR A FAMILY OF 4 OR 5?"

ANSWER: "SOME WILL BE STUDIOS"

NOT TRULY LOW INCOME HOUSING OPPORTUNITY

WHAT IS THE DEFINITION OF THAT LOW INCOME HOUSING?

1. LOW INCOME FOR THE AREA?

2 LARGE ENOUGH APARTMENTS TO TRULY HOUSE A FAMILY?

3. TRULY LOW INCOME?

PROPOSED BUILDING AT 1621-1631 CHICAGO AVENUE

WHAT WE GIVE

1. LOSE 3 STREET PARKING SPACES ON CHICAGO AVENUE FOR DELIVERIES.
   Delivery men use carts for the packages, so the protective curb for bike lanes will need to be removed. The Park at Evanston receives 3 to 5 hours a day of deliveries, so one of the busiest bike lanes in Evanston will be challenged- jeopardizing bikers

2. ALLOWING 40 MORE APARTMENTS

3. ALLOWING NON-CONFORMING D-4 HEIGHT

4. ELIMINATING AFTERNOON SUN FOR CHURCH DAYCARE PLAYGROUND

5. ALLOWING INSUFFICIENT PARKING FOR BUILDING (SEE ATTACHED)

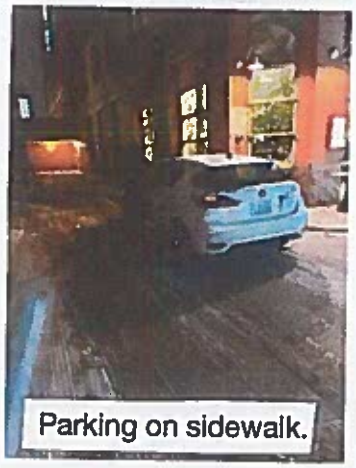
6. TRIPLING TRAFFIC IN NARROW ALLEY

7. TRAFFIC BOTTLENECK BETWEEN CHURCH AND DAVIS ST
   Chicago Avenue is the main North/South route in downtown Evanston. Traffic now backs up from noon to after 7 pm and up Church to Orrington, and up Chicago half way to Emerson Adding 150-300 resident in this one block will force traffic on to side streets. If residents of the proposed building are going north on Chicago to turn right on Church to get to their parking they have to wait for the red light right turn signal when the main street light turns green creating an additional back up.

PARKING DEFICIENCIES CHICAGO AVE BETWEEN CHURCH AND DAVIS STREETS



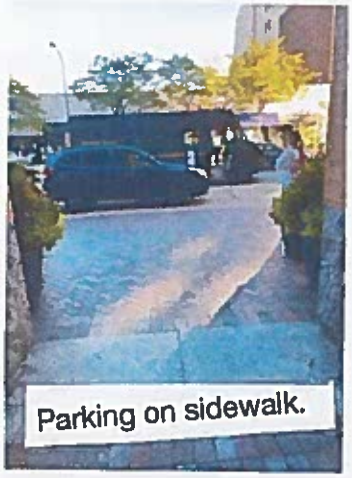
Parking across driveway



Parking on sidewalk.



Traffic 6 p.m. backed up to Emerson



Parking on sidewalk.



Parking on sidewalk



Parking across driveway



Parking in parking garage entrance



Parking across driveway



Parking in middle of street



Parking across driveway



Parking on sidewalk.

PARKING NEEDS

THE GARAGE FOR 1630 CHICAGO AVENUE- THE PARK AT EVANSTON HAS **299 SPACES** IT PROVIDES PARKING FOR AT&T STORE, PEET'S COFFEE, WHOLE FOODS, AND THE APARTMENT BUILDING.

ALL 3 STORES CLOSE AT OR BEFORE 10 P.M.

I TOOK COUNTS OF CARS PARKED OVERNIGHT SEVERAL TIMES DURING THE WEEK- WHEN JUST RESIDENTS OF THE PARK ARE LEFT AFTER 11:00 P.M. WHEN ALL MERCHANT PARKERS ARE GONE.

1. OVERNIGHT PARKING

THERE WERE **131-136 CARS PARKED OVERNIGHT** INCLUDING ONE FOR THE NIGHT FRONT DESK EMPLOYEE.

131 SPACES DIVIDED BY 280 UNITS EQUALS .47.

140 PROPOSED UNITS TIMES .47 EQUALS 66 SPACES NOT 57

THE PROPOSED BUILDING WOULD NEED 66 SPACES AT MINIMUM

2. DAY APARTMENT PARKING

DURING THE DAY WE HAVE 9 EMPLOYEES SO TOTAL WOULD BE 140 (not including merchants)

140 DIVIDED BY 280 UNITS EQUALS .50

140 PROPOSED UNITS TIMES .5 WOULD EQUAL 75 SPACES

75 SPACES PLUS SPACES FOR proposed RESTAURANT EMPLOYEES

3. GUESTS AND SERVICES

THE TOTALS DO NO INCLUDE HEALTH AIDS, PRIVATE MAIDS, APPLIANCE REPAIRMEN, CABLE TV INSTALLERS, GUESTS...ESPECIALLY DURING GRADUATIONS

REALISTICALLY THIS PROPOSED BUILDING SHOULD HAVE 90 TO 100 SPACES

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Mon, Feb 27, 2023 at 9:53 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 02/27/23 10:53 AM

Name:	Susan Rifas
Address of Residence:	522 Church St, Apt 5c
Phone:	(847) 328-1247
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	I continue to be opposed to Horizon's proposed development at 1621-31 Chicago Avenue. This proposed building is completely inconsistent with the zoning on this block of Chicago Ave, which is designated as a “D4 Transition District” and is intended to have buildings no more than 6-10 stories tall as a transition to the residential community behind it on Hinman Ave. The building is too tall, with too many units for the “D4 Transition District” in which it is located. This 15 story proposed building is completely out of scale with its neighboring buildings which are 8 and 9 stories tall. It is inconsistent with the adopted plan for downtown Evanston and inconsistent with the Comprehensive General Plan. Further, the building plans to use the already congested alley in the back for access resident’s parking and to the buildings loading docks. This will create additional congestion and dangerous conditions for cars and pedestrians on Church Street and in the alley. I live at 522 Church Street and in addition to the congestion, the alley is in terrible condition with many, many deep potholes. The trucks used by Horizon when building the addition to the Merion worsened the condition of the alley.

Agenda Item (or comment on item not on the agenda):	Proposed Development at 1621-31 Chicago Avenue
Position on Agenda Item:	Opposed

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Formstack, 11671 Lantern Road, Suite 300, Fishers, IN 46038

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Mon, Feb 27, 2023 at 5:46 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 02/27/23 6:46 PM

Name:	Arthur Altman
Address of Residence:	807 Davis unit 2024. Evanston
Phone:	(847) 732-4041
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	Problems with alley use not resolved and Use of street in front of building interferes with bicycle use. No need for low cost housing. Not enough parking spaces i this proposed submission. Arthur Altman MD
Agenda Item (or comment on item not on the agenda):	Proposal a waste of everyone's timr
Position on Agenda Item:	Opposed

[Quoted text hidden]

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Wed, Mar 1, 2023 at 8:22 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 03/01/23 9:22 PM

Name:	Wade Clarke
Address of Residence:	522 Church St, Apt 3C
Phone:	(847) 636-0692
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	I urge you 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 a limited number of 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

Agenda Item (or comment on item not on the agenda):	1621-31 Chicago Avenue proposed development
Position on Agenda Item:	Opposed

[Quoted text hidden]

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Wed, Mar 1, 2023 at 9:35 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 03/01/23 10:35 PM

Name:	Vikki Proctor
Address of Residence:	1508 hinman Ave 5b
Phone:	(847) 894-3236
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	Please deny Horizon Realty their request for a zoning variance. The plan only serves this company's bottom line. Units are too small; congestion would be overwhelming. I've lived in Evanston for 52 years and realize communities change. This variance request does not meet the standard of maintaining a livable neighborhood . Vikki Proctor
Agenda Item (or comment on item not on the agenda):	Horizon Realty request fir zoning variance at 1621 Chicago Ave
Position on Agenda Item:	Opposed

City of Evanston

Meagan Jones <mmjones@cityofevanston.org>

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

Lin Clarke <lclarke4000@gmail.com> Thu, Mar 2, 2023 at 5:06 PM
To: Clare Kelly <ckelly@cityofevanston.org>, Meagan Jones <mmjones@cityofevanston.org>

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 and Council's requests for compliance to our zoning requirements (May 2018, Dec. 2018, Apr. 2020, Sept. 2020, May 2022, Sept 2022 and now March 2023) 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 54 units, a height of 105' and an FAR of 5.4. The latest plan requests three times the number of units, 14 stories in height and almost twice the bulk, reduces the parking, and puts two loading docks in an alley that currently is blocked by trucks servicing Horizon's existing buildings all hours of the day. This building further has no aesthetic relevance to any of the neighboring buildings of brick and stone, as currently designed with it's concrete slabs, metal and glass, which would concern an Evanston architectural review board. The offering continues to be more of the same and should again be rejected!

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. This offering reduced the affordable housing units by one third so why not reduce the units by another one third? 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 well-being and safety and the city's planned development as a whole. Let our community welcome those developers who are not encumbered with law suits and bankruptcy and who wish to unit and work with us in making lives and living spaces better for all Evanston residents.

Last fall I heard that there were developers with excellent ethical business records who expressed interest in purchasing and developing this property, including affordable housing, within the zoning requirements of Evanston's downtown to residential transition area. Please try to pursue these options as our elected and appointed city representatives. Thank you and the other concerned citizens who are our representatives on our City Council and in our Land Use Committee, for continuing to require observation of our zoning requirements of all developers, some who have buildings with rental units already approved and awaiting construction. 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.

[Quoted text hidden]

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Mar 2, 2023 at 7:27 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 03/02/23 8:27 AM

Name:	Reginald Gibbons and Cornelia Spelman Gibbons / Spelman
Address of Residence:	1633 Hinman Ave. #1
Phone:	(847) 869-2558
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	We are entirely opposed to the construction of the new building at 1621-31 Chicago Ave. The project defies and harms zoning regulations. It is an inappropriate building for the chosen site. It offers a sham of "affordable" housing." It will shadow the neighborhood to the east and it will enormously clog traffic, drop-offs, deliveries, etc. both on Chicago Ave. and in the alley behind the site. It is completely inappropriate for the zone, and underlying the proposal is the builder's history of financial problems. This building will irreparably change and damage the residential neighborhood immediately to the east. It should be clearly and definitively denied by the City of Evanston alders and officials. ---Reginald Gibbons and Cornelia Spelman (Evanston residents since 1981).
Agenda Item (or comment on item not on the agenda):	Violation of building/zoning codes; damage to residential neighborhood; sham "affordable housing."

Position on Agenda Item:	Opposed

[Quoted text hidden]

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Mar 2, 2023 at 8:46 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 03/02/23 9:46 AM

Name:	MIchelle Molina
Address of Residence:	1633 Hinman Avenue
Phone:	(224) 420-2782
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	I have been and remain opposed to the 1621 CHICAGO AVENUE development. The developers stubbornly refuse to submit a plan that is consistent with the zoning on this block of Chicago Ave, which is designated as a “D4 Transition District” and is intended to have buildings no more than 6-10 stories tall as a transition to the residential community behind it on Hinman Ave. Shorter, or nothing. How many more times will we have protest this to get the message through loud and clear?
Agenda Item (or comment on item not on the agenda):	1621 Chicago Avenue
Position on Agenda Item:	Opposed

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Mar 2, 2023 at 9:32 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 03/02/23 10:32 AM

Name:	Jennifer Washburn
Address of Residence:	807 Davis Street, Unit 1803
Phone:	(847) 858-1218
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	Dear Land Use Commission, I am writing in opposition to The Legacy 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, disregarded the proposed height of 8-10 stories and submitted an application, yet again, for 15 stories. As mentioned, this project's proposed height at 165' is a blatant disregard of the zoning allowance of 105' (barring application for 145'). It is important to note that Jeff Michael and Horizon Realty have time and time again completely disregarded the feedback given to them by the LUC and continue to propose a development that is wholly out of scale with our zoning codes, and in a transit zone no less. 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 ignores all of the aforementioned ordinances in blatant disregard of the City of Evanston, its residents, and its local businesses, all who may be negatively impacted by this proposed high-rise.

The proposed 15-story building supersedes the height-limit set forth in our zoning laws, purportedly promotes congestion in the alleyway behind the First United Methodist Church (which, notably, has been an Evanston institution since 1854) and further promotes potential congestion on Davis Street, putting pedestrians and cyclists in danger of traffic and wind tunnels.

I don't envy you all in having to explain to Horizon Realty, yet again, that there are hard facts that are untenable in this proposal and fail to meet our zoning codes.

The undeniable facts are:

The D4 Transition District in which the proposal would be located is not designed, nor is it approved, for massive buildings and for a specific reason.
-The proposed building is simply too tall. The LUC recommends 8-10 stories for a reason and that is to keep with the height of the buildings in the surrounding areas and protect the transition district.
-This is noted in the Zoning Analysis from March 2022, which marked the proposal as non-compliant then, and it is still non-compliant as we stand here today.

It is important to note the impact of the increase in traffic from and to the building.
-They have a traffic study. Great. Frankly, you would be hard-pressed to find any traffic study that does not support the applicant's proposal
-If the City of Evanston ran their own traffic study, I'd be curious about the results of that survey

Chicago Ave is already congested with traffic and finding parking spots is nearly impossible.
-Add to that deliveries, car pickups, visitors, etc. and you are going to have a cavalcade of traffic that will seriously disrupt and degrade the lives of existing Evanston residents

The use of the alley in the back of the building.
-We have heard continuously from Evanston residents who make frequent use of this alley that it is congested, not wide enough, and does not have the infrastructure to support the frequent deliveries and pickups that this proposal will require.
-The applicant's proposal to repave the alley is, frankly, laughable. How does this solve for anything? Will repaving the alley change its width?

I appreciate the time you have all taken out of your lives to continue to review these inane proposals by Horizon Realty and afford their team the respect of listening to their plans, when they clearly do not have respect for the LUC, as evidenced by their flagrant disregard of the feedback

given to them time and time again from this committee.

Finally, I would like to call attention to the over 800 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 has been, and will be again, submitted to Mayor Biss and City Council.

I have the metadata for visibility into the petition signers and I would ask that Horizon also submit the metadata from their petition.

Thank you for your time.

Sincerely,

Jennifer Washburn
807 Davis St., Unit 1803
Evanston, IL 60201

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

Petition: https://chng.it/Km8gqp9GpW

Agenda Item (or comment on item not on the agenda):	The Legacy Planned Development: 1621-1631 Chicago Ave
Position on Agenda Item:	Opposed

[Quoted text hidden]

Name	City	State	Postal Code	Country	Signed On
Jenny Washburn	Evanston	IL	60201	US	2020-10-11
Marianna Mazzucca	Chicago	IL	60622	US	2020-10-11
Rhonda Goldstein	Wilmette	IL	60091	US	2020-10-11
Claudia Perry	Evanston	IL	60202	US	2020-10-11
Zainab Hashi	Clarkston		30021	US	2020-10-11
Maddyson Ross	Willis		77318	US	2020-10-11
Debby Willette	Greencastle		46135	US	2020-10-11
Amber Hamilton	Sheridan		72150	US	2020-10-11
Mercy A	San Antonio		78253	US	2020-10-11
Deborah Hirshfield	Evanston	IL	60201	US	2020-10-11
JAMES CRAIG	Wheeling	IL	60090	US	2020-10-11
Bomil Jacob	Chicago		60626	US	2020-10-11
Rene Garcia	Hobbs		88240	US	2020-10-11
Stephanie Jones	Bartow		33830	US	2020-10-11
Karen York	Evanston	IL	60201	US	2020-10-11
Ginna Ah	Lindenhurst		11757	US	2020-10-11
genesis Camilo	Trenton		8619	US	2020-10-11
Jasmine Gonzalez	Dallas		75241	US	2020-10-11
Oscar Pavon	New York		10118	US	2020-10-11
Tamphus Messer	Bonifay		32425	US	2020-10-11
Kaleigh Geitner	Sonoma		95476	US	2020-10-11
Subaru No	No		7424	US	2020-10-11
Stacia Harbison	Blountsville		35031	US	2020-10-11
Theressa Lopez	Houston		77020	US	2020-10-11
Anna Lee	Moore		29369	US	2020-10-11
Carly Mora	Lake Elsinore		92530	US	2020-10-11
Harold Baker	Cortland		13045	US	2020-10-11
Mukhtar Salaudeen	Orlando		32810	US	2020-10-11
Kally Conza	Newark		7105	US	2020-10-11
jordan guay	Augusta		4330	US	2020-10-11
Bob Froetscher	Evanston	IL	60201	US	2020-10-12

Meg Welch	Evanston	IL	60202	US	2020-10-12
Candace Heaphy	Evanston	IL	60202	US	2020-10-12
Arthur Altman	Evanston	IL	60201	US	2020-10-12
Sharon Perrino	Evanston	IL	60201	US	2020-10-12
Sallie Gratch	Wilmette	IL	60091	US	2020-10-12
Betsy Karver	Evanston	IL	60201	US	2020-10-12
Joan Muller	Evanston	IL	60201	US	2020-10-12
Amy Funk	Evanston	IL	60202	US	2020-10-12
ciara s	Las Vegas		89113	US	2020-10-12
Toby Ray Weston	Pine Ridge		57770	US	2020-10-12
Elena Pueschel	Winston Salem		28117	US	2020-10-12
Ellen Feldman	Evanston	IL	60201	US	2020-10-12
Zoe Brown	Martinsburg		25404	US	2020-10-12
Hever Salinas	Winston-salem		27107	US	2020-10-12
Paige porter	Studio city		91604	US	2020-10-12
Deirdre Washburn	Evanston	IL	60202	US	2020-10-12
Lela Beem	Evanston	IL	60202	US	2020-10-12
Kat Foster	Evanston	IL	60201	US	2020-10-12
Rhoda M	Evanston	IL	60201	US	2020-10-12
Carrie Gleason	Littleton	CO	80130	US	2020-10-12
Wade Clarke	Evanston	IL	60201	US	2020-10-12
Steven Goodman	Evanston	IL	60201	US	2020-10-12
Harris Miller	Evanston	IL	60202	US	2020-10-13
Marcia Kuhr	Evanston	IL	60201	US	2020-10-13
Genevra Gallo-Bayi	Evanston	IL	60202	US	2020-10-13
Elisa Lindstrom	Evanston	IL	60201	US	2020-10-13
Kiera Kelly	Evanston	IL	60201	US	2020-10-14
Mary Taylor-Johnso	Evanston	IL	60201	US	2020-10-14
Patsy Benveniste	Evanston	IL	60202	US	2020-10-14
cringy child	Manahawkin		8050	US	2020-10-14
Monica DeLoach	Naperville	IL	60540	US	2020-10-14

Lynneth Rivas	Chula Vista		91911	US	2020-10-14
Michelle Sandoval	Anaheim		92805	US	2020-10-14
Hitmeinthedm .	Croton On Hudson		10520	US	2020-10-14
Matt Ihnken	Manahawkin		8050	US	2020-10-14
Talia Berardo	Poughquag		12570	US	2020-10-14
Rukia Jimjimo	Cottage grove		55016	US	2020-10-14
Quanesha Prete	St. Louis		63136	US	2020-10-14
Miguel Martinez	Waxahachie		75165	US	2020-10-14
Michelle Dail	hampton		23666	US	2020-10-14
Kerry Kane	Long Island City		11101	US	2020-10-14
Ashanta Hawkins	Orlando		32801	US	2020-10-14
Torbeth Tagoe				US	2020-10-14
risotto nero	Chicago		60616	US	2020-10-14
Bish Givehisaccour	Wailuku		96793	US	2020-10-14
Bryce Rollins	Hooksett		3106	US	2020-10-14
Austin Mantione	Fairfax		22030	US	2020-10-14
Ema Gall	Mesa		85205	US	2020-10-14
Isabella Beane	High Point		27263	US	2020-10-14
Margaret Jenkins	Ravenna		44266	US	2020-10-14
marsha smith	evanston	IL	60202	US	2020-10-14
Elizabeth Reeves	Evanston	IL	60201	US	2020-10-17
Colin Morris	Wilmette	IL	60091	US	2020-10-20
Cecile McHugh	Evanston	IL	60201	US	2020-10-20
Lonnie Dunlap	Evanston	IL	60202	US	2020-10-20
Louis Matek	Evanston	IL	60202	US	2020-10-20
Demetra Matsis	Evanston	IL	60201	US	2020-10-20
Jessica Sales	Chicago	IL	60626	US	2020-10-20
Leah Chukumba	Evanston	IL	60201	US	2020-10-20
Jaquelyn Lowe	Evanston	IL	60201	US	2020-10-20
Nathan Elwell	Evanston	IL	60201	US	2020-10-20
Debra Kaye	Wilmette	IL	60091	US	2020-10-20

Paula Tumas	Evanston	IL	60201	US	2020-10-20
Sarah Weidaw	Evanston	IL	60201	US	2020-10-20
Peter Mitchell	Evanston	IL	60201	US	2020-10-20
Carrie Marr	Evanston	IL	60201	US	2020-10-20
Kathi Grant	Bartlett	IL	60103	US	2020-10-20
Lin Ewing	Evanston	IL	60201	US	2020-10-20
James McMahon	Evanston	IL	60601	US	2020-10-20
Deborah Shore	Evanston	IL	60201	US	2020-10-20
mariko ventura	evanston	IL	60202	US	2020-10-20
Julie Bova	Evanst	IL	60201	US	2020-10-20
Julie Rinard	Evanston	IL	60201	US	2020-10-20
Brett Gover	Evanston	IL	60201	US	2020-10-20
Dana Phillips	Evanston	IL	60202	US	2020-10-20
STEPHEN GUENTI	Evanston	IL	60202	US	2020-10-20
niasia messer	Browns Mills		8015	US	2020-10-20
Nat Piccione	Lafayette		70508	US	2020-10-20
Kelly Terrell	Evanston	IL	60202	US	2020-10-20
Kris Thomas	Evanston	IL	60645	US	2020-10-20
Ellis Booker	Evanston	IL	60201	US	2020-10-20
jenny thompson	Evanston	IL	60201	US	2020-10-20
NOELLE KRIMM	Evanston	IL	60201	US	2020-10-20
kevin brown	Evanston	IL	60201	US	2020-10-20
Kristy Cary	Evanston	IL	60201	US	2020-10-20
kristi kerrill	evanston	IL	60202	US	2020-10-20
Darlene Cannon	Evanston	IL	60201	US	2020-10-20
W.J. Walker	Evanston	IL	60202	US	2020-10-20
Susan Hansen	Evanston	IL	60201	US	2020-10-20
Gini Ohlson	Evanston	IL	60201	US	2020-10-20
Sue Leoni	Evanston	IL	60202	US	2020-10-20
Thomas Brennan	Evanston	IL	60202	US	2020-10-20
David Smith	Evanston	IL	60202	US	2020-10-20

Vanessa Godbolt	Evanston	IL	60201	US	2020-10-20
Stephanie Munoz	Evanston	IL	60201	US	2020-10-20
clare kelly	Evanston	IL	60202	US	2020-10-20
Katie Lightbourn	Evanston	IL	60202	US	2020-10-20
Jennifer Shadur	Evanston	IL	60201	US	2020-10-20
Marlo Boyle	Evanston	IL	60201	US	2020-10-20
Heather Behm	Evanston	IL	60202	US	2020-10-20
Thomas Russell	Evanston	IL	60202	US	2020-10-20
Mara Jauntirans	Evanston	IL	60202	US	2020-10-20
Dustin Harris	Evanston	IL	60202	US	2020-10-20
Ellen Robinson	Evanston	IL	60201	US	2020-10-20
Luna Delgado	Evanston	IL	60202	US	2020-10-20
Angela LoCicero	Evanston	IL	60202	US	2020-10-20
Lori Keenan	evanston	IL	60201	US	2020-10-20
Laura Smith	Glenview	IL	60025	US	2020-10-20
Felicia Zusman	Evanston	IL	60201	US	2020-10-21
Leslie Hirshfield	Evanston	IL	60201	US	2020-10-21
Sally Greenwood	Evanston	IL	60201	US	2020-10-21
Lindsey Dold	Evanston	IL	60202	US	2020-10-21
Sarajane Giles	Evanston	IL	60202	US	2020-10-21
Jason Hays	Evanston	IL	60202	US	2020-10-21
Julie Cutter	Evanston	IL	60201	US	2020-10-21
Kaley rosinski	Evanston	IL	60201	US	2020-10-21
Laura Hirshfield	Evanston	IL	60201	US	2020-10-21
Linda Del	Evanston	IL	60201	US	2020-10-21
Alicia Gonzalez	Evanston	IL	60201	US	2020-10-21
dickelle fonda	evanston	IL	60202	US	2020-10-21
Lindsey Wade	Evanston	IL	60202	US	2020-10-21
Kalyani Robbins		CA		US	2020-10-21
Darlene Mallek	Evanston	IL	60202	US	2020-10-21
Robyn Sullivan	Evanston	IL	60202	US	2020-10-21

Lindsey Sikula				US	2020-10-21
Michael Matthews	Evanston	IL	60202	US	2020-10-21
Marcia Poyser	Evanston	IL	60201	US	2020-10-21
Erik Hernandez	Evanston	IL	60201	US	2020-10-21
Jennifer Deck	Evanston	IL	60201	US	2020-10-21
Susan Siokos	Evanston	IL	60204-5129	US	2020-10-21
Katie Shonk	Evanston	IL	60203	US	2020-10-21
mckinley grant	Charlotte		28210	US	2020-10-21
Samirah Roberson	Brunswick		31525	US	2020-10-21
Beth Flintoft	Evanston	IL	60201	US	2020-10-21
Valerie Villarreal	Anaheim		92805	US	2020-10-21
Emma Eman	Chicago		60617	US	2020-10-21
Elillana Blackman	Hemet		92543	US	2020-10-21
James Sellers	Florence		29501	US	2020-10-21
Mario Mayorga	Miami		33187	US	2020-10-21
Grant Mosley	Los Altos		94022	US	2020-10-21
Rachel McKee			94541	US	2020-10-21
Jeff Eric	Evanston	IL	60201	US	2020-10-21
Narmaly Knight	Evanston	IL	60201	US	2020-10-21
melanie holmes	Des Plaines		60016	US	2020-10-21
Jeri Wade	Wilmette	IL	60091	US	2020-10-21
Deborah Bailey	Evanston	IL	60201	US	2020-10-21
Demetrius Hill	Chicago	IL	60602	US	2020-10-21
Anne Walker	Evanston	IL	60202	US	2020-10-21
Jen Doyle	Chicago	IL	60201	US	2020-10-21
Rachel Cavalier	evanston	IL	60202	US	2020-10-21
Mary Terrell	Evanston	IL	60202	US	2020-10-21
Brian Sitz	Chicago	IL	60201	US	2020-10-21
Chris Weiland	Evanston	IL	60201	US	2020-10-21
Lisa Winefield	Evanston	IL	60201	US	2020-10-21
L Hight	Evanston	IL	60202	US	2020-10-21

Anthony Terrell	Evanston	IL	60202	US	2020-10-21
Cassandra Simons	Evanston		60202	US	2020-10-21
Cheryl Gartley	Evanston	IL	60201	US	2020-10-21
Judith Roeder	Evanston		60201	US	2020-10-21
Rebecca Peebles	Chicago	IL	60657	US	2020-10-21
Sally Barnum	Evanston	IL	60202	US	2020-10-21
Jane Sullivan	Evanston	IL	60201	US	2020-10-21
Nancy Friday	Evanston	IL	60201	US	2020-10-21
Maia Roothaan	Evanston		60201	US	2020-10-21
Timothy Bock	Wilmette	IL	60091	US	2020-10-21
Mary DeGrazia	Evanston	IL	60202	US	2020-10-21
Liz Hernandez	Aurora	IL	60506	US	2020-10-21
Whitney Jacobson	Chicago	IL	60645	US	2020-10-21
Beth Elkayam	Lincolnwood		6	US	2020-10-21
Rosalind Bonsett	Evanston		60202	US	2020-10-21
Susan Chen	Evanston	IL	60201	US	2020-10-21
Judith Foggi	Evanston	IL	60202	US	2020-10-21
Cara Arcangel	Chicago	IL	60659	US	2020-10-21
Jane Pence	Evanston	IL	60203	US	2020-10-21
Christina Ernst	Evanston		60201	US	2020-10-21
Harry La Rock	Evanston	IL	60202	US	2020-10-21
Aimee Toro	Evanston	IL	60201	US	2020-10-21
Michael Overholser	Evanston	IL	60201	US	2020-10-21
Barbara White	Evanston	IL	60201	US	2020-10-21
Ava Jenkins	Upper Marlboro		20772	US	2020-10-21
Aidan Bonano	Metairie		70003	US	2020-10-21
madison merker	Bronx		10456	US	2020-10-21
Robert Beamesderf	Evanston	IL	60201	US	2020-10-21
Bren Murphy	Evanston	IL	60201	US	2020-10-21
Bert Menco	Evanston	IL	60202	US	2020-10-21
Lauren Barrett	Evanston	IL	60202	US	2020-10-21

Boris Sheyman	Evanston	IL	60202	US	2020-10-21
Mamata Reddy	Wilmette	IL	60091	US	2020-10-21
Fizzy Williams	Evanston	IL	60201	US	2020-10-21
Diana Tang	Evanston		60203	US	2020-10-21
Alicia Hernandez G	Evanston	IL	60202	US	2020-10-21
Beth Rosenberg-Br	Evanston	IL	60203	US	2020-10-21
yasmynn vasquez	Santa Paula		93060	US	2020-10-21
Karine Djaferyan	Pasadena		91104	US	2020-10-21
Laura Mcdougall	Chicago	IL	60626	US	2020-10-21
Michelle Bushroe	Evanston	IL	60201	US	2020-10-21
Rebecca Kurtj	Skokie	IL	60076	US	2020-10-21
Shelley Tench	Evanston		60201	US	2020-10-21
anne townley	Chicago	IL	60661	US	2020-10-21
Sarah Utley	Evanston	IL	60202	US	2020-10-21
Linda Herreid	Wilmette	IL	60091	US	2020-10-21
Norah Utley	Evanston	IL	60202	US	2020-10-21
Eric Palmer	Evanston	IL	60201	US	2020-10-21
Safia Alajlan	Evanston	IL	60202	US	2020-10-21
Faith Laux	Evanston	IL	60201	US	2020-10-21
George Kalantzis	Evanston	IL	60202	US	2020-10-21
Iden Nowlin	Evanston	IL	60202	US	2020-10-21
Victoria Vye	Evanston	IL	60201	US	2020-10-21
Yukari Rozenoff	Evanston	IL	60201	US	2020-10-21
E M Culkin	Evanston	IL	60201	US	2020-10-21
Kara Mann	Bartlett	IL	60103	US	2020-10-21
Daria van Engelen	Evanston	IL	60202	US	2020-10-21
Nicholas Beem	Evanston	IL	60202	US	2020-10-21
Esther Friedman	Evanston	IL	60202	US	2020-10-21
Michele Anderson	Evanston	IL	60202	US	2020-10-21
Anna Newman	Evanston	IL	60201	US	2020-10-21
Anna Nichols	Evanston	IL	60201	US	2020-10-21

Melanie Cortier	Evanston	IL	60201	US	2020-10-21
Joseph Tiu	Elgin	IL	60123	US	2020-10-21
Marley Haller	Evanston	IL	60201	US	2020-10-22
Katherine McCarthy	Evanston	IL	60201	US	2020-10-22
Michelle Farra	Chicago	IL	60614	US	2020-10-22
Rebecca Nino	Evanston	IL	60202	US	2020-10-22
Raquel Galan	skokie	IL	60077	US	2020-10-22
Jack Nelson	Wilmette	IL	60091	US	2020-10-22
Mark Chou	Chicago	IL	60640	US	2020-10-22
Margaret Armour	Evanston	IL	60202	US	2020-10-22
Betsy Sillars	Wilmette	IL	60091	US	2020-10-22
Jessica Byrnes	Evanston	IL	60201	US	2020-10-22
Barbara Zimmer	Evanston	IL	60201	US	2020-10-22
Kathy Rospenda	Evanston	IL	60201	US	2020-10-22
Lauren Carrane	Evanston	IL	60202	US	2020-10-22
cindy pagliuzza	evanston	IL	60201	US	2020-10-22
M Ptak	Evanston	IL	60202	US	2020-10-22
Linda Berna	Evanston	IL	60202	US	2020-10-22
Mary Bell	Evanston	IL	60202	US	2020-10-22
Amanda Richwalski	Chicago	IL	60657	US	2020-10-22
Joyce Morimoto	Viry-châtillon		91170	France	2020-10-22
Mary Moring	Evanston	IL	60202	US	2020-10-22
LINDA HOFF IRVIN	Evanston	IL	60202	US	2020-10-22
Rose Campbell	Skokie	IL	60076	US	2020-10-22
Jada Morgan	Evanston	IL	60201	US	2020-10-23
martha plaza-webe	evanston	IL	60202	US	2020-10-23
Melinda Muller	Evanston	IL	60201	US	2020-10-23
Peggy Redding	Evanston	IL	60201	US	2020-10-23
Megan McDonough	Evanston	IL	60202	US	2020-10-23
Theresa White	Evanston	IL	60202	US	2020-10-23
Cynthia Krejcsi	Evanston	IL	60202	US	2020-10-23

Tavia Whitney	Evanston	IL	60201	US	2020-10-23
Colleen Conley	Wilmette	IL	60201	US	2020-10-23
Lee Clifford	Evanston	IL	60201	US	2020-10-23
Frank Montagna	Evanston	IL	60202	US	2020-10-23
Kiera Madden	Evanston	IL	60201	US	2020-10-23
Sharon Kushiner	Evanston	IL	60201	US	2020-10-23
Jimmy Carrrane	Evanston	IL	60201	US	2020-10-23
Leo Boehringer	Baltimore		21214	US	2020-10-23
William Horrell	Northridge		91325	US	2020-10-23
Sharon Miller	Chicago		60623	US	2020-10-23
Nathen Olivero	Miami		33144	US	2020-10-23
Lorelei Semmes	Lafayette		47909	US	2020-10-23
Jeanne Matthews	Evanston	IL	60201	US	2020-10-23
Lorie Dillon	Evanston	IL	60202	US	2020-10-23
nicole oconnelk	Chicago	IL	60613	US	2020-10-23
MaryKathryn Janda	Evanston	IL	60201	US	2020-10-24
Fiona Martin	Evanston	IL	60201	US	2020-10-24
Sandra Wilson	Evanston	IL	60202	US	2020-10-24
Leia Perkins	Evanston	IL	60202	US	2020-10-24
Adam Diehl	Chicago	IL	60202	US	2020-10-24
Lauren Weiss	Chicago	IL	60660	US	2020-10-24
Kathleen Tribble-St	Evanston	IL	60201	US	2020-10-24
Hollen Reischer	Evanston	IL	60202	US	2020-10-24
Marilyn Pitts	Evanston	IL	60203	US	2020-10-24
Sarah Vertin	Evanston	IL	60202	US	2020-10-24
Amy May	Wilmette	IL	60091	US	2020-10-24
KAtie Brourman	Evanston	IL	60201	US	2020-10-24
Jennifer Mills	Wilmette	IL	60091	US	2020-10-24
Raghad Hamad	Buffalo Grove		60089	US	2020-10-24
Aichatou Drame	Bronx		10454	US	2020-10-24
Theresa Romanows	New Castle		16105	US	2020-10-24

Olivia Dremsa	West Salem		54669	US	2020-10-24
Andrea Ramirez	Beaverton		97006	US	2020-10-24
Charles Ndefua	Elk River		55330	US	2020-10-24
Amary Romero	El Paso		79932	US	2020-10-24
Kyla Saladino	Rockford		61109	US	2020-10-24
Maidalis La Santa	Orlando		32839	US	2020-10-24
Tami Raisch	Valrico		33547	US	2020-10-24
Josue Prudencio	Woodbridge		22193	US	2020-10-24
Cristobal Cruz	Davenport		33837	US	2020-10-24
Corrine Hatting	Scranton		2005	US	2020-10-24
molly moore	Phoenix		85022	US	2020-10-24
Dashawna Hightow	Orlando		32807	US	2020-10-24
roy $ sign	Erie		16509	US	2020-10-24
devyn wheeler	fayette		4349	US	2020-10-24
Alyssa Bower	San Antonio		78225	US	2020-10-24
Karen B	New York		10022	US	2020-10-24
Kaila Lyons	Blackwood		8012	US	2020-10-24
Ashley Gutierrez	Washington		20011	US	2020-10-24
Josh Fisher	Wichita Falls		76306	US	2020-10-24
Su Yi	Manassas		20110	US	2020-10-24
Brianna Campos	Chicago		60602	US	2020-10-24
Betsy Wilson	Evanston	IL	60202	US	2020-10-24
George Wilson	Skokie	IL	60076	US	2020-10-24
Charlotta Koppanyi	Evanston		60202	US	2020-10-24
Mary Verdon	Evanston	IL	60201	US	2020-10-24
Donald Verdon	Evanston	IL	60201	US	2020-10-24
John Moore	Evanston	IL	60201	US	2020-10-24
Carl Lemaine	Chicago	IL	60632	US	2020-10-24
Jennifer Baustad	Evanston	IL	60201	US	2020-10-24
cailin metts				US	2020-10-24
Daphne Valenzuela	Phoenix		12459	US	2020-10-24

Maddie Wilson	Alexandria		22312	US	2020-10-24
Luis Romaine	Aurora		60506	US	2020-10-24
Kailee Buckner	Palatine		60074	US	2020-10-24
Elizabeth Graham	Evanston	IL	60201	US	2020-10-24
Yori mohorn	Chicago		60618	US	2020-10-24
Jasmin Benitez	Austin City		78758	US	2020-10-24
Lilly Jack	San Francisco		94112	US	2020-10-24
Cristofer Rubio	Fort Lauderdale		33319	US	2020-10-24
Patrice Miller	Wheeling		60090	US	2020-10-24
Yaritza Cisneros	Naperville		60565	US	2020-10-24
Alia Witt	Milwaukee		53223	US	2020-10-24
Daralann Dawn	Jay		74346	US	2020-10-24
ava takian	Attleboro		2703	US	2020-10-24
Rachel K	Secaucus		7094	US	2020-10-24
Nancy Dorsey	Overland Park		66212	US	2020-10-24
ludfi farah	Eden Prairie		55347	US	2020-10-24
Jillian Solivan	North Andover		1845	US	2020-10-24
Falco Lombardi				US	2020-10-24
Tora Stoneman	Evanston	IL	60201	US	2020-10-24
Ted Glasoe	Evanston	IL	60202	US	2020-10-24
Ingunn Lonning	Evanston	IL	60201	US	2020-10-24
Sofi King	Evanston	IL	60201	US	2020-10-24
Christopher Pagan	Evanston	IL	60201	US	2020-10-24
Teri Wadsworth	Evanston	IL	60201	US	2020-10-24
Katawna Tyler	Evanston	IL	60201	US	2020-10-24
Mercy Adeniyi	Hampshire		60140	US	2020-10-24
Ella Majeski	Chicago		60660	US	2020-10-24
Maria Smith	NYC		10001	US	2020-10-24
hrithika chulani	Rutherford		7070	US	2020-10-24
Tushita Bordoloi	Charlotte		28277	US	2020-10-24
Kayla Skinner	Frisco		75035	US	2020-10-24

Dylan Kraslow	Evanston	IL	60201	US	2020-10-24
Hadley Jones	Lexington		40515	US	2020-10-24
Abby Ploetz	Birmingham		35242	US	2020-10-24
Lizzy Moarles	Salinas		93907	US	2020-10-24
marissa ruiz	Murrieta		92562	US	2020-10-24
Nicole Cuervo	Evanston	IL	60202	US	2020-10-24
Alli Huffman	Teutopolis		62467	US	2020-10-24
Sophie Bauman	Le Mars		51031	US	2020-10-24
lily flores	San Bernardino		92411	US	2020-10-24
Citlalli Ramirez	Hidden Valley Lake		95467	US	2020-10-24
Ian Ayala	Rialto		92377	US	2020-10-24
Diya Patel	Lake Zurich		60047	US	2020-10-24
Susan Scheerdtfeg	Nashville	TN	37222	US	2020-10-24
Janelly Torres	Rockville		20850	US	2020-10-24
Summerstorm Brea	Globe		85501	US	2020-10-24
leenoy barkh	San Diego		92122	US	2020-10-24
Kimora Odom	Byromville		31007	US	2020-10-24
Katie Bucio	Nashville		37211	US	2020-10-24
Aiden Daciek	Florence		8518	US	2020-10-24
Dianeliz Ramirez	Gardner		1852	US	2020-10-24
Mariam Grigoryan				US	2020-10-24
Colby Franklin	Birmingham		35226	US	2020-10-24
Michelle Damico	Dayton		45420	US	2020-10-24
Allison Lopez	Grand Prairie		75051	US	2020-10-24
Jane Wickenkamp	Evanston	IL	60201	US	2020-10-24
Lita Morales	Wapakoneta		45895	US	2020-10-24
Vanessa Hernande:	Killeen		76543	US	2020-10-24
Julianna Gouthiere	Shreveport		71105	US	2020-10-24
Octavia Schickowsk	Onalaska		54650	US	2020-10-24
vanessa mina	Lexington		40509	US	2020-10-24
Camille Bailey	Topeka		66614	US	2020-10-24

Alondra Garcias	Westport		6880	US	2020-10-24
Jennifer Lopez-Gor	Fuquay Varina		27526	US	2020-10-24
donald fribourg	st augustine		32084	US	2020-10-24
Isabella Allard	North Port		34291	US	2020-10-24
Steven Zick	Evanston	IL	60201	US	2020-10-24
Colleen Egan	Evanston	IL	60201	US	2020-10-24
Regina Stonebrake	Evanston	IL	60202	US	2020-10-24
grace Lehner	Evanston	IL	60201	US	2020-10-24
Susan Hollis Clayso	Evanston	IL	60201	US	2020-10-24
linda damashek	evanston	IL	60201	US	2020-10-24
Katie Volk	Chicago	IL	60201	US	2020-10-24
THOMAS EOVALD	Evanston	IL	60202	US	2020-10-24
Janet Piehl	Evanston	IL	60201	US	2020-10-24
Julie Strauss	Evanston	IL	60202	US	2020-10-24
Jodi Portnoy				US	2020-10-24
Kathleen Rettig	Evanston	IL	60201	US	2020-10-24
caroline obeya	Elkridge		21075	US	2020-10-24
Elliott Taylor	Lancaster		17602	US	2020-10-24
Dunken Blair	Lanham		20706	US	2020-10-24
Addison Jehorek	Lincoln		68516	US	2020-10-24
Nancy Rubin	Evanston	IL	60202	US	2020-10-24
Elizabeth Ashworth	Evanston	IL	60201	US	2020-10-24
Carol Hirsh	Evanston	IL	60202	US	2020-10-24
Susan Mendelsohn	Evanston	IL	60201	US	2020-10-24
Angela and Gary Sc	Evanston	IL	60201	US	2020-10-24
Wendy Furlow	Evanston	IL	60201	US	2020-10-24
fay bomberg	evanston	IL	60202	US	2020-10-24
Michele McDonoug	Evanston	IL	60201	US	2020-10-24
Elizabeth David	Mooresville	NC	28117	US	2020-10-24
jaimie Brunet	Evanston	IL	60201	US	2020-10-24
Suzanne Carlson	Evanston	IL	60201	US	2020-10-24

Barbara Keefe	Wilmette	IL	60091	US	2020-10-24
Peter Kahigian	Haverhill		1832	US	2020-10-25
Ryan Ross	Minneapolis		55411	US	2020-10-25
Armine Avetikyan	Glendale		91201	US	2020-10-25
Yasmin Karila	Eugene		97402	US	2020-10-25
jannet chang	Evanston	IL	60201	US	2020-10-25
Maor Krush	Chicago	IL	60201	US	2020-10-25
Michael Landau	Evanston	IL	60201	US	2020-10-25
Linda White	Evanston	IL	60201	US	2020-10-25
Elizabeth Jenkins	Evanston	IL	60202	US	2020-10-25
Janis Ward	Evanston	IL	60201	US	2020-10-25
David Forte	Evanston	IL	60201	US	2020-10-25
Helen Schwartzman	Evanston	IL	60202	US	2020-10-25
Yvette Meltzer	Evanston	IL	60201	US	2020-10-25
Aroene Haas	Evanston	IL	60201	US	2020-10-25
Brad White	Evanston	IL	60201	US	2020-10-25
Ma Kuhl	Evanston	IL	60202	US	2020-10-25
Matthew Grayson	Evanston	IL	60201	US	2020-10-25
Diane thodos	evanston	IL	60201	US	2020-10-25
Cheryl Holm	Evanston	IL	60201	US	2020-10-25
Susan Newman	Evanston	IL	60201	US	2020-10-25
Tracy Webb	Roselle	IL	60172	US	2020-10-25
Reese Cheng	Round Rock		78665	US	2020-10-25
Pathrecia Grant	Fairfax		22038	US	2020-10-25
Miracle Okoro	Capitol Heights		20743	US	2020-10-25
Renee Santagata	Buckeye		85326	US	2020-10-25
Nancy Brown	Evanston	IL	60202	US	2020-10-25
Pam Kendall	Evanston	IL	60202	US	2020-10-25
Tazima Parris	Evanston	IL	60201	US	2020-10-25
Sue Callison	Evanston	IL	60202	US	2020-10-25
Ingrid Stafford	Evanston	IL	60201	US	2020-10-25

LuAnn Gawlik	Evanston	IL	60201	US	2020-10-25
Mary Jo Green	Evanston	IL	60202	US	2020-10-25
Elliot Zashin	Evanston	IL	60201	US	2020-10-25
Patty Baker	Evanston	IL	60201	US	2020-10-25
vivian deng	San Francisco	CA	94109	US	2020-10-25
Ladonna Taylor	Evanston	IL	60202	US	2020-10-25
Mary Pat Garr	Evanston	IL	60201	US	2020-10-25
Pamela Johnson	Evanston	IL	60201	US	2020-10-25
Anne Ryan	Evanston	IL	60201	US	2020-10-25
Rachel Streb	Humble		77339	US	2020-10-25
Jenai Herod	Santa Cruz		95060	US	2020-10-25
Scott Mcann	Trenton		48183	US	2020-10-25
Maryam Muhamma	Plano		75023	US	2020-10-25
Kaitlyn X	Manhattan		10453	US	2020-10-25
Kuleana Pelio	Belfair		98528	US	2020-10-25
Phi Winio	Charlotte	NC	28213	US	2020-10-25
katie colino	Evanston	IL	60202	US	2020-10-25
Emilie Mckinney	Southern Pines		28387	US	2020-10-25
Yanelle Terrones	Santa Ana		92706	US	2020-10-25
Ally Bombka	Fort Wayne		46814	US	2020-10-25
Elizabeth Rowe	Shreveport		71105	US	2020-10-25
Paloma Maciel	Long Beach		90805	US	2020-10-25
Jada Johnson	Lithonia		30038	US	2020-10-25
Denise Socha	Appleton		14008	US	2020-10-25
Nat Negron	Ashtabula		4404	US	2020-10-25
dog dog	Lansdale		19446	US	2020-10-25
Ivan Surbano				US	2020-10-25
Haley Seymour	Highland Park		60035	US	2020-10-25
aelm moandacaka	Ocala		34472	US	2020-10-25
Shanti Rosario	Chicago		60647	US	2020-10-25
Abby Neal	Evanston	IL	60202	US	2020-10-25

Joy Joyce	Evanston	IL	60201	US	2020-10-25
Linda Kulinski	Chicago	IL	60631	US	2020-10-25
Gail Bernoff	Chicago	IL	60640	US	2020-10-25
Lee Schwartz	Evanston	IL	60201	US	2020-10-25
Nickolas Lazaro	Wallingford		19086	US	2020-10-25
Josh LaBarbera	Philadelphia		19104	US	2020-10-25
izabella grob	Frederick		21701	US	2020-10-25
Jerry Baloyi	Pretoria			South Africa	2020-10-25
Desmond Johnson	Fort Lauderdale		33319	US	2020-10-25
Isabella Hernandez	Los Angeles			US	2020-10-25
Lauren Rivera	Ontario		91762	US	2020-10-25
Claire Chen	Houston		77027	US	2020-10-25
Bassel Dahdouh	Salem		1970	US	2020-10-25
Emma Hawkes	Lexington		29072	US	2020-10-25
Jonathan villalobos	El Paso		79925	US	2020-10-25
john giletti	honolulu		96825	US	2020-10-25
Siti Mohamed	Omaha		68104	US	2020-10-25
ally dumoulin	Holyoke		1040	US	2020-10-25
Lisa Hejny	De pere		54115	US	2020-10-25
Eat Ass	Oakland		94610	US	2020-10-25
Hagop Kechechian	Chelsea		2150	US	2020-10-25
Mary Doan				US	2020-10-25
Paul Srallod	New York		10011	US	2020-10-25
Deborah Schwartz	Evanston	IL	60201	US	2020-10-25
Vanessa M	Chicago		60622	US	2020-10-25
Shakayla Thomas	Compton		90220	US	2020-10-25
Spanky Amick	Greenville		29607	US	2020-10-25
Kennedy Walker	Grand Rapids		49507	US	2020-10-25
Cody Orlove	Austin		358724	US	2020-10-25
Deanna Dempsey	Indianapolis		46203	US	2020-10-25
Keyshaun Britt	North Charleston		29420	US	2020-10-25

Kelly Nestelroad	Kansas City		66109	US	2020-10-25
Jada Barrea	Newark		7112	US	2020-10-25
Lyra Farr	Madison		35758	US	2020-10-25
Bianey Cuevas	Anaheim		92825	US	2020-10-25
Rosalia Finkelstein	College Park		20740	US	2020-10-25
Edgard Jayee				US	2020-10-25
Tristan Jacobs	Buffalo		14201	US	2020-10-25
Elizabeth Friedman	Evanston	IL	60202	US	2020-10-25
Constance Uselmar	Evanston	IL	60202	US	2020-10-25
Jodrdan Ellison	Chicago	IL	60645	US	2020-10-25
Christopher Joyce	Evanston	IL	60201	US	2020-10-25
Kat Q	Evanston	IL	60202	US	2020-10-25
Ian Fisher	Evanston	IL	60201	US	2020-10-25
Mary Kulinski	Chicago	IL	60631	US	2020-10-26
Gordon Shepherd	Evanston	IL	60201	US	2020-10-26
Jean Keleher	Evanston	IL	60201	US	2020-10-26
Diane Goldring	Evanston	IL	60202	US	2020-10-26
susan forte	Evanston	IL	60201	US	2020-10-26
Sheri Young	Evanston	IL	60201	US	2020-10-26
Melissa Arkin	Evanston	IL	60202	US	2020-10-26
Renee Reber	Chicago	IL	60612	US	2020-10-26
Sheila Wadhwa	Evanston	IL	60201	US	2020-10-26
Kat O'Reilly	Winnetka	IL	60093	US	2020-10-26
Christine Leone	Evanston	IL	60202	US	2020-10-26
Chris Kruger	Evanston	IL	60201	US	2020-10-26
Paul Marren	East Troy	WI	53120	US	2020-10-26
Sharon Mathew	Skokie	IL	60076	US	2020-10-26
Candice Shakur	Evanston	IL	60202	US	2020-10-26
Jason OGrady	Evanston	IL	60201	US	2020-10-26
susan walmesley	dallas	TX	75202	US	2020-10-26
Lauren Louer	Evanston	IL	60201	US	2020-10-26

Emilie Hogan	Evanston	IL	60201	US	2020-10-26
Michele Milkan	Evanston	IL	60202	US	2020-10-26
Alice Barnes	Evanston	IL	60201	US	2020-10-26
Leslie Reynolds	Evanston	IL	60202	US	2020-10-26
Jack Levie	Evanston	IL	60202	US	2020-10-26
Philip Hanna	Evanston	IL	60201	US	2020-10-26
Cynthia Aaronson	Evanston	IL	60201	US	2020-10-26
Sisa Castellanos	New Paltz		12561	US	2020-10-26
Kai Avant	Sneads Ferry		28460	US	2020-10-26
Danny Godlewski	North Haven		6473	US	2020-10-26
William Shotwell	Smithville		78957	US	2020-10-26
Antony Wanniappa	Pasadena		91107	US	2020-10-26
Nicole Watson-Don	San Antonio		78259	US	2020-10-26
Trishelle Robinson	Union		7083	US	2020-10-26
stella bane	denver		8054	US	2020-10-26
Timothy Paich	Loveladies		8008	US	2020-10-26
Anushka Chandrasi	Brookfield		53045	US	2020-10-26
Sara Abdelnabi	Alsip		60803	US	2020-10-26
siera Williams	Los Angeles		90026	US	2020-10-26
Alan Perilla	Oakland	CA	94605	US	2020-10-26
Amarah Nunya	Rehoboth		2769	US	2020-10-26
Catina DiMartino	Malden		2148	US	2020-10-26
Riya Patel	Voorhees		8043	US	2020-10-26
Tashi Tsering	Corona		11368	US	2020-10-26
Christopher wisema	Oakley		95330	US	2020-10-26
Milan Taylor	Illinois		60430	US	2020-10-26
Christine X.	Hershey		17033	US	2020-10-26
Doris Freeman	Paramus		7652	US	2020-10-26
Jose Ruiz	Lamont		93241	US	2020-10-26
ForThe Culture	Elkridge		21075	US	2020-10-26
Cory Robinson	Las Vegas		89106	US	2020-10-26

Robert Marraro	Corpus Christi		78414	US	2020-10-26
Drew Wilson	Northfield		44067	US	2020-10-26
Jaackl Kizil	Portland		97232	US	2020-10-26
Henry Neumann	Berea		44017	US	2020-10-26
Isabella Navarro	Los Angeles		90028	US	2020-10-26
Julian Foo	Albany		12208	US	2020-10-26
Meriya Elliott-Carr	Tucson		85710	US	2020-10-26
In Need of real char	Grafton			US	2020-10-26
Ethan Bennett	Irwin		15085	US	2020-10-26
Gail Hamlin	Westchester		60154	US	2020-10-26
Layla Richardson	New York		10029	US	2020-10-26
Catey Jane Mills	Mansfield		76063	US	2020-10-26
Anna Haynes	Wexford		15090	US	2020-10-26
Anaya Ali	Jersey City		7306	US	2020-10-26
Roxanne Mazorra	El Monte		91732	US	2020-10-26
Johan Saavedra	Ukiah		94536	US	2020-10-26
Citlali Munoz	Long Island City		11101	US	2020-10-26
Henry Pifer	Kingwood		26537	US	2020-10-26
Ella Block	Dekalb		60115	US	2020-10-26
Celeste Arroyo	Chico		95926	US	2020-10-26
shaun waldron	Skokie	IL	60076	US	2020-10-26
Jordan Peters				US	2020-10-26
David Victorson	Evanston	IL	60202	US	2020-10-26
Krystine Juleen	Evanston	IL	60202	US	2020-10-26
Judy Shaver	Evanston	IL	60202	US	2020-10-26
katherine condit	Evanston	IL	60201	US	2020-10-26
Sile Malone	Evanston	IL	60202	US	2020-10-26
Serenity Green	Georgetown		29440	US	2020-10-26
Keily Saucedo	Anaheim		85635	US	2020-10-26
Faith Moses	Flowery Branch		30542	US	2020-10-26
Maya Liparini	Chicago	IL	60640	US	2020-10-26

Rachel Guidone	Evanston	IL	60202	US	2020-10-26
Melanie Hanna	Evanston	IL	60202	US	2020-10-26
Zrinka Allen				US	2020-10-26
Ann Eiben	Chicago	IL	60642	US	2020-10-26
Gayle Anderson	Evanston	IL	60202	US	2020-10-26
Jim Forbes	Evanston	IL	60201	US	2020-10-27
Debra Chandler	Evanston	IL	60202	US	2020-10-27
Gina Granat	Highland Park	IL	60035	US	2020-10-27
Bonnie Rodin	Evanston	IL	60203-1824	US	2020-10-27
Kathy Pilat	Evanston	IL	60201	US	2020-10-27
lora gettleman	evanston	IL	60201	US	2020-10-27
Jeanne Widen	Evanston	IL	60201	US	2020-10-27
Paula Delehanty	Wilmette	IL	60016	US	2020-10-27
miriam joseph	skokie	IL	60076	US	2020-10-28
Margaret Grant	Glenview	IL	60025	US	2020-10-28
Bonnie Helwig	Evanston	IL	60201	US	2020-10-29
Monique Petan	Evanston	IL	60202	US	2020-11-06
Sheila Culkin	Evanston	IL	60201	US	2020-11-07
Karen Woods	Rome		30165	US	2020-12-10
Joy Carmichael	Rome		30165	US	2020-12-10
Kaylyn Burries	Sylvania		43560	US	2020-12-17
Diane Kew	Rome		30161	US	2020-12-17
Sofia Santos	Palm Coast		32137	US	2020-12-18
Payton Stone	Olympia		98502	US	2020-12-18
Molly LaBar	Clifton Park		12065	US	2020-12-18
Noel Hongmoungkh	Machesney Park		61115	US	2020-12-18
Mary Plauche	Evanston	IL	60201	US	2020-12-22
Frances Wharton	Cape Coral	FL	33991	US	2020-12-22
Laura Mahlmeister	Evanston	IL	60202	US	2020-12-23
Lyuba Dubov	Brooklyn		11209	US	2021-01-30
Nahendra Innocent	Jamaica		11434	US	2021-03-06

Sareenah Douglas	Bay Shore		11706	US	2021-03-06
NICOLETTE MAIGI	Waterbury		6708	US	2021-06-10
christina tenuta	Chicago		60631	US	2021-06-19
S M ADAMS	CHICAGO		60656	US	2021-06-19
Branden Connelly	Clarksburg		20871	US	2021-07-21
IGNACIO AMEZQU	New York		10022	US	2021-10-06
P Jamieson	Queens		11377	US	2021-10-06
Peter Coyne	Astoria		11104	US	2021-10-06
Margaret O'Connor	Woodside		11377	US	2021-10-08
Niketh Breivogel	Brooklyn		11203	US	2021-10-09
Robert Froetscher	Evanston	IL	60201	US	2022-01-24
Cathy Lau	Evanston	IL	60201	US	2022-01-31
Anne Weisberg	Evanston	IL	60201	US	2022-01-31
Warren Weisberg	Evanston	IL	60201	US	2022-01-31
Amy Martin	Evanston	IL	60202	US	2022-01-31
Marni Levinson	Evanston	IL	60201	US	2022-01-31
Jenny Thompson	Evanston	IL	60202	US	2022-01-31
Carly Levin	Evanston	IL	60201	US	2022-01-31
Trisha Connolly	Evanston	IL	60202	US	2022-01-31
Fay Bomberg	Evanston	IL	60202	US	2022-02-01
Carol Muskin	Evanston	IL	60202	US	2022-02-01
Phil Crihfield	Evanston	IL	60202	US	2022-02-03
cheryl henley	Evanston	IL	60202	US	2022-04-17
Bill Schneider	Chicago	IL	60640	US	2022-06-02
Jeremy Vannatta	Evanston	IL	60201	US	2022-07-27
Kirstin Knott	Chicago	IL	60610	US	2022-07-27
emily destefano	evantston	IL	60202	US	2022-07-27
Jana Westover	Evanston	IL	60201	US	2022-07-27
Jaime Vehovsky	Evanston	IL	60201	US	2022-07-27
Carol O'Donnell	Evanston	IL	60201	US	2022-07-27
Neal Levin	Wilmette	IL	60091	US	2022-07-27

Jenni Suvari	Evanston	IL	60202	US	2022-07-27
Andrew Schultz	Evanston	IL	60201	US	2022-07-27
Becca Noyes	Evanston	IL	60202	US	2022-07-27
Jill Greer	Evanston	IL	60202	US	2022-07-27
Nick Agnew	Evanston	IL	60201	US	2022-07-27
Kelly Morgan	Evanston	IL	60202	US	2022-07-27
Sura Lennon	Evanston	IL	60201	US	2022-07-27
Carley Pernokas	Evanston	IL	60201	US	2022-07-27
Jill Wortmann	Evanston	IL	60201	US	2022-07-27
Kristin Mariani	Evanston	IL	60201	US	2022-07-27
Jeff Briggeman	Evanston	IL	60202	US	2022-07-27
Joseph Brennan	Evanston	IL	4636060202	US	2022-07-27
Laura White	Chicago	IL	60638	US	2022-07-27
Craig Wortmann	Evanston	IL	60201	US	2022-07-27
John Kennedy	Evanston	IL	60201	US	2022-07-27
Kindon Mills	Evanston	IL	60201	US	2022-07-27
Janet Alexander Da	Wilmette	IL	60091	US	2022-07-27
judith treadway	Skokie	IL	60076	US	2022-07-27
Robin O'Hara	Skokie	IL	60076	US	2022-07-27
Chuck Wasserburg	Evanston	IL	60201	US	2022-07-27
David Morton	New York	NY	10065	US	2022-07-27
Holly Briggeman	Wilmette	IL	60091	US	2022-07-27
Shabnum Sanghvi	Evanston	IL	60202	US	2022-07-27
Barbara Blades	Evanston	IL	60201	US	2022-07-27
Christine Young	Chicago	IL	60602	US	2022-07-27
Linda Kruhmin	Evanston	IL	60201-4053	US	2022-07-27
Geremiah Schieber	Medford		97501	US	2022-07-27
Romy Sims	Evanston	IL	60201	US	2022-07-27
Criss Henderson	Evanston	IL	60201	US	2022-07-28
Andrew Sykes				Sweden	2022-07-28
R. Del Castillo	Sugar Land		77479	US	2022-07-28

John Roadhouse	Evanston	IL	60201	US	2022-07-28
Julie Kayaian	Evanston	IL	60201	US	2022-07-28
Peter Clemson	Chicago	IL	60638	US	2022-07-28
Kelvin Lao	San Francisco		94116	US	2022-07-29
Kim Cohen	Evanston	IL	60201	US	2022-07-29
Claire Walker	Evanston	IL	60201	US	2022-07-29
Jose Hernandez-Iba	Miami		33134	US	2022-07-29
Kourosh Taleghani	Miami		33162	US	2022-07-29
Jeff Cohen	Evanston	IL	60201	US	2022-07-29
Blakely Hall	Bloomfield Hills		48304	US	2022-07-29
John Pratt	Utica	NY	13502	US	2022-07-30
Betsy Lehman	Evanston	IL	60201	US	2022-07-31
Randi Singer	Philadelphia	PA	19119	US	2022-08-04
Deborah McDowell	Evanston	IL	60201	US	2022-08-31
Leslie McMillan	Evanston	IL	60201	US	2022-08-31
Betsy Storm	Evanston	IL	60202	US	2022-08-31
Kristin G	Evanston	IL	60201	US	2022-08-31
Nancy Burke	Evanston	IL	60201	US	2022-08-31
Raphael Allen	Chicago	IL	60608	US	2022-08-31
Jeff Baker	Evanston	IL	60201	US	2022-08-31
Merle Ward	Evanston	IL	60201	US	2022-08-31
Lori Henry	Evanston	IL	60201	US	2022-08-31
Michael James Sch	Evanston	IL	60202	US	2022-08-31
Cathy Caswell	Arlington	AL	22213	US	2022-08-31
Alexis Graves	Evanston	IL	60202	US	2022-08-31
Patrick Mulhern	Evanston	IL	60201	US	2022-08-31
Natalya Harp	Washington	DC	20009	US	2022-08-31
Marjorie Head	Evanston	IL	60202	US	2022-08-31
Lauren Brunswick	Wilmette	IL	60091	US	2022-08-31
Ingrid Gray	Wilmette	IL	60091	US	2022-08-31
Nancy Berte	Evanston	IL	60202	US	2022-08-31

Ellen Rosenberg	Chicago	IL	60601	US	2022-08-31
Ann Clark	Evanston	IL	60201	US	2022-08-31
Maciyiah Willis	Lafayette		70520	US	2022-08-31
Julie Forgash	Evanston	IL	60201	US	2022-08-31
Jevon Hurt	Albermarle		28001	US	2022-08-31
Dave Swigart	Greensburg		15601	US	2022-08-31
Meera Sundareson	Evanston	IL	60626	US	2022-08-31
Gretchen Golebiew	Evanston	IL	60201	US	2022-08-31
Alexis Adams	Evanston	IL	60202	US	2022-08-31
Nona Wilson	Evanston	IL	60201	US	2022-08-31
Lori Osborne	Evanston	IL	60201	US	2022-09-01
Ms Broomstix				US	2022-09-01
Sophie Harp	Ogden	UT	84403	US	2022-09-01
Barbara Greenspar	Evanston	IL	60202	US	2022-09-01
Bereket Buru	Denver	CO	80224	US	2022-09-01
Marsha Warren	Evanston	IL	60201	US	2022-09-01
Kalli Battaglia	Newton		7860	US	2022-09-01
Cardi Mosley	Westchester		60154-4434	US	2022-09-01
Hailey Cox	San Angelo		76901	US	2022-09-01
Yvonne Usmany	Corona		92881	US	2022-09-01
Connie Siegel	Evanston	IL	60201	US	2022-09-01
Kevin Grandfield	Evanston	IL	60201	US	2022-09-01
Robin Tivers	Evanston	IL	60202	US	2022-09-01
Marirose Staub	Evanston	IL	60201	US	2022-09-01
Kendall Gilman	Philadelphia		19121	US	2022-09-01
Reagan Huval	Breaux Bridge		70517	US	2022-09-01
Kristen Twardosz	Sacramento		95842	US	2022-09-01
Susan Wagner	Wilmette	IL	60091	US	2022-09-01
Megan Boyle	Evanston	IL	60201	US	2022-09-02
Steven Sherwood	Evanston	IL	60202	US	2022-09-02
Sandra Benz	Evanston	IL	60202	US	2022-09-02

Darrell Simms				Israel	2022-09-02
Rand Frayh	West Bloomfield		48322	US	2022-09-03
Kara Jewell	EvanstonWilmett	IL	60201	US	2022-09-03
Kortney Ao	Evanston	IL	60201	US	2022-09-03
Sunny Ao	Evanston	IL	60201	US	2022-09-04
Ceylan Nashashibi	Evanston	IL	60202	US	2022-09-05
Jeff Kashycke	Evanston	IL	60201	US	2022-09-12
Robert Lauricella	evanston	IL	60202	US	2022-09-17
Sanyam Dixit	Makhu		142044	US	2022-09-17
Melissa Pawless	Dallas		75223	US	2022-09-17
rachael Glogovsky	Lake Geneva		53147	US	2022-09-17
Andres Duque	Miami		33173	US	2022-09-17
Angelina Rappa				US	2022-09-17
Karen Small	Valencia		91355	US	2022-09-17
Jason Alexander	Herrin		62948	US	2022-09-17
Keshav Lincoln	Washington		20500	US	2022-09-17
Cheryl White	Brighton		80601	US	2022-09-17
Arianna Scipp	Miami		33147	US	2022-09-17
Aidan Marcus	Cerritos		90703	US	2022-09-17
Nicole Dobrowolski	Evanston	IL	60201	US	2022-09-21
Claudia Perry	Evanston	IL	60202	US	2023-02-03
Joshua Curphey	Peterborough		PE7	US	2023-02-03
Luke Ovalle	Lubbock		79401	US	2023-02-03
Saman Ibrahimi	Larkspur		94939	US	2023-02-03
AliReza Gazoran	Tehran		1246863	US	2023-02-03
Sonora Gordon				US	2023-02-03
Phyllis M Adams	Evanston	IL	60201	US	2023-02-03

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Mar 2, 2023 at 9:37 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 03/02/23 10:37 AM

Name:	Claudia Perry
Address of Residence:	1010 Hinman Avenue Apt 1N
Phone:	(847) 563-8587
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	The proposed developer at 1621-1631 Chicago Avenue is problematic for many reasons. Besides being out of scale for the surrounding neighbourhood, it will cause traffic congestion as well as delays for the many merchants who use the alley. The building is also too tall for the D4 Transition district. Property values would plummet in the surrounding neighbourhood. I cannot insist more strongly my feelings that the development would be a major failure in the goal of keeping Evanston livable.
Agenda Item (or comment on item not on the agenda):	1621-1631. Chicago Avenue
Position on Agenda Item:	Opposed

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Mar 2, 2023 at 12:27 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 03/02/23 1:27 PM

Name:	Phillip Timberlake
Address of Residence:	522 Church St, Apt 7A
Phone:	(312) 576-8071
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	RE: 1621-311 Chicago Ave, 22PLND-0102 - I urge the Land Use Commission to deny Horizon Realty's application for 4 Development Allowances to build a development that exceeds the Zoning Laws. I think we should stick to the current Zoning requirements when building a development on this spot.
Agenda Item (or comment on item not on the agenda):	22PLND-0102
Position on Agenda Item:	Opposed

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Mar 2, 2023 at 1:56 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 03/02/23 2:56 PM

Name:	Candace Heaphy
Address of Residence:	1616 Hinman Ave, 6B
Phone:	(413) 222-4462
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	I am strongly opposed to the Legacy development proposed by Horizon Realty Group for 1621-1631 Chicago Ave for many reasons. Here are a few: The scale of the design is out of proportion to the other buildings on the east side of this block which is in the D4 Transition Zone. The first time I heard it discussed I thought it was going to blend with the Marion. To be to scale would mean it would be 6-8 stories high. The north-south public alley is narrower than alleys to the north (Clark) and south (Davis and Grove) by comparison. It has no turnaround space except in the church parking lot. I use this alley every day. One moving truck or a succession of garbage etc trucks can close it to exit for 30 minutes. The idea that it will serve for entrance and egress to tenant parking, and all truck deliveries is ridiculous. I know because I live here. I hope that the LUC will REJECT this proposal on the grounds that it is not a good fit for the masterplan and is opposed by so many neighbors for traffic and other problems .

Agenda Item (or comment on item not on the agenda):	Proposed development for 1621-1631 Chicago avenue
Position on Agenda Item:	

[Quoted text hidden]

City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Mar 2, 2023 at 5:29 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 03/02/23 6:29 PM

Name:	Robert Froetscher
Address of Residence:	1580 Sherman Avenue, Apt 902, Evanston
Phone:	(312) 543-7472
How would you like to make your public comment?:	Written (see below)
	/Users/rfroetscher/Desktop/03.08.23 LUC MEETING TESTIMONY copy.pdf
Provide Written Comment Here:	I'm opposed to the proposed development at 1621 - 1631 Chicago Avenue - Case # 22PLND-0020. I have attached above my written testimony and have asked Bill Brown to deliver a few prepared remarks on this testimony.
Agenda Item (or comment on item not on the agenda):	Proposed development at 1621 - 1631 Chicago Avenue - Case # 22PLND-0020
Position on Agenda Item:	Opposed

TESTIMONY TO MARCH 8, 2023 LAND USE COMMISSION MEETING

RE: PROPOSED 1621 - 1631 CHICAGO AVENUE DEVELOPMENT – ZONING CASE NUMBER 22PLND-0020

March 8, 2023

Bob Froetscher & Bill Brown

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.

D4 DOWNTOWN TRANSITION DISTRICT PURPOSE STATEMENT

FROM SECTION 6-11-4 OF THE EVANSTON CITY CODE

- **“6-11-4. – D4 DOWNTOWN TRANSITION DISTRICT”**
- **“6-11-5-1. - PURPOSE STATEMENT.”**
- “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.”

1621-1631 CHICAGO AVENUE HEIGHT, BULK, SCALE IS “CONTRARY TO THE PURPOSE AND INTENT OF THE ZONING ORDINANCE”

SUMMARY OF MAJOR D4 DOWNTOWN TRANSITION DISTRICT PURPOSE & INTENT VIOLATIONS

SUMMARIZED FROM CITY OF EVANSTON ZONING ANALYSIS REVIEW SHEET

*PERMITTED / REQUIRED BASED ON SITE SIZE, ZONING EXCLUDING IHO, SDA AND PARKING FLOOR CREDITS

ZONING CATEGORY	PERMITTED / REQUIRED*	PROPOSED
DWELLING UNITS	54	140
FLOOR AREA RATIO	5.4	6.63
HEIGHT	105	165
PARKING SPACES	130	57
LOADING DOCS	3	2

CITY OF EVANSTON 2009 DOWNTOWN PLAN AS ADOPTED BY CITY COUNCIL ON FEBRUARY 9TH, 2009

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 AS ADOPTED BY CITY COUNCIL ON FEBRUARY 9TH, 2009 – SEE ROW 3, EAST EDGE

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

PROPOSED DEVELOPMENT MUST MEET EVERY STANDARD OF APPROVAL BELOW AND ON NEXT FOUR SLIDES

- Standards of Approval for Specials Uses – Code 6-3-5-10
  - 9 Standards
- Standards of Approval for Planned Development – Code 6-3-6-9
  - 5 Standards
- Standards of Approval for Planned Development in the D4 District - Code 6-11-1-10
  - 5 Standards
- Standards of Approval for Planned Development in the D4 District – Code 6-11-1-10B
  - 7 Standards
- As quoted from the City Code:
  - ”The Land Use Commission shall only recommend approval, approval with conditions or disapproval of a Special Use based upon written findings of fact with regard to each of the standards set forth below and, where applicable, any special standards for specific uses set forth in the provisions of a specific zoning district”
  - “….the Land Use 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 face that the planned development adheres to the following standards”.’
- Note – As shown above, the D4 Transition District has 12 specific standards of its own, due to D4’s specific “purpose and intent” to “provide a suitable transition between downtown districts and those districts adjacent to downtown.”

SOA – SPECIAL USES – CODE 6-3-5-10

	STANDARD	EVALUATION	COMMENTS
1	It is one of Special Uses specifically listed in zoning ordinances	MEETS	
2	It **is in keeping with purposes and policies of adopted Comprehensive General Plan and zoning ordinances**	FAILS TO MEET	Directly quoted from the Comprehensive General Plan: "The height and mass of each building should be compatible with its particular site. The building site should be planned to accomplish a desirable transition between street, site, and building using setbacks and yards that take into consideration adjacent buildings and pedestrian zones." This proposed development is sited in the D4 Transition District and clearly has a height, mass, density that is inconsistent with the requirements of the D4 Transition District - see pages 5-7 for specifics.
3	**Will not cause negative cumulative effect upon the immediate neighborhood** and upon the city as a whole	FAILS TO MEET	Proposed development will clearly have negative cumulative effect upon the immediate neighborhood. Neighbors from 522 Church Street Condos, Condos and residential buildings behind development on Hinman as well as 1st United Methodist Church Board of Trustees, Pastor and congregation all vehemently oppose this development due to it's negative impact. Concerns include traffic, safety, building height & density, excessive shadowing effect, damage to property values and the potential disasterous precedent to the D4 Transition District by allowing a 15 story building in the D4 Transition District. Future developers will point to this building as basis for their own overly tall, overly dense, dangerous buildings.
4	It **does not interfere with or diminish the value of property in the neighborhood**	FAILS TO MEET	While development must NEITHER interfere with or diminish value of property - it violates BOTH of these requirements. Clearly the development will interfere with the use of neighboring properties due to increased traffic, congestion, safety issues (see below), building height, mass, density in D4 Transition District, excessive shadowing. The development will also damage neighboring property values including condos to north, condos, homes on Hinman Ave, and the 1st United Methodist Church.
5	It can be adequately served by public facilities and services	MEETS	
6	**It does not cause undue traffic congestion**	FAILS TO MEET	Traffic congestion will be significantly worsened both in front of development on Chicago Ave and behind development in alley. Chicago Ave and corner of Chicago Ave and Church Street in particular is already among the most congested in Evanston. 225+ additional residents in proposed development, will cause incremental taxi, ride-sharing, food delivery and package delivery traffic with obstructive, stop & go driving patterns and illegal parking. This block of Chicago Ave already has non-stop illegal parking due to density, congestion and presence of Whole Foods. Development proposes to use narrow back alley for residents' parking access and loading dock access. However alley is already congested, sometimes blocked due to current use for (i) Merion (ii) existing Chicago Ave retailers (iii) 522 Church St Condo parking and their loading dock access (iv) 1st United Methodist Church staff and congregation parking and (v) Total Child Daycare child drop-off and pick-up. This will both worsen congestion and create a dangerous environment.
7	It **preserves significant historical and architectural resources**	FAILS TO MEET	The 1st United Methodist Church, has been Designated as a Local Landmark in the Lakeshore Historic District by the Evanston Preservation Commission and would suffer severe negative impact as a result of being dwarfed by and over-shadowed by this proposed building in the same D4 Transition District. The 1st United Methodist Church is Evanston's first church, and was established before the founding of Evanston. 1st United Methodist Church has used this sacred space and had a church on this specific site since 1872 - for over 150 years and long before any of the current buildings on this block of Chicago Avenue were built.
8	It preserves significant natural and environmental features	NOT RELEVANT	Minimal greenspace on existing site.
9	It complies with all other regulations of the district in which it is located and other applicable ordinances	UNKNOWN	The residents preparing this summary do not have the resources necessary to complete this analysis

EVALUATION KEY:

MEETS
FAILS TO MEET
UNKNOWN OR QUESTIONABLE
NOT RELEVANT

SOA – PLANNED DEVELOPMENT – CODE 6-3-6-9

	STANDARD	EVALUATION	COMMENTS
1	**It will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties** that is beyond a reasonable expectation	FAILS TO MEET	Proposed development will clearly have adverse impact on the use, enjoyment and value of adjoining properties that is beyond a reasonable expectation, especially given these adjoining properties are all in the D4 Transition Zone District. 522 Church Street Condos and multiple condos and residences on Hinman Avenue will all be negatively impacted on all three dimensions (use, enjoyment, value). 1st United Methodist Church, Evanston's first church, whose establishment pre-dates Evanston's founding and has had a church on it's current site since 1872, will be severely negatively impacted on all three dimensions. 1st United Methodist Church's Chairman of the Board of Trustees (Bill Brown), Pastor (Pastor Grace Imathiu) and congregation are adamantly opposed to this development and are testifying to that point.
2	**It is compatible with the overall character of existing development in the immediate vicinity of the subject property.**	FAILS TO MEET	Proposed development is completely inconsistent with character of existing development in immediate vicinity in this D4 Transition District. Developer's own buildings to south are 8 stories (80 feet) and 9 stories (93 feet) tall. 522 Church Street condo building immediately north is 8 stories tall (80 feet). All are in the D4 Transition District. Proposed development is 15 stories and 165 feet - effectively double the height of the Merion and 522 Church Street condos and almost 80% taller than Merion addition, which was built by this developer. Developer's references to "precedent" buildings are irrelevant as they are outside of D4 Transition district or approved prior to 2009 Downtown Plan. See page 13 for perspective view.
3	**Site circulation is designed in a safe and logical manner to mitigate potential hazards for pedestrians and vehicles at the site and in the immediate surrounding area.**	FAILS TO MEET	Proposed development will terribly excacerbate an already bad and dangerous traffic environment for both cars and pedestrians. See 2nd and 3rd standards under Code 6-11-1-10B on page 12 for details
4	It aligns with the current and future climate and sustainability goals of the City.	UNKNOWN	This is an unknown as the City of Evanston is actually in the midst of a strategic planning process which will likely reinforce certain existing goals while establishing new goals
5	Public benefits that are appropriate to the surrounding neighborhood and the City as a whole will be derived from the approval	MEETS	There are some public benefits from proposed development

EVALUATION KEY:

MEETS
FAILS TO MEET
UNKNOWN OR QUESTIONABLE
NOT RELEVANT

SOA – PD D4 TRANSITION DISTRICT – CODE 6-11-1-10

	STANDARD	EVALUATION	COMMENTS
1	It 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"**	FAILS TO MEET	Proposed building is in no way compatible with surrounding development in D4 District nor does it meet "D4 Transition Disctrict Purpose Statement" see page 4. Building fails test on height which is 2X height of Merion and 522 Church St Condos and 80% greater than Merion addition which are three closest neighboring developments all on same block in D4 Transition District. Building also fails as it is completely out of scale as shown on developer's own diagram - see page 13 - and bulk / density is excessive with 140 planned dwelling units vs 54 in D4 Basic Zoning
2	It 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.	FAILS TO MEET	Proposed building grossly violates standard requirement to strengthen pedestrian orientation and scale for same reasons of excessive height and density as documented above. Building also does not preserve existing character giving buildings on Chicago Ave and will clearly have a negative influence on what may be the single most important character-giving building in Evanston - the 1st United Methodist Church building which will be dwarfed by and completely over-shadowed by this building
3	**It 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**	FAILS TO MEET	Proposed building is incompatible with Comprehensive General Plan, the Plan for Downtown Evanston, land use and urban design plans specific to the D4 Transition District including with respect to these issues specifically called out by this Standard: Land Use Intensity (140 units vs 54 in D4 base zoning; FAR of 6.33 vs 5.4 in D4 Base zoning), Traffic Impact & Parking, Essential Character of D4 District, Surrounding Residential Neighborhoods, Abutting Residential Lots, Impact on Schools, Facilities (Total Child Pre-school and 1st United Methodist Church), Traffic Impact and Parking and Neighborhood Planning (sets disasterous precedent for D4 Transition District).
4	It shall be completed within two (2) years of the issuance of the special use permit for the planned development.	MEETS	We assume that the building project plan will meet this SOA
5	All landscaping treatment within the planned development shall be provided in accordance with the requirements set forth in Chapter 17, "Landscaping and Screening,"	MEETS	

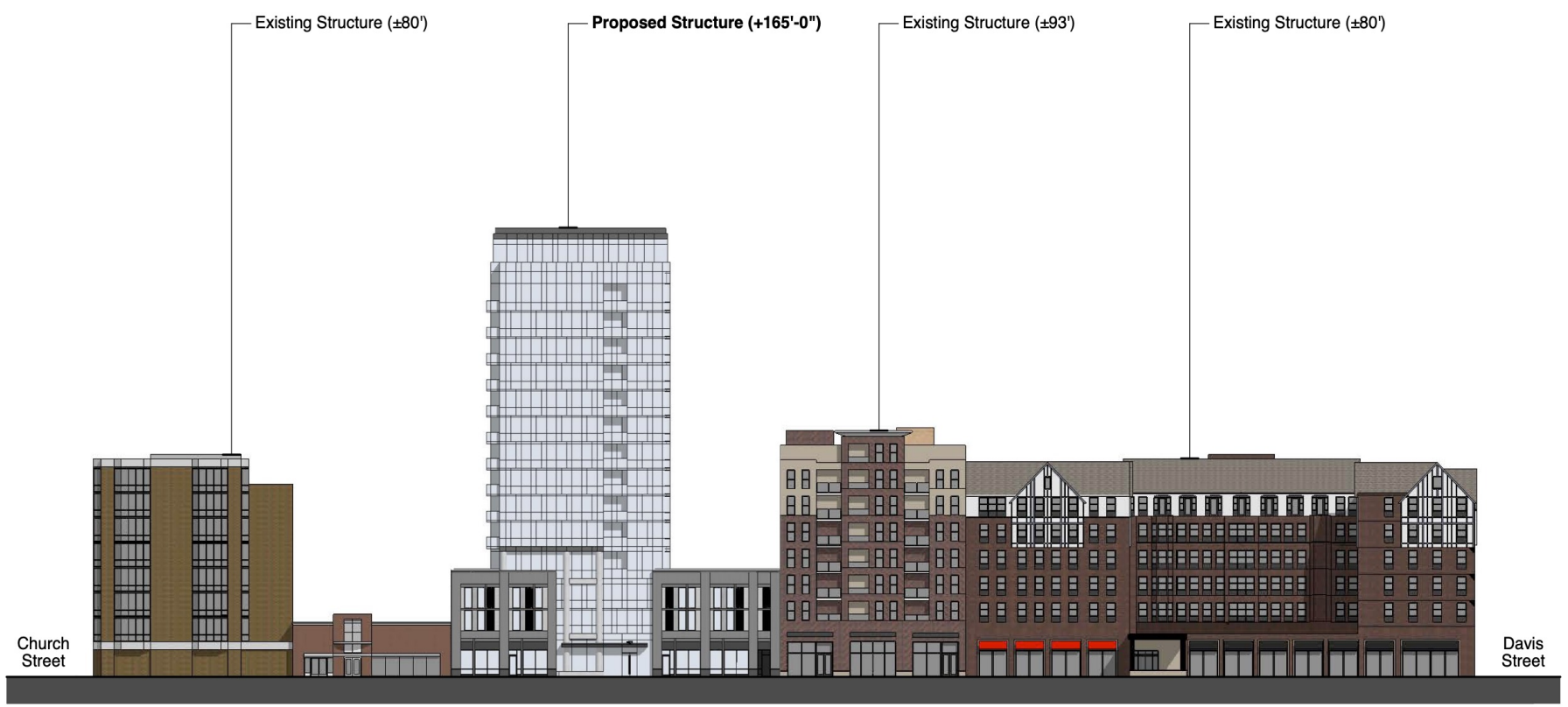
EVALUATION KEY:

MEETS
FAILS TO MEET
UNKNOWN OR QUESTIONABLE
NOT RELEVANT

SOA-PD- D4 TRANSITION DIST – CODE 6-11-1-10B

	STANDARD	EVALUATION	COMMENTS
1	**Walkways developed for a planned development shall form a logical, safe and convenient system for pedestrian access**	MEETS	The proposed development meets the letter of this SOA, however pedestrian risks will increase materially on an already busy Chicago Ave due to impact the 225+ residents of this development would have on ride-sharing, food and package delivery volume
2	**The location, construction and operation of parking, loading areas, and service areas, shall be designed to avoid adverse effects on residential uses within or adjoining the development and, where possible, provide additional parking beyond that required for the planned development to service the downtown district in which it is located.**	FAILS TO MEET	Building resident parking and loading dock access is via narrow alley in back which is already congested due to use for (i) Merion (ii) existing Chicago Ave retailers (iii) 522 Church St Condo parking and loading access (iv) 1st United Methodist Church parking and (v) Total Child Daycare child drop-off and pick-up. Alley use for proposed development's additional 225+ residents' parking and loading dock access will result in significant adverse effect for the groups noted above and will be dangerous for Total Child Daycare parents and children and 1st United Methodist Church staff and members. Developer proposes eliminating 2-3 current parking spots on Chicago Ave for resident passenger loading BUT that exacerbates the current parking issue and developer makes no accomodation for increased GrubHub, DoorDash, Amazon, FedEx, UPS, etc traffic to building. Study is garbage in / garbage out.
3	**Principal vehicular access points shall be designed to permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic.**	FAILS TO MEET	Chicago Ave and the corner of Chicago Ave and Church Street in particular is already among the most congested in Evanston. 225+ additional residents in proposed development, will cause incremental taxi, ride-sharing, food delivery and package delivery traffic with obstructive, stop & go driving patterns and illegal parking. Therefore this development cannot "permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic". Pedestrian risk, which is already moderately high crossing this intersection will be made doubly worse from both the increased traffic these residents will generate to the building and their contribution to increased pedestrian traffic as well.
4	The PD shall provide, if possible, for underground installation of utilities	MEETS	We assume that development design will meet city's utility requirements
5	There shall be provided a market feasibility statement	MEETS	A market study was prepared
6	There shall be provided a traffic circulation impact study which shall show the effect of all proposed uses upon adjacent and nearby roads and highways. The study shall also show the amount and direction of anticipated traffic flow and clearly describe what road and traffic control improvements might become necessary as a result of the construction of the proposed development.	QUESTIONABLE	A traffic study was prepared however it's accuracy and value is questionable. This corner of Chicago Ave and Church Street is already one of the busiest in the city and experiences significant traffic congestion already. The traffic study was minimally updated after 9/14/22 LUC criticism with only an acknowledgement of need for building's passenger loading. However traffic study still completely ignores the impact of the building's 225+ residents from additional taxi, ride-sharing, food delivery, package delivery volumes on existing traffic and ignores impact of the unusual, obstructive driving patterns from these types of ride-sharing, food delivery, package delivery services (stopping, pulling over, blocking traffic, circling, k-turns, illegal parking)
7	The Zoning Administrator may, require of the applicant additional studies	QUESTIONABLE	Requested wind study noted in 9/14/22 LUC meeting minutes has not yet been provided

PROPOSED DEVELOPMENT IS NOT "COMPATIBLE WITH SURROUNDING DEVELOPMENT" AND DOES NOT "STRENGTHEN PEDESTRIAN ORIENTATION AND SCALE"



HORIZON REALTY GROUP

1621-31 Chicago Ave. - Evanston, IL

Chicago Ave. Elevation
1/24/23

PAPPAGEORGE HAYMES

18

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 heights of 17 stories and 185 feet, vs current 15 stories and 165 feet.
- The proposed development violates and / or lacks compliance with the majority of Evanston's official plans, guidelines, and Standards of Approval for both Planned Developments and Special Use for the D4 Downtown Transition District.
- There are significant concerns including safety concerns for pedestrians, current residents, Whole Foods customers, United Methodist Church members, Total Child Pre-school, and others due to high number of additional units (140) and residents (225+) 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 traffic study is fatally flawed conducting no analysis of the impact from vehicles serving this building food delivery (GrubHub, DoorDash, etc.) and package delivery (USP, FedEx, Amazon, etc.) all of which have increased dramatically in the 3 years since the start of the pandemic. The traffic study's only recommendation to accommodate additional traffic congestion from ride services like Uber, Lyft was to ELIMINATE 2-3 Chicago Ave parking spots on Chicago Ave for a resident loading / unloading zone. There is no acknowledgement nor analysis of the additional problems created by unusual and dangerous driving behaviors and patterns (slowing, pulling over illegally, circling, K-turns, blocking traffic, illegal parking
- The proposed development will have substantial negative impact on the use, enjoyment and value of neighboring properties and interfere with their use. The development faces strong opposition from the community including the Board of Trustees of, Pastor 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. Hundreds have commented and written in opposition at multiple meetings and in front of multiple review bodies.
- Approval would be a terrible precedent. Approving this creates a "slippery slope" that guts the D4 Downtown Transition District zoning, guts the "standards of approval" and guts the specific recommendations of the City of Evanston 2009 Downtown 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 Downtown Transition District zoning requirements.

APPENDIX

PURPOSE AND INTENT OF THE CITY OF EVANSTON ZONING CODE

- **6-1-2. - PURPOSE AND INTENT.**

- This Ordinance is adopted, by the City of Evanston as a home rule unit of local government, for the purposes of:
- Promoting the public health, safety, comfort, morals, convenience, general welfare, and the objectives and policies of the comprehensive general plan, as adopted and amended, from time to time, by the City Council;
- Securing adequate light, pure air, and safety from fire and other dangers;
- Conserving and enhancing the taxable value of land and buildings throughout the City;
- Dividing the entire City into districts and restricting and regulating therein the location, construction, reconstruction, alteration, and use of buildings, structures, and land, whether for residential, university, business, industrial, or other specified uses;
- Minimizing or lessening congestion in the public streets;

(CONTINUED) PURPOSE AND INTENT OF THE CITY OF EVANSTON ZONING CODE

- 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;
- (Ord. No. 43-O-93)
- 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;
- (Ord. 47-0-09)
- Establishing standards to which buildings or structures shall conform;
- Prohibiting uses, buildings, or structures that are incompatible with the character of established zoning districts; and
- Encouraging the preservation and enhancement of natural resources, historic resources, natural features, and aesthetic amenities in the City.
- (Ord. No. 43-O-93)

THE PROPOSED DEVELOPMENT WILL HAVE A NEGATIVE IMPACT ON TRAFFIC & PARKING, CAUSE UNDUE TRAFFIC CONGESTION AND MATERIAL SAFETY ISSUES

TRAFFIC STUDY CONDUCTED IS COMPLETELY FLAWED AS THERE IS NO ANALYSIS, DISCUSSION OR RECOMMENDATIONS REGARDING IMPACT OF VEHICLES SERVING BUILDING FOR RIDE SHARING, FOOD DELIVERY AND/OR PACKAGE DELIVERY

- Traffic patterns serving large residential buildings have changed dramatically over the last 3 years post-COVID due to rapid growth of ride-sharing services (UBER, Lyft, etc.), food delivery services (GrubHub, DoorDash, etc.) and explosion of packages being delivered to residences (FedEx, UPS, Amazon, etc.)
- These vehicles do not “flow” past the building, but instead stop, pull over in non-parking areas, block traffic, circle, make illegal “K” turns and park illegally. Often drivers temporarily abandon their vehicles to deliver food or a package.
- The new KLOA traffic study provided by the developer did not consider in any way the impact of additional food delivery and package delivery vehicles and their unusual driving patterns from the proposed 1621-1631 Chicago Ave development and its additional 225+ residents. KLOA’s traffic study ignores the tremendous potential impact on congestion and safety on this already busy block:
  - Not a single comment on the impact this proposed building with 225+ additional residents will have on ride-sharing except note on need for additional residential loading. Study is silent on impact of food delivery and package delivery traffic volumes, traffic characteristics and safety. The study is silent in this regard in its ”Traffic Analysis and Recommendations” and its “Discussion and Recommendations”.
  - KLOA study traffic analysis was done using methodologies in the Transportation Research Board’s 12 year old Highway Capacity Manual (2010), which doesn’t reflect the current impact of new, large, residential buildings on ride share, food delivery and package delivery traffic volumes, driving characteristics, congestion.

THE PROPOSED DEVELOPMENT WILL HAVE A NEGATIVE IMPACT ON TRAFFIC & PARKING, CAUSE UNDUE TRAFFIC CONGESTION AND MATERIAL SAFETY ISSUES (CONTINUED)

TRAFFIC STUDY CONDUCTED IS FATALLY FLAWED AS THERE IS NO ANALYSIS, DISCUSSION OR RECOMMENDATIONS REGARDING IMPACT OF VEHICLES SERVING BUILDING FOR FOOD DELIVERY AND/OR PACKAGE DELIVERY

- The KLOA conducted traffic study has the following additional flaws (continued from prior page):
  - Trip generation rates were estimated based on the outdated ITE 10th Trip Generation Manual released in February, 2020, using data prior to current consumer behaviors, therefore don't reflect post-COVID impact of ride share, food delivery and package delivery traffic volumes and driving characteristics from the proposed 1621-1631 Chicago Ave. development.
  - Lisa Fontana, Traffic Engineering Senior Director at ITE indicates that the 11th edition of the Trip Generation Manual is most current, published in September, 2021.
  - KLOA did not reference, nor utilize any of the ITE resources available to understand increased ride-sharing, food delivery, package delivery traffic volume nor driving pattern changes post-COVID.
  - The KLOA traffic study vehicle trip generation rates used the following additional erroneous assumptions
    - Rates were based off of suburban rates which are inappropriate for a downtown environment like 1621 – 1631 Chicago Avenue
    - Additionally, KLOA further reduced vehicle trips due to the building by 50% because "US Census data in the area showed that only approximately 50 percent of residents in the areas drive a car to work". This is another clear error since even in suburban areas, not 100% of residents drive a car to work.
    - Census bureau data actually shows that city residents are only 12.2% less likely to drive to work than suburban residents (see following slide 16) (78.3% / 89.2% = 87.8%), so KLOA should have used a 12.2% discount
    - In summary, KLOA's traffic study is "garbage in = garbage out".

US CENSUS BUREAU, AMERICAN COMMUNITY SURVEY ON AUTOMOBILE COMMUTING CITY VS SUBURB SHOW THAT 78.3% OF CITY RESDENTS DRIVE TO WORK, WHILE 89.2% OF SUBURBAN RESIDENTS DRIVE TO WORK. KLOA TRAFFIC STUDY USED A 50% TRIP DISCOUNT VS PROPER 12.5%

Appendix Table 1.

Commuting by Automobile by Community Type and Travel Mode: 2006 and 2013

(For information on confidentiality protection, sampling error, and definitions, see *www.census.gov/programs-surveys/acs/guidance.html*)

Community type and travel mode	2006			2013		
	Workers (thousands)	Percentage of workers	Margin of error (±)	Workers (thousands)	Percentage of workers	Margin of error (±)
LIVED IN PRINCIPAL CITY, IN METRO AREA						
Total	**44,059**	**100.0**	**Z**	**47,074**	**100.0**	**Z**
Automobile	35,247	80.0	0.1	36,851	78.3	0.1
Drove alone	30,453	69.1	0.1	32,409	68.8	0.1
Carpooled	4,795	10.9	0.1	4,442	9.4	0.1
Other mode	8,812	20.0	0.1	10,223	21.7	0.1
LIVED OUTSIDE PRINCIPAL CITY, IN METRO AREA						
Total	**72,410**	**100.0**	**Z**	**76,827**	**100.0**	**Z**
Automobile	64,966	89.7	0.1	68,560	89.2	0.1
Drove alone	57,533	79.5	0.1	61,586	80.2	0.1
Carpooled	7,433	10.3	0.1	6,974	9.1	0.1
Other mode	7,444	10.3	0.1	8,267	10.8	0.1
LIVED OUTSIDE ANY METRO AREA						
Total	**21,796**	**100.0**	**Z**	**19,062**	**100.0**	**Z**
Automobile	19,685	90.3	0.1	17,253	90.5	0.1
Drove alone	17,060	78.3	0.1	15,283	80.2	0.1
Carpooled	2,624	12.0	0.1	1,970	10.3	0.1
Other mode	2,112	9.7	0.1	1,808	9.5	0.1

Z Rounds to zero.

Note: Universe: workers 16 years and older. Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval. This table corresponds to Figure 4.

Source: U.S. Census Bureau, 2006 and 2013 American Community Survey.

ILLEGALLY PARKED VEHICLES IN FRONT OF AND ACROSS THE STREET FROM 1621-1631 CHICAGO AVENUE, EVANSTON – SUNDAY, AUGUST 7th, 2:31 PM – PRIOR TO ADDITIONAL 300 RESIDENTS FROM PROPOSED 1621-1631 CHICAGO AVENUE DEVELOPMENT





ILLEGALLY PARKED VEHICLES IN FRONT OF AND ACROSS THE STREET FROM 1621-1631 CHICAGO AVENUE, EVANSTON – SUNDAY, AUGUST 7th, 2:45 PM – PRIOR TO ADDITIONAL 300 RESIDENTS FROM PROPOSED 1621 – 1631 CHICAGO AVENUE DEVELOPMENT





City of Evanston

Katie Ashbaugh <kashbaugh@cityofevanston.org>

Land Use Commission Public Comment

noreply@formstack.com <noreply@formstack.com> Thu, Mar 2, 2023 at 7:00 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 03/02/23 8:00 PM

Name:	Grace Imathiu
Address of Residence:	1141 Asbury Ave
Phone:	(331) 575-4158
How would you like to make your public comment?:	Written (see below)
Provide Written Comment Here:	Dear Commissioners, I write in opposition to the proposed 15-story development at 1621-1631 Chicago Avenue. I understand that the developers have chosen to ignore their neighbors but surely it is of grave concern that they have chosen to ignore Evanston's Comprehensive General Plan and the D4 Transition District. The building they propose is beautiful and we would wish to live there and it will be filled with amazing potential members and visitors to First Church across the alley. We already have 10 members who live in The Merion. Unfortunately, the proposed Legacy is a dead in the water. It does not comply with the zoning requirements. It is too tall and too dense for the D4 Transition District and does not honor the Evanston Comprehensive Plan. It would be less upsetting and be an honorable and respectful

	conversation if the developer changed the zoning or updated the Evanston Comprehensive Plan. For the umpteenth time, you have no choice but to vote once against it building as is. Thankful for the work you do on behalf of Evanston of the present and of the future. Rev. Grace Imathiu Senior Pastor First United Methodist Church 516 Church Street.
Agenda Item (or comment on item not on the agenda):	Agenda item
Position on Agenda Item:	Opposed

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